KSA

June 2021

DENTON ENTERPRISE AIRPORT

DFW ACCESS. EXTRAORDINARY BUSINESS.

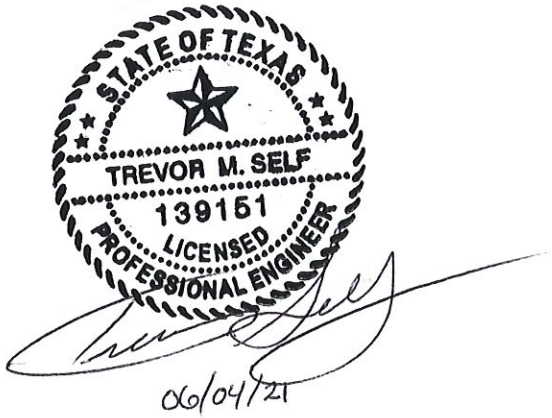


Pavement Management Program

Denton Enterprise Airport (DTO)

DENTON, TX

DENTON ENTERPRISE AIRPORT (DTO)
AIRPORT PAVEMENT MANAGEMENT PROGRAM (PMP)
DENTON, TEXAS



JUNE 2021

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A. EXECUTIVE SUMMARY

OVERVIEW

KSA was requested by the Denton Enterprise Airport (DTO), to implement a Pavement Management Program (PMP) and perform a pavement evaluation for the airside pavement. The Airport partnered with The Transtec Group, Inc (Transtec) and GEE Consultants, Inc. (GEE) to assist in performing the required work. The FAA states in its advisory circular (AC) 150/5380-7B "Airport Pavement Management Program" that:

"A PMP provides a consistent, objective, and systematic procedure for establishing facility policies, setting priorities and schedules, allocating resources, and budgeting for pavement maintenance and rehabilitation. It can also quantify information and provide specific recommendations for actions required to maintain a pavement network at an acceptable level of service while minimizing the cost of maintenance and rehabilitation. A PMP not only evaluates the present condition of a pavement, but also predicts its future condition through the use of pavement condition indicators. By projecting the rate of deterioration, a life-cycle cost analysis can be made for various alternatives to determine the optimal time to apply the best M&R alternative and avoid higher M&R costs in the future".

A pavement during its life-cycle has two critical functions. The first is to provide a load bearing capacity that will safely bear the load of aircraft operating on the surface throughout the design period. The second is to provide a safe, serviceable pavement surface, free from foreign object debris (FOD) that contains adequate subsurface drainage. A pavement's load bearing capacity is the maximum weight of aircraft that can be sustained by the pavement on a regular basis without negative impact to its design life. Reconstructed or new pavements are designed to meet the required load bearing capacity of the most demanding aircraft expected to operate on the pavement during the design period. The designed pavement life is typically 20 years. The weight bearing capacity of a pavement will decline over time based on factors such as pavement age, pavement section materials, maintenance, loadings, frequency of loadings, etc.

During this evaluation, KSA staff performed a visual distress survey in accordance with applicable standards (ASTM Standard D5340-12 *"Standard Test Method for Airport Pavement Condition Index Surveys"* and FAA's AC 150/5380-7B *"Airport Pavement Management Program"*) to develop Pavement Condition Indices on a scale of '0' to '100' for airside pavements. The Transtec team performed falling weight deflection (FWD) tests to gather pavement deflection data in accordance with the FAA's AC 150/5370-11B "*Use of Nondestructive Testing in the Evaluation of Airport Pavements".* Appendix F contains Transtec's full FWD Assessment and supporting data. The FWD data was used by KSA to determine the Pavement Classification Numbers (PCN) of airside pavements including Runway 18L-36R. The PCN is a numerical representation of the load bearing capacity of a pavement section. A geotechnical subsurface investigation by GEE supported the non-destructive testing performed by Transtec. An overview layout of the airfield pavement that was inspected and evaluated has been provided in Appendix A and Exhibit A.

PAVEMENT CLASSIFICATION NUMBER (PCN) – HWD INSPECTION

As a member state of the International Civil Aviation Organization (ICAO), the FAA is required to report pavement strengths of all paved runways, taxiways, and aprons at all airports. FAA regulations therefore require that all certificated Part 139 airports publish Pavement Classification Numbers (PCN) and aircraft Gross Weight Data of all public-use paved runways. Certificated Part 139 Airports are also required to update Form 5010 data elements associated with aircraft Gross Weight and PCN data. The obtained PCN data is used to perform the ACN-PCN analysis, comparing the PCN to the Aircraft Classification Number (ACN). The PCN is a number that expresses the load-carrying capacity of a pavement for unrestricted operations. The ACN is a number that expresses the relative effect of an aircraft at a given wheel configuration on a pavement structure for a specified standard subgrade strength. The ACN-PCN analysis is designed to assist the airport operator with the evaluation of acceptable operations of aircraft. In general, the ACN-PCN analysis permits operation of aircraft on a given pavement as long as the following condition is met:

$$ACN \leq PCN$$

The FAA AC 150/5335-5C "Standardized Method of Reporting Airport Pavement Strength – PCN" allows for limited pavement overloading, shown in the formulas below, but this is not a recommended practice for long-term use on an airfield. This overloading can cause accelerated pavement deterioration and premature pavement failure.

For Rigid Pavement: $ACN \leq PCN * 1.05$
For Flexible Pavement: $ACN \leq PCN * 1.10$

A PCN technical evaluation was conducted by KSA for the Airport's pavement system, and a Heavy Weight Deflectometer (HWD) was utilized to calculate key parameters used in the evaluation method. Table A.1 summarizes the PCN values obtained from the FAA's COMFAA (version 3.0) software for the various airport pavement locations. This table also shows the critical ACN computed by COMFAA for an ACN-PCN analysis. In order to complete a PCN evaluation the following data is required: airport traffic fleet mix, subgrade strength, pavement material types, and layer thicknesses. It should be noted that a pavement section of Hot Mix Asphaltic Concrete (HMAC) on Portland Cement Concrete (PCC) is treated as a composite PCC pavement for COMFAA analysis purposes and is recorded as a rigid pavement section. The PCN evaluation calculations are extremely sensitive to the traffic used during the analysis and changes in the fleet mix could affect the computation. Appendix H shows common ACN for aircraft based upon subgrade classifications. This evaluation was completed by Transport Canada and should only be used as a guide. The ACN of aircraft utilizing the airfield should be provided by the aircraft operator. If an Aircraft has an ACN greater than that of the reported PCN, the Airport should refer to the overloading guidance above. Section G provides additional information regarding the PCN computation and the recommendations of what PCN values should be reported.

Table A.1: PCN Values of Structurally Inspected Pavements (Technical Approach)							
Feature	KSA Branch	Transtec Section	PCN Code[1] Computed ACN	Maximum Allowable Weight, lbs			Structural Life (Years)[3]
				Single-Wheel Gear (S)	Dual-Wheel Gear (D)	Dual-Tandem Wheel Gear (2D)	
Runway 18L-36R	Extension	A	35/F/C/X/T ACN = 30.2	90,000	123,000	213,000	Sufficient[4]
	Reconstruct	B1 / B2	13/F/C/Y/T ACN = 31.1	36,000	53,000	101,000	2.0
	Middle 2	C	24/R/C/X/T ACN = 31.1	67,000	84,000	149,000	0.0
	Middle 1	D	36/R/C/X/T ACN = 31.1	95,000	122,000	201,000	Sufficient[4]
	36 End	E	36/F/A/X/T ACN = 25	96,000	154,000	279,000	Sufficient[4]
Taxiway Alpha	Extension	A	36/F/C/X/T ACN = 30.2	92,000	127,000	218,000	Sufficient[4]
	North Connect	B	10/F/C/Y/T ACN = 30.2	28,000	43,500	<min[2]	4.7
	Middle	C	40/F/B/X/T ACN = 26.9	101,000	162,000	271,000	Sufficient[4]
	South Connect	D	15/F/B/X/T ACN = 26.9	44,500	66,000	128,000	Sufficient[4/5]
Taxiway A1	Full	A	35/F/C/X/T ACN = 30.2	90,000	123,000	213,000	Sufficient[4]
Taxiway A2	Full	A / B	17/F/C/Y/T ACN = 30.2	46,000	65,000	122,000	2.6
Taxiway A3	Full	A	25/R/C/X/T ACN = 31.1	70,000	86,000	154,000	0.0
Taxiway A4	Full	A	23/R/C/X/T ACN = 31.1	65,000	81,000	145,000	0.2
Taxiway A5	Full	A	2/F/C/Y/T ACN = 32.6	<min[2]	<min[2]	<min[2]	0.0
Taxiway A6 East	Full	A	20/R/C/X/T ACN = 29.7	58,000	73,000	131,000	0.0
Taxiway A7	Full	A	19/F/B/X/T ACN = 26.9	54,000	79,000	152,000	Sufficient[4/5]
Taxiway Bravo	North	A1 / A2	18/R/C/X/T ACN = 31.1	53,000	67,000	122,000	0.0
	Middle	B	23/F/C/X/T ACN = 30.2	61,000	82,000	152,000	0.1
	South	C	20/R/C/X/T ACN = 31.1	58,000	73,000	131,000	0.0
Taxiway Hotel	Full	A	3/F/C/Y/T ACN = 9.9	<min[2]	<min[2]	<min[2]	0.0

Table A.1: PCN Values of Structurally Inspected Pavements (Technical Approach)							
Feature	KSA Branch	Transtec Section	PCN Code[1] Computed ACN	Maximum Allowable Weight, lbs			Structural Life (Years)[3]
				Single-Wheel Gear (S)	Dual-Wheel Gear (D)	Dual-Tandem Wheel Gear (2D)	
Taxiway Juliet	Full	A	3/F/C/Y/T ACN = 9.9	<min[2]	<min[2]	<min[2]	0.0
Apron North of Terminal	HMAC	A	33/F/C/X/T ACN = 30.2	85,000	115,000	202,000	Sufficient[4]
Apron North of Terminal	PCC	B	35/R/C/W/T ACN = 31.1	92,000	119,000	197,000	Sufficient[4]

[1]The following shading indicates the relative capacity of the pavement for the analyzed traffic:

Structurally Adequate	Overload Guidance Applies	Structurally Inadequate

[2]Corresponding allowable weight is not provided by the FAA for single wheel aircraft less than 12,500 lbs, dual wheel aircraft less than 37,500 lbs or dual-tandem aircraft less than 100,000 lbs.

[3]The Structural Life shown in this section is related to a FAARFIELD analysis of the existing pavement section. See Page A-6 for additional information.

[4]Sufficient used to describe FAARFIELD structural life output greater than typical Design Life of 20 years.

[5]The FAARFIELD structural life analysis and COMFAA do not match as the structural life does not correlate with the PCN being less than the ACN. See Page A-6 for additional information.

FAA AC 150/5335-5C states that, "For pavements of diverse strengths, the controlling PCN numerical value for the weakest segment of the pavement should normally be reported as the strength of the pavement. Engineering judgment may be required in that if the weakest segment is not in the most heavily used part of the runway, then another representative segment may be more appropriate to determine PCN." The AC also provides guidance for overloading of pavement and how to approach reporting the PCN.

There are three guidance options provided within FAA AC 150/5335-5C when the PCN of a runway is less than that of the most demanding ACN. Section D.2 "Overload Guidance" states that Airports have the following options when evaluating what pavement strength rating to publish:

1. "Let the PCN remain as derived from the technical evaluation method, but retain local knowledge that there are some aircraft in the traffic mix that can be allowed to operate with ACNs that exceed the published PCN or at a reduced weight to not exceed the PCN."
2. "Provide for an increased PCN by adding an overlay or by reconstruction to accommodate aircraft with higher ACNs."
3. "Adjust the PCN upward to that of the aircraft with the highest ACN, but recognize the need to expect possible severe maintenance. This will result in earlier and increased costs for reconstruction or overlay projects."

The Maintenance and Rehabilitation guidance within this report addresses Item 2, but until the rehabilitation projects can be completed, KSA has utilized the information above and engineering judgement for the determination of Runway 18L-36R's PCN. We recommend that Denton Enterprise Airport report a **PCN of 30/F/C/X/T** for Runway 18L-36R.

This determination is derived from Item 3 above, adjusting the PCN upward to match the highest ACN. A PCN of 30 will provide for operations of Dual Wheel 100,000lb, which is the greatest loading capacity from the Airport's Fleet Mix.

With this recommendation, we want to ensure that the Airport is aware that the sections of pavement that the FAA software has deemed as structurally inadequate, have the potential to deteriorate faster than the surrounding runway pavement if overloading conditions continue. Overloading these sections will continue to decrease the pavement life, but an immediate or catastrophic failure should not occur. The airport will need to keep a close eye on these sections of pavement and immediately rehabilitate any accelerated pavement deterioration going forward, outside of the areas already recommended for rehabilitation or reconstruction within this PMP.

KSA understands that DTO has a Runway Reconstruction planned for summer of 2021 and an additional rehabilitation project scheduled in the near future. During the 2021 reconstruction project, the area deemed as "Reconstruct" above, will be reconstructed with a pavement section that is structurally adequate for the airport's loading conditions. Additionally, we have recommended within this report that the area "Middle 2" be reconstructed to accommodate the current loading conditions. If these projects are completed, the PCN may be able to be adjusted upward to the highest PCN calculated above, 36/F/A/W/T.

If the airport elects to take a conservative approach and publish the values determined during this technical investigation, a PCN of 24/R/C/X/T should be reported. This value is not the lowest PCN value along the runway, but as discussed above, the area with the lowest PCN is scheduled to be reconstructed within the year.

Runway 18R-36L

Runway 18R-36L was constructed in 2019 to accommodate a loading capacity of single wheel 30,000 lbs. Due to the recent construction of this Runway, non-destructive testing was not performed on this pavement. Instead of using a technical approach for the PCN of this pavement section, KSA utilized the Using Aircraft Method. FAA AC 150/5335-5C states that, "The Using Aircraft Method is a simple procedure where ACN values for all aircraft currently permitted to use the pavement facility are determined and the largest ACN value is reported as the PCN." With this pavement being designed for single wheel 30,000 lbs, KSA recommends reporting the **PCN of 10/F/B/X/U** for Runway 18R-36L.

STRUCTURAL LIFE

The FAA's FAARFIELD program has the ability to evaluate the life of a pavement section, given details of the pavement section and the current aircraft fleet mix operating upon it. FAARFIELD computes the structural life (in years) of the current section for the current traffic. The Life computed in the FAARFIELD analysis is not a guide to the actual life the pavement has left, but a representation of the pavement's remaining structural life under the current loading conditions. Factors outside of the current fleet mix, like environmental conditions or underlying subgrade failures, will impact the overall remaining usable life of a pavement, and are not accounted for in the FAARFIELD analysis for Structural Life.

In certain instances, the FAARFIELD Structural Life and COMFAA PCN outputs do not coincide. As seen with Taxiway Alpha South Connect and A7 above, the PCN deemed the pavement to be structurally inadequate but the Structural Life is shown as Sufficient. Due to the design constraints within each program, it is expected that each pavement's lime treated subgrade layer, used in FAARFIELD, is increasing the structural life. However, because this layer is not utilized in COMFAA for the layer thickness calculations, the PCN is different.

PAVEMENT CONDITION INDEX (PCI) - VISUAL INSPECTION

FAA AC 150/5380-7B, Appendix B states that, "The PCI is a numerical indicator that reflects the structural integrity and surface operational condition of a pavement. It is based on an objective measurement of the type, severity, and quantity of distress." In order to determine the PCI of the Denton Enterprise Airport pavement system, KSA staff performed a visual distress survey in accordance with applicable standards (ASTM's Standard D5340-12 titled "*Standard Test Method for Airport Pavement Condition Index Surveys" and* FAA's AC 150/5380-7B titled "*Airport Pavement Management Program"*). The Pavement Condition Indices were determined on a scale of '0' to '100', where 0 indicates a failed pavement and 100 is a new pavement. A visual breakdown of values from '0' to '100' can be seen in **Table A.3**.

Table A.3 - PCI Condition Index Scale

PCI Value	Rating
100-86	GOOD
85-71	SATISFACTORY
70-56	FAIR
55-41	POOR
40-26	VERY POOR
25-11	SERIOUS
10-0	FAILED

Visual inspections at the Airport, along with the use of the PAVER™ – The Pavement Maintenance Management System (PAVER) Software, indicate a wide variance of pavement conditions. The airfield pavements vary from FAILED to GOOD and are further defined in **Section G** of this report. **Table A.4** and **A.5** summarize the PCI values obtained for DTO and a 20 year forecast based upon PAVER forecast models.

Table A.4: Summary of PCI Values and Forecast for HMAC Inspected Pavement						
Material	Feature	KSA Branch	PCI			
			2021	2026	2031	2040
HMAC	Runway 18L-36R	36 End	49	43	37	26
		Middle 1	41	37	33	26
		Middle 2	42	38	34	27
		Reconstruct	40	33	26	13
		Extension	62	46	29	0
	Runway 18R-36L	Full	97	82	67	40
	Taxiway Alpha	South Connect	42	35	28	15
		Middle	66	51	36	9
		North Ext.	69	56	42	17
	Taxiway A1	Full	67	52	37	10
	Taxiway A2 East	Full	65	50	34	6
	Taxiway A2 West	Full	95	80	65	38
	Taxiway A3	Full	32	24	15	1
	Taxiway A4	Full	40	33	25	13
	Taxiway A5	East of Bravo	66	62	58	50
		West of Bravo	40	33	25	13
	Taxiway A6 East	Full	34	26	18	4
	Taxiway A6 West	Full	96	81	66	39
	Taxiway A7	Full	62	57	53	45
	Taxiway Bravo	South	54	51	47	42
		Middle	42	38	34	27
		North	54	51	48	42
	Taxiway Golf	Full	65	52	39	15
	Taxiway Hotel	Full	49	8	0	0
	Taxiway Juliet	Full	35	12	0	0
	Taxiway Mike	Full	30	21	13	0
	Taxiway Oscar	Full	11	0	0	0
	Terminal Apron	Full	55	49	44	34
	FBO Apron	Full	37	29	22	8
	Apron North of Terminal (HMAC)	Full	68	56	45	24
	Apron East of Bravo North	Full	54	43	32	12
	Apron East of Bravo South	Full	37	29	22	8

Table A.5: Summary of PCI Values and Forecast for PCC Inspected Pavement						
Material	Feature	KSA Branch	PCI			
			2021	2026	2031	2040
PCC	Taxiway Charlie	Full	30	21	13	0
	Taxiway Delta	Full	53	47	42	32
	Taxiway Echo	Full	0	0	0	0
	Taxiway Foxtrot	Lead-In	56	51	45	36
		Main 1	54	39	24	0
		Main 2	16	2	0	0
	Taxiway Golf	Full	88	83	78	69
	Taxiway Kilo	Full	64	55	46	31
	Taxiway Lima	East	89	84	79	70
		West	92	88	85	78
	Taxiway November	Full	60	50	40	24
	Taxiway Papa	East	92	88	84	77
		West	87	81	75	64
	Taxiway Quebec	Full	84	76	69	56
	Apron North of Terminal (PCC)	Full	83	71	60	40
	Apron East of Bravo South	Full	89	84	79	70
	East Ramp	Full	80	68	56	34
	Fuel Area – Self Serve	Full	64	51	37	13
	Quebec Hangar Apron	1-A	92	86	80	69
		1-B	79	63	47	18
		2-A	82	69	55	30
		2-B	82	69	55	30
		3-A	69	44	20	0
		3-B	98	97	95	92
		4-A	98	97	95	92
		4-B	96	93	90	84
		5-A	91	84	77	65
		5-B	98	97	95	92

A.2 RECOMMENDATIONS AND OPINION OF PROBABLE CONSTRUCTION COST (OPCC)

RECOMMENDATIONS

Based on the PCI Investigation, the PCN results, and discussions with the Airport, KSA recommends the following maintenance and rehabilitation plans, shown in Table A.6 and A.7. The recommendations take into account the results of the pavement evaluation, whether that be the pavement's condition or its structural adequacy. Two separate plans have been provided, a Rehabilitation Plan (Table A.6) and a Maintenance Plan (Table A.7). Both plans have a breakout for the Short Term (0 to 5 years), Medium Term (5 to 10 years) and Long Term (10 to 20 years).

KSA took the following approach when selecting which projects should be listed within each planning period for the Rehabilitation Plan:

- Short Term (0 to 5 Years)
  - The short term planning period projects encompass all areas of pavement that are incapable of bearing the loads imposed on them as determined by the PCN evaluation and the areas of pavement that contained a PCI less than a 65. A PCI of 65 is what KSA deems the critical PCI. Areas of pavement below this line need to be rehabilitated as soon as possible. These projects will either increase a pavements useful life, address a structural inadequacy, or correct a potential safety issue within the airfield. Some areas of pavement above a 65 have also been shown, like Taxiway Alpha North, but since other areas of that taxiway are structurally inadequate or below a 65, we believe it would be beneficial to address the pavement section as a whole.
- Medium Term (5 to 10 Years)
  - The medium term planning period projects encompass all areas of pavement that are expected to fall below a PCI of 65 within the medium term that were not already called to be addressed within the short term and are not called out in the Maintenance Plan. If areas of pavement listed within the short term cannot be addressed within the first 5 years, they should be moved into the medium term and take precedence over the medium term projects listed.
- Long Term (10 to 20 Years)
  - Similar to the medium term, the long term projects listed are those in which the pavement is forecasted to fall below a PCI within the Long Term and a project has not been called for within an earlier planning period or the Maintenance Plan. If Short or Medium Term Projects cannot be completed within their recommend time frame, they should take precedence within the Long Term.

The pavement distresses present will continue to develop and increase over time if rehabilitation efforts are not completed, but immediate pavement failure is not anticipated. The Airport should determine their highest priorities based upon a runway centerline outward approach and the current funding availability. Since the airport has the ability to fund projects with different funding sources, outlined below, a Maintenance Plan has also been generated. This plan will include projects that will help maintain the airports useful life but at a cost significantly cheaper than the rehabilitation options. Additional discussions regarding potential project funding sources and recommendations can be found on page A-14 below.

KSA understands that the amount of projects listed within the Rehabilitation Plan may not be feasible based upon the current funding availability. In order to assist the airport in maintaining their assets, the Maintenance Plan will outline areas of pavement that will befit the most from a maintenance project, even if the same area is shown within the Rehabilitation Plan. These projects will help extend the pavements useful life and deter acceleration of pavement distresses until the Rehabilitation Plan Projects can be completed.

The entire airfield will not be included within the Maintenance Plan, as some areas have already fallen below a critical PCI indicating diminishing returns from maintenance efforts. This does not mean that the airfield should neglect the areas of pavement not listed though. The airport should still address these areas of pavement as failures are discovered, repairing areas of high FOD potential or safety concerns until the Rehabilitation Plan can be implemented.

For those areas of pavement that can benefit from maintenance projects, KSA took the following approach when selecting which projects should be listed within each planning period for the Maintenance Plan:

- Short Term (0 to 5 Years)
    - The short term planning period projects encompass areas of pavement that are listed as having a FAIR PCI rating within the short term. If these areas of pavement receive a rehabilitation project, the maintenance project shown should be pushed into the medium term.
- Medium Term (5 to 10 Years)
    - The medium term planning period projects encompass all areas of pavement that are expected to fall into the FAIR category during the 5 to 10 year timeframe or areas of pavement we believe the Airport needs to maintain, i.e. Runway 18R-36L and the associated connector taxiways. If these areas of pavement receive a rehabilitation project, the maintenance project shown should be pushed into the long term.
- Long Term (10 to 20 Years)
    - Due to the uncertainty of project funding and the variation within forecasted PCI's to be present as you reach the 10 to 20 year timeframe, the maintenance plan for the long term contains a recommendation to maintain any areas of pavement that have been rehabilitated within the Short Term.

A complete item by item breakdown for each OPCC may be found in Appendix I and additional information and guidance pertaining to these recommendations and funding sources can be found in Sections G and H.

All costs shown should be used for planning purposes only, and should not be considered an actual cost for the recommended project. A 15% contingency amount has been added to each value to help offset unknown project costs at this time. Additional investigations will be needed to determine the actual costs. A Preliminary Engineering Report (PER) should be completed prior to the start of an M & R project. This will ensure all areas of concern are addressed and accurately assessed for construction costs.

Maintenance projects, like crack sealing and seal coats or PCC maintenance and patching, have been estimated at a unit price of $7 to $10 per SY, depending on the current condition of the pavement. Additional funding may be needed if a coal tar material, like P-629, is intended to be utilized.

Exhibit D and pages A15 to A23 contain a visual representation of the areas proposed to be rehabilitated in the Short, Medium, and Long Term timeframes. These visual representations contain a layout of DTO and callouts for the areas of pavement to be rehabilitated.

Table A.6: Rehabilitation Recommendations with OPCC Values			
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Short Term (0 to 5 Years)	Runway 18L-36R – Reconst.	Reconstruction	$ 2,698,603.60
	Runway 18L36R – Middle 2	Reconstruction	$ 8,168,803.05
	Runway 18L-36R – 36 End, Extension, Middle 1	Mill and Overlay or Reconstruction	$ 2,468,019.60 $ 7,852,354.10
	Taxiway Alpha – North and South Connector	Structural Overlay or Reconstruction	$ 1,510,213.35 $ 2,716,111.40
	Taxiway Alpha – North Ext. and Middle	Mill and Overlay	$ 1,113,493.25
	Taxiway A2 East	Re-Align / Reconstruction	$ 636,268.60
	Taxiway A3	Reconstruction	$ 549,777.05
	Taxiway A4	Reconstruction	$ 549,777.05
	Taxiway A5 West of Alpha	Reconstruction	$ 544,147.80
	Taxiway A6 East	Reconstruction	$ 550,352.05
	Taxiway A7	Structural Overlay or Reconstruction	$ 264,612.70 $ 438,255.80
	Taxiway Bravo – North, Middle and South	Reconstruction	$ 5,143,636.05
	Taxiway Charlie	Reconstruction	$ 192,267.35
	Taxiway Delta	Reconstruction	$ 293,918.15
	Taxiway Echo	Reconstruction	$ 117,075.75
	Taxiway Foxtrot – Lead-In, Main 1 and Main 2	Panel Replacement or Reconstruction	$ 37,950.00 $ 645,260.40
	Taxiway Hotel	Reconstruction	$ 506,186.30
	Taxiway Juliet	Reconstruction	$ 531,381.65
	Taxiway Kilo	Panel Replacement or Reconstruction	$ 574,436.50
	Taxiway Mike	Reconstruction	$ 276,093.15
	Taxiway November	Panel Replacement or Reconstruction	$ 197,359.55
	Taxiway Oscar	Reconstruction	$ 180,728.25
	Apron East of Bravo South (HMAC)	Reconstruction	$ 2,218,427.05
	Apron East of Bravo North	Mill and Overlay	$ 459,053.55
	Terminal Apron	Mill and Overlay	$ 399,130.50
	FBO Apron	Reconstruction	$ 666,081.15
	Fuel Area – Self-Serve	Panel Replacement	$ 25,300.00

The reconstruction of a portion of Runway 18L-36R deemed "Reconstruct" and the re-alignment/reconstruction of Taxiway A2 East are already programed within the CIP and are scheduled to be started in 2021. The OPCC values shown above for these two projects were determined during the design of the projects and a full breakdown has not been included within Appendix I.

Table A.6: Rehabilitation Recommendations with OPCC Values (Cont.)			
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Medium Term (5 to 10 Years)	Taxiway A1	Mill and Overlay	$ 201,937.70
	Taxiway A5 East of Bravo	Mill and Overlay	$ 109,526.00
	Taxiway Golf HMAC	Mill and Overlay	$ 300,627.25
	Apron North of Terminal (HMAC)	Mill and Overlay	$ 232,709.40
	East Ramp	Panel Replacement	$ 44,275.00
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Long Term (10 to 20 Years)	Taxiway Quebec	Panel Replacement or Reconstruction	$ 44,275.00 $ 197,359.55
	Apron East of Bravo North	Reconstruct	$ 1,449,953.35
	Apron North of Terminal	Panel Replacement or Reconstruction	$ 37,950.00 $ 1,594,906.25
	Apron East of Bravo South (PCC)	Panel Replacement or Reconstruction	$ 25,300.00 $ 1,008,136.00
	East Ramp	Reconstruction	$ 839,891.00
	Quebec Hangar Apron	Panel Replacement or Reconstruction	$ 56,925.00 $ 1,008,136.00

Table A.7: Maintenance Recommendations with OPCC Values			
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Short Term (0 to 5 Years)	Taxiway Alpha	Crack Seal and Seal Coat	$ 243,082.40
	Taxiway A1	Crack Seal and Seal Coat	$ 33,759.40
	Taxiway A7	Crack Seal and Seal Coat	$ 34,513.80
	Taxiway Foxtrot – Lead-In	Maint./Patching/Panel Replace	$ 5,996.10
	Taxiway Golf HMAC	Crack Seal and Seal Coat	$ 57,751.85
	Taxiway Kilo	Maint./Patching/Panel Replace	$ 35,502.80
	Taxiway November	Maint./Patching/Panel Replace	$ 10,094.70
	Taxiway Quebec	Maint./Patching/Panel Replace	$ 41,888.75
	Apron North of Terminal (HMAC)	Crack Seal and Seal Coat	$ 73,458.55
	Apron North of Terminal (PCC)	Maint./Patching/Panel Replace	$ 82,115.75
	East Ramp	Maint./Patching/Panel Replace	$ 53,377.25
	Self-Serve Fuel Area	Maint./Patching/Panel Replace	$ 10,249.95
	Terminal Apron	Crack Seal and Seal Coat	$ 118,186.65
	Quebec Hangar Apron – 3-A	Maint./Patching/Panel Replace	$ 14,231.25
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Medium Term (5 to 10 Years)	Runway 18R-36L	Crack Seal and Seal Coat	$ 215,179.95
	Taxiway A2 West	Crack Seal and Seal Coat	$ 45,706.75
	Taxiway A6 West	Crack Seal and Seal Coat	$ 45,706.75
	Taxiway Golf PCC	Maint./Patching/Panel Replace	$ 22,496.30
	Taxiway Lima	Maint./Patching/Panel Replace	$ 42,651.20
	Taxiway Papa	Maint./Patching/Panel Replace	$ 48,206.85
	Apron East of Bravo South (PCC)	Maint./Patching/Panel Replace	$ 50,996.75
	Quebec Hangar Apron	Maint./Patching/Panel Replace	$ 72,105.00
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Long Term (10 to 20 Years)	HMAC Pavement Rehabilitated in the Short to Medium Term	Crack Seal and Seal Coat	$ 1,171,862.00
	PCC Pavement Rehabilitated in the Short to Medium Term	Maint./Patching/Panel Replace	$ 83,440.00

M&R PLAN – FUNDING SOURCES

FAA AC 150/5380-7B states that a PMP should, "be utilized to optimize funding and prioritizing M&R techniques so decisions are made for management of an entire pavement network." It also states, "The program should identify or anticipate funding and other resources available to provide remedial and preventive maintenance activities." Based upon the complexity of forecasting funding source availability in the future and unknown funding obstacles, this PMP will provide recommendations for funding of the Short Term projects only. Medium and Long Term projects should be evaluated during their respective rehabilitation timeframe and planned according to the funding sources available at that time.

Currently, the Denton Enterprise Airport has 3 primary funding sources that can be utilized for maintenance and rehabilitation projects:

1. The first is TxDOT Aviation and planning funding through their Capital Improvement Program (CIP) with most projects being funded 90% by TxDOT Aviation and 10% by local Airport or City Funds.
2. The second is for the Airport to utilize the Routine Airport Maintenance Program (RAMP) Grants, provided by TxDOT. This funding source consist of a $50,000 match per airport for each fiscal year, and a local government match of 50% of the actual costs plus any excess of $100,000 in total cost. The items listed as Routine Maintenance or Crack Seal and Seal Coat should be evaluated for this area of funding.
3. The third is for the Airport or City to fund a project at 100% cost.

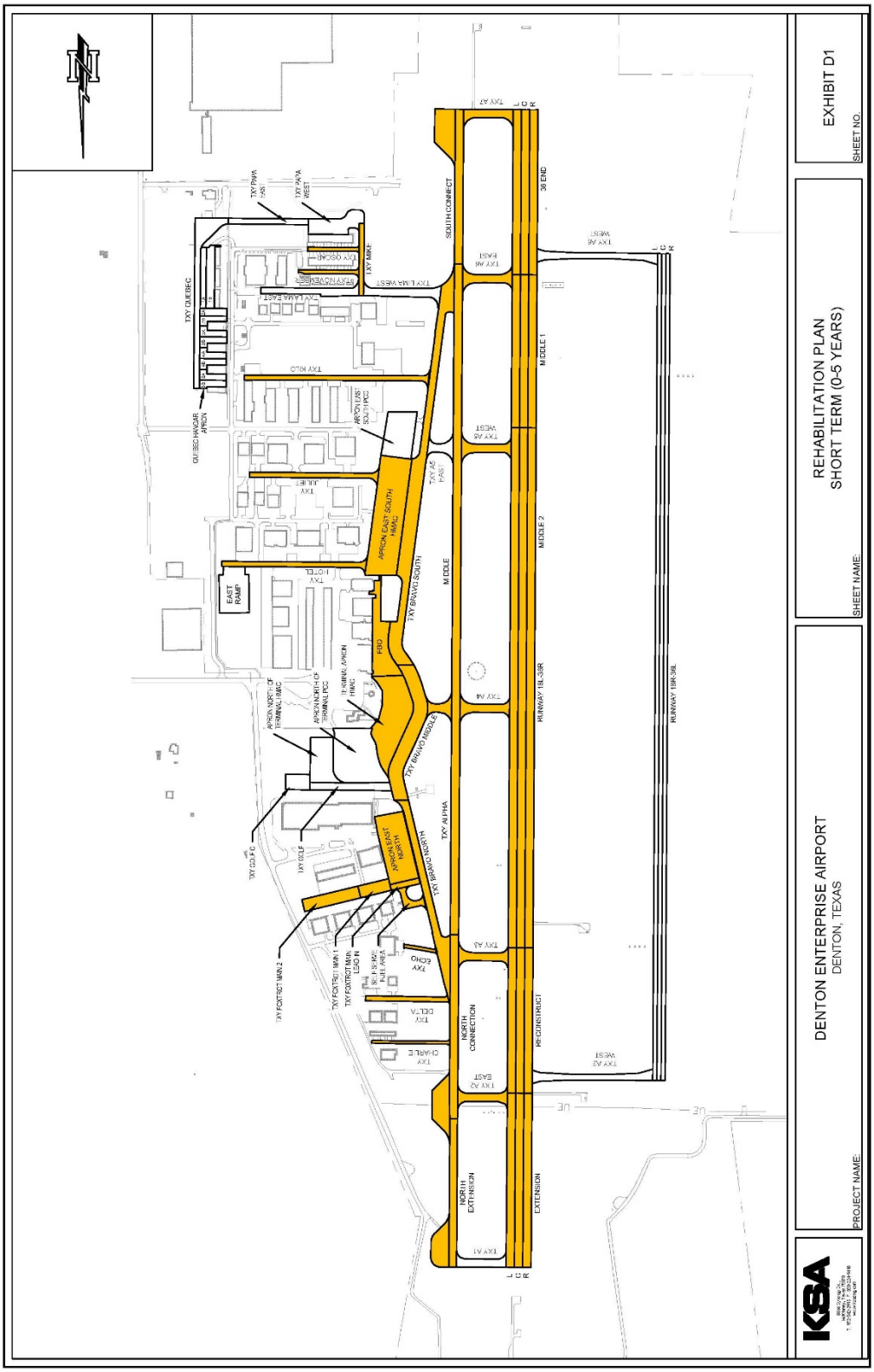
Due to the TxDOT CIP Program placing projects along the Runway Centerline at the highest priority, and then lowering the priority of a project as you move away from the Runway, we recommend the Airport try and place the following types of projects in the TxDOT CIP within the next 5 years. In addition to taking a Runway Centerline Out approach, the Airport also has the potential to plan projects within the CIP that have a significant overall impact to the daily operations of the Airport. All factors have been assessed in these recommendations.

TxDOT CIP Funding (90/10 Split):

- Runway Reconstruction or Rehabilitation Projects
- Parallel Taxiway Reconstruction or Rehabilitation Projects
- Connector Taxiway Reconstruction or Rehabilitation Projects
- Terminal or High Use Apron Reconstruction or Rehabilitation Projects

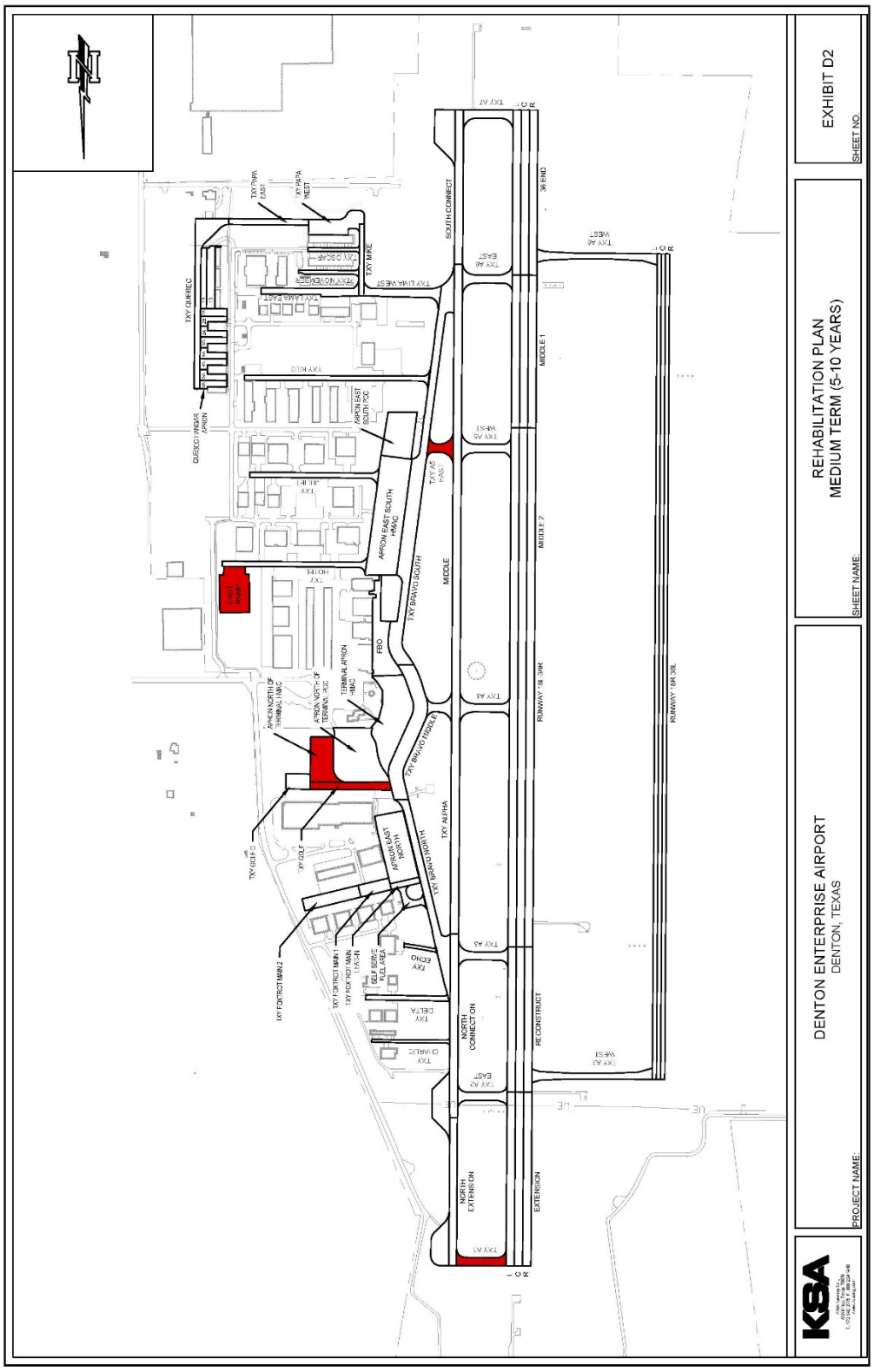
Based upon the location of the following pavement areas and their projects being furthest away from the Runway Centerline, we recommend the Denton Enterprise Airport look to fund these types of projects locally or through the RAMP Grant.

- Taxiway Crack Seal and Seal Coat Projects
- Taxiway Routine Maintenance of PCC Pavement, including joint sealing, panel replacement and isolated patching.
- Apron Crack Seal and Seal Coat Projects
- Taxiway/Taxilane Reconstruction or Rehabilitation past the Apron



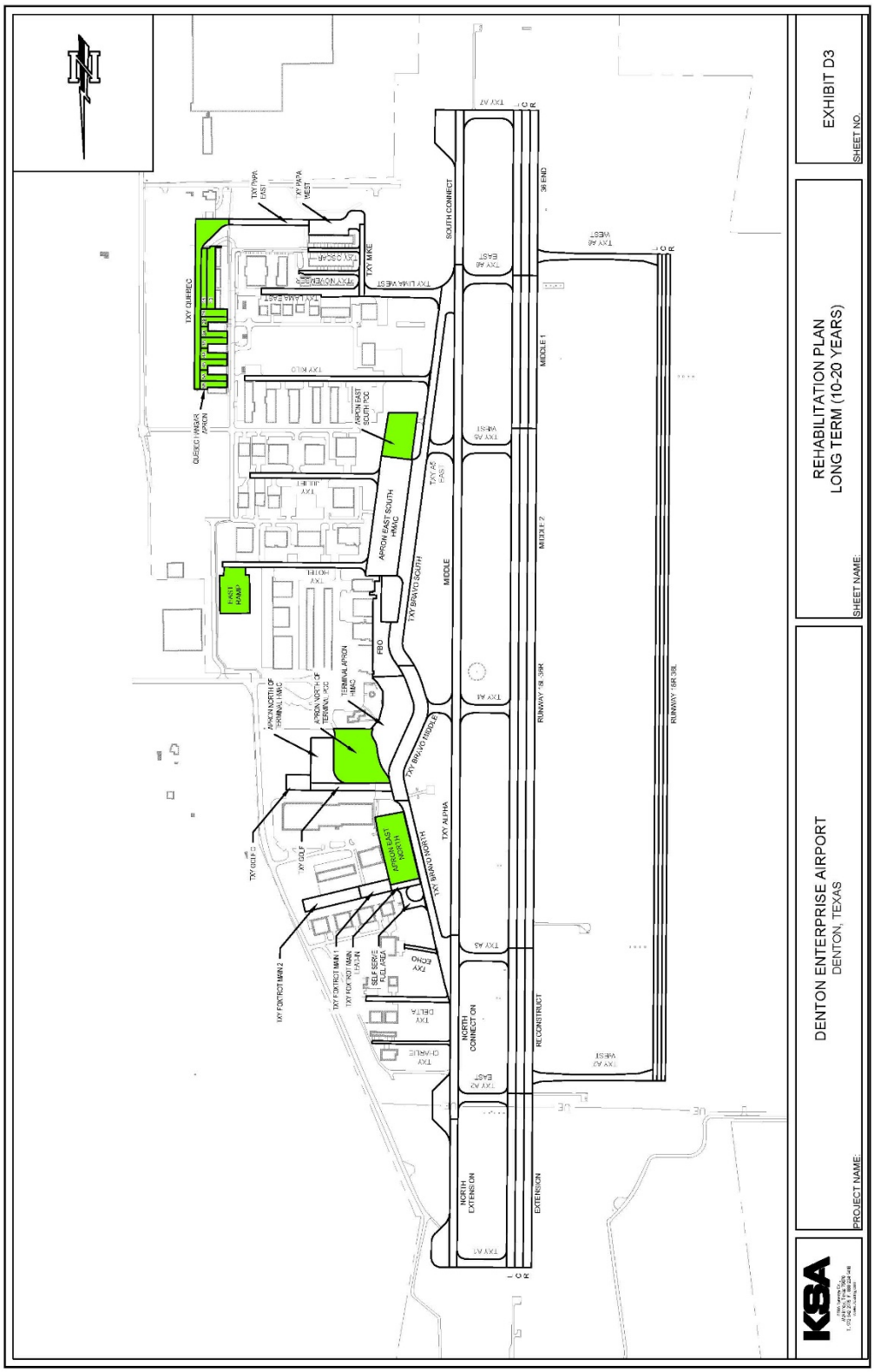
Rehabilitation Plan - Short Term Exhibit D-1

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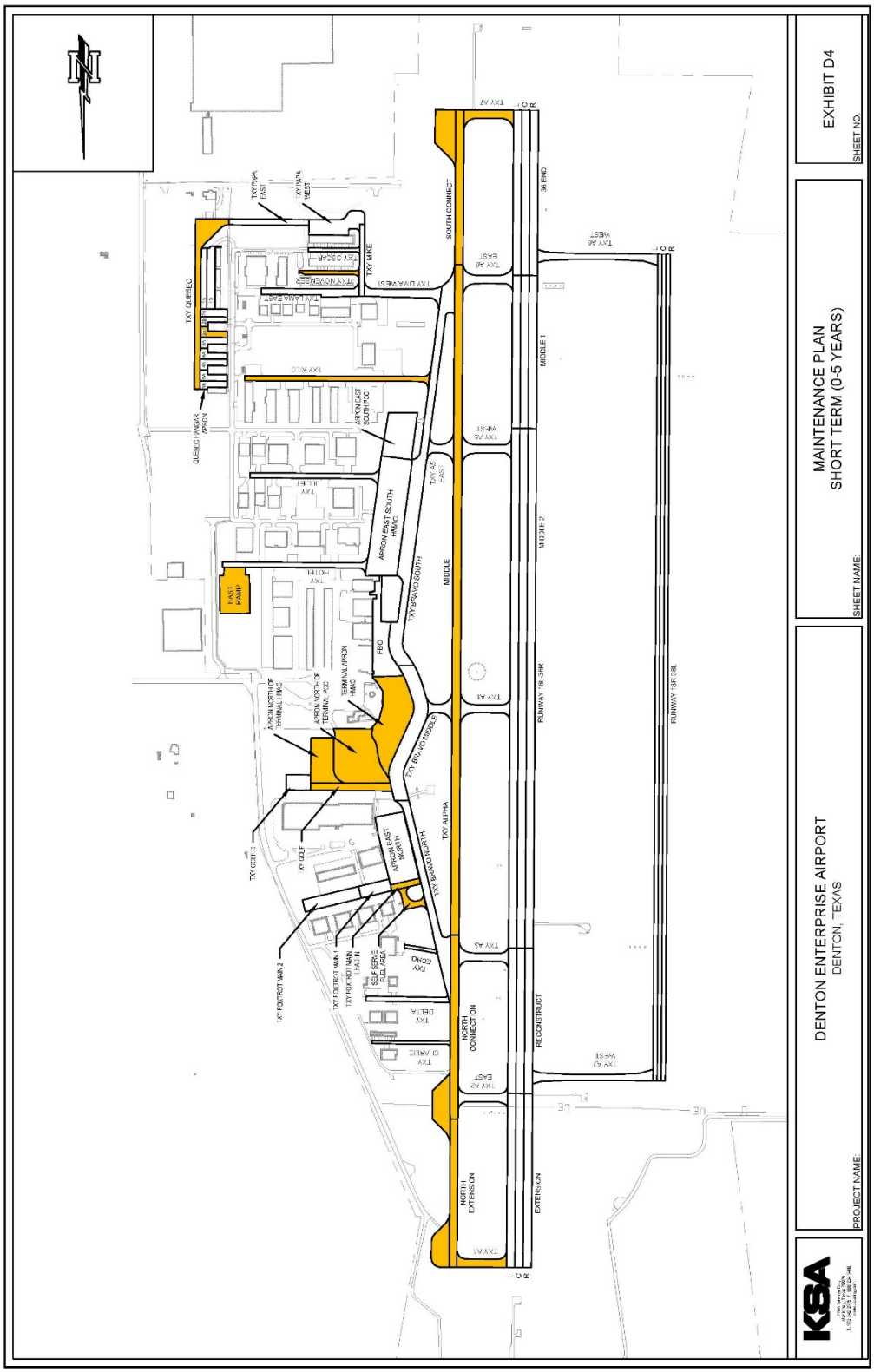
Rehabilitation Plan - Medium Term Exhibit D-2

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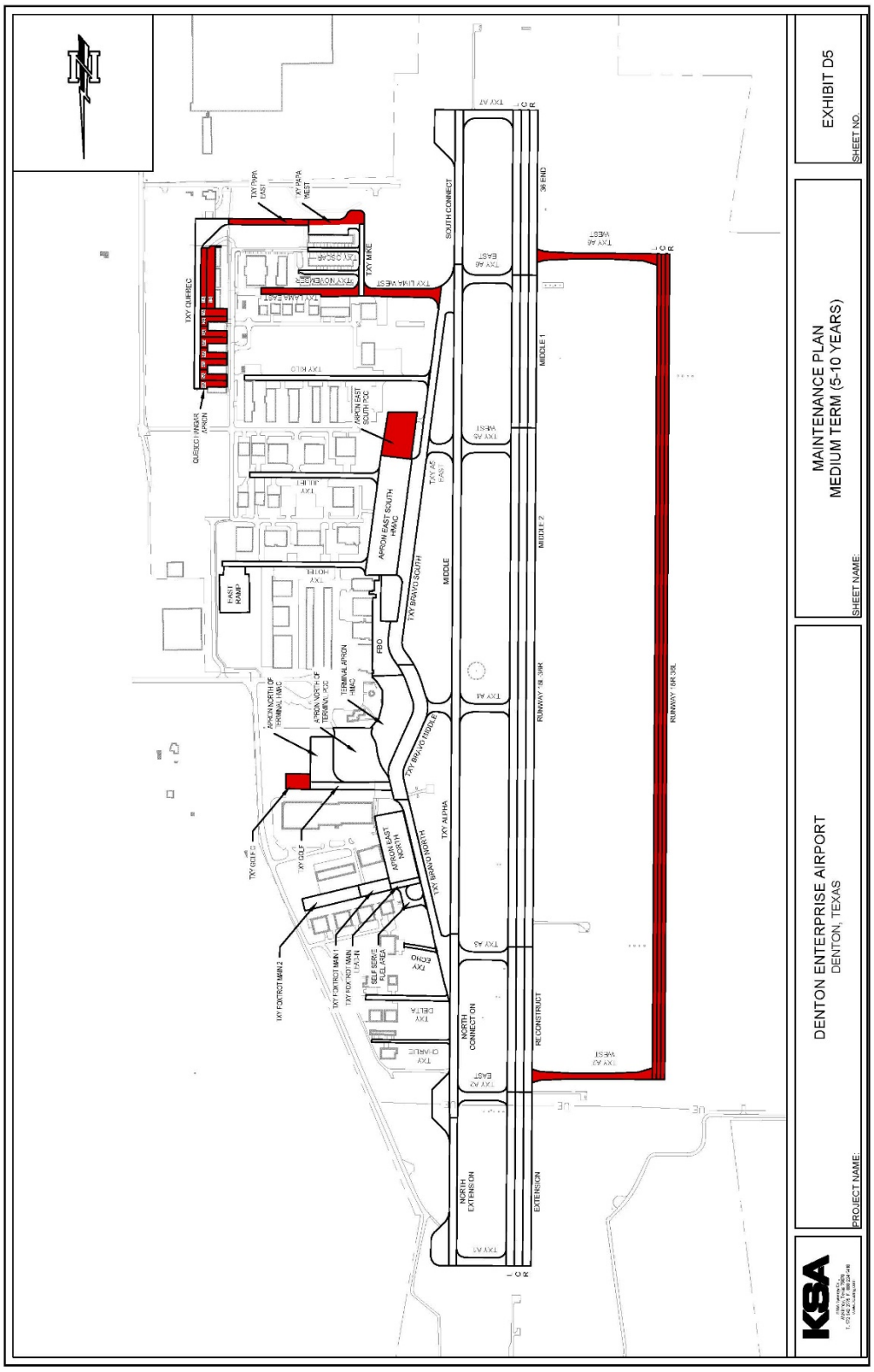
Rehabilitation Plan - Long Term Exhibit D-3

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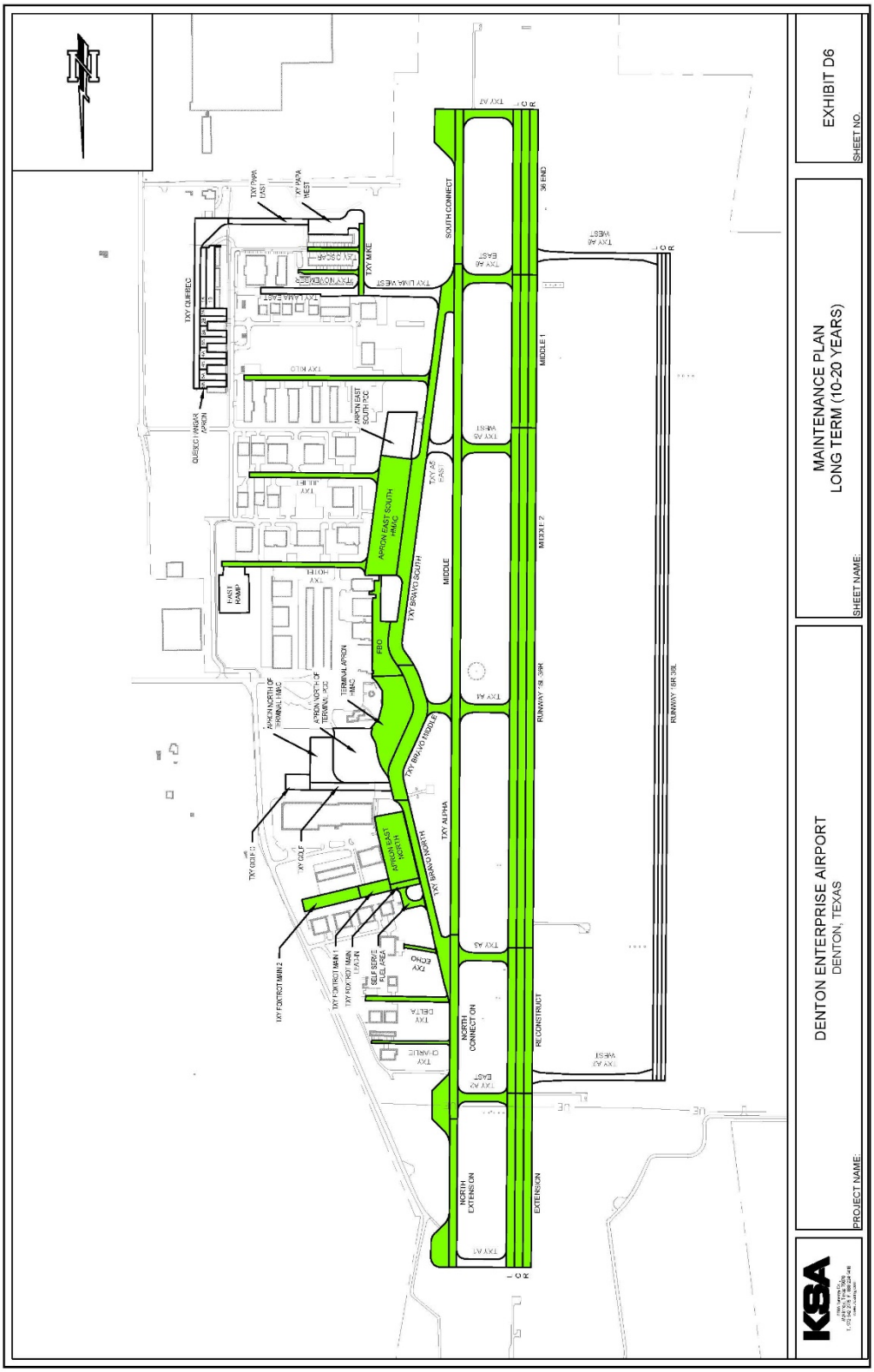
Maintenance Plan - Short Term Exhibit D-4

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Maintenance Plan - Medium Term Exhibit D-5

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Maintenance Plan - Long Term Exhibit D-6

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B. INTRODUCTION

GENERAL

FAA Order 5100.38D "*Airport Improvement Handbook*" sets forth policies and procedures with which federally funded Airports are required to comply. One of the policies set forth in the handbook requires that airports must develop and implement an effective airport pavement management program (PMP). The PMP is listed as a two part planning process. First, a pavement condition index (PCI) survey must be conducted on eligible public use airfield pavements to establish the current condition of the airfield pavement. Second, a pavement maintenance program must be developed to address how the airfield pavement will be maintained or upgraded to acceptable PCI levels. In addition to these two parts, reporting the airports pavement strength utilizing a Pavement Classification Number (PCN) is allowable within the PMP. At a minimum, the PMP must include a pavement inventory, pavement structure (when available), M&R history, pavement condition, an inspection schedule, record keeping procedures, and airfield traffic data.

In addition to FAA Order 5100.38D, FAA's AC 150/5380-7B "*Airport Pavement Management Program (PMP)*" provides additional information and direction for establishing a PMP for the Denton Enterprise Airport.

This report establishes a PMP for DTO. The PMP provides an existing pavement construction and rehabilitation history, defines the method and procedures of pavement evaluation, includes an initial assessment of the existing pavement conditions, structural investigation of select airfield pavements, and recommends a course of action for each section of pavement evaluated.

B.1 EXISTING AIRPORT DESCRIPTION

DENTON ENTERPRISE AIRPORT (DTO)

The Denton Enterprise Airport is located in the middle of Denton County, 2 miles west of I-35W, and provides the residents of Denton and other surrounding cities within Denton County general aviation service capabilities for flights throughout the country. DTO is classified as a National Reliever airport via the National Plan of Integrated Airport Systems (NPIAS) supporting roughly 136,000 operations a year. The airport is owned and operated by the City of Denton.

Existing facilities at the airport include:

- HMAC Paved Runway 18L-36R (7,002’ x 150’)
- HMAC Paved Runway 18R-36L (5,003’ x 75’)
- Two Parallel Taxiways and Various Connecting Taxiways
- Terminal Apron
- General Aviation Aprons
- Numerous Corporate Hangars and T-Hangars
- Fueling Facilities
- FAA Air Traffic Control Tower
- Navigational and Approach Aids including PAPI-4s, MALSR, ILS and MIRLs



RUNWAY 36R END

B.2 AIRCRAFT FLEET MIX

CURRENT AIRFIELD OPERATIONS

KSA, in coordination with Denton Enterprise Airport, generated the following Airport Fleet Mix in **Table B.1** to be utilized with the PMP. An appropriate fleet mix was determined by utilizing the FAA's Traffic Flow Management System Counts (TFMSC) data and the FAA's Air Traffic Activity System (ATADS). KSA used the 2019 and 2020 TFMSC data to determine the ranges of aircraft and Max Takeoff Weights (MTOW) utilizing the airport and broke those values down into percentages when compared to the overall reported operations through TFMSC. KSA then reviewed the overall departure data from ATADS, and multiplied the total number of departures by the percentages determined from the TFMSC data. The extrapolated TFMSC departures using the total ATADS counts were determined to be an accurate representation of the annual operations experienced by DTO. The fleet mix was reviewed and approved by airport staff prior to being utilized by KSA.

The fleet mix was distributed between a total fleet mix and a general aviation fleet mix. The general aviation fleet mix shown was reduced to 1/4 when input for certain pavement analysis (Taxiway Hotel, Juliet, etc.), based on operations, around the airfield. An annual traffic growth rate of 1.50% was applied to the analyzed departure volumes within the FAA design software COMFAA and FAARFIELD. COMFAA is used for computing the PCN and pavement strength, while FAARFIELD is used to design pavement structures and determine the structural life of a pavement section.

Table B.1: Denton Enterprise Airport Fleet Mix

Aircraft	MTOW[1]	Gear Type[2]	Annual Departures		
			Total Airfield	General Aviation	25% of General Aviation
Single Wheel – 5 (Piper Cherokee)[3]	5,000	S	27,302	27,302	6,826
Single Wheel – 12.5 (Beech King Air 90)[3]	12,500	S	16,172	16,172	4,043
Single Wheel – 25 (Shorts 360)[3]	25,000	S	6,210	6,210	1,552
Dual Wheel – 20 (Cessna III)[3]	20,000	D	8,402	8,402	2,100
Dual Wheel – 50 (Bombardier Challenger 600)[3]	50,000	D	9,962	-	-
Dual Wheel – 100 (Boeing (Douglas) DC 9-10)[3]	100,000	D	280	-	-
Total Airfield Departures	-	-	68,328	58,086	14,521

[1] Max Takeoff Weight (lbs)

[2] Configuration of the main gear: S = single wheel, D = dual wheel (as defined in FAA Order 5300.7, Standard Naming Convention for Aircraft Landing Gear Configurations).

[3] Representative Aircraft from Traffic Flow Management System Counts (TFMSC)

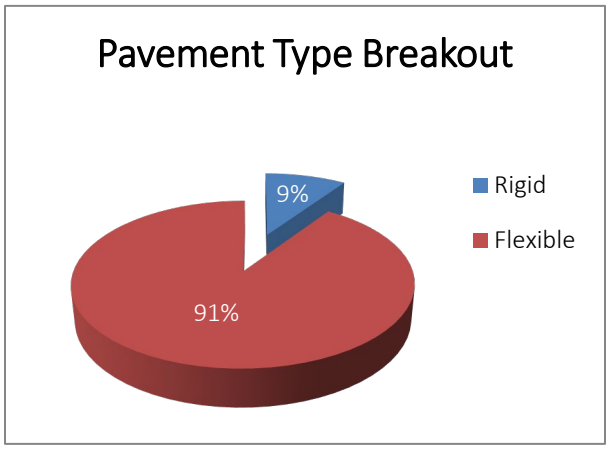
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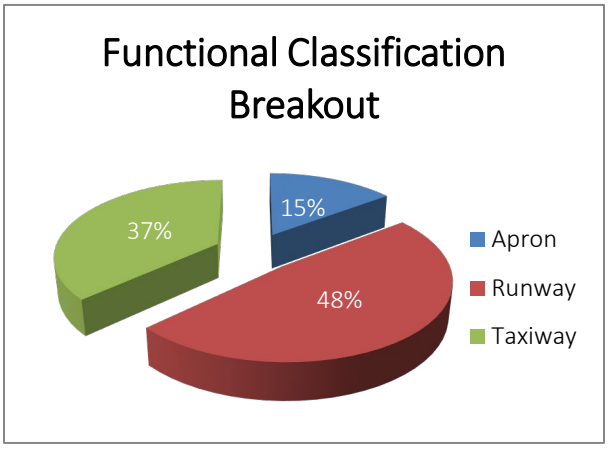
C. EXISTING FACILITY HISTORY

OVERVIEW

Prior to starting the process to evaluate the DTO pavement, KSA compiled all of the available information pertaining to the airfield pavement's history. This information included pavement section data, pavement rehabilitation project history, and FAA grant funding. All of this information was compiled into easy to view spreadsheets, shown in **Appendix C**. KSA staff used past completed project record drawings, airport records, and FAA grant histories to correlate the pavement history to the pavement cores taken by GEE to develop the most logical construction history. The full GEE geotechnical investigation report can be found in **Appendix E**. The pavement history, core data and subgrade conditions play an important role in both the PCN determinations and the pavement condition index forecast. Additional summaries of each airfield branch, including pavement section data are described the following **Section C.1**.

The following charts graphically represent the existing airfield pavement function and the pavement types.





The data shown in **Appendix C** provides an in-depth look at the Denton Enterprise Airport's history and KSA recommends that the Airport Staff keep these appendices updated with details of new projects as they are completed. Blank areas are included within the appendix to add and update data.

Table C.1 provides a brief summary of the Airport Improvements Projects that were funded from 1972 to 2020. This list was generated utilizing record drawings, previous project knowledge from past KSA and DTO projects, and information provided in a previous Pavement Report provided by Texas A&M Transpiration Institute for TxDOT's Aviation Division.

Table C.1: Airport Improvement Program (AIP) Grant Histories		
Fiscal Year	AIP Funds	Project Description
1972	$ 6,133	AMP; Shimek, Roming, Jacobs & Finklea
1974	$ 3,450	Install VASI
1975	$ 18,679	Install VASI-2 on both ends of RW 17-35
1975	$ 12,000	Land
1976	$ 210,000	Acquire Land
1976	$ 20,000	Joint with FAA 76-03 Project
1977	$ 120,000	Relocate Road, Including Incidental Drainage and Fencing; Clearing; Adjust, Mark, and Light Powerline
1977	$ 53,650	Phase I: Extend RW (4150' x 150' to 5000' x 150'), Including Glide Slope Grading; Extend TW; Install RW Lighting, Lighted Wind Cone, and Segmented Circle; Relocate N VASI-2 and Convert to VASI-4; RW and TW Markings
1978	$ 25,000	Joint with FAA 78-05 Project
1978	$ 289,650	Phase II: Extend RW (4150' x 150' to 5000' x 150'), Including Glide Slope Grading; Construct and Mark TW Extension; Install RW Lighting, Lighted Wind Cone, and Segmented Circle; Marking; Relocate VASI-2 and Convert to VASI-4
1979	$ 651,200	Overlay RW (approx. 5000' x 150') and Associated TWs; Marking
1984	$ 468,500	Construct Apron; Construct and Mark Connecting TW; Improve Drainage at North End; Install Two Lighted Supplemental Wind Cones
1985	$ 34,691	AMP Update and EIZ Report; Charles Willis
1986	$ 226,450	Construct and Mark T-Hangar TWs 'H', 'I', and 'J'; Construct Holding Apron RW 17; Construct and Mark Helipad and Connecting TW
1992	$ 113,760	Acquire Land for North and South RPZ (5.7ac)
1992	$ 135,000	Conduct Master Plan Study
1992	$ 1,175,000	Overlay RW 17-35, Rehabilitate TWs and Apron
1997	$ 1,466,535	Improve Safety Areas RW 17-35/Clear Trees, Regrade/Improve Drainage System/Realign Approach Lights, Install Fence Along Terminal Apron (1000lf); Update ALP
1998	$ 20,110	Install 2-Electonic Security Gates
2001	$ 112,900	Engineering/Design for FY 2002 Construction – Rehab & MITLs; Security Fencing; Signage
2001	$ 181,665	Airport Master Plan
2002	$ 1,005,239	Reimbursement Grant Construct GA Automobile Parking (5100sf) Construct Air Traffic Control Tower Construct GA Terminal Building (4000sf) NPE 2004 $142,500; 2005 $7,500
2002	$ 2,065,850	Rehabilitate RW 17-35, Hangar Access TWs (21-24) & Midfield, Joint Concrete Sealing North Hangar Access (18,700sy) Parallel TW (6200 x 50); Recon. N. Parallel TW (1100 x 50), Recon. N. Apron (174 x 415); Upgrade RW Signage; Install Security Fencing (6133lf) & 5 Gates; Install MITLs & Reflectors on Stub TWs
2003	$ 29,092	RAMP: Miscellaneous Project Contracted by Sponsor
2004	$ 0.00	Purchase and Install Radio Equipment; Construction Services Associated with the Terminal Building (PROJECT WAS COMBINED WITH 0218DENTN)

Table C.1: Airport Improvement Program (AIP) Grant Histories		
Fiscal Year	AIP Funds	Project Description
2004	$ 44,732	RAMP: TxDOT Herbicide, Resurface Airport Access Road, Paving Material for Repair AMA's, Maintenance Shed, Airport Entrance Landscaping, Concrete Spillway for Fuel Storage Area, Beacon and Tower Removal
2004	$ 201,786	Engineering/Design to Construct Parallel TW, Construct Stub TW to N. General Apron and Pave 2 Grass Islands, Construct Corporate Apron, Install MITL with Separate Circuits and Regulator
2005	$ 4,826,404	Construct Parallel TW on New Alignment (4000 x 50), Construct Corporate Apron (150 x 360) & Stub TW (100 x 370), Install MITL & Guidance Signs w/Separate Circuits & Regulator (7,200lf), Drainage Improvements Discretionary – 2005 $2,095,310
2005	$ 47,044	RAMP: City to Repair and Resurface Airport Roads, Contract for ATC Maintenance, Relocate Electrical Utilities
2005	$ 842,147	ALP and Engineering/Design for Construction Project 0918DNTON Runway Extension. Reimbursement for 32 acres. 3-48-SBGP-200325 $329,989; 3-48-SBGP-200531 $22,616; 3-48-SBGP-200640 $302,882; 3-48-SBGP-200326 $113,036; 3-48-SBGP-200535 $5,592; 3-48-SBGP-200741 $16,185; 3-48-SBGP-200533 $631
2006	$ 31,780	RAMP: Sponsor to Contract for Repair/Resurface Sabre Lane, Aeronca, TW Charlie, Flatwork for Maintenance Yard Pad Site, Professional Services for DTO SPCC, Construction of Maintenance Building, Maintenance for MIRRA Recorder, Tower Equipment, Purchase FOD Boss Sweeper
2007	$ 98,824	RAMP: Sponsor to Contract for Resurfacing Sabre Lane, Repair and Crack Sealing South Ramp, TW and Street Repair
2008	$ 119,507	Engineering/Design to Construct Hangar Access TW #2 (1,000 x 35); Construct Hangar Access TW #4 (790 x 35); Construct Hangar Access TW #3 (975 x 35); Construct Hangar Access TW #1 (479 x 50) Construct Holding Pad (100 x 100) NPE 06 and Discretionary 05
2008	$ 99,574	RAMP: Purchase of Materials for Sky Lane Sewer Extension, Air Traffic Control Tower Maintenance Agreement, Professional Services for SWPPP Update and Inspection
2009	$ 1,517,911	Contingency, Admin. Fees, RPR, Testing, Etc.; Construct Hangar Access TW #2 (1,000 x 35); Construct Hangar Access TW #4 (790 x 35); Construct Hangar Access TW #3 (972 x 35); Construct Hangar Access TW #1 (479 x 50) Alt. Bid ($471,430); Construct Holding Pad (100 x 100) SBGP-54-2009 $828,026; SBGP-37-2006 $150,285; SBGP-36-2006 $135,298; SBGP-41-2007 $182,340
2009	$ 99,998	RAMP: Entrance & Vehicle Access Paving. Sec. Gate Maintenance, Light Pole Relocation & Tower Ent. Gate Access. G/D – Airside & Landside Drainage Imp.; Tower Radio Maintenance, Herbicide/Pesticide Applications A#1 Fiber/Connect; Tower Radio Maintenance Signs; House Remove
2009	$ 102,975	Conduct Airport Business Plan
2009	$ 855,839	Acquire Land for FW Extension/RSA/MALSR (23ac) Discretionary 2006
2009	$ 7,038,479	MOA with FAA; Fencing (18,000lf) & Install 3 Security Gates (12ft width); Earthwork for South RSA/Displace Threshold 500ft Relocate Glide Slope/Localizer Antenna (FAA Discretionary); Mark RW 17-35 (91,791sf); Upgrade/Relocate PAPI-4 RW 17; Extend MITLs (1300lf); Seeding (20ac); Earthwork for North RSA Extend RW 17 (1001 x 150); Expand Run-Up Area (100 x 50); Mobilization; Extend Parallel TW (1300 x 50); Extend MIRL (1001lf w/Disp. Threshold); Upgrade/Relocate MALSR; Erosion/Sedimentation Control (North & South RSA); Distance Remaining Signs; Replace VASI with PAPI-4 RW 35

Table C.1: Airport Improvement Program (AIP) Grant Histories		
Fiscal Year	AIP Funds	Project Description
2010	$ 99,672	RAMP: Pavement Improvements/Repairs; Drainage Improvements; Chemical Applications; Radio and Gate Repairs/Maintenance; Airport Signage; and, Security Lighting. A#1 – Security Assessment and Corrective Measures
2011	$ 84,601	Engineering/Design to Install Apron Lighting/Fencing; Demolition of Pavement & Utilities; Drainage Improvements; Expand Apron North of Terminal Building (5700sy); Contingency, Admin. Fee, RPR, etc.; Install Tie downs & Mark Apron SBGP-46-2008 $ 63,148; SBGP-41-2007 $ 7,620; SBGP-41-2007 $ 5,373
2011	$ 88,632	RAMP: Sponsor to perform Airport General Maintenance
2012	$ 88,131	Conduct Wildlife Assessment; SBGP-057-2009 $ 40,919.97; SBGP-073-2011 $ 25,324.04; SBGP-084-2013 $ 11,541.60; SBGP-088-2014 $ 633.20
2012	$ 99,970	RAMP: Sponsor to perform Airport General Maintenance
2012	$ 1,099,160	Demolition of Pavement & Utilities; Drainage Improvements; Expand Apron North of Terminal Building (5700sy); Contingency, Admin. Fee, RPR, etc.; Install tie downs & Mark Apron; Install Apron Lighting/Fencing SBGP-2011-73 $28, 030; SBGP-2009-57 $961,214
2013	$ 98,846	RAMP: Sponsor to perform Airport General Maintenance
2014	$ 68,225	Engineering/Design for Terminal Expansion PROJECT WAS CANCELLED AND CITY PAID 100% OF DESIGN FEES
2014	$ 99,782	RAMP: Sponsor to perform Airport General Maintenance
2015	$ 1,550	Contingency, RPR, Admin on Terminal Expansion; Construct GA Automobile Parking (8450sf); Drainage GA Automobile Parking; Construct Terminal Public Meeting Room. ($200k max State participation, this includes the Design Cost) PROJECT WAS CANCELLED AFTER BIDS WERE OPENED. NO GRANT EXECUTED. ADVERTISING COSTS ONLY
2015	$ 100,000	RAMP: Sponsor to perform Airport General Maintenance
2016	$ 126,703	RAMP: Sponsor to perform Airport General Maintenance
2017	$ 100,000	RAMP: Sponsor to perform Airport General Maintenance
2018	$ 99,990	RAMP: Sponsor to perform Airport General Maintenance
2019	$ 6,330,997	Construction of Runway 18R-36L
2020	$ 757,315	Airfield Lighting Improvements for Runway 18L-36

RUNWAY 18L-36R PAVEMENT DESCRIPTION

The primary DTO Runway 18L-36R, is 7,002' in length, 150' in width, and comprised of five separate HMAC pavement sections on different underlying bases. Runway 18L is equipped with PAPI-4s, MALSR approach lights, and an ILS instrument approach. Runway 36R is only equipped with PAPI-4s. The entire length of the runway contains medium intensity runway lighting (MIRL) on the edges.

The five sections of Runway 18L-36R were broken out by separate names, depending on their pavement layers, time of construction, or recent rehabilitations. The pavement layers listed below are average pavement layers, corresponding to the varying depths determined by record drawings and geotechnical data collected by GEE within each section. The results from the GEE investigation can be seen in **Table C.2** or found in GEE's geotechnical report shown in **Appendix E**.

- 36 End (Sta. 0+00 to 10+00)
  - Consists of 4.00" of HMAC pavement on 10.50" of flexible base on 7.00" of treated subgrade.
- Middle 1 (Sta. 10+00 to 19+25)
  - Consists of 10.50" of HMAC pavement on 7.00" of PCC on 7.00" aggregate base on 4.00" of treated subgrade.
- Middle 2 (Sta. 19+25 to 51+50)
  - Consists of 4.50" of HMAC pavement on 7.50" of PCC on 5.00" of flexible base on 6.00" of treated subgrade.
- Reconstruct (Sta. 51+50 to 60+10)
  - Consists of 6.50" of HMAC pavement on 8.00" of flexible base on 7.00" of treated subgrade.
- Extension (Sta. 60+10 to 70+00 – 18L End)
  - Consists of 4.00" of HMAC pavement on 18.00" P-209 crushed aggregate on 8.00" of lime treated subgrade.

These five pavement sections were utilized by Transtec for the Falling Weight Deflection Analysis and by KSA for the Pavement Classification Number (PCN) Determination.

Table C.2: Runway 18R-36L Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
36 End	CB-6	4.00	-	9.00	6.00	N/A
Middle 1	CB-7	10.50	7.00	7.00	4.00	N/A
Middle 2	CB-8	4.50	7.50	5.00	6.00	N/A
	CB-9	4.00	7.00	-	8.00	N/A
	CB-10	6.00	8.75	-	7.00	N/A

RUNWAY 18R-36L PAVEMENT DESCRIPTION

Runway 18R-36L is 5,003' in length, 75' in width, comprised of an HMAC pavement section, and was constructed in 2019. Runway 18R-36L is equipped with medium intensity runway lights on the edges and contains PAPI-4s on the left of Runway 18R and 36L. Runway 18R-36L is the parallel runway to Runway 18R-36L and serves 30,000lbs and less single wheel aircraft.

Runway 18R-36L is comprised of a 3.00" HMAC surface course on a 5.50" HMAC base course on 8.00" of Lime Treated Subgrade.

TAXIWAY ALPHA PAVEMENT DESCRIPTION

Taxiway Alpha serves as the parallel taxiway for Runway 18L-36R and provides access to a majority of the hangars and apron pavement at DTO. The taxiway is approximately 7,000' in length and 50' in width. The various run-up areas along Taxiway Alpha have also been included within this pavement. Taxiway Alpha was constructed over several years, with the most recent additions being in 2010 for the North Extension and 2006 for the section notated as Middle. Due to the different timeframes of construction and the varying pavement sections, Taxiway Alpha was broken out into four separate sections. The pavement layers listed below are average pavement layers, corresponding to the varying depths determined by record drawings and geotechnical data collected by GEE within each section. The results from the GEE investigation can be seen in **Table C.3** or found in GEE's geotechnical report shown in **Appendix E**.

- South Connector ((36 End) Sta. 0+00 to 9+80)
  - Consists of 4.25" of HMAC pavement on 7.00" of flexible base on 10.00" of treated subgrade.
- Middle (Sta. 9+80 to 50+35)
  - Consists of 5.00" of HMAC pavement on 16.50" of crushed aggregate on 8.00" of treated subgrade.
- North Connector (Sta. 50+35 to 61+00)
  - Consists of 4.00" of HMAC pavement on 6.00" of crushed aggregate on 8.00" of treated subgrade.
- North Extension (Sta. 61+00 to 70+00 (18 End))
  - Consists of 4.00" of HMAC pavement on 18.00" of crushed aggregate on 8.00" of treated subgrade.

Table C.3: Taxiway Alpha Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
South Connector	CB-16	4.25	-	7.00	10.00	N/A
North Connector	CB-20	4.25	-	6.00	8.00	N/A

TAXIWAY A1 PAVEMENT DESCRIPTION

Taxiway A1 is the north most connector on the Airfield, it connects Taxiway Alpha to Runway 18L-36R, and it was constructed when Runway 18L was extended to the north in 2010.

The pavement layer listed below corresponds to the layer properties determined by record drawings.

- Taxiway A1
    - Consists of 4.00” of HMAC pavement on 18.00” of crushed aggregate on 8.00” of treated subgrade.

TAXIWAY A2 PAVEMENT DESCRIPTION

Taxiway A2 is a northern taxiway connector that extends to the east and west of Runway 18L-36R, providing the airfield with access not only to Runway 18L, but also Runway 18R. This section of pavement was broken into two sections based upon the underlying pavement layers and the dates of construction.

Taxiway A2 East is the connector taxiway that extends between Runway 18L and Taxiway Alpha. The pavement layers listed below are average pavement layers, corresponding to the varying depths determined by record drawings.

- Taxiway A2 East
    - Consists of 4.00” of HMAC pavement on 13.00” of flexible base on 8.00” of treated subgrade.

Taxiway A2 West is the connector taxiway that extends between Runway 18L and Runway 18R. This section of pavement was constructed in 2019 with Runway 18R-36L. The pavement section below was determined from the record drawings for this project.

- Taxiway A2 West
    - Consists of a 3.00” HMAC surface course on a 5.50” HMAC base course on 8.00” of Lime Treated Subgrade.

TAXIWAY A3 PAVEMENT DESCRIPTION

Taxiway A3 is a northern midfield taxiway connector that was a part of the original DTO airfield geometry. This section of pavement provides access to Runway 18L-36R from both Taxiway Alpha and Taxiway Bravo.

The pavement layer listed below is an average pavement layer, corresponding to the varying depths determined by record drawings and geotechnical data collected by GEE. The results from the GEE investigation can be seen in **Table C.4** or found in GEE's geotechnical report shown in **Appendix E**.

- Taxiway A3
  - Consists of 4.00" of HMAC pavement on 8.75" of PCC on 6.00" of treated subgrade.

Table C.4: Taxiway A3 Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
A3	CB-11	4.00	8.75	-	6.00	N/A
	CO-05	3.50	8.50	-	-	N/A

TAXIWAY A4 PAVEMENT DESCRIPTION

Taxiway A4 is the centermost midfield taxiway connector that was a part of the original DTO airfield geometry. This section of pavement provides access to Runway 18L-36R from both the Terminal Apron, Taxiway Alpha and Taxiway Bravo.

The pavement layer listed below is an average pavement layer, corresponding to the varying depths determined by record drawings and geotechnical data collected by GEE. The results from the GEE investigation can be seen in **Table C.5** or found in GEE's geotechnical report shown in **Appendix E**.

- Taxiway A4
  - Consists of 4.00" of HMAC pavement on 8.50" of PCC.

Table C.5: Taxiway A4 Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
A4	CB-12	4.50	8.50	-	-	N/A
	CO-04	4.00	8.25	-	-	N/A

TAXIWAY A5 PAVEMENT DESCRIPTION

Taxiway A5 is a southern midfield taxiway connector that was a part of the original DTO airfield geometry. This section of pavement provides access to Runway 18L-36R from both Taxiway Alpha and Taxiway Bravo.

The pavement layer listed below is an average pavement layer, corresponding to the varying depths determined by record drawings and geotechnical data collected by GEE. The results from the GEE investigation can be seen in **Table C.6** or found in GEE's geotechnical report shown in **Appendix E**.

- Taxiway A5
  - Consists of 5.00" of HMAC pavement on 6.00" of flexible base.

Table C.6: Taxiway A5 Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
A5	CB-13	5.00	-	6.00	-	N/A
	CO-03	3.75	-	-	-	N/A

TAXIWAY A6 PAVEMENT DESCRIPTION

Taxiway A6 is a southern taxiway connector that extends to the east and west of Runway 18L-36R, providing the airfield with access not only to Runway 36R but also Runway 36L. This section of pavement was broken into two sections based upon the underlying pavement layers and the dates of construction.

The pavement layer listed below is an average pavement layer, corresponding to the varying depths determined by record drawings and geotechnical data collected by GEE. The results from the GEE investigation can be seen in **Table C.7** or found in GEE's geotechnical report shown in **Appendix E**.

- Taxiway A6 East
  - Consists of 3.50" of HMAC pavement on 8.00" of PCC.

Table C.7: Taxiway A6 Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
A6 East	CB-14	3.75	8.25	-	-	N/A
	CO-02	3.50	8.00	-	-	N/A

Taxiway A2 West is the connector taxiway that extends between Runway 18L and Runway 18R. This section of pavement was constructed in 2019 with Runway 18R-36L. The pavement section below was determined from the record drawings for this project.

Taxiway A2 West consists of a 3.00" HMAC surface course on a 5.50" HMAC base course on 8.00" of Lime Treated Subgrade.

TAXIWAY A7 PAVEMENT DESCRIPTION

Taxiway A7 is the southernmost connector on the Airfield, it connects Taxiway Alpha to Runway 18L-36R, and it was constructed when Runway 36R was extended to the south. The pavement layer listed below is an average pavement layer, corresponding to the varying depths determined by record drawings and geotechnical data collected by GEE. The results from the GEE investigation can be seen in **Table C.8** or found in GEE's geotechnical report shown in **Appendix E**.

- Taxiway A7
  - Consists of 4.25" of HMAC pavement on 6.00" of crushed aggregate on 7.00" of treated subgrade.

Table C.8: Taxiway A7 Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
A7	CB-15	4.25	-	6.00	7.00	N/A
	CO-01	4.00	-	-	-	N/A

TAXIWAY BRAVO PAVEMENT DESCRIPTION

Taxiway Bravo serves as the parallel taxiway for Taxiway Alpha and provides access to a majority of the hangars and apron pavement at DTO. The taxiway is approximately 4,400' in length and 50' in width. Taxiway Bravo was constructed with the initial construction of DTO. Due to the varying pavement sections, Taxiway Bravo was broken out into three separate sections. The pavement layers listed below are average pavement layers, corresponding to the varying depths determined by record drawings and geotechnical data collected by GEE within each section. The results from the GEE investigation can be seen in **Table C.9** or found in GEE's geotechnical report shown in **Appendix E**.

- South ((36 End) Sta. 0+00 to 27+00)
  - Consists of 4.00" of HMAC pavement on 8.25" of PCC on 6.50" of treated subgrade.
- Middle (Sta. 27+00 to 34+25)
  - Consists of 3.50" of HMAC pavement on 10.00" of flexible base.
- North (Sta. 34+25 to 44+29 (18 End))
  - Consists of 3.75" of HMAC pavement on 8.00" PCC on 6.00" of treated subgrade.

Table C.9: Taxiway Bravo Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
South	CB-17	4.00	8.25	-	6.50	N/A
Middle	CB-18	3.50	-	10.00	-	N/A
North	CB-19	3.75	8.00	-	6.00	N/A

TAXIWAY CHARLIE PAVEMENT DESCRIPTION

Taxiway Charlie is a northern PCC taxiway that connects Taxiway Alpha to hangars in the area.

There are no records of the existing Taxiway Charlie pavement section.

TAXIWAY DELTA PAVEMENT DESCRIPTION

Taxiway Delta is a northern PCC taxiway, just south of Charlie that connects Taxiway Alpha to hangars in the area.

There are no records of the existing Taxiway Delta pavement section.

TAXIWAY ECHO PAVEMENT DESCRIPTION

Taxiway Echo is a northern PCC taxiway, just south of Delta that connects Taxiway Alpha to hangars in the area.

There are no records of the existing Taxiway Echo pavement section.

TAXIWAY FOXTROT PAVEMENT DESCRIPTION

Taxiway Foxtrot is a northern PCC taxiway, just south of Echo that connects Taxiway Alpha to hangars in the area. Taxiway Foxtrot crosses through the pavement section deemed Apron East of Bravo North, and contains three different pavement sections, per the visual inspection, based upon the PCC Joint Spacing.

There are no records of the existing Taxiway Foxtrot pavement sections, but the sections utilized for the PCI Survey are:

- Lead-In
  - The section of Foxtrot that extends into the adjacent apron.
- Main 1 and Main 2
  - These sections run in between the hangars and are defined by their joint spacing.

TAXIWAY GOLF PAVEMENT DESCRIPTION

Taxiway Golf is the taxiway just north of the Terminal Apron that provides access to the North Ramp and adjacent box hangars. Taxiway Golf contains two different pavement sections, per the visual inspection, based upon the pavement section being either PCC or HMAC.

There are no records of the existing Taxiway Golf pavement sections.

TAXIWAY HOTEL PAVEMENT DESCRIPTION

Taxiway Hotel is the first taxiway to the south of the Terminal that provides access to numerous general aviation hangars, box hangars and aircraft parking.

The pavement layer listed below is an average pavement layer, corresponding to the varying depths determined by the geotechnical data collected by GEE. The results from the GEE investigation can be seen in **Table C.10** or found in GEE's geotechnical report shown in **Appendix E**.

- Taxiway Hotel
    - Consists of 3.75" of HMAC pavement on 6.00" of flexible base.

Table C.10: Taxiway Hotel Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
Hotel	CB-22	3.75	-	6.00	-	N/A

TAXIWAY JULIET PAVEMENT DESCRIPTION

Taxiway Juliet is to the south of Taxiway Hotel and it provides access to numerous general aviation hangars, box hangars and aircraft parking.

The pavement layer listed below is an average pavement layer, corresponding to the varying depths determined by the geotechnical data collected by GEE. The results from the GEE investigation can be seen in **Table C.11** or found in GEE's geotechnical report shown in **Appendix E**.

- Taxiway Juliet
    - Consists of 3.25" of HMAC pavement on 7.00" of flexible base.

Table C.11: Taxiway Juliet Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
Juliet	CB-23	3.25	-	7.00	-	N/A

TAXIWAY KILO PAVEMENT DESCRIPTION

Taxiway Kilo is the PCC taxiway just south of Taxiway Juliet that provides access to numerous general aviation hangars, box hangars and aircraft parking.

There are no records of the existing Taxiway Golf pavement sections.

TAXIWAY LIMA PAVEMENT DESCRIPTION

Taxiway Lima is a PCC taxiway that provides access to the entire southern general aviation portion of DTO. Lima has two pavement sections, one east of Taxiway Mike and one to the west.

The pavement layer listed below is an average pavement layer, corresponding to the record drawings available.

- Taxiway Lima East of Mike
  - Consists of 6.00” of PCC on 8.00” of Lime Treated Subgrade
- Taxiway Lima West of Mike
  - Consists of 9.00” of PCC on 8.00” of Lime Treated Subgrade

TAXIWAY MIKE PAVEMENT DESCRIPTION

Taxiway Mike is an HMAC taxiway that intersects Taxiway Lima and provides access to Taxiway’s Oscar, November, Papa and Quebec.

There are no records of the existing Taxiway Mike pavement sections.

TAXIWAY NOVEMBER PAVEMENT DESCRIPTION

Taxiway November is a PCC taxiway, just south of Taxiway Lima East that provides access to a row of t-hangars.

There are no records of the existing Taxiway Mike pavement sections.

TAXIWAY OSCAR PAVEMENT DESCRIPTION

Taxiway Oscar is an HMAC taxiway, just south of Taxiway November that provides access to a row of t-hangars.

There are no records of the existing Taxiway Oscar pavement sections.

TAXIWAY PAPA PAVEMENT DESCRIPTION

Taxiway Papa is a PCC taxiway that extends from the end of Taxiway Mike, providing access up to Taxiway Quebec. Papa was constructed in 2010 and contains two separate pavement sections based upon the joint spacing's.

The pavement layer listed below is an average pavement layer, corresponding to the record drawings available.

- Taxiway Papa
    - Consists of 7.00" of PCC on 7.00" of Lime Treated Subgrade

TAXIWAY QUEBEC PAVEMENT DESCRIPTION

Taxiway Quebec is a PCC taxiway that extends from the end of Taxiway Papa, providing access several general aviation hangars. Quebec was constructed in 2010 and contains the pavement layer listed below. The pavement layers are an average pavement layer, corresponding to the record drawings available.

- Taxiway Quebec
    - Consists of 6.00" of PCC on 8.00" of Lime Treated Subgrade

TERMINAL APRON PAVEMENT DESCRIPTION

The Terminal Apron is located directly in front of the DTO Terminal and contains an HMAC section.

The pavement layer listed below is an average pavement layer, corresponding to the record drawings available.

- Terminal Apron
    - Consists of 4.00" HMAC on 12.00" of crushed aggregate on 9.00" of Lime Treated Subgrade

APRON NORTH OF TERMINAL PAVEMENT DESCRIPTION

Apron North of the Terminal is the pavement directly north of the Terminal, in between the Terminal Apron and Taxiway Golf. This section of pavement consists of both an HMAC section and a PCC section.

The pavement layer listed below is an average pavement layer, corresponding to the varying depths determined by record drawings and the geotechnical data collected by GEE. The results from the GEE investigation can be seen in **Table C.12** or found in GEE's geotechnical report shown in **Appendix E**.

- Apron North of Terminal HMAC
  - Consists of 4.75" HMAC on 10.75" crushed aggregate on 9.00" of Lime Treated Subgrade
- Apron North of Terminal PCC
  - Consists of 11.00" PCC on 6.00" crushed aggregate on 6.00" of Lime Treated Subgrade

Table C.12: Apron North of Terminal Pavement Core Data

Pavement Section	Core	Pavement Layer Thickness, in				Comments
		HMAC	PCC Underlying	Agg. Base	Treated Subgrade	
HMAC	CB-21	4.75	-	10.75	6.00	N/A

APRON EAST OF BRAVO NORTH PAVEMENT DESCRIPTION

Apron East of Bravo North is the apron ramp south of Taxiway Foxtrot and east of Taxiway Bravo.

The pavement layer listed below is an average pavement layer, corresponding to the record drawings available.

- Apron East of Bravo North
  - Consists of 4.00" HMAC on 13.00" of crushed aggregate on 8.00" of Lime Treated Subgrade

APRON EAST OF BRAVO SOUTH PAVEMENT DESCRIPTION

Apron East of Bravo South is the apron ramp south of Taxiway Hotel and east of Taxiway Bravo. This pavement is primarily utilized by the flight school for aircraft parking and is broken out into an HMAC and PCC pavement section.

There are no records of the existing Apron East of Bravo South pavement sections.

FBO APRON PAVEMENT DESCRIPTION

The FBO Apron is the HMAC apron just to the south of the Terminal Apron that is utilized by the FBO.

The pavement layer listed below is an average pavement layer, corresponding to the record drawings available.

- FBO Apron
    - Consists of 4.00" HMAC on 12.00" of crushed aggregate on 9.00" of Lime Treated Subgrade

EAST RAMP PAVEMENT DESCRIPTION

The East Ramp is the PCC apron on the far east end of Taxiway Hotel, primarily utilized by the flight school.

There are no records of the existing East Ramp pavement sections.

FUEL AREA – SELF-SERVE PAVEMENT DESCRIPTION

The Fuel Area – Self-Serve is the PCC pavement to the north of Taxiway Foxtrot and East of Taxiway Bravo that provides access to the Airport's Self-Serve Fuel Area.

There are no records of the existing Fuel Area – Self-Serve pavement sections.

TAXIWAY QUEBEC HANGAR PAVEMENT DESCRIPTION

The Taxiway Quebec Hangar Pavement is the PCC apron pavement that surrounds the T-Hangars adjacent to Taxiway Quebec. This entire area of pavement was constructed at the same time, but the joint spacing varies throughout. Due to this shift in jointing, in order to accuracy inspect this pavement, it was broken out into 10 sections, 1 A/B to 5 A/B. The pavement layer listed below is an average pavement layer, corresponding to the record drawings available.

There are no records of the existing Taxiway Quebec Hangar pavement sections.

D. PAVEMENT CONDITION INDEX (PCI) PROCESS

OVERVIEW

ASTM D5340-12 titled "Standard Test Method for Airport Pavement Condition Index Surveys" sets forth standard test methods for determination of airport pavement conditions through visual surveys of asphalt surfaced pavements and plain or reinforced jointed cement concrete pavements using the Pavement Condition Index (PCI) method of quantifying pavement condition.

In order to accurately evaluate the PCI, the pavement is divided into branches that are divided into sections. Each section is then divided into samples units. The type and severity of airport pavement distresses are assessed by visual inspection for the pavement sample units.

Branches are identified as areas on pavement with different uses such as runways, taxiways and aprons, as established by the Airport Layout Plan. Sections consist of single-use areas based on the pavement design, construction history, traffic and condition. Sample units are a subdivision of a pavement section that has a standard size range: 20 contiguous slabs (±8 slabs) for PCC airfield pavement and 5,000 contiguous square feet (±2,000 ft^2) for flexible airfield pavements and porous friction surfaces.

A PCI survey consists of a visual inspection of all scoped pavements at the Airport in order to determine their present surface condition. This process enables the engineer to inform the Airport graphically and numerically, using the ASTM Standard D5340-12 survey method, of the PCI results in a value between '0' (FAILED) and '100' (GOOD). The numeric value correlates to a condition rating shown in **Table D.1**. Frequent terms utilized throughout this report have been defined below in **Section D.1**.

Exhibits 2 and 3 provide a visual representation of the results obtained by the PCI Survey and show the breakdown of pavement network, branches and sections. **Appendix B** provides both the current and predicted PCIs over a 20 year timeframe.

Table D.1 - PCI Condition Index Scale

PCI Value	Rating
100-86	GOOD
85-71	SATISFACTORY
70-56	FAIR
55-41	POOR
40-26	VERY POOR
25-11	SERIOUS
10-0	FAILED

D.1 PCI FIELD SURVEY

PCI FIELD SURVEY

The airport as a whole is considered one large network. The engineer divides the airport into sections, grouping areas that have similar traffic loads and pavement cross sections. The sections are then further divided into sample areas for inspection purposes. The owner can either select a PCI confidence level based on budget, time, and anticipated pavement condition or the engineer can decide to go with the AC recommended confidence interval of 95%. The goal is to meet the 95% confidence interval, but a lesser sampling rate than 95% can also be utilized based on the condition survey objective. This inspection used a 95% confidence interval for a majority of the pavement, but also reduced the number of samples by a half within areas of pavement that significantly impacted airfield operations. One section of pavement that was reduced by a half was Runway 18L-36R, KSA and the Airport wanted to limit the amount of time this runway was shut down for inspection. As KSA inspected pavements with reduced sample units, the area as a whole was still observed to ensure the distresses collected were similar throughout the area. If an area was observed to have different distresses or higher severity distresses, an additional sample may have been recorded as deemed necessary by the Engineer in the field. ASTM D5340 – 12 provides examples of instances where the total number of sample units are reduced. The PCI confidence level helps in determining the number of sample units to be inspected (A PCI confidence level of 100 would require every sample unit to be inspected). Even at a PCI confidence level of 100, the engineer cannot guarantee every distress on the airfield pavement will be located. Additional distresses may form after an initial inspection by the Engineer and subsequent inspections by the Airport. The engineer then performs a field inspection of the required number of random sample units in an attempt to obtain a representative sample of each pavement section. When a distress is found, the type, severity, size, and location is recorded. Each distress is characterized and measured to determine a density value. The density value is then compared to various charts listed in ASTM D 5340-12 to determine a deduct value. The deduct values for a sample unit are then summed together and subtracted from 100 (perfect pavement condition). Corrective factors are applied as prescribed in ASTM D 5340-12. Each sample unit within a single section is then averaged to obtain an average PCI value for a given pavement section.

KSA utilized PAVER™ – The Pavement Maintenance Management System to calculate the PCI values for the Denton Enterprise Airport. The PAVER™ website describes PAVER™ as, “state-of-the-art technology in pavement management”. FAA AC 150/5370-7B describes PAVER™ as, “a PMP application developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA. PAVER™ development and updating is supported by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and U.S. Navy to meet current user needs. PAVER™ provides pavement management capabilities to (1) develop and organize the pavement inventory; (2) assess the current condition of pavements; (3) develop models to predict future conditions; (4) report on past and future pavement performance; (5) develop scenarios for M&R based on budget or condition requirements; and (6) plan projects.”

D.2 PCI TERM DEFINITIONS

TERM DEFINITIONS

Pavement Condition Index - A numerical rating of the pavement condition that ranges from 0 to 100 with 0 being the worst possible condition and 100 being the best possible condition, typically newly constructed pavement.

Pavement Distress- External indicators of pavement deterioration caused by loading, environmental factors, construction deficiencies, or a combination thereof. Typical distresses are cracks, rutting, and weathering of the pavement surface. An example of Rigid Pavement Distresses can be seen below.

Pavement Severity Levels - A way to differentiate between different severities of distress in a pavement section. Each distress is classified as either low (L), medium (M), or high (H). Higher ranked severity correlates to a greater deduct value. ASTM D 5340-12 provides written directives on threshold and size requirements for each severity group.

Pavement Section - A contiguous pavement area having uniform construction, maintenance, usage history, and condition. A section should also have the same traffic volume and load intensity.

Pavement Sample Unit - A subdivision of a pavement section that has a standard size range: 20 contiguous slabs (±8 slabs) for PCC or 5,000 ft^2 (±2,000 ft^2) for HMAC.



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E. METHOD OF VISUAL PAVEMENT INSPECTION

OVERVIEW

FAA's AC 150/5380-6C "*Guidelines and Procedures for Maintenance of Airport Pavements*" provides information and direction for routine evaluation and maintenance of rigid (concrete) and flexible (asphalt) pavements. The same AC recommends using ASTM D5340 to quantify the type, severity and size of pavement distresses. This information is then used in determining a pavement condition index for each pavement section.

In order to accurately assess a pavement's condition, each type of pavement is treated differently. A PCC pavement section will have its distresses analyzed in a different manner than that of an HMAC pavement. As an example, PCC distresses are quantified by the number of slabs in a sample unit that the distress appears in, while HMAC pavement distresses are quantified by either the linear or square foot.

Each distress will be analyzed by the engineer in the field, receiving a ranking of either Low, Medium or High and sometimes No Severity, depending on the distress. A distresses ranking will directly influence the impact that distress has on the overall sections PCI.

A full breakdown of the distresses that can be encountered during an inspection are defined in **Sections E.1 and E.2** below. An example of a longitudinal crack in HMAC and PCC pavement can be seen in the images below.



LONGITUDINAL CRACK IN HMAC PAVEMENT



CRACK IN PCC PAVEMENT

E.1 RIGID PAVEMENT DISTRESSES

RIGID PAVEMENT

Rigid pavement distresses are broken into six major categories. These categories include cracking, distortion, disintegration, loss of skid resistance, joint seal damage, and sealed crack damage. Within each of these six major categories are several specific types of distresses. These distresses are as follows:

Cracking

Cracking in rigid pavements often result from stresses caused by expansion and contraction or warping of the pavement. Overloading, loss of subgrade support and insufficient and/or improperly cut joints acting singly or in combination are also possible causes. Several different types of cracking can occur:

- Corner Breaks - Load repetition, combined with loss of support and curling stresses, usually causes cracks at the slab corner. The lack of support may be caused by pumping or loss of load transfer at the joint. Corner breaks are characterized by a crack that intersects the joints at a distance less than or equal to one-half of the slab length on both sides, measured from the corner of the slab. A corner break differs from a corner spall in that the break extends vertically through the entire slab thickness; a corner spall intersects the joint at an angle.

- Longitudinal, Transverse, and Diagonal Cracks - A combination of repeated loads and shrinkage stresses usually causes this type of distress. It is characterized by cracks that divide the slab into two or three pieces that may indicate poor construction techniques, underlying pavement layers that are structurally inadequate for the applied load, or pavement overloads.

- Durability "D" Cracking – "D" cracking usually appears as a pattern of cracks running in the vicinity of and parallel to a joint or linear crack. It is caused by the concrete's inability to withstand environmental factors such as freeze-thaw cycles because of variable expansive aggregates. This type of cracking may eventually lead to disintegration of the concrete within 1 to 2 feet (0.3 m to 0.6 m) of the joint or crack.

- Shattered Slab / Intersecting Cracks - A shattered slab is defined as a slab where intersecting cracks break up the slab into four or more pieces. This is primarily caused by overloading due to traffic and/or inadequate foundation support.

- Shrinkage Cracking - 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. Typically, shrinkage cracks do not extend greater than 1/4-inch (6 mm) from the slab surface and may be primarily in the finished surface paste only. Shrinkage cracking is typically categorized in two forms; drying shrinkage that occurs over time as moisture leaves the pavement and plastic shrinkage that occurs shortly after the pavement is placed and rapid drying of the surface occurs while the pavement is still plastic. Plastic shrinkage may also result from over finishing/overworking the pavement during construction or finishing the pavement while bleed water is on the surface. This results in an increase in mortar and fines and higher water content at the surface, making the immediate surface weak and susceptible to shrinkage.

Joint Seal Damage

- Joint seal damage is any condition that enables incompressible foreign material such as soil or rocks to accumulate in the joints or that allows infiltration of water. Accumulation of foreign materials prevents the slabs from expanding and may result in buckling, shattering, or spalling. Water infiltration through joint seal damage can cause pumping or deterioration of the base. Typical types of joint seal damage include stripping of joint sealant, extrusion of joint sealant, hardening of the filler (oxidation), loss of bond to the slab edges, and absence of sealant in the joint. Joint seal damage is caused by improper joint width, use of the wrong type of sealant, incorrect application, not properly cleaning the joint before sealing, and/or climate (aging).

Distortion

The FAA Advisory Circular 150/5380-6C indicates that a distortion is a change in the pavement surface's original position. It is a result of foundation settlement, expansive soils, frost-susceptible soils, or the loss of subgrade soils through improperly designed drainage systems. Distortions consist of two stresses.

- Pumping - Pumping is defined as the deflection of a concrete slab when loaded, resulting in an ejection of water and subgrade materials through the joints or cracks in the pavement. As pumping continues, subgrade particles are progressively lost, decreasing underlying pavement support. Pumping is typically found in areas near joints where there is a poor joint-load transfer, poor or damaged joint sealant, and/or the presence of ground water in the subgrade.

- Settlement or Faulting - Settlement or faulting is defined as the difference in elevation at a joint or crack caused by the upheaval or non-uniform consolidation of the subgrade. Settlement or faulting is the result of the loss of subgrade materials, frost heave, loss of load transfer devices, or swelling soils. Settlement or faulting can be a byproduct of a pumping pavement.

Disintegration

FAA Advisory Circular 150/5380-6C indicates that disintegration is the breaking up of a pavement into small, loose pieces including the dislodging of aggregate particles. Improper curing and finishing of the concrete, unsuitable aggregates, and improper mixing of the concrete can cause this distress. Disintegration typically falls into the following categories. Disintegration can be the result of improper curing and finishing of the concrete, unsuitable aggregates, and the improper mixing of the concrete before placement. Disintegration consists of four principle stresses.

- Alkali-Silica Reactivity (ASR) - ASR is another source of distress associated with map cracking. ASR is caused by an expansive reaction between alkalis and certain reactive silica minerals, which forms 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 may be indicated by cracking of the concrete pavement (often in a map pattern); white, brown, gray or other colored gel or staining that may be present at the crack surface; and/or an increase in concrete volume (expansion) that may result in distortion of adjacent or integral structures or physical elements.

- Blowups - Blowups are when expansive pressures cannot be relieved and a localized movement or shattering of the slab edges at the joints occur. Blowups usually are at transverse cracks or joints where the opening is not wide enough to permit the expansion of the concrete panels. Infiltration of incompressible materials into the joints may increase the likelihood of occurrences. Blowups may also be caused by the effects of joint sealant damage

- Corner Spalling - Corner spalling is the breakdown or raveling of the slab within two feet of the panel corner. This type of spalling is similar to joint spalling; with the exception that corner spalling typically occurs at a faster rate due to the increased exposure of joint infiltration.

- Joint Spalling - Joint spalling is defined as the breakdown of the concrete slab within two feet of the joints. Joint spalls typically do not propagate vertically through the entire slab but intersect the joints at an angle. Joint spalling is the combination of the infiltration of incompressible materials into the joints or weak concrete at the joints experiencing significant traffic loading.

- Popouts - Popouts are small pieces of pavement that break loose from the surface due to freeze-thaw action. Expansive aggregates that are subject to extreme expansion will expand until there is a loss of bond between the course aggregate and the remaining concrete mix. Popouts may be confused with the more common pavement raveling.

- Patching - Patching or utility cuts are an area where the original pavement has been removed and replaced by a filler material. Patches are often located in areas where panels of concrete have been removed due to significant distresses. Utility cuts occur when the concrete pavement is removed and replaced to allow for the installation of utility infrastructure. Due to the difference in pavements and the inability to control settlement, settlement of the patch or utility cut may occur.

- Scaling, Map Cracking, and Crazing - Scaling is the disintegration and loss of the surface course of the concrete pavement. Improper curing and finishing and/or freeze-thaw cycles can lead to this weakened surface. Map cracking or "crazing" is a network of shallow hairline cracks that extend through the upper surface of the concrete. It is a result of the improper finishing or placement of concrete pavements and may lead to surface scaling.

Loss of Skid Resistance

- Contaminants - Fuel spills and other contaminants can expedite the deterioration of the pavement surface. Large concentrations of contaminants are usually found at fueling locations and holding positions.

- Polished Aggregate - Polished aggregates occur when the aggregates exposed at the surface level of the pavement becomes polished quickly under traffic. As the aggregate becomes polished, the pavement loses skid resistance under adverse weather conditions.

Miscellaneous

- Drainage - Deficient drainage is the result of an inadequate cross section of the pavement surface, an insufficient lip at the edge of pavement, and/or the buildup of soil or vegetation along the edges. These conditions prevent the proper drainage of water away from the wearing surface, and in extreme cases cause ponding along the pavement edge. If not corrected, moisture can penetrate into the base and subgrade and produce distresses such as upheaval or rutting.

FLEXIBLE PAVEMENT

Flexible pavement distresses are broken into four major categories. These categories include cracking, distortion, disintegration, and loss of skid resistance. Within each of these four major categories are several specific types of distresses. These distresses are as follows:

Cracking

FAA Advisory Circular 150/5380-6C indicates that "cracks in flexible pavements are caused by deflection of the surface over an unstable foundation, shrinkage of the surface, thermal expansion and contraction of the surface, poorly constructed lane joints, or reflection cracking." These problems can reveal themselves through five types of cracks.

- Alligator or Fatigue Cracks – Alligator cracks (fatigue cracking) refer to interconnected cracks, usually ranging in size from about 1 to 6 inches that form a series of small blocks resembling alligator skin. Alligator Cracking is caused by excessive deflection of the pavement surface. This may be due to a weakened or under-designed foundation, insufficient HMAC thickness, or overloading of the pavement. Alligator cracks may also form due to poor drainage which leads to degradation of the base and/or subgrade. The areas affected are generally not large but will often cover small sections of pavement. If left untreated the areas will continue to expand eventually forming potholes or premature pavement failure. Alligator cracking is considered a major structural distress.

- Block Cracking – Block cracks are interconnected cracks forming a series of large blocks, 1 to 10 feet across, usually with sharp corners or angles. This type of distress differs from alligator cracking in that the alligator cracks form smaller, many-sided pieces with sharp angles. Shrinkage of the HMAC and daily temperature cycling causes block cracking through a volume change of fine aggregate asphalt. Block cracking can also be the result of HMAC mixes that may have been placed too dry limiting the amount of binding material. While block cracking is not load related, it generally occurs over large portions of the pavement area. Low traffic often accelerates block cracking and usually indicates that the asphalt has hardened significantly.

- Reflection Cracks – This type of distress occurs primarily in asphalt overlays on rigid pavement sections, but they may also occur in asphalt overlays of existing asphalt pavements when cracks or joints in the old pavement were not properly repaired. The cracks in the overlaid surface reflect the crack patterns in the pavement structure below. These cracks are not load related and instead are the result of vertical or horizontal movements. These movements are induced by the expansion and contraction with temperature or moisture changes in the underlying structure. This movement creates very large stress in the overlay and is considered difficult to prevent. If left unrepaired the pavement along the cracks may begin to spall and has the potential to create FOD.

- Longitudinal and Transverse Cracks - Longitudinal cracks are cracks that form parallel to the pavement center line and are common to airfield pavements in this region. They often result from a poorly constructed paving lane joints or shrinkage in the pavement surface due to low temperatures. Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or directions of lay down. These cracks are not usually load-associated. These cracks generally occur due to reflective cracking through an underlying layer, thermal fluctuations, or poor construction techniques.

- Slippage Cracks – Slippage cracks appear 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 the next layer of the pavement structure. These cracks are crescent or half-moon-shaped with the two ends pointing away from the direction of traffic.

Distortion

Pavement distortion is the result of asphalt layer instability or granular base/subgrade weakness. It can be caused by foundation settlement, insufficient compaction, lack of stability in the HMAC mix, poor bond between the surface and underlying layers, or swelling soils. Distortion takes a number of different forms including rutting, corrugations, depressions, and swelling.

- Corrugation – Corrugation is characterized as closely spaced ridges and valleys which occur at fairly regular intervals. They normally occur at points of severe horizontal stress, where traffic starts and stops. On hills where vehicles brake on the downgrade, on sharp horizontal curves, or at intersections. Corrugation can be caused by a lack of stability in the mix and a poor bond between material layers.

- Depressions – Depressions are localized low areas of limited size that may be accompanied by cracking. In many instances, light depressions become noticeable after a rain, when ponding creates a “birdbath” or water stains. Depressions may result from traffic overloading, or by consolidation, settlement, or failure of the underlying pavement layers.

- Rutting – Rutting is characterized by a channelized surface depression in the wheel path of the pavement surface. In many instances, ruts become noticeable only after a rainfall when the wheel paths fill with water. This type of distress is caused by a permanent deformation in any one of the pavement layers or subgrade, resulting from the consolidation or displacement of the materials due to traffic loads. Significant rutting can lead to major structural failure of the pavement.

- Shoving – Shoving typically occurs where a flexible pavement meets a rigid pavement section. As the rigid pavement section expands, the flexible pavement section bulges at the surface.

- Swelling – Swelling is the localized upward displacement in the pavement's surface. It may occur sharply over a small area or as a longer gradual wave. Both types of swelling may be accompanied by surface cracking. While swelling is most commonly caused by frost action in the subgrade, upheaval in Texas is most likely due to the swelling effect of moisture on expansive soils.

Disintegration

Disintegration is the breaking up of a pavement into small, loose fragments. It is caused by climate, insufficient compaction of the surface, insufficient asphalt in the HMAC, loss of adhesion between the asphalt coating and aggregate particles, or overheating of the mix. If not repaired in its early stages, disintegration can progress until the pavement requires complete reconstruction.

- Asphalt stripping - Asphalt stripping is caused by moisture infiltration into the HMAC pavement structure leading to "stripping" of the bituminous binder from the aggregate particles. Asphalt stripping of HMAC pavements may also be caused by cyclic water-vapor pressures within the mixture scrubbing the binder from the aggregates.

- Jet-Blast Erosion - Jet-blast erosion is normally characterized by darkened areas where the bituminous binder has been burned or carbonized. This typically occurs due to high temperatures at the pavement surface and is caused by operational factors. Localized burned areas may vary in depth up to approximately half an inch.

- Patching and Utility Cut - A patch for an existing defect is considered a defect regardless of how well it is performed. Over time, the patch will begin to separate from the existing pavement leading to raveling along pavement edges.

- Potholes - A pothole is defined as a disruption in the pavement surface where a portion of the pavement material has broken away, leaving a hole. Most potholes are caused by fatigue of the pavement surface. As fatigue cracks develop, they interlock forming alligator cracking. When the sections of cracked pavement work loose, they may eventually be picked out of the surface by continued wheel loads, and form a pothole. In northern climates, where freeze-thaw cycles are severe, pothole development is exacerbated due to the continuous freeze-thaw action and may not be related solely to traffic patterns. Although possible, potholes are not a common distress to airfields.

- Raveling – Raveling is the wearing away of the pavement surface caused by the dislodging of aggregate particles. This distress may indicate that the asphalt binder has aged and hardened significantly. As the raveling continues, larger pieces break free, and the pavement takes on a rough and jagged appearance which can produce a significant source for FOD.

- Weathering - Weathering is the wearing away of the asphalt binder and fine aggregate matrix from the pavement surface. The asphalt surface begins to show signs of aging which may be accelerated by climatic conditions. Loss of fine aggregate matrix is noticeable and may be accompanied by fading of the asphalt pavement color.

Loss of Skid Resistance

Skid resistance is necessary to provide a condition where water can flow around most of the surface aggregate particles, leaving contact between the tire and aggregate. A number of issues can make a pavement slippery when wet. Frequent causes include a thin film of water on a smooth surface or a thick film of water that causes a high speed vehicle to hydroplane. A smooth pavement may result from a film of asphalt on the surface, polished aggregate, or contamination from oil spillage.

- Bleeding – Bleeding is the upward movement of asphalt and is characterized by a film of bituminous material on the pavement surface that resembles a shiny, glass-like, reflecting surface that usually becomes sticky. It is most commonly caused by excessive amounts of asphalt in one or more of the pavement courses and usually presents itself in hot weather. Bleeding may also result when an excessive prime or tack coat is applied prior to placement of the asphalt surface material. Since the bleeding process is not reversible during cold weather, asphalt or tar will accumulate on the surface. Extensive bleeding may cause a severe reduction in skid resistance. For minor bleeding problems coarse sand may be used to blot up the excess asphalt binder. For major bleeding the excess asphalt may be graded off.

- Contaminants - Accumulation of rubber particles, oils, or other external materials on the pavement surface will reduce the skid resistance of a pavement. In addition, buildup of rubber deposits in pavement grooves will reduce the effectiveness of the grooves and increase the likelihood of hydroplaning.

- Fuel/Oil Spillage – Oil spillage on a bituminous surface can soften the asphalt. Areas subject to only minor fuel/oil spillage will usually heal without repair, and only minor damage will result. On areas, such as aprons, where fuel/oil spills occur regularly spillage can cause significant deterioration and can lead to raveling.

- Polished Aggregate – These are aggregate particles in the surface of a pavement that has been polished smooth. This includes both naturally smooth gravels and crushed rock that wears down quickly under the action of traffic. Aggregate polishing is caused by repeated traffic applications. Polished aggregate occurs when the aggregate extending above the asphalt is either very small, poor quality, or contains no rough or angular particles to provide good skid resistance.

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F. PAVEMENT CLASSIFICATION NUMBER (PCN) PROCESS

OVERVIEW

In 1981, the International Civil Aviation Organization (ICAO) established a computation method known as the ACN-PCN as the standard to report airport pavement strength internationally. With the release of AC 150/5335-5B in 2011, the FAA adopted this reporting technique and required "all public-use paved runways at commercial airports" to comply with the requirements. With the release of AC 150/5335-5C "all projects funded with federal grant monies through the Airport Improvement Program (AIP)" will be required to report the PCN of their runway for any new construction.

The Aircraft Classification Number (ACN) is defined as a single unique number to express the effect of an individual airplane on different pavement sections. ACN values are a ratio of a computed single-wheel load to a reference single-wheel load. This calculation is based on the aircraft's weight, wheel configuration, and tire pressure. The official ACN values for any aircraft may be obtained from the manufacturer. An unofficial copy of the ACNs of various aircrafts has been included in Appendix H. This list cannot be guaranteed for accuracy as the manufacturer may make alterations without notice to an aircraft at any point. The attached list should only be used as a quick reference.

The Pavement Classification Number (PCN) is defined as a single unique number to express the load-carrying capacity of a pavement without specifying a particular airplane or pavement structure. The PCN and PCI of a pavement section are not directly related and are not interchangeable. The complete PCN code is reported in 5 parts separated by "/".

PCN	Pavement Type	Subgrade Code	Tire Pressure	Technique
##	R / F	A-D	W-Z	T / A
0-100+	R: Rigid F: Flexible	A: High B: Medium C: Low D: Ultra Low	W: Unlimited X: <254 psi Y: <181 psi Z: <72 psi	T: Technical A: Aircraft

Comparing the ACN and PCN allows for a quick and simple method of determining if an aircraft is suitable for use on a certain airfield pavement. If the ACN of an aircraft is higher than the PCN of a pavement section, it is unlikely that the pavement can carry the load of the aircraft over a sustained period of time. The FAA has also included information in regards to the occasional overloading of pavement. Occasional overloading is defined as less than 5% of the total annual aircraft operations. The airport should visually inspect any pavement which has been overloaded.

For Rigid Pavement: $ACN \leq PCN * 1.05$

For Flexible Pavement: $ACN \leq PCN * 1.10$

When reporting the PCN for a selected pavement, AC 150/5335-5C states that, "For pavements of diverse strengths, the controlling PCN numerical value for the weakest segment of the pavement should normally be reported as the strength of the pavement. Engineering judgment may be required in that if the weakest segment is not in the most heavily used part of the runway, then another representative segment may be more appropriate to determine PCN." Additionally though, the engineer and airport can, "Adjust the PCN upward to that of the aircraft with the highest ACN, but recognize the need to expect possible severe maintenance. This will result in earlier and increased costs for reconstruction or overlay projects." This means that a pavement's PCN should be driven by the weakest segment of pavement, but there is allowance for a higher PCN to be recorded if the airport recognizes that the possibility for severe maintenance may arise.

The FAA AC 150/5335-5C has guidance when determining the allowable tire pressure for rigid and flexible pavement. The AC states that:

"Aircraft tire pressure will have little effect on pavements with Portland cement concrete (concrete) surfaces. Rigid pavements are inherently strong enough to resist tire pressures higher than currently used by commercial aircraft and can usually be rated as code W."

For the DTO airport, each PCC pavement tested within this report has been given a W code.

For flexible pavements though, the AC states:

"Tire pressures may be restricted on asphaltic concrete (asphalt), depending on the quality of the asphalt mixture and climatic conditions. Tire pressure effects on an asphalt layer relate to the stability of the mix in resisting shearing or densification. A poorly constructed asphalt pavement can be subject to rutting due to consolidation under load. The principal concern in resisting tire pressure effects is with stability or shear resistance of lower quality mixtures. A properly prepared and placed mixture that conforms to FAA specification Item P-401 can withstand substantial tire pressure in excess of 218 psi (1.5 Mpa). Item P-401, Hot Mix Asphalt (HMA) Pavements, is provided in the current version of AC 150/5370-10, Standards for Specifying Construction of Airports. Improperly prepared and placed mixtures can show distress under tire pressures of 100 psi (0.7 MPa) or less. Although these effects are independent of the asphalt layer thickness, pavements with well-placed asphalt of 4 to 5 inches (10.2 to 12.7 cm) in thickness can generally be rated with code X or W, while thinner pavement of poorer quality asphalt should not be rated above code Y."

Each area of flexible pavement was independently evaluated for its structural adequacy, section thickness and condition of the pavement during analysis. All of these items impacted the selected tire pressure code, and led to a variable codes throughout from Y to X. We took a conservative approach based upon the age of the airfield and the condition of the pavement, not selecting a code of W or unlimited tire pressure.

PCN APPROACH FOR DENTON ENTERPRISE AIRPORT (DTO)

KSA worked with Transtec to perform the Non-Destructive Testing (NDT) utilizing Heavy Weight Deflectometer (HWD) required to determine the Pavement Classification Number (PCN) and assist with the PCN calculations. The HWD testing took place between November 16 and November 18, 2020. In order to complete the HWD testing, Transtec required the underlying subgrade strength, pavement section properties, pavement thickness, and the traffic operations of the airfield. Since PCN calculations are dependent on the aircraft using a facility, the PCNs should be recalculated if the aircraft types, weights, or volumes change significantly. In general, inaccurate traffic can cause the PCN to be overestimated or underestimated. The required information was provided to Transtec through recent project designs, record drawings, and a geotechnical investigation performed by GEE.

HWD testing provides a direct analysis of the load-carrying capacity and the structural integrity of the pavement. It also provides inputs for the structural analysis of the pavement sections without costly and time-consuming material testing required of destructive testing and analyses.

The HWD is a load impulse testing device capable of simulating in magnitude and duration the dynamic loads applied to a pavement by aircraft and vehicular wheel loads. A dynamic load is applied by dropping a set of masses onto a circular load plate. A range of load magnitudes is achieved by varying the number of masses used and the heights from which they are dropped. The actual load magnitude is measured using a load cell within the load plate, and the resulting deflections are measured by transducers located at the center of the load plate and at preset distances away from the load plate.

KSA's PCN calculations and Transtec's HWD report were completed in accordance with the guidance outlined in the following documents:

- Federal Aviation Administration (FAA) Advisory Circular 150/5370-11B, *Use of Nondestructive Testing in the Evaluation of Airport Pavements.*
- FAA Advisory Circular 150/5335-5C, *Standardized Method for Reporting Pavement Strength – PCN,* and corresponding COMFAA software.

Transtec's full report can be found in Appendix F.

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G. PAVEMENT ASSESSMENT OVERVIEW

G.1 PCN INSPECTION

OVERVIEW

Transtec performed HWD testing on Runway 18L-36R, Taxiway Alpha, Taxiway Bravo, the Connector Taxiways and select apron sections. As described above in Section C, each area of pavement contained multiple pavement sections throughout their entire length. In order to accurately perform the load analysis, Transtec tested each pavement section individually.

KSA reviewed the data provided by Transtec and utilized engineering judgement to determine which values to utilize from their report. Within the report, Transtec provided a recommended layer modulus table to be used within the PCN calculations and FAARFIELD analysis. Based upon KSA's understanding of the existing airfield conditions and FAA AC 150/5370-11B, some of the values recommended to be used for the flexible base layer and the lime treated subgrade layer were too great. In order to take a conservative approach and evaluate the pavement in a manner that would provide a more accurate representation between the COMFAA outputs and the FAARFIELD analysis, the lime treated subgrade layers were given a layer modulus no greater than 20% the underlying subgrade value and the flexible base layer was input as either P-209 or P-154. If the back calculated flexible base layer modulus was above 40,000 psi a P-209 layer was utilized and if the layer was under 40,000 psi a P-154 layer was used. Section 42 of FAA AC 150/5370-11B was utilized to determine the approach method in which KSA used.

The empirical computation of a pavement's PCN value relies on software to correlate certain key parameters when estimating the pavement strength. This study used FAA's COMFAA (version 3.0) software for the computation of PCN values. The computation of a pavement's PCN is very sensitive to the traffic used. KSA created an appropriate fleet mix utilizing the FAA's Traffic Flow Management System Counts (TFMSC) data and the FAA's Air Traffic Activity System (ATADS). The fleet mix was reviewed and approved by airport staff and was utilized by KSA for the PCN analysis.

The results KSA computed for the remaining structural life of each runway section can be see below in Table G.1. This table summarizes the PCN values obtained from the FAA's COMFAA (version 3.0) software for the various airport pavement locations. This table also shows the critical ACN computed by COMFAA for an ACN vs PCN analysis. It should be noted that some of the pavement sections containing HMAC, or flexible pavement, have been reported with an "R" for rigid. This is due to the way COMFAA analyzes HMAC overlays on top of PCC pavement. These pavement sections are deemed a composite section and are analyzed as rigid pavement section.

Appendix H shows common ACN for aircraft based upon subgrade classifications. This Common ACN evaluation was produced by Transport Canada and should only be used as a reference guide. The exact ACN of aircraft utilizing the airfield should be provided by the operator as necessary. If an Aircraft has an ACN greater than that of the reported PCN, the operator should contact the Airport for further discussions.

Table G.1: PCN Values of Structurally Inspected Pavements (Technical Approach)							
Feature	KSA Branch	Transtec Section	PCN Code[1] Computed ACN	Maximum Allowable Weight, lbs			Structural Life (Years)[3]
				Single-Wheel Gear (S)	Dual-Wheel Gear (D)	Dual-Tandem Wheel Gear (2D)	
Runway 18L-36R	Extension	A	35/F/C/X/T ACN = 30.2	90,000	123,000	213,000	Sufficient[4]
	Reconstruct	B1 / B2	13/F/C/Y/T ACN = 31.1	36,000	53,000	101,000	2.0
	Middle 2	C	24/R/C/X/T ACN = 31.1	67,000	84,000	149,000	0.0
	Middle 1	D	36/R/C/X/T ACN = 31.1	95,000	122,000	201,000	Sufficient[4]
	36 End	E	36/F/A/X/T ACN = 25	96,000	154,000	279,000	Sufficient[4]
Taxiway Alpha	Extension	A	36/F/C/X/T ACN = 30.2	92,000	127,000	218,000	Sufficient[4]
	North Connect	B	10/F/C/Y/T ACN = 30.2	28,000	43,500	<min[2]	4.7
	Middle	C	40/F/B/X/T ACN = 26.9	101,000	162,000	271,000	Sufficient[4]
	South Connect	D	15/F/B/X/T ACN = 26.9	44,500	66,000	128,000	Sufficient[4/5]
Taxiway A1	Full	A	35/F/C/X/T ACN = 30.2	90,000	123,000	213,000	Sufficient[4]
Taxiway A2	Full	A / B	17/F/C/Y/T ACN = 30.2	46,000	65,000	122,000	2.6
Taxiway A3	Full	A	25/R/C/X/T ACN = 31.1	70,000	86,000	154,000	0.0
Taxiway A4	Full	A	23/R/C/X/T ACN = 31.1	65,000	81,000	145,000	0.2
Taxiway A5	Full	A	2/F/C/Y/T ACN = 32.6	<min[2]	<min[2]	<min[2]	0.0
Taxiway A6 East	Full	A	20/R/C/X/T ACN = 29.7	58,000	73,000	131,000	0.0
Taxiway A7	Full	A	19/F/B/X/T ACN = 26.9	54,000	79,000	152,000	Sufficient[4/5]
Taxiway Bravo	North	A1 / A2	18/R/C/X/T ACN = 31.1	53,000	67,000	122,000	0.0
	Middle	B	23/F/C/X/T ACN = 30.2	61,000	82,000	152,000	0.1
	South	C	20/R/C/X/T ACN = 31.1	58,000	73,000	131,000	0.0
Taxiway Hotel	Full	A	3/F/C/Y/T ACN = 9.9	<min[2]	<min[2]	<min[2]	0.0

Table G.1: PCN Values of Structurally Inspected Pavements (Technical Approach)							
Feature	KSA Branch	Transtec Section	PCN Code[1] Computed ACN	Maximum Allowable Weight, lbs			Structural Life (Years)[3]
				Single-Wheel Gear (S)	Dual-Wheel Gear (D)	Dual-Tandem Wheel Gear (2D)	
Taxiway Juliet	Full	A	3/F/C/Y/T ACN = 9.9	<min[2]	<min[2]	<min[2]	0.0
Apron North of Terminal	HMAC	A	33/F/C/X/T ACN = 30.2	85,000	115,000	202,000	Sufficient[4]
Apron North of Terminal	PCC	B	35/R/C/W/T ACN = 31.1	92,000	119,000	197,000	Sufficient[4]

[1]The following shading indicates the relative capacity of the pavement for the analyzed traffic:

Structurally Adequate	Overload Guidance Applies	Structurally Inadequate

[2]Corresponding allowable weight is not provided by the FAA for single wheel aircraft less than 12,500 lbs, dual wheel aircraft less than 37,500 lbs or dual-tandem aircraft less than 100,000 lbs.

[3]The Structural Life shown in this section is related to a FAARFIELD analysis of the existing pavement section. See Page A-6 for additional information.

[4]Sufficient used to describe FAARFIELD structural life output greater than typical Design Life of 20 years.

[5]The FAARFIELD structural life analysis and COMFAA do not match as the structural life does not correlate with the PCN being less than the ACN. See Page A-6 for additional information.

Where the PCN data indicates that increased structural capacity is required, a structural overlay or reconstruction will typically be necessary within the short term rehabilitation timeframe. The distresses present will increase over time, but immediate failure is not anticipated. This will allow the Airport time to adequately plan funding for larger rehabilitation projects. Where no additional structural capacity is required, PCI data will be utilized to determine appropriate pavement rehabilitation measures in the short (0-5 years), medium (6-10 years), and long term (10-20 years) timeframes.

PCN RESULTS AND PUBLICATION RECOMMENDATIONS FOR DTO RUNWAYS

Runway 18L-36R

Due to Runway 18L-36R containing five different pavement sections, the PCN for the runway was found to vary greatly depending on what section of pavement was evaluated. The variation in pavement structures caused some of the runway to be deemed structurally adequate, while other areas were deemed deficient.

FAA AC 150/5335-5C states that, “pavements of diverse strengths, the controlling PCN numerical value for the weakest segment of the pavement should normally be reported as the strength of the pavement. Engineering judgment may be required in that if the weakest segment is not in the most heavily used part of the runway, then another representative segment may be more appropriate to determine PCN.” The AC also provides guidance for overloading of pavement and how to approach reporting the PCN.

There are three guidance options provided within FAA AC 150/5335-5C when the PCN of a runway is less than that of the most demanding ACN. Section D.2 “Overload Guidance” states that Airports have the following options when evaluating what pavement strength rating to publish:

1. "Let the PCN remain as derived from the technical evaluation method, but retain local knowledge that there are some aircraft in the traffic mix that can be allowed to operate with ACNs that exceed the published PCN or at a reduced weight to not exceed the PCN."
2. "Provide for an increased PCN by adding an overlay or by reconstruction to accommodate aircraft with higher ACNs."
3. "Adjust the PCN upward to that of the aircraft with the highest ACN, but recognize the need to expect possible severe maintenance. This will result in earlier and increased costs for reconstruction or overlay projects."

The Maintenance and Rehabilitation guidance listed within this report addresses Item 2 above, but until the rehabilitation projects can be completed, KSA has utilized the information above and engineering judgement for the determination of Runway 18L-36R's PCN. We recommend that Denton Enterprise Airport report a PCN of 30/F/C/X/T. This determination is derived from Item 3 above, adjusting the PCN upward with the highest ACN. A PCN of 30 will provide for operations of Dual Wheel 100,000lb, which is the greatest loading capacity from the Airport's Fleet Mix.

With this recommendation, we want to ensure that the Airport is aware that the sections of pavement that the FAA software has deemed as structurally inadequate, have the potential to deteriorate faster than the surrounding runway pavement if overloading conditions continue. Overloading these sections will continue to decrease the pavement life, but an immediate or catastrophic failure should not occur. The airport should keep a close eye on these sections of pavement and rehabilitate any accelerated pavement deterioration going forward, outside of the areas already recommended for rehabilitation or reconstruction above.

KSA understands that DTO has a Runway Reconstruction planned for summer of 2021 and an additional rehabilitation project scheduled in the near future. During the 2021 reconstruction project, the area deemed as "Reconstruct" above, will be reconstructed with a pavement section that is structurally adequate for the airport's loading conditions. Additionally, we have recommended within this report that the area "Middle 2" be reconstructed to accommodate the current loading conditions. If these projects are completed, the PCN may be able to be adjusted upward to the highest PCN calculated above, 36/F/A/W/T.

If the Airport would like to take a more conservative approach and publish the values determined during this technical investigation, a PCN of 24/R/C/X/T should be reported. This value is not the lowest PCN value along the runway, but as discussed above, the area with the lowest PCN is scheduled to be reconstructed within the year.

Runway 18R-36L

Runway 18R-36L was constructed in 2019 to accommodate a loading capacity of single wheel 30,000 lbs. Due to the recent construction of this Runway, non-destructive testing was not performed on this pavement. Instead of using a technical approach for the PCN of this pavement section, we will utilize the Using Aircraft Method. FAA AC 150/5335-5C states that, "The Using Aircraft Method is a simple procedure where ACN values for all aircraft currently permitted to use the pavement facility are determined and the largest ACN value is reported as the PCN." With this pavement being designed for Single Wheel 30,000 lbs, KSA recommends reporting the PCN of Runway 18R-36L as 10/F/B/X/U.

G.2 PCI INSPECTION

OVERVIEW

KSA staff performed a visual distress survey in accordance with applicable standards (ASTM Standard D5340-12 *"Standard Test Method for Airport Pavement Condition Index Surveys"* and FAA's AC 150/5380-7B *"Airport Pavement Management Program"*) to develop Pavement Condition Indices on a scale of '0' to '100' for all airside pavements. The following **Tables G.3 and G.4** provide a visual representation corresponding to the PCI values for each individual branch. These values can also be seen visually in **Exhibit B and C**. ExhibitB contains the existing PCI values and a movement map based upon the pavements evaluated for structurally adequacy within this report. Exhibit C shows the forecasted PCI values.

Table G.3: Summary of PCI Values and Forecast for HMAC Inspected Pavement

Material	Feature	KSA Branch	PCI			
			2021	2026	2031	2040
HMAC	Runway 18L-36R	36 End	49	43	37	26
		Middle 1	41	37	33	26
		Middle 2	42	38	34	27
		Reconstruct	40	33	26	13
		Extension	62	46	29	0
	Runway 18R-36L	Full	97	82	67	40
	Taxiway Alpha	South Connect	42	35	28	15
		Middle	66	51	36	9
		North Ext.	69	56	42	17
	Taxiway A1	Full	67	52	37	10
	Taxiway A2 East	Full	65	50	34	6
	Taxiway A2 West	Full	95	80	65	38
	Taxiway A3	Full	32	24	15	1
	Taxiway A4	Full	40	33	25	13
	Taxiway A5	East of Bravo	66	62	58	50
		West of Bravo	40	33	25	13
	Taxiway A6 East	Full	34	26	18	4
	Taxiway A6 West	Full	96	81	66	39
	Taxiway A7	Full	62	57	53	45
	Taxiway Bravo	South	54	51	47	42
		Middle	42	38	34	27
		North	54	51	48	42
	Taxiway Golf	Full	65	52	39	15
	Taxiway Hotel	Full	49	8	0	0
	Taxiway Juliet	Full	35	12	0	0
	Taxiway Mike	Full	30	21	13	0
	Taxiway Oscar	Full	11	0	0	0
	Terminal Apron	Full	55	49	44	34
	FBO Apron	Full	37	29	22	8

Table G.3: Summary of PCI Values and Forecast for HMAC Inspected Pavement						
Material	Feature	KSA Branch	PCI			
			2021	2026	2031	2040
	Apron North of Terminal (HMAC)	Full	68	56	45	24
	Apron East of Bravo North	Full	54	43	32	12
	Apron East of Bravo South	Full	37	29	22	8

Table G.4: Summary of PCI Values and Forecast for PCC Inspected Pavement						
Material	Feature	KSA Branch	PCI			
			2021	2026	2031	2040
PCC	Taxiway Charlie	Full	30	21	13	0
	Taxiway Delta	Full	53	47	42	32
	Taxiway Echo	Full	0	0	0	0
	Taxiway Foxtrot	Lead-In	56	51	45	36
		Main 1	54	39	24	0
		Main 2	16	2	0	0
	Taxiway Golf	Full	88	83	78	69
	Taxiway Kilo	Full	64	55	46	31
	Taxiway Lima	East	89	84	79	70
		West	92	88	85	78
	Taxiway November	Full	60	50	40	24
	Taxiway Papa	East	92	88	84	77
		West	87	81	75	64
	Taxiway Quebec	Full	84	76	69	56
	Apron North of Terminal (PCC)	Full	83	71	60	40
	Apron East of Bravo South	Full	89	84	79	70
	East Ramp	Full	80	68	56	34
	Fuel Area – Self Serve	Full	64	51	37	13
	Quebec Hangar Apron	1-A	92	86	80	69
		1-B	79	63	47	18
		2-A	82	69	55	30
		2-B	82	69	55	30
		3-A	69	44	20	0
		3-B	98	97	95	92
		4-A	98	97	95	92
		4-B	96	93	90	84
		5-A	91	84	77	65
		5-B	98	97	95	92

G.3 SUMMARY OF FINDINGS AND RECOMMENDATIONS BASED ON PCI AND PCN DATA

OVERVIEW

The following is an in-depth overview of the pavement at Denton Enterprise Airport, based upon record review, visual inspection, and non-destructive testing. The information presented below will outline the distresses observed, structural adequacy of the pavement (if applicable), and the maintenance and rehabilitation recommendations for each area of pavement. The engineer's opinion of probable construction cost for the M&R plan can be found within **Section H** and a full breakdown is available in **Appendix I**

All section breakouts for the pavement branches can be seen within **Appendix A** and **Exhibit A**, and the distresses recorded for each pavement section can be seen in **Appendix B**.

RUNWAY 18L-36R

Runway 18L-36R has a recommended PCN of **30/F/C/X/T** and exhibited varying PCI values from 40 to 62 across all five of its sections, corresponding with "VERY POOR" to "FAIR". Based upon its construction history, Runway 18L-36R was broken into five separate sections: 36 End, Middle 1, Middle 2, Reconstruct, and Extension. There were further broken down into Left, Center and Right. Overall the PCI was taken as an average of all three smaller sections within each larger one.

Runway 18L-36R is the primary runway for DTO, initially constructed in 1946, and displays pavement distresses accordingly. The associated PCN, PCI, and majority of distresses recorded during the visual inspection for each section were:

- **36 End (PCN of 36/F/A/W/T and PCI of 49 "POOR")** – longitudinal and transverse cracking, patching, slippage cracking, and weathering
- **Middle 1 (PCN of 36/R/C/X/T and PCI of 41 "POOR")** – alligator cracking, bleeding, block cracking, joint reflection cracking, longitudinal and transverse cracking, patching, and weathering
- **Middle 2 (PCN of 24/R/C/X/T and PCI of 42 "POOR")** - depression, bleeding, block cracking, joint reflection cracking, longitudinal and transverse cracking, patching, and weathering
- **Reconstruct (PCN of 13/F/C/Y/T and PCI of 40 "VERY POOR")** – alligator cracking, block cracking, longitudinal and transverse cracking, rutting, and weathering
- **Extension (PCN of 35/F/C/W/T and PCI of 62 "FAIR")** – longitudinal and transverse cracking, patching, and weathering

The visual distresses correlate with the varying PCN values determined for each section, which show the pavement to be structurally inadequate in some areas and structurally adequate in others for the current aircraft loading. Based upon these observations, the M&R recommendations for Runway 18L-36R vary based upon each section. KSA recommends that the following rehabilitation projects be completed within the "Short Term" planning period.

- 36 End – Due to the PCI being deemed "POOR" and the pavement being structurally adequate for the current operations, a full depth mill and overlay is recommended. This section of pavement has a 4.00" HMAC section that has exhibited high severity cracking greater than an inch in width. The entire 4.00" section will need to be removed prior to an overlay taking place. The base course should also be inspected for cracking prior to the overlay taking place.
- Middle 1 – Due to the PCI being deemed "POOR" and the pavement being structurally adequate for the current operations, a mill and overlay is recommended. This area of pavement contains 10.50" of HMAC on PCC pavement. In order to mitigate the joint reflection cracking from the underlying PCC pavement structure, additional crack mitigation procedures, such as paving fabrics, should be evaluated prior to overlaying the section.
- Middle 2 – Due to the PCI being deemed "POOR" and the pavement being structurally inadequate for the current operations a full pavement reconstruction is recommended. A full depth reconstruction project is recommended to mitigate the joint reflection cracking from the underlying PCC pavement structure and providing a structurally adequate pavement section.

  The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:
  - 4.00" of HMAC Pavement (P-401)
  - 8.25" of HMAC Base Course (P-403)
  - 8.00" of Lime Treated Subgrade (P-155)
- Reconstruct – Based upon this investigation, a full reconstruction is recommended. There is a current reconstruction project that has already been designed for this section of pavement. Construction is scheduled to begin in 2021. Additional guidance and cost have not been provided for this area.
- Extension – Due to the PCI being deemed "FAIR" and the pavement being structurally adequate for the current operations, a crack seal / seal coat or mill and overlay project is recommended. This pavement can achieve rehabilitation with only minor crack seal and seal coat procedures, but if the funding is available, KSA recommends that a mill and overlay take place while the remaining sections are being rehabilitated.

During the reconstruction of "Middle 2", if the Airport's funding allows, a reconstruction project could be completed for the areas of pavement called to receive a mill and overlay. A cost for this item of work has been included within this report.

Upon completion of the projects above, KSA recommends that the Airport continue to perform routine maintenance. A Crack Seal and Seal Coat project should be completed within the "Long Term" at a minimum, but sooner than 10 years if feasible.

RUNWAY 18R-36L

Runway 18R-36L was constructed in 2019 and has hardly any pavement distresses present. This PCI of this section of pavement is a 97, which is expected based upon its construction date. Utilizing the "Using Aircraft Method" a PCN of 10/F/B/X/U should be reported for this runway. KSA recommends that the airport perform routine maintenance on this pavement as distresses are observed, but a crack seal and seal coat project should be scheduled for the "Medium Term" at a minimum.

TAXIWAY ALPHA

Taxiway Alpha was broken into three pavement sections for the visual inspection based upon its construction date and underlying pavement sections, but it was broken into four sections for the HWD testing. An additional section was determined to be needed once the deflection data was analyzed. The Run-Up areas that are adjacent to Taxiway Alpha were included within the inspections of their respective connected pavement and should be rehabilitated in the same manner as the recommendations as each individual section.

Theses sections are North Extension, South Connector and Middle for the PCI evaluation, and the additional section is North Connector for the PCN analysis. The PCI values of these sections are 69, 42 and 66, respectively. These values correspond to "POOR" and "FAIR".

The PCN values calculated are as follows:

- North Extension - 36/F/C/W/T
- North Connector - 10/F/C/Y/T
- South Connector - 15/F/B/X/T
- Middle - 40/F/B/W/T

The PCN values for the North Connector and South Connector are less than that of the calculated ACN value, meaning that these areas of pavement are structurally inadequate. The primary distresses recorded for Taxiway Alpha were bleeding, longitudinal and transverse cracking, patching, oil spillage, patching, and weathering. There were only a few isolated areas of slippage cracking, primarily on the south connector, prior to reaching the run-up area. While onsite, it was observed that helicopters utilize the south connector for training operations and have contributed to the slippage cracking. KSA recommends that these helicopters not be allowed to utilize this area in the manner they currently are, when the skids make impact with the HMAC pavement, they are causing the slippage cracking and will continue to accelerate pavement failure. If continued helicopter usage is desired, the Airport should investigate the usage of PCC in this area.

Due to the age, PCI, FAARFIELD analysis and structural evaluations of Taxiway Alpha, KSA recommends that the following M&R projects be completed within the "Short Term":

- North Extension – The North Extension exhibited a PCI in the "FAIR" range and was deemed to be structurally adequate based upon the ACN vs PCN evaluation. KSA recommends that this section of pavement receive a mill and overlay project.
- North Connector – The North Connector exhibited a PCI in the "FAIR" range, but it was deemed structurally inadequate when analyzing the ACN vs PCN values. In order to mitigate these structural inadequacies, KSA recommends that a 3.00" structural overlay or reconstruction project be completed. A structural overlay is one of the recommended projects, but there is a chance that a full reconstruction may be needed to fully correct the structural issues. The cost for both options have been provided.
- Middle – The Middle section of Taxiway Alpha exhibited a PCI in the "FAIR" range and was deemed structurally adequate. KSA recommends that a mill and overlay coat project be completed on this area of pavement to reduce the acceleration of pavement deterioration, and extend the life of this pavement.

- South Connector - The South Connector exhibited a PCI in the "POOR" range, and was deemed to be structurally inadequate when analyzing the ACN vs PCN values. In order to mitigate these structural inadequacies, and rehabilitate the pavement as a whole, KSA recommends that a 3.00" structural overlay or reconstruction project be completed. This section of pavement is similar to the Runway 36 End, containing some high severity cracking greater than an inch in width. Just like the 36 End, the entire pavement section should be reviewed for removal and the base layer inspected, prior to placing back a structurally adequate section. A structural overlay is one of the recommended projects, but there is a chance that a full reconstruction may be needed to fully correct the structural issues. A cost for each option has been provided.

If these rehabilitation projects cannot be completed due to funding, the Airport should consider a crack seal / seal coat project during the "Short Term" to reduce the acceleration of pavement deterioration until the structural overlay can be completed.

The potential for funding to not be available within the short term is present, and while the best option for Taxiway Alpha would for it to be fully rehabilitated during the short term, delaying the projects until the medium term may be okay. Utilizing this timeframe, the airport should recognize that there may be accelerated pavement deterioration over the next few years and isolated areas may experience structural distresses needing to be repaired during their routine maintenance projects. Taxiway Alpha should be inspected regularly to ensure adequate rehabilitation and maintenance measures are being completed as needed.

TAXIWAY A1

Taxiway A1 exhibited a PCI of 67, corresponding to "FAIR". In addition to the visual inspection, Taxiway A1 was included in the HWD testing. Utilizing this data Taxiway A1 has a calculated PCN of 35/F/C/X/T, deeming it structurally adequate. During the visual inspection the primary distresses recorded were longitudinal and transverse cracking, oil spillage, patching and weathering.

KSA recommends that routine maintenance be continued on Taxiway A1 as needed until a mill and overlay project can be completed within the "Medium Term" maintenance period. The routine maintenance will ensure that accelerated pavement deterioration is not experienced. If the pavement begins to exhibit accelerated deterioration, a rehabilitation project should be evaluated to be completed prior to the long term timeframe.

If funding is available, the Airport should consider a crack seal / seal coat project during the "Short Term" to reduce the acceleration of pavement deterioration until the mill and overlay can be completed.

TAXIWAY A2

Taxiway A2 was broken out into A2 East and A2 West, based upon its construction history and pavement sections.

Taxiway A2 West was constructed during the 2019 construction of Runway 18R-36L and exhibited a PCI of 95, corresponding to "GOOD". KSA recommends that routine maintenance be continued on Taxiway A2 West as needed until a mill and overlay project is necessary. This is not expected to be needed until after the "Long Term". A crack seal and sealcoat project has been shown within the "Medium Term" of the Maintenance Plan. The routine maintenance will ensure that accelerated pavement deterioration is not experienced. If the pavement begins to exhibit accelerated deterioration, a rehabilitation project should be evaluated to be completed prior to the long term timeframe.

Taxiway A2 East was constructed when Runway 18L-36R was extended to the north and exhibited a PCI of 65, corresponding to "FAIR". During the visual inspection the primary distresses recorded were longitudinal and transverse cracking, patching and weathering.

In addition to the visual inspection, Taxiway A2 East was included in the HWD testing. Utilizing this data, a PCN of 17/F/C/Y/T was calculated, deeming the pavement structurally inadequate for the current airfield operations. This pavement has been determined to be structurally inadequate but based upon the visual inspection, it has not yet experienced structural distresses. We recommend allowing the current aircraft to continue to utilize this area of pavement, but the Airport should understand that structural distresses may begin to appear over the coming years.

It is understood that Taxiway A2 East is going to be reconstructed and re-aligned during this year's construction project that is to bid over the next few months. KSA recommends that routine maintenance be continued on Taxiway A2 East as needed until this project can be completed, and continued after it is reconstructed.

TAXIWAY A3

Taxiway A3 was constructed when Runway 18L-36R was originally constructed and has since been overlaid. The current pavement section contains HMAC overlaid on PCC pavement. This section of pavement exhibited a PCI of 32, corresponding to "VERY POOR". During the visual inspection the primary distresses recorded were alligator cracking, block cracking, longitudinal and transverse cracking, joint reflection cracking, patching, and weathering. These distresses can be attributed to both the underlying PCC section, the age of the pavement, and overloading of the pavement. In addition to the visual inspection, Taxiway A3 was included in the HWD testing. Utilizing this data, a PCN of 25/R/C/X/T was calculated, deeming the pavement structurally inadequate.

KSA recommends that routine maintenance be continued on Taxiway A3 as needed until a reconstruction project can be completed within the "Short Term" rehabilitation period. If the underlying PCC pavement joints are not mitigated, the joints will continue to reflect upward in the form of joint reflection cracking. In the meantime, routine maintenance will ensure that accelerated pavement deterioration does not occur. If the pavement begins to exhibit accelerated deterioration, or if structural distresses begin to appear more frequently, a rehabilitation project should be evaluated to be completed earlier within the short term timeframe.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00” of HMAC Pavement (P-401)
- 8.25” of HMAC Base Course (P-403)
- 8.00” of Lime Treated Subgrade (P-155)

TAXIWAY A4

Taxiway A4 is the midfield connector. It was constructed when Runway 18L-36R was originally constructed and has since been overlaid. The current section of pavement contains HMAC overlaid on PCC pavement. This section of pavement exhibited a PCI of 40, corresponding to “VERY POOR”. During the visual inspection the primary distresses recorded were block cracking, longitudinal and transverse cracking, joint reflection cracking, patching, and weathering. These distresses can be attributed to both the underlying PCC section and the age of the pavement. In addition to the visual inspection, Taxiway A4 was included in the HWD testing. Utilizing this data, a PCN of 23/R/C/X/T was calculated, deeming the pavement structurally inadequate.

KSA recommends that routine maintenance be continued on Taxiway A4 as needed until a reconstruction project can be completed within the “Short Term” rehabilitation period. If the underlying PCC pavement joints are not mitigated, the joints will continue to cause joint reflection cracking. In the meantime, routine maintenance will ensure that accelerated pavement deterioration is not experienced. If the pavement begins to exhibit accelerated deterioration, or if structural distresses begin to appear more frequently, a rehabilitation project should be evaluated to be completed earlier within the short term timeframe.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00” of HMAC Pavement (P-401)
- 8.25” of HMAC Base Course (P-403)
- 8.00” of Lime Treated Subgrade (P-155)

TAXIWAY A5

Taxiway A5 was constructed when Runway 18L-36R was originally constructed and has since been overlaid. The current section of pavement contains HMAC overlaid on flexible base and HMAC on PCC. Taxiway A5 is located on both the east and west side of Taxiway Bravo. The section of pavement east of Bravo exhibited a PCI of 66, corresponding to “FAIR”, while the section to the west exhibited a PCI of 40, corresponding to “VERY POOR”

During the visual inspection the primary distresses recorded were alligator cracking, block cracking, longitudinal and transverse cracking, joint reflection cracking, patching, and weathering. These distresses can be attributed to both the underlying PCC section to the east and the age of the pavement.

In addition to the visual inspection, Taxiway A5 was included in the HWD testing. Utilizing this data, a PCN of 2/F/C/Y/T was calculated, deeming the pavement to be severally structurally inadequate. Based upon this PCN, the section of pavement cannot even support the GA Fleet Mix.

KSA recommends that the section of Taxiway A5 to the west of Bravo be reconstructed during the "Short Term" planning period and the section to the east be rehabilitated during the "Short Term" with Taxiway Bravo.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 8.25" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

TAXIWAY A6

Taxiway A6 was broken out into A6 East and A6 West, based upon its construction history.

Taxiway A6 West was constructed during the 2019 construction of Runway 18R-36L and exhibited a PCI of 96, corresponding to "GOOD". KSA recommends that routine maintenance be continued on Taxiway A6 West as needed until a full mill and overlay project is deemed necessary, potentially within the "Long Term" maintenance period. The routine maintenance will ensure that accelerated pavement deterioration is not experienced. If the pavement begins to exhibit accelerated deterioration, a rehabilitation project should be evaluated to be completed prior to the long term timeframe.

Taxiway A6 East exhibited a PCI of 34, corresponding to "VERY POOR". During the visual inspection the primary distresses recorded were alligator cracking, block cracking, joint reflection cracking, longitudinal and transverse cracking, patching and weathering. In addition to the visual inspection, Taxiway A6 East was included in the HWD testing. Utilizing this data, a PCN of 20/R/C/X/T was calculated, deeming the pavement structurally inadequate. KSA recommends that routine maintenance be continued on Taxiway A2 East as needed until a reconstruction project can be completed within the "Medium Term" maintenance period. Similar to Taxiway A3 and A4, a structural overlay project should be evaluated if a full reconstruction cannot be implemented. If the underlying PCC pavement joints are not mitigated, the joints will continue to reflect upward. In the meantime, routine maintenance will ensure that accelerated pavement deterioration is not experienced. If the pavement begins to exhibit accelerated deterioration, or if structural distresses begin to appear, a rehabilitation project should be evaluated to be completed prior to the medium term timeframe.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 8.25" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

TAXIWAY A7

Taxiway A7 was constructed when Runway 18L-36R was originally extended to the south and exhibited a PCI of 62, corresponding to "FAIR". During the visual inspection the primary distresses recorded were longitudinal and transverse cracking, patching, and weathering. In addition to the visual inspection, Taxiway A2 East was included in the HWD testing. Utilizing this data, a PCN of 19/F/B/X/T was calculated, deeming the pavement structurally inadequate. This pavement has been determined to be structurally inadequate but it has not yet experienced structural distresses.

KSA recommends that routine maintenance be continued on Taxiway A7 as needed until a 3.00" structural overlay project can be completed within the "Short Term" rehabilitation period. The routine maintenance will ensure that accelerated pavement deterioration is not experienced. If the pavement begins to exhibit accelerated deterioration, or if structural distresses begin to appear, a rehabilitation project should be evaluated to be completed earlier in the short term timeframe.

A reconstruction project is another viable option for this section of pavement to remediate the structural inadequacies. Both the structural overlay and reconstruction cost have been shown in the M&R Plan.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 8.25" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

If funding is not available for the rehabilitation projects above, the Airport should consider a crack seal / seal coat project during the "Short Term" to reduce the acceleration of pavement deterioration until the rehabilitation projects can be completed.

TAXIWAY BRAVO

Taxiway Bravo was broken into three pavement sections based upon its construction date and underlying pavement sections. Theses sections are North, South and Middle and the PCI values of these sections are 54, 54 and 42, respectively. These values correspond to "POOR".

The PCN values calculated are as follows:

- North - 18/R/C/X/T
- South - 20/ R/C/X/T
- Middle - 23/ R/C/X/T

The PCN values are less than that of the calculated ACN value, meaning that these areas of pavement are deemed structurally inadequate. The primary distresses recorded for Taxiway Bravo were alligator cracking, block cracking, joint reflection cracking, longitudinal and transverse cracking, patching, and weathering.

Due to the age, PCI, FAARFIELD analysis, and structural evaluations of Taxiway Bravo, KSA recommends that the following M&R projects be completed within the "Short Term":

- Taxiway Bravo - The entirety of Taxiway Bravo exhibited a PCI in the "POOR" range, and was deemed to be structurally inadequate when analyzing the ACN vs PCN values. In order to mitigate these structural inadequacies, and rehabilitate the pavement as a whole, KSA recommends that the North Section, Middle and South Sections be fully reconstructed.

Utilizing the Short Term timeframe, the airport should recognize that if the project is not completed, there may be accelerated pavement deterioration over the next few years and isolated areas may experience structural distresses needing to be repaired during their routine maintenance projects. Taxiway Bravo should be inspected regularly to ensure adequate rehabilitation and maintenance measures are being completed as needed.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 8.25" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

TAXIWAY CHARLIE

Taxiway Charlie was only visually inspected during this evaluation and exhibited a PCI of 30, corresponding to "VERY POOR". The primary distresses observed were corner breaks, linear cracking, joint seal damage, joint spalls, and shattered slabs. Based upon the severity of the PCI and the distresses present, this area is recommended to be fully reconstructed during the "Short Term".

Taxiway Charlie leads to a tenants on the north end of the Airfield, and it may not be feasible to fully reconstruct this section. If this is the case, the Airport should consider a project to perform isolated full depth patches and panel replacements to help extend the life of this pavement.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 6.50" of PCC Pavement (P-501)
- 8.00" of Lime Treated Subgrade

TAXIWAY DELTA

Taxiway Delta was only visually inspected during this evaluation and exhibited a PCI of 53, corresponding to "POOR". The primary distresses observed were corner breaks, linear cracking, joint seal damage, joint spalls, patches, and shattered slabs. Based upon the severity of the PCI and the distresses present, KSA recommends this area to be fully reconstructed or have a panel replacement project completed during the "Short Term".

Taxiway Delta leads to a small group of tenants on the north end of the Airfield, and it may not be feasible to fully reconstruct this section. If this is the case, the Airport should consider a project to perform isolated full depth patches and panel replacements to help extend the life of this pavement.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 6.50" of PCC Pavement (P-501)
- 8.00" of Lime Treated Subgrade

TAXIWAY ECHO

Taxiway Echo was only visually inspected during this evaluation and exhibited a PCI of 0, corresponding to "FAILED". The primary distresses observed were corner breaks, linear cracking, joint seal damage, joint spalls, and shattered slabs. Based upon the failed severity of the PCI and the distresses present, this area is recommended to be fully reconstructed during the "Short Term".

Taxiway Echo leads to a single tenant on the north end of the Airfield, and it may not be feasible to fully reconstruct this section. If this is the case, the Airport should consider a project to perform isolated full depth patches and panel replacements to help extend the life of this pavement the best it can.

Due to this pavement leading to a single tenant, this project may not be eligible to be funded federally, but it can be funded by the tenant. The airport should consider providing these recommendations to the tenant for their use.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 6.50" of PCC Pavement (P-501)
- 8.00" of Lime Treated Subgrade

Taxiway Foxtrot was broken into three separate sections based upon the PCC joint spacing and was only visually inspected during this evaluation. The three sections exhibited a PCI of:

- Lead-In – 56 "FAIR"
- Main 1 – 54 "POOR"
- Main 2 – 16 "SERIOUS"

The primary distresses observed were blow-ups, corner breaks, linear cracking, joint seal damage, joint spalls, and shattered slabs. It appears that this section of pavement may not be structurally capable to withstand the loading that is being placed on it. Based upon the severity of the PCI and the distresses present, these areas are recommended to experience the following rehabilitant projects at a minimum, during the "Short Term":

- Panel Replacement or Reconstruction

Taxiway Foxtrot leads to an area of the airfield that houses large box hangars and experiences large jet traffic. If financially possible, the best case scenario would be to completely reconstruct this area of pavement to a pavement structure that can adequately withstand the current operations. This would also remove any FOD potential present within this pavement section. The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 11.50" of PCC Pavement (P-501)
- 8.00" of Lime Treated Subgrade (P-155)

Prior to the rehabilitation projects listed above being completed, we recommend the Airport correct a high severity blow-up at the connection of the Lead-In section and Main 1. Full depth patching or panel replacement will be needed to correct this blowup, there may also be some additional subgrade issues that need to be addressed during this repair. This distress can be seen below.



HIGH SEVERITY BLOW-UP DISTRESS

TAXIWAY GOLF

Taxiway Golf was broken into two separate sections based upon either an HMAC or PCC pavement section and was only visually inspected during this evaluation. The two sections exhibited a PCI of:

- HMAC – 65 "FAIR"
- PCC – 88 "Good"

The primary distresses observed for the HMAC section were block cracking, longitudinal and transverse cracking oil spillage, patching, and PCC shoving. The primary distresses observed for the PCC section were joint seal damage and faulting. These areas are recommended to experience the following rehabilitant projects during the "Short and/or Medium Term" at a minimum:

- HMAC – Crack Seal and Seal Coat (Short Term), Mill and Overlay (Medium Term)
- PCC – Joint Seal Replacement and potential panel replacement where the faulting occurred (Medium Term)

The airport should monitor the faulting sections and address them if they become an issue to aircraft.

TAXIWAY HOTEL

Taxiway Hotel exhibited a PCI of 49, corresponding to "POOR". During the visual inspection the primary distresses recorded were alligator cracking, block cracking, longitudinal and transverse cracking, oil spillage, patching, and weathering. In addition to the visual inspection, Taxiway Hotel was included in the HWD testing. Utilizing this data, a PCN of 3/F/C/Y/T was calculated, deeming the pavement to be severely structurally inadequate.

KSA recommends that a full reconstruction project be completed within the "Short Term" maintenance period.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 4.00" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

TAXIWAY JULIET

Taxiway Juliet exhibited a PCI of 35, corresponding to "VERY POOR". During the visual inspection the primary distresses recorded were alligator cracking, block cracking, patching, and weathering. In addition to the visual inspection, Taxiway Juliet was included in the HWD testing. Utilizing this data, a PCN of 3/F/C/Y/T was calculated, deeming the pavement to be severity structurally inadequate.

KSA recommends that a full reconstruction project be completed within the "Short Term" maintenance period.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 4.00" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

TAXIWAY KILO

Taxiway Kilo was only visually inspected during this evaluation and exhibited a PCI of 64, corresponding to "FAIR". The primary distresses observed were corner breaks, linear cracking, joint seal damage, joint spalls and patches. Based upon the severity of the PCI and the distresses present, KSA recommends this area be reconstructed or have isolated panels replaced, along with spall repairs and patching during the "Short Term". If the area begins to see accelerated pavement deterioration, and a rehabilitation project cannot be completed, routine maintenance should be completed within the short long term timeframe.

TAXIWAY LIMA

Taxiway Lima was broken into two separate sections based upon the PCC joint spacing and was only visually inspected during this evaluation. The two sections exhibited a PCI of:

- East – 89 "GOOD"
- West – 92 "GOOD"

The primary distresses observed were corner breaks, joint seal damage, joint spalls, patching, and linear cracking.

Based upon the PCI rating, KSA recommends that routine maintenance continue in the "Medium Term", but no significant rehabilitation efforts are needed at this time.

TAXIWAY MIKE

Taxiway Mike exhibited a PCI of 30, corresponding to "VERY POOR". During the visual inspection the primary distresses recorded were block cracking, patching, longitudinal and transverse cracking, shoving and weathering.

KSA recommends that a full reconstruction project be completed within the "Short Term" maintenance period. The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 6.00" of PCC Pavement (P-501)
- 8.00" of Lime Treated Subgrade (P-155)

TAXIWAY NOVEMBER

Taxiway November was only visually inspected during this evaluation and exhibited a PCI of 60, corresponding to "FAIR". The primary distresses observed were linear cracking and joint seal damage. Based upon the severity of the PCI and the distresses present, KSA recommends that this area be reconstructed or have isolated panels replaced, along with spall repairs and patching during the "Short Term". This will assist with mitigating water infiltration below the pavement and will extend the pavements life. If the area begins to see accelerated pavement deterioration and a rehabilitation project cannot be completed, routine maintenance should be completed within the short term timeframe.

TAXIWAY OSCAR

Taxiway Oscar exhibited a PCI of 11, corresponding to "SERIOUS". During the visual inspection the primary distresses recorded were alligator cracking, depressions, longitudinal and transverse cracking and weathering. Based upon the age and location of Taxiway Oscar, KSA recommends that a full reconstruction project be completed within the "Short Term" maintenance period.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 4.00" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

TAXIWAY PAPA

Taxiway Papa was broken into two separate sections based upon the PCC joint spacing and was only visually inspected during this evaluation. The two sections exhibited a PCI of:

- East – 92 "GOOD"
- West – 87 "GOOD"

The primary distresses observed were corner spall, joint seal damage, joint spalls, and patching.

Based upon the PCI rating, KSA recommends that routine maintenance continue within the "Medium Term", but no significant rehabilitation efforts are needed at this time.

TAXIWAY QUEBEC

Taxiway Quebec was only visually inspected during this evaluation and exhibited a PCI of 84, corresponding to "SATISFACTORY".

The primary distresses observed were linear cracking, corner spall, joint seal damage, and joint spalls.

Based upon the PCI rating, KSA recommends that routine maintenance continue with crack sealing and joint seal repairs within the "Short Term", and significant rehabilitation efforts are expected to be needed until the "Long Term".

TERMINAL APRON

The Terminal Apron was only visually inspected during this evaluation and exhibited a PCI of 55, corresponding to "POOR". The primary distresses observed were longitudinal and transverse cracking, oil spillage, patching, slippage cracking, and weathering. Based upon the severity of the PCI and the distresses present, KSA recommends this area to be milled and overlaid during the "Short Term".

The Terminal Apron provides aircraft access to the Terminal and is a significant asset to the airport. If a mill and overlay project cannot be financially funded during the short term, a crack seal and seal coat project should be completed in order to mitigate accelerated pavement deterioration. We recommend the use of a P-631 Refined Coal Tar Emulsion with Additives, Slurry Seal Surface Treatment.

If accelerated pavement deterioration takes place, the Airport may need to reconstruct this area of pavement in the future. The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 8.25" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

FBO APRON

The FBO Apron was only visually inspected during this evaluation and exhibited a PCI of 37, corresponding to "VERY POOR". The primary distresses observed were alligator cracking, block cracking, longitudinal and transverse cracking, patching, and weathering. Based upon the severity of the PCI and the distresses present being both age and load related, KSA recommends this area to be reconstructed within the "Short Term".

The FBO Apron provides aircraft access to the FBO and is a significant asset to the airport. If a reconstruction project cannot be financially funded during the short term, a mill and overlay project should completed in order to mitigate accelerated pavement deterioration.

The recommended reconstructed pavement section based upon the current airfield operations reported within this report is:

- 4.00" of HMAC Pavement (P-401)
- 8.25" of HMAC Base Course (P-403)
- 8.00" of Lime Treated Subgrade (P-155)

APRON NORTH OF THE TERMINAL

The Apron North of the Terminal was broken into two pavement sections based upon its construction date and underlying pavement sections. These sections are PCC and HMAC and the PCI values of these sections are 83 and 68, respectively. These values correspond to "SATISFACTORY" and "FAIR".

The PCN values calculated are as follows:

- PCC - 35/R/C/W/T
- HMAC - 33/F/C/W/T

The PCN values are greater than that of the calculated ACN value, meaning that these areas of pavement are deemed structurally adequate. The primary distresses recorded for the PCC Apron North of the Terminal were corner breaks, linear cracking, joint seal damage, faulting, joint spalls, and corner spalls. The HMAC section exhibited block cracking, longitudinal and transverse cracking, oil spillage, and patching.

Due to the age, PCI, and structural evaluations of the Apron North of the Terminal, KSA recommends that the following M&R projects be completed within the "Medium Term" and "Long Term":

- PCC – KSA recommends that the PCC section receive a joint seal repair, spall repair, crack sealing, and isolated full depth patches during the "Long Term". If accelerated deterioration is observed or if the faulting slabs begin to impact aircraft operations, a rehabilitation project should be considered during an earlier time frame.
- HMAC – KSA recommends that the HMAC section receive a crack seal and seal coat project during the "Medium Term". If this project cannot be completed due to funding, or if the pavement experiences accelerated deterioration the Airport should plan for a mill and overlay project. If the current distresses are not mitigated, the pavement will continue to deteriorate and a more substantial project will be needed to bring the pavement's life and PCI back up.

If funding is available, the Airport should consider continued pavement maintenance during the "Short Term".

APRON EAST OF BRAVO NORTH AND SOUTH

Apron East of Bravo was broken into three separate sections based upon the pavement sections and location on the airfield and was only visually inspected during this evaluation. The three sections exhibited a PCI of:

- North HMAC – 54 "POOR"
- South HMAC – 37 "VERY POOR"
- South PCC – 89 "GOOD"

The primary distresses observed within the HMAC sections were block cracking, longitudinal and transverse cracking, oil spillage, patching, and weathering. Within the PCC section, the main distresses were corner breaks, linear cracking, joint seal damage, joint spalls, and corner spalls. Based upon the severity of the PCI and the distresses present, KSA recommends the following rehabilitation projects at a minimum, during the "Short Term", "Medium Term" and "Long Term":

- North HMAC – During the "Short Term", KSA recommends that a mill and overlay project be performed. If this cannot be completed until a later date, a crack seal and seal coat project should be performed.
- South HMAC – During the "Short Term", KSA recommends that a full reconstruction project be performed. Due to this area being utilized by GA traffic only, a mill and overlay may be successful in rehabilitation, but the condition of the underlying pavement layers should be evaluated as a reconstruction may be the only option.
- South PCC – Routine Maintenance should continue on this pavement, but KSA recommends that the Airport plan for Joint Seal Repair, Spall Repair, Crack Sealing, and Isolated Full Depth Patches during the "Medium Term". Panel Replacement and/or reconstruction may be needed during the "Long Term" if maintenance projects are not completed.

FUEL AREA – SELF SERVE

The Self-Serve Fuel Area was only visually inspected during this evaluation and exhibited a PCI of 64, corresponding to "FAIR".

The primary distresses observed were linear cracking, corner spall, joint seal damage, and joint spalls.

Based upon the PCI rating, KSA recommends that routine maintenance continue with crack sealing and joint seal repairs and significant rehabilitation efforts to replace the most damaged panels within the "Short Term".

EAST RAMP

The East Ramp was only visually inspected during this evaluation and exhibited a PCI of 84, corresponding to “SATISFACTORY”.

The primary distresses observed were linear cracking, corner spall, joint seal damage, and joint spalls.

Based upon the PCI rating, KSA recommends that routine maintenance continue with crack sealing and joint seal repairs be completed in the “Short Term” and significant rehabilitation efforts to replace the most damaged panels within the “Medium Term”.

QUEBEC HANGAR APRON

The Quebec Hangar Apron was only visually inspected during this evaluation and exhibited a PCI of 69 to 98, corresponding to “FAIR” to “GOOD”. The primary distresses observed were linear cracking and joint seal damage, with isolated areas of crazing or potentially ASR.

The crazing and/or ASR distresses were difficult to visually observe and were only located over select portions of the pavement and not the entire area. These distresses were not recorded as ASR due to the inability to determine if ASR was present at this time. Hangar Area 3-A exhibited the greatest signs and should be monitored over the next few years. ASR testing should be considered if the distresses become more prevalent, and if ASR is found panel replacement or reconstruction will be needed.

Based upon the PCI rating for the remaining sections, KSA recommends that routine maintenance continue with crack sealing and joint seal repairs be completed in the “Medium Term” and significant rehabilitation efforts to replace the most damaged panels within the “Long Term”.

If the area begins to see accelerated pavement deterioration, and a rehabilitation project cannot be completed, routine maintenance should be evaluated to be completed within the short long term timeframe.

H. CAPITAL IMPROVEMENT PLAN – M&R RECOMMENDATIONS

OVERVIEW

An airport's pavement must fulfill two requirements during its useful life-cycle:

a. The ability to safely bear loading imposed by operating aircraft and

b. Provide a safe operating surface free from FOD and large cracking.

The results of a PCI inspection provide the tools to determine the serviceability of an airfield's pavement. Although the PCI inspection surveys can visually infer the existence of structural failures in a pavement, it is not possible to estimate the load bearing capacity of a pavement from its PCI rating. Non-destructive testing of in-service airport pavements using a heavy weight deflectometer provides a tool to estimate in-situ pavement layer properties. This determination of pavement layer properties facilitates the computation of PCNs and remaining structural life. In addition, as discussed in previous sections, a comparison between the ACN of operating aircraft with its computed PCN helps to identify pavement sections that are incapable of bearing the aircraft loads imposed on them.

KSA has devised the technique, shown in Figure H.1, H.2 and H.3, for identifying sections needing maintenance and rehabilitation. The methodology uses PCI and PCN and Remaining Life to identify maintenance candidates and provides the most suited maintenance alternative.

While there is no recognized standard value for critical PCI, KSA recommends that the critical airfield PCI be set at 65. The critical level is the level beyond which the pavement undergoes accelerated deterioration. In order to proactively preserve pavements that are above the critical PCI level, we recommend maintaining a PCI level of at least 75 on runways, 70 on taxiways and 65 on aprons. Based on this pavement study, structural adequacy, and the procedures shown below, a recommended maintenance and / or rehabilitation plan has been established. The OPCC for these M&R recommendations can be seen in Table H-1 and H-2 below and Appendix I. Table H-1 reflects the recommendations made within Section G.2.

If the rehabilitation projects listed within the M&R Plan cannot be completed within the timeframes shown due to funding, the Airport should consider maintenance projects, like a Crack Seal and Seal Coat, in the meantime. This will allow for the deceleration of environmental and fatigue related distresses and help preserve the Airport's assets until the proper rehabilitation projects can be implemented. These Maintenance Projects should follow the guidelines set within *FAA AC 150/5380-6C – Guidelines and Procedures for Maintenance of Airport Pavements*.

A Preliminary Engineering Report (PER) should be completed prior to an M&R project to ensure all areas of concern are addressed and accurately assessed for construction costs.

Table H-1: M&R Recommendations with OPCC Values			
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Short Term (0 to 5 Years)	Runway 18L-36R – Reconst.	Reconstruction	$ 2,698,603.60
	Runway 18L36R – Middle 2	Reconstruction	$ 8,168,803.05
	Runway 18L-36R – 36 End, Extension, Middle 1	Mill and Overlay or Reconstruction	$ 2,468,019.60 $ 7,852,354.10
	Taxiway Alpha – North and South Connector	Structural Overlay or Reconstruction	$ 1,510,213.35 $ 2,716,111.40
	Taxiway Alpha – North Ext. and Middle	Mill and Overlay	$ 1,113,493.25
	Taxiway A2 East	Re-Align / Reconstruction	$ 636,268.60
	Taxiway A3	Reconstruction	$ 549,777.05
	Taxiway A4	Reconstruction	$ 549,777.05
	Taxiway A5 West of Alpha	Reconstruction	$ 544,147.80
	Taxiway A6 East	Reconstruction	$ 550,352.05
	Taxiway A7	Structural Overlay or Reconstruction	$ 264,612.70 $ 438,255.80
	Taxiway Bravo – North, Middle and South	Reconstruction	$ 5,143,636.05
	Taxiway Charlie	Reconstruction	$ 192,267.35
	Taxiway Delta	Reconstruction	$ 293,918.15
	Taxiway Echo	Reconstruction	$ 117,075.75
	Taxiway Foxtrot – Lead-In, Main 1 and Main 2	Panel Replacement or Reconstruction	$ 37,950.00 $ 645,260.40
	Taxiway Hotel	Reconstruction	$ 506,186.30
	Taxiway Juliet	Reconstruction	$ 531,381.65
	Taxiway Kilo	Panel Replacement or Reconstruction	$ 574,436.50
	Taxiway Mike	Reconstruction	$ 276,093.15
	Taxiway November	Panel Replacement or Reconstruction	$ 197,359.55
	Taxiway Oscar	Reconstruction	$ 180,728.25
	Apron East of Bravo South (HMAC)	Reconstruction	$ 2,218,427.05
	Apron East of Bravo North	Mill and Overlay	$ 459,053.55
	Terminal Apron	Mill and Overlay	$ 399,130.50
	FBO Apron	Reconstruction	$ 666,081.15
	Fuel Area – Self-Serve	Panel Replacement	$ 25,300.00

The reconstruction of a portion of Runway 18L-36R deemed "Reconstruct" and the re-alignment/reconstruction of Taxiway A2 East are already programed within the CIP and are scheduled to start in 2021. The OPCC values shown above for these two projects were determined during the design of the projects and a full breakdown has not been included within Appendix I.

Table H-1: Rehabilitation Recommendations with OPCC Values (Cont.)			
Planning Period	**Airport Component / Branch**	**Recommended Repairs**	**OPCC Value**
Medium Term (5 to 10 Years)	Taxiway A1	Mill and Overlay	$ 201,937.70
	Taxiway A5 East of Bravo	Mill and Overlay	$ 109,526.00
	Taxiway Golf HMAC	Mill and Overlay	$ 300,627.25
	Apron North of Terminal (HMAC)	Mill and Overlay	$ 232,709.40
	East Ramp	Panel Replacement	$ 44,275.00
Planning Period	**Airport Component / Branch**	**Recommended Repairs**	**OPCC Value**
Long Term (10 to 20 Years)	Taxiway Quebec	Panel Replacement or Reconstruction	$ 44,275.00 $ 197,359.55
	Apron East of Bravo North	Reconstruct	$ 1,449,953.35
	Apron North of Terminal	Panel Replacement or Reconstruction	$ 37,950.00 $ 1,594,906.25
	Apron East of Bravo South (PCC)	Panel Replacement or Reconstruction	$ 25,300.00 $ 1,008,136.00
	East Ramp	Reconstruction	$ 839,891.00
	Quebec Hangar Apron	Panel Replacement or Reconstruction	$ 56,925.00 $ 1,008,136.00



APRON EAST OF BRAVO NORTH - HMAC

Table H-2: Maintenance Recommendations with OPCC Values			
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Short Term (0 to 5 Years)	Taxiway Alpha	Crack Seal and Seal Coat	$ 243,082.40
	Taxiway A1	Crack Seal and Seal Coat	$ 33,759.40
	Taxiway A7	Crack Seal and Seal Coat	$ 34,513.80
	Taxiway Foxtrot – Lead-In	Maint./Patching/Panel Replace	$ 5,996.10
	Taxiway Golf HMAC	Crack Seal and Seal Coat	$ 57,751.85
	Taxiway Kilo	Maint./Patching/Panel Replace	$ 35,502.80
	Taxiway November	Maint./Patching/Panel Replace	$ 10,094.70
	Taxiway Quebec	Maint./Patching/Panel Replace	$ 41,888.75
	Apron North of Terminal (HMAC)	Crack Seal and Seal Coat	$ 73,458.55
	Apron North of Terminal (PCC)	Maint./Patching/Panel Replace	$ 82,115.75
	East Ramp	Maint./Patching/Panel Replace	$ 53,377.25
	Self-Serve Fuel Area	Maint./Patching/Panel Replace	$ 10,249.95
	Terminal Apron	Crack Seal and Seal Coat	$ 118,186.65
	Quebec Hangar Apron – 3-A	Maint./Patching/Panel Replace	$ 14,231.25
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Medium Term (5 to 10 Years)	Runway 18R-36L	Crack Seal and Seal Coat	$ 215,179.95
	Taxiway A2 West	Crack Seal and Seal Coat	$ 45,706.75
	Taxiway A6 West	Crack Seal and Seal Coat	$ 45,706.75
	Taxiway Golf PCC	Maint./Patching/Panel Replace	$ 22,496.30
	Taxiway Lima	Maint./Patching/Panel Replace	$ 42,651.20
	Taxiway Papa	Maint./Patching/Panel Replace	$ 48,206.85
	Apron East of Bravo South (PCC)	Maint./Patching/Panel Replace	$ 50,996.75
	Quebec Hangar Apron	Maint./Patching/Panel Replace	$ 72,105.00
Planning Period	Airport Component / Branch	Recommended Repairs	OPCC Value
Long Term (10 to 20 Years)	HMAC Pavement Rehabilitated in the Short to Medium Term	Crack Seal and Seal Coat	$ 1,171,862.00
	PCC Pavement Rehabilitated in the Short to Medium Term	Maint./Patching/Panel Replace	$ 83,440.00

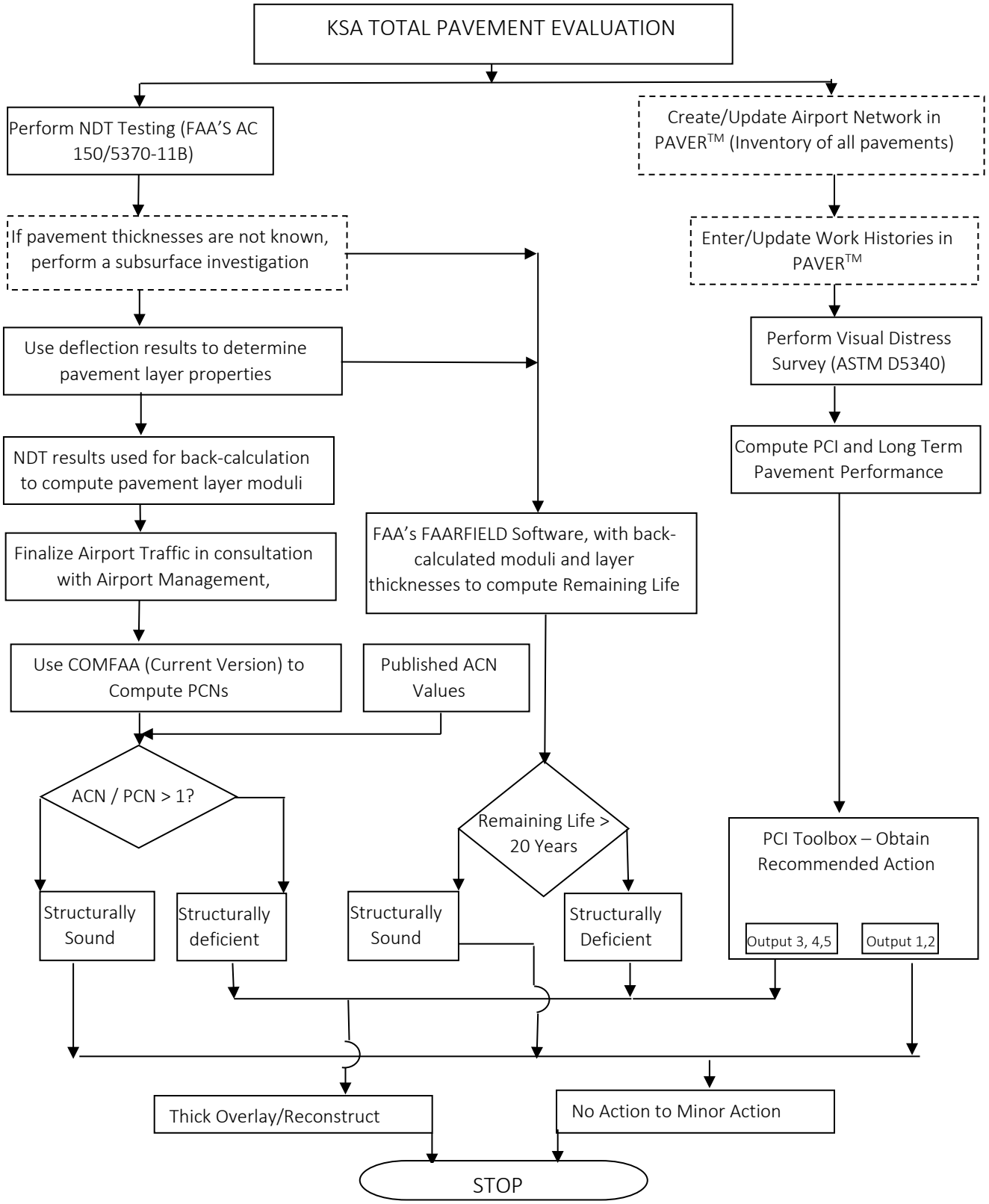


Figure H.1 – Pavement Evaluation Procedure used by KSA

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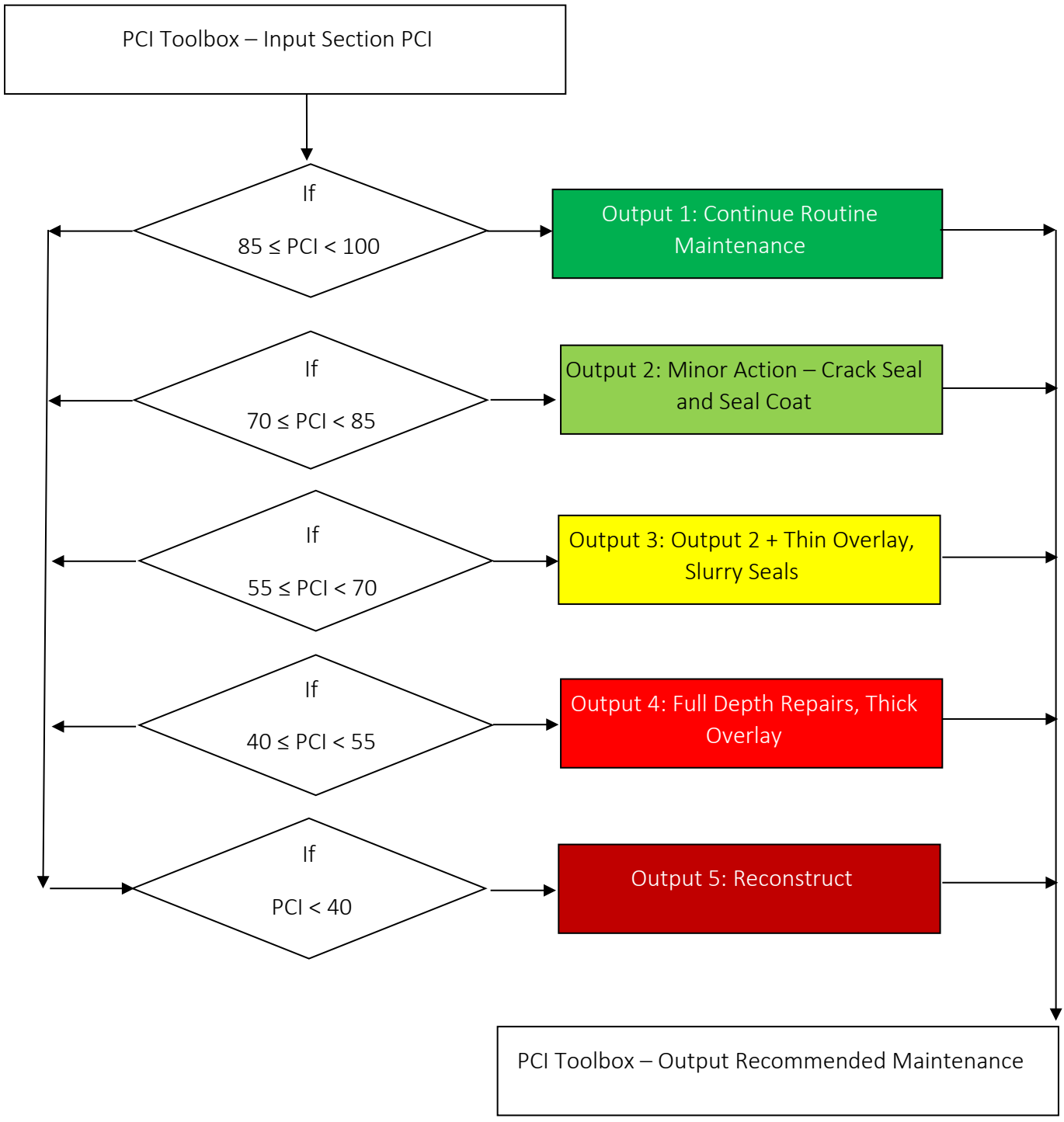


Figure H.2 – Decision Tree with PCI Data for HMAC Pavement

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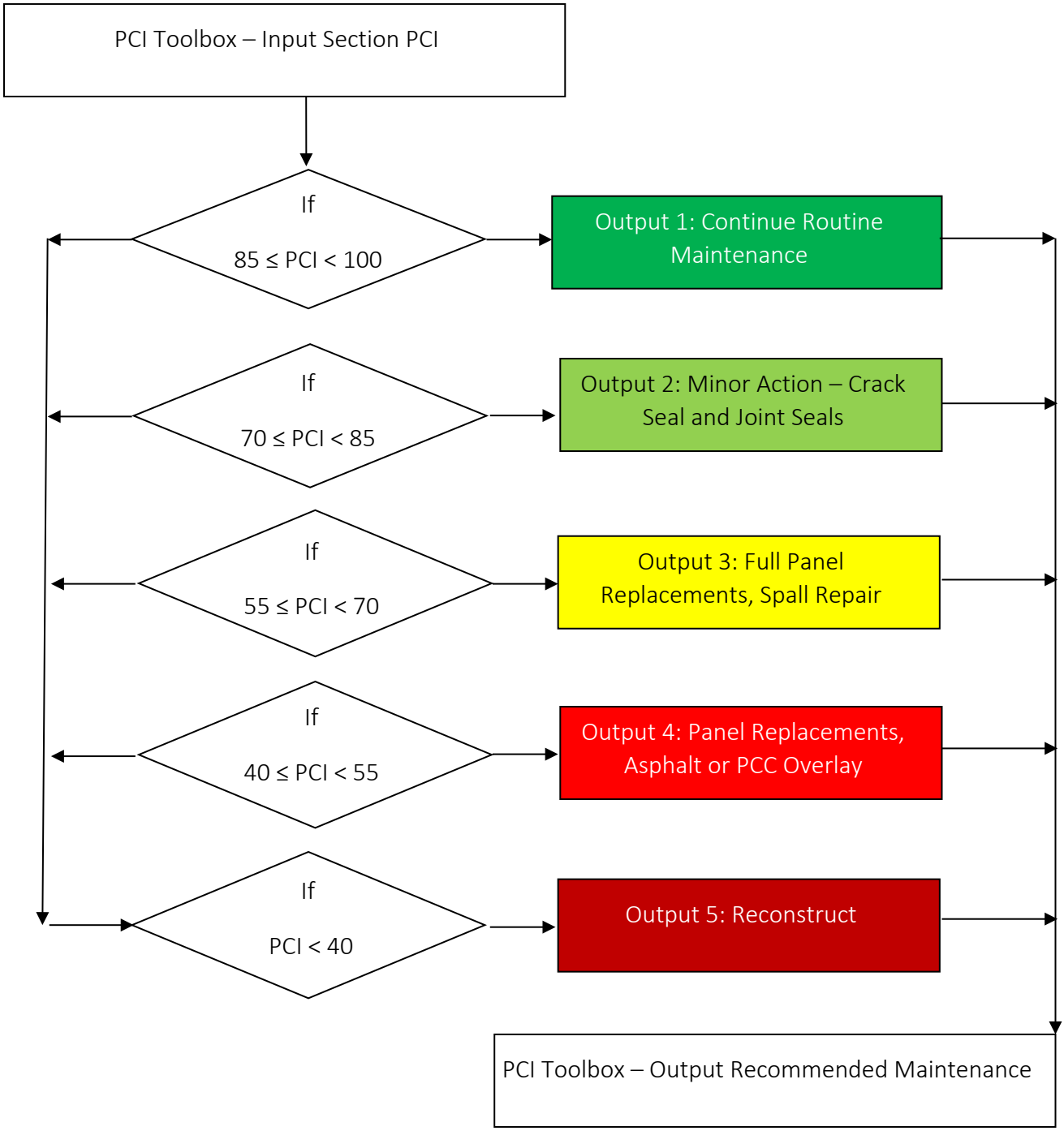


Figure H.3 – Decision Tree with PCI Data for PCC Pavement

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I. INSPECTION AND RECORD KEEPING

OVERVIEW

FAA Advisory Circular 150/5380-6C requires that a detailed visual inspection of the airfield pavement be established by the Airport for regular and routine pavement inspections to ensure all areas are thoroughly inspected. KSA recommends these inspections be performed at least once monthly, with a large scale inspection performed annually and drive-by inspections performed daily at a minimum. The AC also states that, "The airport should prepare and maintain records of all inspections and maintenance performed. These records should document the existing distresses, locations, probable causes, remedial actions required, and any follow up inspections and maintenance required. Records of materials and equipment used for maintenance and repair work should also be kept on file for future reference. Periodic review of these references may help reduce maintenance costs and improve pavement performance. AC 150/5380-7, Airport Pavement Management Program (PMP), provides additional guidance." Refer to Appendix J for sample records.

Federally obligated airports must perform a detailed inspection of airfield pavements at least once a year for the PMP. If a pavement condition index (PCI) survey is performed, as set forth in ASTM D5340, Standard Test Method for Airport Pavement Condition Index Surveys, the frequency of the detailed inspections by PCI surveys may be extended to three years. The PMP inspections are in addition to routine maintenance inspections for operations.

Since this Pavement Management Program establishes a Pavement Condition Index, the PMP shall be reviewed and amended at least every three years or when new pavement has been constructed.

I.1 RECOMMENDED ADDITIONAL INSPECTION SCHEDULE

INSPECTION SCHEDULE

Based upon the PCI Investigation findings, KSA recommends that the following areas be routinely inspected outside of the annual inspections. This will ensure that the pavements have not experienced accelerated deterioration or increased in FOD potential.

- Runway 18L-36R
- Taxiway Alpha and the Connectors
- Taxiway Bravo
- Taxiway Quebec Hangar 3-A Pavement

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APPENDIX A: AIRFIELD PAVEMENT SECTION BREAKOUT

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Denton Enterprise Airport (DTO) - Pavement Management Plan and Structural Analysis										
Appendix A - Airfield Pavement Layer Section Breakout - Average										
Pavement Surface	**Branch**	**Section**	**Width**	**Length**	**Station Start**	**Station End**	**Surface**	**Base 1**	**Base 2**	**Subgrade**
HMAC	Runway 18L-36R	36 End	150	1000	0+00 (36 End)	10+00	4.00" HMAC	9.00" to 12.00" P-209 Crushed Agg	N/A	6.00 to 8.00" P-155 Lime Treated Subgrade
		Middle 1	150	925	10+00	19+25	10.50" HMAC	7.00" Portland Cement	N/A	N/A
		Middle 2	150	3225	19+25	51+50	4.50" to 5.00" HMAC	7.00" to 7.50" Portland Cement	5.00" Flexible Base	6.00" P-155 Lime Treated Subgrade
		Reconstruct	150	860	51+50	60+10	6.00" to 8.00" HMAC	8.00" to 13.00" Flexible Base	N/A	6.00" P-155 Lime Treated Subgrade
		Extension	150	1050	60+10	70+00 (18 End)	4.00" HMAC	18.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade
	Runway 18R-36L	Full	75	5000	0+00	50+00	3.00" HMAC	5.50" HMAC Base	N/A	8.00" P-155 Lime Treated Subgrade
	Taxiway Alpha	South Connect	50	980	0+00	9+80	4.25" HMAC	7.00" Flexible Base	N/A	10.00" P-155 Lime Treated Subgrade
		Middle	50	4055	9+80	50+35	5.00" HMAC	16.50" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade
		North Connect	50	1065	50+35	61+00	4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade
		North Extension	50	900	61+00	70+00	4.00" HMAC	18.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade
	Taxiway A1	Full	50	300	0+00	3+00	4.00" HMAC	18.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade
	Taxiway A2 East	Full	45	300	0+00	3+00	4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade
	Taxiway A2 West	Full	35	730	0+00	7+30	3.00" HMAC	5.50" HMAC Base	N/A	8.00" P-155 Lime Treated Subgrade
	Taxiway A3	Full	50	300	0+00	3+00	4.00" HMAC	8.75" Portland Cement	N/A	6.00" P-155 Lime Treated Subgrade
	Taxiway A4	Full	50	300	0+00	3+00	4.00" HMAC	8.75" Portland Cement	N/A	N/A
	Taxiway A5	Full	50	300	0+00	3+00	5.00" HMAC	6.00" Flexible Base	N/A	N/A
	Taxiway A6 East	Full	50	300	0+00	3+00	3.50" HMAC	8.00" Portland Cement	N/A	N/A
	Taxiway A6 West	Full	35	730	0+00	7+30	3.00" HMAC	5.50" HMAC Base	N/A	8.00" P-155 Lime Treated Subgrade
	Taxiway A7	Full	50	300	0+00	3+00	4.25" HMAC	6.00" Flexible Base	N/A	7.00" P-155 Lime Treated Subgrade
	Taxiway Bravo	South	50	2700	0+00	27+00	4.00" HMAC	8.25" Portland Cement	N/A	6.50" Lime Treated Subgrade
		Middle	50	725	27+00	34+25	3.50" HMAC	10.00" Flexible Base	N/A	N/A
		North	50	1004	34+25	44+29	3.75" HMAC	8.00" Portland Cement	N/A	6.00" P-155 Lime Treated Subgrade
	Taxiway Gulf	HMAC	95	525	0+00	5+25	No Data Available			
	Taxiway Hotel	Full	30	820	0+00	8+20	3.75" HMAC	6.00" Flexible Base	N/A	N/A
	Taxiway Juliet	Full	30	1050	0+00	10+50	3.25" HMAC	7.00" Flexible Base	N/A	N/A
	Taxiway Mike	Full	25	430	0+00	4+30	No Data Available			
	Taxiway Oscar	Full	20	290	0+00	2+90	No Data Available			
	Terminal Apron	Full	-	-	-	-	4.00" HMAC	12.00" P-209 Crushed Agg	N/A	9.00" Lime Treated Subgrade
	Apron North of Terminal	HMAC	-	-	-	-	4.75" HMAC	10.75" Flexible Base	N/A	6.00" Lime Treated Subgrade
	FBO Apron	Full	-	-	-	-	4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade
	Apron East North	HMAC	-	-	-	-	4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade
	Apron East South	HMAC	-	-	-	-	No Data Available			
PCC	Taxiway Charlie	Full	17.5	460	0+00	4+60	No Data Available			
	Taxiway Delta	Full	30	820	0+00	8+20	No Data Available			
	Taxiway Echo	Full	20	180	0+00	1+80	No Data Available			
	Taxiway Foxtrot	Lead-In	50	180	0+00	1+80	No Data Available			
		Main 1	50	180	1+80	3+60				
		Main 2	50	360	3+60	7+20				
	Taxiway Gulf	HMAC	95	150	5+25	6+75	No Data Available			
	Taxiway Kilo	Full	30	1130	0+00	11+30	No Data Available			
	Taxiway Lima	West	50	479	0+00	4+79	9.00" PCC	N/A	N/A	8.00" P-155 Lime Treated Subgrade
		East	35	753	5+09	12+62	6.00" PCC	N/A	N/A	8.00" P-155 Lime Treated Subgrade
	Taxiway November	Full	25	305	0+00	3+05	No Data Available			
	Taxiway Papa	West	30	340	0+00	3+40	7.00" PCC	N/A	N/A	7.00" P-155 Lime Treated Subgrade
		East	35	760	3+40	11+00	7.00" PCC	N/A	N/A	7.00" P-155 Lime Treated Subgrade
	Taxiway Quebec	Full	35	825	0+00	8+25	6.00" PCC	N/A	N/A	8.00" P-155 Lime Treated Subgrade
	Apron North of Terminal	PCC	-	-	-	-	11.00" PCC	6.00" Crushed Base	N/A	6.00" Lime Treated Subgrade
	Apron East South	PCC	-	-	-	-	No Data Available			

Denton Enterprise Airport - Pavement Management Plan and Structural Analysis													
Appendix A - HMAC Pavement Sectioning													
Material	Branch	Section	Width	Length	Total Area	Sample Width	Sample Height	Sample Size	N	Minimum Number for Samples @ 95% (n)	Actual Number of Samples Done	i	Distance Between Samples
HMAC	Runway 18L-36R	36 L	50	1000	50000	50	100	5000	10	6.4	3	3.3	350
		36 C	50	1000	50000	50	100	5000	10	6.4	3	3.3	350
		36 R	50	1000	50000	50	100	5000	10	6.4	3	3.3	350
		Middle 1 L	50	925	46250	50	100	5000	9.25	6.1	3	3.1	313
		Middle 1 C	50	925	46250	50	100	5000	9.25	6.1	3	3.1	313
		Middle 1 R	50	925	46250	50	100	5000	9.25	6.1	3	3.1	313
		Middle 2 L	50	3225	161250	50	100	5000	32.25	10.9	5	6.5	681
		Middle 2 C	50	3225	161250	50	100	5000	32.25	10.9	5	6.5	681
		Middle 2 R	50	3225	161250	50	100	5000	32.25	10.9	5	6.5	681
		Reconstruct L	50	860	43000	50	100	5000	8.6	5.8	3	2.9	280
		Reconstruct C	50	860	43000	50	100	5000	8.6	5.8	3	2.9	280
		Reconstruct R	50	860	43000	50	100	5000	8.6	5.8	3	2.9	280
		Extension L	50	1050	52500	50	100	5000	10.5	6.6	3	3.5	375
		Extension C	50	1050	52500	50	100	5000	10.5	6.6	3	3.5	375
		Extension R	50	1050	52500	50	100	5000	10.5	6.6	3	3.5	375
	Runway 18R-36L	Left	25	5000	125000	25	200	5000	25	10.00	10	2.5	333
		Center	25	5000	125000	25	200	5000	25	10.00	10	2.5	333
		Right	25	5000	125000	25	200	5000	25	10.00	10	2.5	333
	Taxiway Alpha	North Extension	50	1050	52500	50	100	5000	10.5	6.59	7	1.5	58
		Middle	50	4950	247500	50	100	5000	49.5	12.28	12	4.125	341
		South Connect	50	1000	50000	50	100	5000	10	6.40	7	1.428571	50
	Taxiway A1	Full	50	300	15000	50	100	5000	3	2.67	2	1.5	100
	Taxiway A2 East	Full	45	300	13500	45	100	4500	3	2.67	2	1.5	100
	Taxiway A2 West	Full	35	730	25550	35	100	3500	7.3	5.24	6	1.216667	26
	Taxiway A3	Full	50	300	15000	50	100	5000	3	2.67	2	1.5	100
	Taxiway A4	Full	50	300	15000	50	100	5000	3	2.67	2	1.5	100
	Taxiway A5 West B	Full	50	300	15000	50	100	5000	3	2.67	2	1.5	100
	Taxiway A5 East B	Full	50	150	7500	50	100	5000	1.5	1.45	1	1.5	-
	Taxiway A6 East	Full	50	300	15000	50	100	5000	3	2.67	2	1.5	100
	Taxiway A6 West	Full	35	730	25550	35	100	3500	7.3	5.24	6	1.216667	26
	Taxiway A7	Full	50	300	15000	50	100	5000	3	2.67	2	1.5	100
	Taxiway Bravo	South	50	2475	123750	50	100	5000	24.75	9.96	10	2.475	164
		Middle	50	660	33000	50	100	5000	6.6	4.89	5	1.32	40
		North	50	1110	55500	50	100	5000	11.1	6.80	7	1.585714	68
	Taxiway Gulf	HMAC	95	525	49875	95	50	4750	10.5	6.59	5	2.1	40
	Taxiway Hotel	Full	30	820	24600	30	175	5250	4.685714	3.81	4	1.171429	40
	Taxiway Juliet	Full	30	1050	31500	30	175	5250	6	4.57	5	1.2	44
	Taxiway Mike	Full	25	430	10750	25	200	5000	2.15	2.01	2	1.075	30
	Taxiway Oscar	Full	20	290	5800	20	250	5000	1.16	1.15	1	1.16	-
	Terminal Apron	Full	-	-	76685	50	100	5000	15.337	8.09	8	1.917125	Random
	Apron North of Terminal	Full	-	-	39250	50	100	5000	7.85	5.50	6	1.308333	Random
	FBO Apron	Full	275	105	28875	50	100	5000	5.775	4.45	5	1.155	Random
	Apron East Bravo North	Full	415	180	74700	50	100	5000	14.94	7.98	8	1.8675	Random
	Apron East Bravo South	Full	710	205	145550	50	100	5000	29.11	10.56	11	2.646364	Random

Denton Enterprise Airport - Pavement Management Plan and Structural Analysis													
Appendix A - PCC Pavement Sectioning													
Material	Branch	Section	Slab X	Slab Y	# of Slabs (Sample)	Sample X x Y	Sample Area	Section Area	N	Minimum Number for Samples @ 95% (n)	Number Sampled	i	Slabs Jumped
PCC	Taxiway Charlie	Full	18.5	22	21	1 x 21	8547	8547	1	1	1.00	1	-
	Taxiway Delta	Full	12.5	20	20	2 x 10	5000	12500	3	2	3.00	1	-
	Taxiway Echo	Full	20	21	9	1 x 9	3780	3780	1	1	1.00	1	-
	Taxiway Foxtrot	Lead-In	14.5	20	14	2 x 7	4060	4060	1	1	1.00	1	-
		Main 1	12.5	14	20	4 x 5	3500	8000	2	2	2.00	1	2
		Main 2	12.5	10	24	4 x 6	3000	14460	5	4	3.00	2	4
	Taxiway Gulf	PCC	12	13.5	25	5 x 5	4050	24056	6	5	1.00	6	-
	Taxiway Kilo	Full	15	15	16	2 x 8	3600	33000	9	7	5.00	2	-
	Taxiway Lima	West	12.5	14.6	20	4 x 5	3650	25837	7	6	6.00	1	0.8
		East	9	12.5	21	3 x 7	2362.5	20925	9	7	5.00	2	6.75
	Taxiway November	Full	20	15	16	1 x 16	4800	8000	1.666667	2	1.00	1.666667	-
	Taxiway Papa	East	14.35	12.5	20	2 x 10	3587.5	8970.185	3	2	2.00	1	5
		West	11.67	12.5	21	3 x 7	3063.375	16760.45	5	5	5.00	1	0.75
	Taxiway Quebec	Full	11.67	12.5	21	3 x 7	3063.375	29077.65	9.492031	8	8.00	1.186504	1.428571429
	Apron East Bravo South	Full	11.25	11.11	20	4 x 5	2499.75	48625	19	13	13.00	1	Random
	Apron North PCC	Full	14.5	15	20	4 x 5	4350	73000	16.78161	12	12.00	1.398467	Random

APPENDIX B: PCI VISUAL INSPECTION RESULTS

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Branch Listing Report

Pavement Database: 2020-2021 Denton Enterprise Airport(DTO) Pavement Inspection

Network ID	Branch ID	Name	Use	Number of Sections	True Area (SqFt)	Comments
DTO	18L-36R	Runway 18L-36R	RUNWAY	15	1,050,000.00	
DTO	18R-36L	Runway 18R-36L	RUNWAY	3	375,000.00	
DTO	East North	Apron East North	APRON	1	74,700.00	
DTO	East Ramp	East Ramp off Hotel	APRON	1	50,400.00	
DTO	East South	Apron East Bravo South	APRON	2	138,650.00	
DTO	FBO	FBO Apron	APRON	1	28,875.00	
DTO	Fuel Self	Self-Serve Fuel Area	TAXIWAY	1	10,150.00	
DTO	Hangar Q	Quebec Hangars	APRON	10	72,550.00	
DTO	North Term	Apron North of Terminal	APRON	2	116,100.00	
DTO	Terminal	Terminal Apron	APRON	1	76,700.00	
DTO	TXY A1	Taxiway A1	TAXIWAY	1	15,000.00	
DTO	TXY A2 E	Taxiway A2 East	TAXIWAY	1	13,500.00	
DTO	TXY A2 W	Taxiway A2 West	TAXIWAY	1	25,550.00	
DTO	TXY A3	Taxiway A3	TAXIWAY	1	15,000.00	
DTO	TXY A4	Taxiway A4	TAXIWAY	1	15,000.00	
DTO	TXY A5 E B	Taxiway A5 East Bravo	TAXIWAY	1	7,500.00	
DTO	TXY A5 W B	Taxiway A5 West Bravo	TAXIWAY	1	15,000.00	
DTO	TXY A6 E	Taxiway A6 East	TAXIWAY	1	15,000.00	
DTO	TXY A6 W	Taxiway A6 West	TAXIWAY	1	25,550.00	
DTO	TXY A7	Taxiway A7	TAXIWAY	1	25,550.00	
DTO	TXY Alpha	Taxiway Alpha	TAXIWAY	3	350,000.00	
DTO	TXY Bravo	Taxiway Bravo	TAXIWAY	3	221,450.00	
DTO	TXY Charli	Taxiway Charlie	TAXIWAY	1	8,050.00	
DTO	TXY Delta	Taxiway Delta	TAXIWAY	1	20,500.00	
DTO	TXY Echo	Taxiway Echo	TAXIWAY	1	3,600.00	
DTO	TXY Fox	Taxiway Foxtrot	TAXIWAY	3	41,400.00	
DTO	TXY Gulf	Taxiway Gulf	TAXIWAY	1	26,250.00	
DTO	TXY Gulf C	Taxiway Gulf PCC	TAXIWAY	1	22,500.00	
DTO	TXY Hotel	Taxiway Hotel	TAXIWAY	1	24,600.00	
DTO	TXY Juliet	Taxiway Juliet	TAXIWAY	1	31,500.00	
DTO	TXY Kilo	Taxiway Kilo	TAXIWAY	1	33,900.00	
DTO	TXY Lima	Taxiway Lima	TAXIWAY	2	50,305.00	
DTO	TXY Mike	Taxiway Mike	TAXIWAY	1	10,750.00	
DTO	TXY Nov	Taxiway November	TAXIWAY	1	7,625.00	
DTO	TXY Oscar	Taxiway Oscar	TAXIWAY	1	5,800.00	
DTO	TXY Papa	Taxiway Papa	TAXIWAY	2	27,350.00	

Pavement Database: 2020-2021 Denton Enterprise Airport(DTO) Pavement Inspection

Network ID	Branch ID	Name	Use	Number of Sections	True Area (SqFt)	Comments
DTO	TXY Quebec	Taxiway Quebec	TAXIWAY	1	28,875.00	

Branch Listing Report (Summary)

Pavement Database: 2020-2021 Denton Enterprise Airport(DTO) Pavement Inspection

Total Number of Networks:	**1**	
Total Number of Branches:	**37**	
Total Number of Sections:	**72**	
Total True Area:	**0.00**	**(SqFt)**
Average Branch True Area:	**0.00**	**(SqFt)**

Branch Condition Report

Pavement Database: 2020-2021 Denton Enterprise Airport(DTO) Pavement Inspection

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
18L-36R	15	21,000.00	50.00	1,050,000.00	RUNWAY	47.00	8.74	45.59
18R-36L	3	15,000.00	25.00	375,000.00	RUNWAY	98.00	0.00	98.00
East North	1	180.00	415.00	74,700.00	APRON	54.00	0.00	54.00
East Ramp	1	280.00	180.00	50,400.00	APRON	80.00	0.00	80.00
East South	2	730.00	185.00	138,650.00	APRON	63.00	26.00	54.02
FBO	1	105.00	275.00	28,875.00	APRON	37.00	0.00	37.00
Fuel Self	1	290.00	35.00	10,150.00	TAXIWAY	64.00	0.00	64.00
Hangar Q	10	2,020.00	35.50	72,550.00	APRON	88.40	9.70	87.90
North Term	2	420.00	316.50	116,100.00	APRON	75.50	7.50	77.92
Terminal	1	100.00	767.00	76,700.00	APRON	55.00	0.00	55.00
TXY A1	1	300.00	50.00	15,000.00	TAXIWAY	67.00	0.00	67.00
TXY A2 E	1	300.00	45.00	13,500.00	TAXIWAY	66.00	0.00	66.00
TXY A2 W	1	730.00	35.00	25,550.00	TAXIWAY	96.00	0.00	96.00
TXY A3	1	300.00	50.00	15,000.00	TAXIWAY	32.00	0.00	32.00
TXY A4	1	300.00	50.00	15,000.00	TAXIWAY	40.00	0.00	40.00
TXY A5 E B	1	150.00	50.00	7,500.00	TAXIWAY	66.00	0.00	66.00
TXY A5 W	1	300.00	50.00	15,000.00	TAXIWAY	40.00	0.00	40.00
TXY A6 E	1	300.00	50.00	15,000.00	TAXIWAY	34.00	0.00	34.00
TXY A6 W	1	730.00	35.00	25,550.00	TAXIWAY	97.00	0.00	97.00
TXY A7	1	730.00	35.00	25,550.00	TAXIWAY	62.00	0.00	62.00
TXY Alpha	3	7,000.00	50.00	350,000.00	TAXIWAY	59.67	12.55	64.34
TXY Bravo	3	4,429.00	50.00	221,450.00	TAXIWAY	50.00	5.66	52.04
TXY Charli	1	460.00	17.50	8,050.00	TAXIWAY	30.00	0.00	30.00
TXY Delta	1	820.00	25.00	20,500.00	TAXIWAY	53.00	0.00	53.00
TXY Echo	1	180.00	20.00	3,600.00	TAXIWAY	0.00	0.00	0.00
TXY Fox	3	720.00	43.33	41,400.00	TAXIWAY	42.33	17.93	38.17
TXY Gulf	1	525.00	50.00	26,250.00	TAXIWAY	66.00	0.00	66.00
TXY Gulf C	1	150.00	150.00	22,500.00	TAXIWAY	88.00	0.00	88.00
TXY Hotel	1	820.00	30.00	24,600.00	TAXIWAY	51.00	0.00	51.00
TXY Juliet	1	1,050.00	30.00	31,500.00	TAXIWAY	36.00	0.00	36.00
TXY Kilo	1	1,130.00	30.00	33,900.00	TAXIWAY	64.00	0.00	64.00
TXY Lima	2	1,232.00	42.50	50,305.00	TAXIWAY	90.50	1.50	90.43
TXY Mike	1	430.00	25.00	10,750.00	TAXIWAY	30.00	0.00	30.00
TXY Nov	1	305.00	25.00	7,625.00	TAXIWAY	60.00	0.00	60.00
TXY Oscar	1	290.00	20.00	5,800.00	TAXIWAY	11.00	0.00	11.00
TXY Papa	2	830.00	32.50	27,350.00	TAXIWAY	89.50	2.50	90.14
TXY Quebec	1	825.00	35.00	28,875.00	TAXIWAY	84.00	0.00	84.00

Pavement Database: 2020-2021 Denton Enterprise Airport(DTO) Pavement Inspection

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	18	557,975.00	77.06	19.33	65.00
RUNWAY	18	1,425,000.00	55.50	20.61	59.38
TAXIWAY	36	1,097,255.00	57.03	24.18	61.29
ALL	72	3,080,230.00	61.65	23.91	61.08

Network ID	Branch ID	2021	2022	2023	2024	2025	2026	2027
(All)	(All)	59.72	57.83	55.93	54.04	52.15	50.25	48.38
DTO	(All)	59.72	57.83	55.93	54.04	52.15	50.25	48.38
DTO	18L-36R	45.48	44.09	42.71	41.33	39.94	38.56	37.17
DTO	18R-36L	97.13	94.13	91.13	88.14	85.13	82.13	79.13
DTO	East North	53.52	51.33	49.13	46.93	44.73	42.53	40.33
DTO	East South	53.74	52.40	51.06	49.72	48.37	47.03	45.69
DTO	FBO	36.68	35.18	33.68	32.18	30.67	29.17	27.67
DTO	North Term	77.44	75.19	72.95	70.71	68.46	66.21	63.97
DTO	Terminal	54.77	53.69	52.62	51.55	50.47	49.40	48.33
DTO	TXY A1	66.71	63.71	60.72	57.72	54.71	51.71	48.72
DTO	TXY A2 E	65.34	62.22	59.11	56.00	52.88	49.77	46.66
DTO	TXY A2 W	95.14	92.14	89.14	86.14	83.14	80.14	77.14
DTO	TXY A3	31.65	30.03	28.41	26.79	25.16	23.54	21.92
DTO	TXY A4	39.69	38.26	36.83	35.40	33.97	32.54	31.11
DTO	TXY A5 E B	65.83	65.02	64.21	63.40	62.58	61.77	60.96
DTO	TXY A5 W B	39.69	38.26	36.83	35.40	33.97	32.54	31.11
DTO	TXY A6 E	33.66	32.09	30.52	28.94	27.37	25.79	24.22
DTO	TXY A6 W	96.14	93.14	90.14	87.14	84.14	81.14	78.14
DTO	TXY A7	61.81	60.90	59.99	59.09	58.18	57.27	56.37
DTO	TXY Alpha	63.76	61.05	58.33	55.62	52.90	50.18	47.47
DTO	TXY Bravo	51.90	51.23	50.56	49.90	49.23	48.56	47.89
DTO	TXY Charli	29.64	27.97	26.31	24.64	22.96	21.30	19.63
DTO	TXY Delta	52.76	51.64	50.52	49.40	48.28	47.16	46.03
DTO	TXY Echo	.00	.00	.00	.00	.00	.00	.00
DTO	TXY Fox	37.81	35.07	32.32	29.58	26.83	24.09	22.01
DTO	TXY Gulf	65.43	62.80	60.17	57.54	54.90	52.27	49.64
DTO	TXY Gulf C	87.78	86.78	85.77	84.77	83.76	82.75	81.75
DTO	TXY Hotel	49.26	40.99	32.72	24.45	16.16	7.89	.00
DTO	TXY Juliet	35.03	30.44	25.84	21.25	16.64	12.05	7.45
DTO	TXY Kilo	63.64	61.92	60.20	58.48	56.75	55.04	53.32
DTO	TXY Lima	90.24	89.36	88.49	87.61	86.73	85.85	84.98
DTO	TXY Mike	29.64	27.97	26.30	24.63	22.96	21.29	19.62
DTO	TXY Nov	59.59	57.68	55.76	53.85	51.94	50.03	48.12
DTO	TXY Oscar	10.54	8.42	6.30	4.18	2.05	.00	.00
DTO	TXY Papa	89.93	88.98	88.03	87.08	86.13	85.18	84.23
DTO	TXY Quebec	83.68	82.22	80.75	79.29	77.82	76.36	74.89

2028	2029	2030	2031	2032	2033	2034	2035	2036	2039	2037
46.58	44.79	43.04	41.29	39.54	37.78	36.03	34.28	32.56	27.50	30.86
46.58	44.79	43.04	41.29	39.54	37.78	36.03	34.28	32.56	27.50	30.86
35.79	34.41	33.02	31.64	30.26	28.87	27.49	26.10	24.82	21.19	23.56
76.14	73.13	70.13	67.13	64.14	61.13	58.13	55.13	52.14	43.13	49.13
38.13	35.93	33.73	31.54	29.34	27.13	24.94	22.74	20.54	13.94	18.34
44.35	43.01	41.67	40.33	38.99	37.65	36.31	34.97	33.63	29.60	32.28
26.17	24.66	23.16	21.66	20.16	18.65	17.15	15.65	14.14	9.63	12.64
61.73	59.48	57.24	54.99	52.75	50.50	48.26	46.01	43.77	37.03	41.52
47.26	46.18	45.11	44.03	42.96	41.89	40.81	39.74	38.67	35.45	37.59
45.72	42.71	39.71	36.72	33.72	30.71	27.71	24.72	21.72	12.72	18.71
43.54	40.42	37.31	34.20	31.09	27.97	24.86	21.74	18.63	9.29	15.51
74.14	71.14	68.14	65.14	62.14	59.14	56.14	53.14	50.14	41.14	47.14
20.30	18.68	17.06	15.43	13.81	12.19	10.57	8.95	7.32	2.46	5.70
29.68	28.24	26.81	25.38	23.95	22.52	21.09	19.66	18.23	13.93	16.79
60.15	59.34	58.53	57.72	56.91	56.10	55.29	54.48	53.67	51.23	52.85
29.68	28.24	26.81	25.38	23.95	22.52	21.09	19.66	18.23	13.93	16.79
22.65	21.07	19.49	17.92	16.35	14.77	13.20	11.62	10.05	5.33	8.47
75.14	72.14	69.14	66.14	63.14	60.14	57.14	54.14	51.14	42.14	48.14
55.46	54.55	53.65	52.74	51.84	50.93	50.02	49.12	48.21	45.49	47.30
44.76	42.04	39.32	36.61	33.89	31.17	28.46	25.74	23.03	14.88	20.31
47.23	46.56	45.89	45.23	44.56	43.89	43.23	42.56	41.89	39.89	41.22
17.96	16.28	14.62	12.95	11.28	9.60	7.94	6.27	4.60	.00	2.93
44.91	43.79	42.67	41.55	40.43	39.31	38.19	37.07	35.94	32.58	34.82
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
20.57	19.12	17.68	16.24	14.80	13.36	11.92	10.48	9.04	4.81	7.59
47.01	44.37	41.74	39.11	36.48	33.84	31.21	28.58	25.95	18.06	23.32
80.74	79.73	78.72	77.72	76.71	75.70	74.70	73.69	72.68	69.66	71.67
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
2.86	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
51.60	49.87	48.15	46.43	44.71	42.99	41.27	39.55	37.83	32.67	36.11
84.10	83.22	82.35	81.47	80.59	79.72	78.84	77.96	77.09	74.46	76.21
17.95	16.28	14.61	12.94	11.27	9.60	7.93	6.26	4.59	.00	2.92
46.20	44.29	42.38	40.47	38.55	36.64	34.73	32.82	30.91	25.17	28.99
.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
83.28	82.33	81.38	80.43	79.48	78.53	77.58	76.63	75.69	72.84	74.73
73.43	71.96	70.49	69.03	67.56	66.09	64.63	63.16	61.70	57.30	60.23

2040	2038
25.90	29.15
25.90	29.15
20.15	22.31
40.14	46.13
11.75	16.14
28.27	30.94
8.13	11.14
34.79	39.28
34.37	36.52
9.72	15.71
6.18	12.40
38.14	44.14
.84	4.08
12.50	15.36
50.42	52.04
12.50	15.36
3.75	6.90
39.14	45.14
44.58	46.40
12.17	17.60
39.23	40.56
.00	1.26
31.46	33.70
.00	.00
4.67	6.15
15.43	20.69
68.66	70.67
.00	.00
.00	.00
30.95	34.39
73.58	75.33
.00	1.25
23.26	27.08
.00	.00
71.89	73.78
55.84	58.77

Pavement Database: 2020-2021 Denton Enterprise Airport(NetworkId: DTO

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
18L-36R	36 End C	1/1/1992	AAC	RUNWAY	P	0	50,000.00	1/20/2021	29	47
18L-36R	36 End L	1/1/1979	AC	RUNWAY	P	0	50,000.00	1/20/2021	42	50
18L-36R	36 End R	1/1/1979	AC	RUNWAY	P	0	50,000.00	1/20/2021	42	50
18L-36R	Exten C	1/1/2010	AC	RUNWAY	P	0	49,500.00	1/20/2021	11	61
18L-36R	Exten L	1/1/2010	AC	RUNWAY	P	0	49,500.00	1/20/2021	11	63
18L-36R	Exten R	1/1/2010	AC	RUNWAY	P	0	49,500.00	1/20/2021	11	64
18L-36R	Middle 1 C	1/1/1946	AC	RUNWAY	P	0	46,250.00	1/20/2021	75	35
18L-36R	Middle 1 L	1/1/1946	AC	RUNWAY	P	0	46,250.00	1/20/2021	75	45
18L-36R	Middle 1 R	1/1/1946	AC	RUNWAY	P	0	46,250.00	1/20/2021	75	43
18L-36R	Middle 2 C	1/1/1946	AC	RUNWAY	P	0	161,250.00	1/20/2021	75	43
18L-36R	Middle 2 L	1/1/1946	AC	RUNWAY	P	0	161,250.00	1/20/2021	75	42
18L-36R	Middle 2 R	1/1/1946	AC	RUNWAY	P	0	161,250.00	1/20/2021	75	41
18L-36R	Recon C	1/1/1979	AC	RUNWAY	P	0	43,000.00	1/20/2021	42	43
18L-36R	Recon L	1/1/1979	AC	RUNWAY	P	0	43,000.00	1/20/2021	42	38
18L-36R	Recon R	1/1/1979	AC	RUNWAY	P	0	43,000.00	1/20/2021	42	40
18R-36L	Full C	10/1/2019	AC	RUNWAY	P	0	125,000.00	11/4/2020	1	98
18R-36L	Full L	10/1/2019	AC	RUNWAY	P	0	125,000.00	11/4/2020	1	98
18R-36L	Full R	10/1/2019	AC	RUNWAY	P	0	125,000.00	11/4/2020	1	98
East North	Full	1/1/2000	AC	APRON	T	0	74,700.00	12/1/2020	20	54
East Ramp	Full	1/1/2013	PCC	APRON	T	0	50,400.00	4/8/2021	8	80
East South	HMAC	1/2/1979	AC	APRON	T	0	93,275.00	12/3/2020	41	37
East South	PCC	1/1/2010	PCC	APRON	T	0	45,375.00	12/3/2020	10	89
FBO	Full	1/1/1979	AC	APRON	T	0	28,875.00	12/3/2020	41	37
Fuel Self	Full	1/1/2008	PCC	TAXIWAY	S	0	10,150.00	4/8/2021	13	64
Hangar Q	1-A	10/1/2014	PCC	APRON	T	0	14,800.00	4/8/2021	7	92
Hangar Q	1-B	10/1/2014	PCC	APRON	T	0	12,950.00	4/8/2021	7	79
Hangar Q	2-A	10/1/2014	PCC	APRON	T	0	5,600.00	4/8/2021	7	82
Hangar Q	2-B	10/1/2014	PCC	APRON	T	0	5,600.00	4/8/2021	7	82
Hangar Q	3-A	10/1/2014	PCC	APRON	T	0	5,600.00	4/8/2021	7	68
Hangar Q	3-B	10/1/2014	PCC	APRON	T	0	5,600.00	4/8/2021	7	98
Hangar Q	4-A	10/1/2014	PCC	APRON	T	0	5,600.00	4/8/2021	7	98
Hangar Q	4-B	10/1/2014	PCC	APRON	T	0	5,600.00	4/8/2021	7	96
Hangar Q	5-A	10/1/2014	PCC	APRON	T	0	5,600.00	4/8/2021	7	91
Hangar Q	5-B	10/1/2014	PCC	APRON	T	0	5,600.00	4/8/2021	7	98
North Term	HMAC	1/1/2007	AC	APRON	T	0	39,300.00	12/1/2020	13	68
North Term	PCC	4/1/2013	PCC	APRON	T	0	76,800.00	12/1/2020	7	83
Terminal	Full	1/1/1979	AC	APRON	T	0	76,700.00	12/1/2020	41	55
TXY A1	Full	1/1/2010	AC	TAXIWAY	P	0	15,000.00	1/14/2021	11	67
TXY A2 E	Full	1/1/2010	AC	TAXIWAY	S	0	13,500.00	12/2/2020	10	66
TXY A2 W	Full	1/1/2019	AC	TAXIWAY	S	0	25,550.00	11/5/2020	1	96
TXY A3	Full	1/1/1979	AC	TAXIWAY	S	0	15,000.00	12/2/2020	41	32
TXY A4	Full	1/1/1979	AC	TAXIWAY	S	0	15,000.00	12/2/2020	41	40
TXY A5 E B	Full	1/1/1979	AC	TAXIWAY	S	0	7,500.00	12/3/2020	41	66
TXY A5 W B	Full	1/1/1979	AC	TAXIWAY	S	0	15,000.00	12/2/2020	41	40
TXY A6 E	Full	1/1/1979	AC	TAXIWAY	S	0	15,000.00	12/2/2020	41	34
TXY A6 W	Full	1/1/2019	AC	TAXIWAY	S	0	25,550.00	11/5/2020	1	97
TXY A7	Full	1/1/1979	AC	TAXIWAY	S	0	25,550.00	12/2/2020	41	62
TXY Alpha	Middle	1/1/2010	AC	TAXIWAY	P	0	202,750.00	12/2/2020	10	67

TXY Alpha	North Ext	1/1/2010	AC	TAXIWAY	P	0	98,250.00	12/2/2020	10	70
TXY Alpha	South Conn	1/1/1979	AC	TAXIWAY	P	0	49,000.00	12/2/2020	41	42
TXY Bravo	Middle	1/1/1949	AC	TAXIWAY	S	0	36,250.00	12/3/2020	71	42
TXY Bravo	North	1/1/1949	AC	TAXIWAY	S	0	50,200.00	12/3/2020	71	54
TXY Bravo	South	1/1/1949	AC	TAXIWAY	S	0	135,000.00	12/3/2020	71	54
TXY Charli	Full	1/1/1979	PCC	TAXIWAY	S	0	8,050.00	12/2/2020	41	30
TXY Delta	Full	1/1/1979	PCC	TAXIWAY	S	0	20,500.00	12/2/2020	41	53
TXY Echo	Full	1/1/1979	PCC	TAXIWAY	P	0	3,600.00	12/2/2020	41	0
TXY Fox	Lead-In	1/1/1979	PCC	TAXIWAY	S	0	5,400.00	12/1/2020	41	56
TXY Fox	Main 1	1/1/1979	PCC	TAXIWAY	P	0	18,000.00	1/21/2021	42	54
TXY Fox	Main 2	1/1/1979	PCC	TAXIWAY	S	0	18,000.00	12/15/2020	41	17
TXY Gulf	Full	1/1/2008	AC	TAXIWAY	S	0	26,250.00	12/1/2020	12	66
TXY Gulf C	Full	1/1/2009	PCC	TAXIWAY	S	0	22,500.00	12/2/2020	11	88
TXY Hotel	Full	1/1/1986	AC	TAXIWAY	S	0	24,600.00	12/3/2020	34	51
TXY Juliet	Full	1/1/1986	AC	TAXIWAY	S	0	31,500.00	12/3/2020	34	36
TXY Kilo	Full	1/1/2000	PCC	TAXIWAY	S	0	33,900.00	12/3/2020	20	64
TXY Lima	East	1/1/2010	PCC	TAXIWAY	S	0	26,355.00	12/1/2020	10	89
TXY Lima	West	1/1/2010	PCC	TAXIWAY	S	0	23,950.00	12/1/2020	10	92
TXY Mike	Full	1/1/1979	AC	TAXIWAY	S	0	10,750.00	12/1/2020	41	30
TXY Nov	Full	1/1/2000	PCC	TAXIWAY	S	0	7,625.00	12/1/2020	20	60
TXY Oscar	Full	1/1/1979	AC	TAXIWAY	S	0	5,800.00	12/1/2020	41	11
TXY Papa	East	12/30/2010	PCC	TAXIWAY	S	0	17,150.00	12/1/2020	10	92
TXY Papa	West	1/1/2010	PCC	TAXIWAY	S	0	10,200.00	12/1/2020	10	87
TXY Quebec	Full	1/1/2010	PCC	TAXIWAY	S	0	28,875.00	12/1/2020	10	84

Pavement Database: 2020-2021 Denton Enterprise Airport(DTO) Pavement Inspection

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02	1	426,100.00	5	97.40	0.80	97.82
06-10	8	666,155.00	21	84.90	10.07	77.48
11-15	12	261,700.00	8	67.63	7.98	66.28
16-20	20	116,225.00	3	59.33	4.11	57.31
26-30	29	50,000.00	1	47.00	0.00	47.00
31-35	34	56,100.00	2	43.50	7.50	42.58
41-50	41	660,000.00	23	39.87	15.48	43.28
50+	74	843,950.00	9	44.33	5.77	44.47
ALL	28	3,080,230.00	72	61.65	23.91	61.08

Re-Inspection Report

2020-2021 Denton Enterprise Airport(DTO) Pavement Inspection

Generated Date 4/12/2021

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: 36 End R of 15 **From:** 0+00 **To:** 10+00 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 50

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	M	448.00	Ft
48	L & T CR	H	8.00	Ft
50	PATCHING	M	.25	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

48	L & T CR	L	160.00	Ft
48	L & T CR	M	6.00	Ft
48	L & T CR	H	71.00	Ft
55	SLIPPAGE CR	N	300.00	SqFt
57	WEATHERING	L	4700.00	SqFt
57	WEATHERING	M	300.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	229.00	Ft
48	L & T CR	M	356.00	Ft
50	PATCHING	L	.25	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Middle 2 R of 15 **From:** 19+25 **To:** 51+50 **Last Const.:** 1/1/1946

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 161,250 SqFt **Length:** 3,225 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: 1/1/1946 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 5 **Surveyed:** 5

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

47	JT REF. CR	M	650.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	H	500.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	240.00	SqFt
47	JT REF. CR	M	450.00	Ft
48	L & T CR	L	105.00	Ft
48	L & T CR	M	25.00	Ft
48	L & T CR	H	13.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

42	BLEEDING	N	8.00	SqFt
43	BLOCK CR	L	750.00	SqFt
45	DEPRESSION	L	46.00	SqFt
47	JT REF. CR	M	700.00	Ft
48	L & T CR	L	126.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

Sample Comments:

43	BLOCK CR	L	288.00	SqFt
47	JT REF. CR	M	600.00	Ft
48	L & T CR	L	204.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

45	DEPRESSION	L	80.00	SqFt
47	JT REF. CR	M	153.00	Ft
48	L & T CR	L	253.00	Ft
48	L & T CR	M	724.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Middle 2 L of 15 **From:** 19+25 **To:** 51+50 **Last Const.:** 1/1/1946

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 161,250 SqFt **Length:** 3,225 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: 1/1/1946 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 5 **Surveyed:** 5

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

47	JT REF. CR	M	700.00	Ft
47	JT REF. CR	H	50.00	Ft
48	L & T CR	L	30.00	Ft
48	L & T CR	M	84.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	L	390.00	SqFt
43	BLOCK CR	L	1300.00	SqFt
47	JT REF. CR	M	750.00	Ft
48	L & T CR	L	140.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

Sample Comments:

43	BLOCK CR	L	260.00	SqFt
47	JT REF. CR	M	600.00	Ft
48	L & T CR	L	248.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

47	JT REF. CR	M	750.00	Ft
48	L & T CR	L	408.00	Ft
48	L & T CR	M	20.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	L	1218.00	SqFt
45	DEPRESSION	L	340.00	SqFt
47	JT REF. CR	M	550.00	Ft
48	L & T CR	L	260.00	Ft
48	L & T CR	M	107.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Exten R of 15 **From:** 60+10 **To:** 70+00 **Last Const.:** 1/1/2010

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 49,500 SqFt **Length:** 990 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: 1/1/2010 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	167.00	Ft
48	L & T CR	M	247.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	18.00	Ft
48	L & T CR	M	400.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	107.00	Ft
48	L & T CR	M	207.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: 36 End L of 15 **From:** 0+00 **To:** 10+00 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 50

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	M	369.00	Ft
48	L & T CR	H	48.00	Ft
55	SLIPPAGE CR	N	105.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	M	449.00	Ft
55	SLIPPAGE CR	N	50.00	SqFt
57	WEATHERING	L	4700.00	SqFt
57	WEATHERING	M	300.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

43	BLOCK CR	L	330.00	SqFt
48	L & T CR	L	136.00	Ft
48	L & T CR	M	639.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Middle 1 L of 15 **From:** 10+00 **To:** 19+25 **Last Const.:** 1/1/1946

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 46,250 SqFt **Length:** 925 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: 1/1/1946 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

43	BLOCK CR	L	2210.00	SqFt
45	DEPRESSION	L	440.00	SqFt
48	L & T CR	M	620.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

45	DEPRESSION	L	480.00	SqFt
47	JT REF. CR	M	680.00	Ft
48	L & T CR	L	241.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	142.00	Ft
48	L & T CR	M	369.00	Ft
48	L & T CR	H	25.00	Ft
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Exten L of 15 **From:** 60+10 **To:** 70+00 **Last Const.:** 1/1/2010

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 49,500 SqFt **Length:** 990 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: 1/1/2010 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	367.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	48.00	Ft
48	L & T CR	M	400.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	170.00	Ft
48	L & T CR	M	315.00	Ft
48	L & T CR	H	36.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Exten C of 15 **From:** 60+10 **To:** 70+00 **Last Const.:** 1/1/2010

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 49,500 SqFt **Length:** 990 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: 1/1/2010 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	226.00	Ft
48	L & T CR	M	200.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	146.00	Ft
48	L & T CR	M	300.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	140.00	Ft
48	L & T CR	M	400.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Middle 1 R of 15 **From:** 10+00 **To:** 19+25 **Last Const.:** 1/1/1946

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 46,250 SqFt **Length:** 925 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: 1/1/1946 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

45	DEPRESSION	L	110.00	SqFt
48	L & T CR	L	118.00	Ft
48	L & T CR	M	748.00	Ft
53	RUTTING	L	20.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

45	DEPRESSION	L	140.00	SqFt
47	JT REF. CR	M	340.00	Ft
48	L & T CR	L	233.00	Ft
48	L & T CR	M	576.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

47	JT REF. CR	M	435.00	Ft
48	L & T CR	L	137.00	Ft
48	L & T CR	M	58.00	Ft
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Recon L of 15 **From:** 51+50 **To:** 60+10 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 43,000 SqFt **Length:** 860 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 38

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

42	BLEEDING	N	10.00	SqFt
43	BLOCK CR	L	2060.00	SqFt
48	L & T CR	L	344.00	Ft
48	L & T CR	M	476.00	Ft
48	L & T CR	H	30.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 30

Sample Comments:

41	ALLIGATOR CR	L	10.00	SqFt
43	BLOCK CR	L	296.00	SqFt
48	L & T CR	L	353.00	Ft
48	L & T CR	M	736.00	Ft
48	L & T CR	H	26.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	L	260.00	SqFt
48	L & T CR	L	281.00	Ft
48	L & T CR	M	702.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Recon C of 15 **From:** 51+50 **To:** 60+10 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 43,000 SqFt **Length:** 860 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

41	ALLIGATOR CR	L	40.00	SqFt
43	BLOCK CR	L	602.00	SqFt
48	L & T CR	L	385.00	Ft
48	L & T CR	M	536.00	Ft
48	L & T CR	H	15.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

41	ALLIGATOR CR	L	30.00	SqFt
43	BLOCK CR	L	936.00	SqFt
48	L & T CR	L	256.00	Ft
48	L & T CR	M	472.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

43	BLOCK CR	L	400.00	SqFt
48	L & T CR	L	306.00	Ft
48	L & T CR	M	438.00	Ft
53	RUTTING	L	13.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Middle 1 C of 15 **From:** 10+00 **To:** 19+25 **Last Const.:** 1/1/1946

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 46,250 SqFt **Length:** 925 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: 1/1/1946 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 35

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

45	DEPRESSION	L	948.00	SqFt
48	L & T CR	L	118.00	Ft
48	L & T CR	M	702.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

45	DEPRESSION	L	140.00	SqFt
47	JT REF. CR	M	340.00	Ft
48	L & T CR	L	233.00	Ft
48	L & T CR	M	576.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 24

Sample Comments:

41	ALLIGATOR CR	M	312.00	SqFt
42	BLEEDING	N	12.00	SqFt
43	BLOCK CR	L	464.00	SqFt
47	JT REF. CR	M	500.00	Ft
48	L & T CR	L	143.00	Ft
48	L & T CR	M	220.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Middle 2 C of 15 **From:** 19+25 **To:** 51+50 **Last Const.:** 1/1/1946

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 161,250 SqFt **Length:** 3,225 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: 1/1/1946 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 5 **Surveyed:** 5

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

47	JT REF. CR	M	700.00	Ft
47	JT REF. CR	H	50.00	Ft
48	L & T CR	L	10.00	Ft
48	L & T CR	M	57.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

47	JT REF. CR	M	720.00	Ft
48	L & T CR	M	75.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

45	DEPRESSION	L	20.00	SqFt
47	JT REF. CR	M	600.00	Ft
48	L & T CR	L	337.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

42	BLEEDING	N	60.00	SqFt
47	JT REF. CR	M	700.00	Ft
48	L & T CR	L	198.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	L	30.00	SqFt
45	DEPRESSION	L	600.00	SqFt
47	JT REF. CR	M	450.00	Ft
48	L & T CR	L	273.00	Ft
48	L & T CR	M	187.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: Recon R of 15 **From:** 51+50 **To:** 60+10 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 43,000 SqFt **Length:** 860 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

43	BLOCK CR	L	710.00	SqFt
48	L & T CR	L	241.00	Ft
48	L & T CR	M	13.00	Ft
48	L & T CR	M	462.00	Ft
50	PATCHING	M	1.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

43	BLOCK CR	L	710.00	SqFt
48	L & T CR	L	241.00	Ft
48	L & T CR	M	462.00	Ft
48	L & T CR	H	13.00	Ft
50	PATCHING	M	1.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CR	L	598.00	SqFt
48	L & T CR	L	270.00	Ft
48	L & T CR	M	555.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18L-36R **Name:** Runway 18L-36R **Use:** RUNWAY **Area:** 1,050,000 SqFt

Section: 36 End C of 15 **From:** 0+00 **To:** 10+00 **Last Const.:** 1/1/1992

Surface: AAC **Family:** DEFAULT **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: 1/1/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1992	**Work Type:** 2 in overlay	**Code:** OL_2	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Surface Seal	**Code:** SS-LO	**Is Major M&R:** False
Work Date: 1/1/2011	**Work Type:** Surface Seal	**Code:** SS-LO	**Is Major M&R:** False

Last Insp. Date: 1/20/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	62.00	Ft
48	L & T CR	M	400.00	Ft
48	L & T CR	H	30.00	Ft
50	PATCHING	H	.25	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 36

Sample Comments:

48	L & T CR	L	94.00	Ft
48	L & T CR	M	399.00	Ft
48	L & T CR	H	16.00	Ft
50	PATCHING	M	.25	SqFt
55	SLIPPAGE CR	N	150.00	SqFt
57	WEATHERING	L	4454.00	SqFt
57	WEATHERING	M	546.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	382.00	Ft
48	L & T CR	M	365.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18R-36L **Name:** Runway 18R-36L **Use:** RUNWAY **Area:** 375,000 SqFt

Section: Full L of 3 **From:** 0+00 **To:** 50+00 **Last Const.:** 10/1/2019

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 125,000 SqFt **Length:** 5,000 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/4/2020 **TotalSamples:** 25 **Surveyed:** 9

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

48	L & T CR	L	38.00	Ft
57	WEATHERING	L	1088.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments:

50	PATCHING	L	1.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments:

50	PATCHING	L	1.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments:

50	PATCHING	L	1.00	SqFt

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 96

Sample Comments:

49	OIL SPILLAGE	N	4.00	SqFt
50	PATCHING	L	1.00	SqFt

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	875.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18R-36L **Name:** Runway 18R-36L **Use:** RUNWAY **Area:** 375,000 SqFt

Section: Full C of 3 **From:** 0+00 **To:** 50+00 **Last Const.:** 10/1/2019

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 125,000 SqFt **Length:** 5,000 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/4/2020 **TotalSamples:** 25 **Surveyed:** 10

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	38.00	Ft
57	WEATHERING	L	2104.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments:

50	PATCHING	L	1.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 96

Sample Comments:

48	L & T CR	L	20.00	Ft

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 95

Sample Comments:

48	L & T CR	L	10.00	Ft
50	PATCHING	L	.50	SqFt

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 99

Sample Comments:

57	WEATHERING	L	330.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: 18R-36L **Name:** Runway 18R-36L **Use:** RUNWAY **Area:** 375,000 SqFt

Section: Full R of 3 **From:** 0+00 **To:** 50+00 **Last Const.:** 10/1/2019

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 125,000 SqFt **Length:** 5,000 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/4/2020 **TotalSamples:** 25 **Surveyed:** 10

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

48	L & T CR	L	24.00	Ft
57	WEATHERING	L	1024.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 96

Sample Comments:

48	L & T CR	L	26.00	Ft

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments:

50	PATCHING	L	1.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments:

50	PATCHING	L	2.00	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments:

50	PATCHING	L	.50	SqFt

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	1050.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: East North **Name:** Apron East North **Use:** APRON **Area:** 74,700 SqFt

Section: Full of 1 **From:** 0+00 **To:** 1+80 **Last Const.:** 1/1/2000

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 74,700 SqFt **Length:** 180 Ft **Width:** 415 Ft

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

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

Section Comments:

Work Date: 1/1/2000 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 15 **Surveyed:** 8

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 31

Sample Comments:

48	L & T CR	L	257.00	Ft
48	L & T CR	M	189.00	Ft
50	PATCHING	L	9.00	SqFt
57	WEATHERING	H	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	210.00	Ft
48	L & T CR	M	265.00	Ft
49	OIL SPILLAGE	N	300.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	336.00	Ft
48	L & T CR	M	338.00	Ft
50	PATCHING	M	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	357.00	Ft
48	L & T CR	M	234.00	Ft
49	OIL SPILLAGE	N	72.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

42	BLEEDING	N	4.00	SqFt
48	L & T CR	L	434.00	Ft
48	L & T CR	M	276.00	Ft
49	OIL SPILLAGE	N	1.00	SqFt
50	PATCHING	M	300.00	SqFt
50	PATCHING	M	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

42	BLEEDING	N	40.00	SqFt
48	L & T CR	L	302.00	Ft
48	L & T CR	M	269.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	415.00	Ft
48	L & T CR	M	270.00	Ft

57	WEATHERING	M	5000.00	SqFt

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	481.00	Ft
48	L & T CR	M	138.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: East Ramp **Name:** East Ramp off Hotel **Use:** APRON **Area:** 50,400 SqFt

Section: Full of 1 **From:** 0+00 **To:** 2+80 **Last Const.:** 1/1/2013

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 50,400 SqFt **Length:** 280 Ft **Width:** 180 Ft

Slabs: 258 **Slab Length:** 13 Ft **Slab Width:** 15 Ft **Joint Length:** 6,777 Ft

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 24.00 Slabs **PCI:** 69

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	8.00	Slabs
65	JT SEAL DMG	L	24.00	Slabs
66	SMALL PATCH	L	4.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs

Sample Number: 002 **Type:** R **Area:** 24.00 Slabs **PCI:** 83

Sample Comments:

63	LINEAR CR	L	3.00	Slabs
64	DURABIL. CR	L	3.00	Slabs
65	JT SEAL DMG	L	24.00	Slabs

Sample Number: 003 **Type:** R **Area:** 24.00 Slabs **PCI:** 80

Sample Comments:

62	CORNER BREAK	L	2.00	Slabs
63	LINEAR CR	L	4.00	Slabs
65	JT SEAL DMG	L	24.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 004 **Type:** R **Area:** 24.00 Slabs **PCI:** 88

Sample Comments:

63	LINEAR CR	L	3.00	Slabs
65	JT SEAL DMG	L	24.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: East South **Name:** Apron East Bravo South **Use:** APRON **Area:** 138,650 SqFt

Section: PCC of 2 **From:** 0+00 **To:** 2+75 **Last Const.:** 1/1/2010

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 45,375 SqFt **Length:** 275 Ft **Width:** 165 Ft

Slabs: 316 **Slab Length:** 12 Ft **Slab Width:** 11 Ft **Joint Length:** 7,136 Ft

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

Section Comments:

Work Date: 1/1/2010 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 20 **Surveyed:** 9

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 82

Sample Comments:

62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 83

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 004 **Type:** R **Area:** 20.00 Slabs **PCI:** 81

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 96

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 006 **Type:** R **Area:** 20.00 Slabs **PCI:** 89

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Sample Number: 007 **Type:** R **Area:** 20.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs

Sample Number: 008 **Type:** R **Area:** 20.00 Slabs **PCI:** 96

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 009 **Type:** R **Area:** 20.00 Slabs **PCI:** 94

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: East South **Name:** Apron East Bravo South **Use:** APRON **Area:** 138,650 SqFt

Section: HMAC of 2 **From:** 0+00 **To:** 4+55 **Last Const.:** 1/2/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 93,275 SqFt **Length:** 455 Ft **Width:** 205 Ft

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

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

Section Comments:

Work Date: 1/2/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 29 **Surveyed:** 4

Conditions: **PCI:** 37

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 3500.00 SqFt **PCI:** 34

Sample Comments:

43	BLOCK CR	M	1950.00	SqFt
48	L & T CR	L	174.00	Ft
48	L & T CR	M	363.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	M	3500.00	SqFt

Sample Number: 002 **Type:** R **Area:** 3500.00 SqFt **PCI:** 39

Sample Comments:

43	BLOCK CR	M	1900.00	SqFt
48	L & T CR	L	159.00	Ft
48	L & T CR	M	242.00	Ft
57	WEATHERING	M	3500.00	SqFt

Sample Number: 003 **Type:** R **Area:** 3500.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	M	1075.00	SqFt
48	L & T CR	L	110.00	Ft
48	L & T CR	M	268.00	Ft
48	L & T CR	H	15.00	Ft
50	PATCHING	M	.50	SqFt
57	WEATHERING	M	3500.00	SqFt

Sample Number: 004 **Type:** R **Area:** 3500.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	M	3500.00	SqFt
50	PATCHING	L	3.00	SqFt
57	WEATHERING	M	3500.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: FBO **Name:** FBO Apron **Use:** APRON **Area:** 28,875 SqFt

Section: Full of 1 **From:** 0+00 **To:** 1+05 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 28,875 SqFt **Length:** 105 Ft **Width:** 275 Ft

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

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 37

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

41	ALLIGATOR CR	L	35.00	SqFt
41	ALLIGATOR CR	H	9.00	SqFt
43	BLOCK CR	L	4000.00	SqFt
48	L & T CR	L	100.00	Ft
48	L & T CR	M	65.00	Ft
50	PATCHING	M	6.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: Fuel Self **Name:** Self-Serve Fuel Area **Use:** TAXIWAY **Area:** 10,150 SqFt

Section: Full of 1 **From:** 0+00 **To:** 2+90 **Last Const.:** 1/1/2008

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

Area: 10,150 SqFt **Length:** 290 Ft **Width:** 35 Ft

Slabs: 37 **Slab Length:** 15 Ft **Slab Width:** 17 Ft **Joint Length:** 910 Ft

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

Section Comments:

Work Date: 1/1/2008 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 14.00 Slabs **PCI:** 63

Sample Comments:

63	LINEAR CR	L	8.00	Slabs
65	JT SEAL DMG	M	14.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Sample Number: 002 **Type:** R **Area:** 10.00 Slabs **PCI:** 65

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
65	JT SEAL DMG	M	10.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 5-B of 10 **From:** 0+00 **To:** 1+60 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 5,600 SqFt **Length:** 160 Ft **Width:** 35 Ft

Slabs: 40 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 750 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	21.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 2-A of 10 **From:** 0+00 **To:** 1+60 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 5,600 SqFt **Length:** 160 Ft **Width:** 35 Ft

Slabs: 27 **Slab Length:** 12 Ft **Slab Width:** 17 Ft **Joint Length:** 592 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 14.00 Slabs **PCI:** 82

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
65	JT SEAL DMG	L	14.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 1-A of 10 **From:** 0+00 **To:** 3+70 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 14,800 SqFt **Length:** 370 Ft **Width:** 40 Ft

Slabs: 79 **Slab Length:** 14 Ft **Slab Width:** 13 Ft **Joint Length:** 1,760 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	21.00	Slabs

Sample Number: 002 **Type:** R **Area:** 21.00 Slabs **PCI:** 80

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
65	JT SEAL DMG	L	21.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 003 **Type:** R **Area:** 21.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	21.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 4-A of 10 **From:** 0+00 **To:** 1+60 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 5,600 SqFt **Length:** 160 Ft **Width:** 35 Ft

Slabs: 27 **Slab Length:** 12 Ft **Slab Width:** 17 Ft **Joint Length:** 592 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 14.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	14.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 5-A of 10 **From:** 0+00 **To:** 1+60 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 5,600 SqFt **Length:** 160 Ft **Width:** 35 Ft

Slabs: 27 **Slab Length:** 12 Ft **Slab Width:** 17 Ft **Joint Length:** 592 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 14.00 Slabs **PCI:** 91

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	L	14.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 3-A of 10 **From:** 0+00 **To:** 1+60 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 5,600 SqFt **Length:** 160 Ft **Width:** 35 Ft

Slabs: 27 **Slab Length:** 12 Ft **Slab Width:** 17 Ft **Joint Length:** 592 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 14.00 Slabs **PCI:** 68

Sample Comments:

63	LINEAR CR	L	8.00	Slabs
65	JT SEAL DMG	L	14.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 3-B of 10 **From:** 0+00 **To:** 1+60 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 5,600 SqFt **Length:** 160 Ft **Width:** 35 Ft

Slabs: 40 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 750 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	21.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 2-B of 10 **From:** 0+00 **To:** 1+60 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 5,600 SqFt **Length:** 160 Ft **Width:** 35 Ft

Slabs: 40 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 750 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 82

Sample Comments:

63	LINEAR CR	L	6.00	Slabs
65	JT SEAL DMG	L	21.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 1-B of 10 **From:** 0+00 **To:** 3+70 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 12,950 SqFt **Length:** 370 Ft **Width:** 35 Ft

Slabs: 53 **Slab Length:** 14 Ft **Slab Width:** 17 Ft **Joint Length:** 1,260 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 14.00 Slabs **PCI:** 78

Sample Comments:

63	LINEAR CR	L	7.00	Slabs
65	JT SEAL DMG	L	14.00	Slabs

Sample Number: 002 **Type:** R **Area:** 14.00 Slabs **PCI:** 80

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
65	JT SEAL DMG	L	14.00	Slabs

Sample Number: 003 **Type:** R **Area:** 14.00 Slabs **PCI:** 79

Sample Comments:

63	LINEAR CR	L	6.00	Slabs
65	JT SEAL DMG	L	14.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Hangar Q **Name:** Quebec Hangars **Use:** APRON **Area:** 72,550 SqFt

Section: 4-B of 10 **From:** 0+00 **To:** 1+60 **Last Const.:** 10/1/2014

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 5,600 SqFt **Length:** 160 Ft **Width:** 35 Ft

Slabs: 40 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 750 Ft

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

Section Comments:

Work Date: 10/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/8/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 96

Sample Comments:

65	JT SEAL DMG	L	21.00	Slabs
70	SCALING	L	4.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: North Term **Name:** Apron North of Terminal **Use:** APRON **Area:** 116,100 SqFt

Section: HMAC of 2 **From:** 0+00 **To:** 1+00 **Last Const.:** 1/1/2007

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 39,300 SqFt **Length:** 100 Ft **Width:** 393 Ft

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

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

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 8 **Surveyed:** 6

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	223.00	Ft
48	L & T CR	M	194.00	Ft
49	OIL SPILLAGE	N	2.00	SqFt
50	PATCHING	L	.50	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	152.00	Ft
48	L & T CR	M	161.00	Ft
50	PATCHING	L	.50	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	240.00	Ft
48	L & T CR	M	192.00	Ft
48	L & T CR	H	10.00	Ft
49	OIL SPILLAGE	N	2.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	330.00	Ft
48	L & T CR	M	173.00	Ft
49	OIL SPILLAGE	N	.50	SqFt
50	PATCHING	L	.50	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	150.00	SqFt
48	L & T CR	L	372.00	Ft
48	L & T CR	M	88.00	Ft
48	L & T CR	H	10.00	Ft
49	OIL SPILLAGE	N	.50	SqFt
50	PATCHING	L	.50	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	146.00	Ft
48	L & T CR	M	165.00	Ft
48	L & T CR	H	13.00	Ft
50	PATCHING	L	.50	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: North Term **Name:** Apron North of Terminal **Use:** APRON **Area:** 116,100 SqFt

Section: PCC of 2 **From:** 0+00 **To:** 2+40 **Last Const.:** 4/1/2013

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 76,800 SqFt **Length:** 320 Ft **Width:** 240 Ft

Slabs: 353 **Slab Length:** 14 Ft **Slab Width:** 15 Ft **Joint Length:** 9,857 Ft

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

Section Comments:

Work Date: 4/1/2013 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 12 **Surveyed:** 12

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 58

Sample Comments:

62	CORNER BREAK	H	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
71	FAULTING	M	1.00	Slabs
71	FAULTING	H	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 83

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs
71	FAULTING	L	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 20.00 Slabs **PCI:** 83

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs
71	FAULTING	L	1.00	Slabs

Sample Number: 004 **Type:** R **Area:** 20.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 006 **Type:** R **Area:** 20.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs

Sample Number: 007 **Type:** R **Area:** 20.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs

Sample Number: 008 **Type:** R **Area:** 20.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs

Sample Number: 009 **Type:** R **Area:** 20.00 Slabs **PCI:** 83

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Sample Number: 010 **Type:** R **Area:** 20.00 Slabs **PCI:** 74

Sample Comments:

63	LINEAR CR	L	1.00	Slabs

65	JT SEAL DMG	H	20.00	Slabs
71	FAULTING	L	4.00	Slabs

Sample Number: 011 **Type:** R **Area:** 20.00 Slabs **PCI:** 83

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs

Sample Number: 012 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: Terminal **Name:** Terminal Apron **Use:** APRON **Area:** 76,700 SqFt

Section: Full of 1 **From:** 0+00 **To:** 1+00 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 76,700 SqFt **Length:** 100 Ft **Width:** 767 Ft

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

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 15 **Surveyed:** 7

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	176.00	Ft
48	L & T CR	M	172.00	Ft
50	PATCHING	L	2.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	89.00	Ft
48	L & T CR	M	345.00	Ft
50	PATCHING	L	1.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	42.00	Ft
48	L & T CR	M	403.00	Ft
49	OIL SPILLAGE	N	28.00	SqFt
50	PATCHING	L	1.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

48	L & T CR	L	65.00	Ft
48	L & T CR	M	554.00	Ft
49	OIL SPILLAGE	N	55.00	SqFt
50	PATCHING	L	2.50	SqFt
55	SLIPPAGE CR	N	80.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	53.00	Ft
48	L & T CR	M	452.00	Ft
49	OIL SPILLAGE	N	20.00	SqFt
50	PATCHING	L	2.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	250.00	Ft
48	L & T CR	M	458.00	Ft
50	PATCHING	L	5.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	255.00	Ft

48	L & T CR	M	370.00	Ft
50	PATCHING	L	2.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A1 **Name:** Taxiway A1 **Use:** TAXIWAY **Area:** 15,000 SqFt

Section: Full of 1 **From:** 0+00 **To:** 3+00 **Last Const.:** 1/1/2010

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 15,000 SqFt **Length:** 300 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: 1/1/2010 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/14/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	484.00	Ft
48	L & T CR	M	20.00	Ft
50	PATCHING	L	2.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	160.00	Ft
48	L & T CR	M	180.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	385.00	Ft
49	OIL SPILLAGE	N	3.00	SqFt
50	PATCHING	L	1.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A2 E **Name:** Taxiway A2 East **Use:** TAXIWAY **Area:** 13,500 SqFt

Section: Full of 1 **From:** 0+00 **To:** 3+00 **Last Const.:** 1/1/2010

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 13,500 SqFt **Length:** 300 Ft **Width:** 45 Ft

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

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

Section Comments:

Work Date: 1/1/2010 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	360.00	Ft
48	L & T CR	M	22.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	542.00	Ft
48	L & T CR	M	19.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A2 W **Name:** Taxiway A2 West **Use:** TAXIWAY **Area:** 25,550 SqFt

Section: Full of 1 **From:** 0+00 **To:** 7+30 **Last Const.:** 1/1/2019

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 25,550 SqFt **Length:** 730 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: 1/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/5/2020 **TotalSamples:** 7 **Surveyed:** 5

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 3500.00 SqFt **PCI:** 98

Sample Comments:

49	OIL SPILLAGE	N	1.00	SqFt

Sample Number: 002 **Type:** R **Area:** 3500.00 SqFt **PCI:** 95

Sample Comments:

49	OIL SPILLAGE	N	8.00	SqFt
50	PATCHING	L	1.00	SqFt

Sample Number: 003 **Type:** R **Area:** 3500.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 004 **Type:** R **Area:** 3500.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	12.00	Ft
48	L & T CR	M	40.00	Ft
56	SWELLING	L	20.00	SqFt

Sample Number: 005 **Type:** R **Area:** 3500.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A3 **Name:** Taxiway A3 **Use:** TAXIWAY **Area:** 15,000 SqFt

Section: Full of 1 **From:** 0+00 **To:** 3+00 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 15,000 SqFt **Length:** 300 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 32

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 34

Sample Comments:

41	ALLIGATOR CR	L	30.00	SqFt
43	BLOCK CR	L	2666.00	SqFt
47	JT REF. CR	M	650.00	Ft
48	L & T CR	M	144.00	Ft
50	PATCHING	L	.50	SqFt
50	PATCHING	H	.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 31

Sample Comments:

43	BLOCK CR	M	3000.00	SqFt
47	JT REF. CR	M	600.00	Ft
48	L & T CR	M	96.00	Ft
49	OIL SPILLAGE	N	4.00	SqFt
50	PATCHING	L	.50	SqFt
50	PATCHING	M	.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A4 **Name:** Taxiway A4 **Use:** TAXIWAY **Area:** 15,000 SqFt

Section: Full of 1 **From:** 0+00 **To:** 3+00 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 15,000 SqFt **Length:** 300 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 28

Sample Comments:

43	BLOCK CR	M	2270.00	SqFt
47	JT REF. CR	M	700.00	Ft
48	L & T CR	L	352.00	Ft
48	L & T CR	M	97.00	Ft
50	PATCHING	M	12.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	M	113.00	SqFt
47	JT REF. CR	M	156.00	Ft
48	L & T CR	L	331.00	Ft
48	L & T CR	M	134.00	Ft
49	OIL SPILLAGE	N	8.00	SqFt
50	PATCHING	L	4.00	SqFt
50	PATCHING	M	.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A5 E B **Name:** Taxiway A5 East Bravo **Use:** TAXIWAY **Area:** 7,500 SqFt

Section: Full of 1 **From:** 0+00 **To:** 1+50 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 7,500 SqFt **Length:** 150 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

47	JT REF. CR	L	700.00	Ft
48	L & T CR	L	350.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A5 W B **Name:** Taxiway A5 West Bravo **Use:** TAXIWAY **Area:** 15,000 SqFt

Section: Full of 1 **From:** 0+00 **To:** 3+00 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 15,000 SqFt **Length:** 300 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 31

Sample Comments:

41	ALLIGATOR CR	L	87.50	SqFt
43	BLOCK CR	M	1919.00	SqFt
48	L & T CR	L	122.00	Ft
48	L & T CR	M	391.00	Ft
48	L & T CR	H	30.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

41	ALLIGATOR CR	L	61.00	SqFt
48	L & T CR	L	199.00	Ft
48	L & T CR	M	126.00	Ft
48	L & T CR	H	44.00	Ft
49	OIL SPILLAGE	N	15.00	SqFt
50	PATCHING	L	4.50	SqFt
50	PATCHING	M	2.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A6 E **Name:** Taxiway A6 East **Use:** TAXIWAY **Area:** 15,000 SqFt

Section: Full of 1 **From:** 0+00 **To:** 3+00 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 15,000 SqFt **Length:** 300 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 34

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 31

Sample Comments:

41	ALLIGATOR CR	L	42.00	SqFt
43	BLOCK CR	M	1311.00	SqFt
47	JT REF. CR	M	600.00	Ft
48	L & T CR	L	210.00	Ft
48	L & T CR	M	47.00	Ft
50	PATCHING	M	.50	SqFt
51	POLISHED AG	N	250.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	M	60.00	SqFt
47	JT REF. CR	M	564.00	Ft
48	L & T CR	L	233.00	Ft
48	L & T CR	M	112.00	Ft
49	OIL SPILLAGE	N	15.00	SqFt
50	PATCHING	L	3.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A6 W **Name:** Taxiway A6 West **Use:** TAXIWAY **Area:** 25,550 SqFt

Section: Full of 1 **From:** 0+00 **To:** 7+30 **Last Const.:** 1/1/2019

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 25,550 SqFt **Length:** 730 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: 1/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/5/2020 **TotalSamples:** 7 **Surveyed:** 5

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 3500.00 SqFt **PCI:** 93

Sample Comments:

48	L & T CR	L	60.00	Ft

Sample Number: 002 **Type:** R **Area:** 3500.00 SqFt **PCI:** 96

Sample Comments:

48	L & T CR	L	20.00	Ft

Sample Number: 003 **Type:** R **Area:** 3500.00 SqFt **PCI:** 96

Sample Comments:

49	OIL SPILLAGE	N	2.00	SqFt
50	PATCHING	L	1.00	SqFt

Sample Number: 004 **Type:** R **Area:** 3500.00 SqFt **PCI:** 97

Sample Comments:

49	OIL SPILLAGE	N	8.00	SqFt

Sample Number: 005 **Type:** R **Area:** 3500.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY A7 **Name:** Taxiway A7 **Use:** TAXIWAY **Area:** 25,550 SqFt

Section: Full of 1 **From:** 0+00 **To:** 3+00 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 25,550 SqFt **Length:** 730 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	133.00	Ft
48	L & T CR	M	97.00	Ft
48	L & T CR	H	59.00	Ft
50	PATCHING	L	.50	SqFt
50	PATCHING	L	.50	SqFt
50	PATCHING	M	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	69.00	Ft
48	L & T CR	M	110.00	Ft
48	L & T CR	H	16.00	Ft
50	PATCHING	L	501.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Alpha **Name:** Taxiway Alpha **Use:** TAXIWAY **Area:** 350,000 SqFt

Section: South Conn of 3 **From:** 0+00 **To:** 9+80 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 49,000 SqFt **Length:** 980 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 10 **Surveyed:** 8

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

48	L & T CR	L	110.00	Ft
48	L & T CR	M	64.00	Ft
48	L & T CR	H	25.00	Ft
50	PATCHING	L	1.00	SqFt
50	PATCHING	M	.50	SqFt
55	SLIPPAGE CR	N	216.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 28

Sample Comments:

48	L & T CR	L	70.00	Ft
48	L & T CR	M	195.00	Ft
48	L & T CR	H	50.00	Ft
50	PATCHING	H	.50	SqFt
55	SLIPPAGE CR	N	540.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	27.00	Ft
48	L & T CR	M	256.00	Ft
48	L & T CR	H	50.00	Ft
49	OIL SPILLAGE	N	15.00	SqFt
50	PATCHING	L	.50	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 23

Sample Comments:

48	L & T CR	L	89.00	Ft
48	L & T CR	M	113.00	Ft
48	L & T CR	H	36.00	Ft
50	PATCHING	L	64.00	SqFt
55	SLIPPAGE CR	N	675.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	106.00	Ft
48	L & T CR	M	135.00	Ft
48	L & T CR	H	50.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

42	BLEEDING	N	18.00	SqFt
48	L & T CR	L	123.00	Ft
48	L & T CR	M	235.00	Ft
48	L & T CR	H	125.00	Ft
50	PATCHING	M	1.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 29

Sample Comments:

42	BLEEDING	N	4.00	SqFt
48	L & T CR	L	163.00	Ft
48	L & T CR	M	223.00	Ft
48	L & T CR	H	126.00	Ft
55	SLIPPAGE CR	N	390.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	12.00	Ft
48	L & T CR	M	99.00	Ft
48	L & T CR	H	71.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Alpha **Name:** Taxiway Alpha **Use:** TAXIWAY **Area:** 350,000 SqFt

Section: North Ext of 3 **From:** 50+35 **To:** 70+00 **Last Const.:** 1/1/2010

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 98,250 SqFt **Length:** 1,965 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: 1/1/2010 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 10 **Surveyed:** 7

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	367.00	Ft
48	L & T CR	M	8.00	Ft
49	OIL SPILLAGE	N	15.00	SqFt
50	PATCHING	L	1.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	431.00	Ft
50	PATCHING	L	2.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	376.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	332.00	Ft
48	L & T CR	M	12.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	122.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	340.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	380.00	Ft
48	L & T CR	M	22.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Alpha **Name:** Taxiway Alpha **Use:** TAXIWAY **Area:** 350,000 SqFt

Section: Middle of 3 **From:** 9+80 **To:** 50+35 **Last Const.:** 1/1/2010

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 202,750 SqFt **Length:** 4,055 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: 1/1/2010 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 50 **Surveyed:** 13

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	541.00	Ft
48	L & T CR	M	7.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	890.00	Ft
48	L & T CR	M	5.00	Ft
49	OIL SPILLAGE	N	4.00	SqFt
50	PATCHING	L	1.00	SqFt
54	SHOVING	L	52.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	690.00	Ft
48	L & T CR	M	164.00	Ft
48	L & T CR	H	40.00	Ft
50	PATCHING	L	2.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	481.00	Ft
50	PATCHING	L	1.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

42	BLEEDING	N	6.00	SqFt
48	L & T CR	L	283.00	Ft
48	L & T CR	M	86.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	404.00	Ft
48	L & T CR	M	25.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	358.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	336.00	Ft
48	L & T CR	M	85.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	353.00	Ft
48	L & T CR	M	91.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 010 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	276.00	Ft
48	L & T CR	M	120.00	Ft
50	PATCHING	L	3.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 011 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	443.00	Ft
48	L & T CR	M	15.00	Ft
50	PATCHING	L	1.50	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 012 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	403.00	Ft
48	L & T CR	M	61.00	Ft
50	PATCHING	L	2.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 013 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	819.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Bravo **Name:** Taxiway Bravo **Use:** TAXIWAY **Area:** 221,450 SqFt

Section: South of 3 **From:** 0+00 **To:** 27+00 **Last Const.:** 1/1/1949

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 135,000 SqFt **Length:** 2,700 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: 1/1/1949 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 25 **Surveyed:** 9

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

47	JT REF. CR	L	700.00	Ft
48	L & T CR	L	350.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

41	ALLIGATOR CR	L	13.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	567.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

41	ALLIGATOR CR	L	24.00	SqFt
43	BLOCK CR	L	600.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	422.00	Ft
54	SHOVING	M	6.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

43	BLOCK CR	L	390.00	SqFt
47	JT REF. CR	L	600.00	Ft
48	L & T CR	L	514.00	Ft
50	PATCHING	L	1.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	1800.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	674.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

43	BLOCK CR	L	1350.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	685.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	2800.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	458.00	Ft

57	WEATHERING	M	5000.00	SqFt

Sample Number: 008 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	1394.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	727.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 009 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

43	BLOCK CR	L	240.00	SqFt
47	JT REF. CR	L	850.00	Ft
48	L & T CR	L	959.00	Ft
50	PATCHING	M	120.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Bravo **Name:** Taxiway Bravo **Use:** TAXIWAY **Area:** 221,450 SqFt

Section: Middle of 3 **From:** 27+00 **To:** 34+25 **Last Const.:** 1/1/1949

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 36,250 SqFt **Length:** 725 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: 1/1/1949 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 7 **Surveyed:** 5

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

Sample Comments:

41	ALLIGATOR CR	L	128.00	SqFt
43	BLOCK CR	L	120.00	SqFt
48	L & T CR	L	841.00	Ft
50	PATCHING	L	1.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

41	ALLIGATOR CR	L	20.00	SqFt
43	BLOCK CR	L	420.00	SqFt
48	L & T CR	L	902.00	Ft
49	OIL SPILLAGE	N	10.00	SqFt
50	PATCHING	L	4.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

41	ALLIGATOR CR	L	330.00	SqFt
43	BLOCK CR	L	40.00	SqFt
48	L & T CR	L	1039.00	Ft
50	PATCHING	L	2.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

41	ALLIGATOR CR	L	34.00	SqFt
43	BLOCK CR	L	1165.00	SqFt
48	L & T CR	L	707.00	Ft
50	PATCHING	L	2.00	SqFt
55	SLIPPAGE CR	N	20.00	SqFt
57	WEATHERING	M	4500.00	SqFt
57	WEATHERING	H	500.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

41	ALLIGATOR CR	M	20.00	SqFt
43	BLOCK CR	L	245.00	SqFt
48	L & T CR	L	823.00	Ft
50	PATCHING	L	1.00	SqFt
55	SLIPPAGE CR	N	182.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Bravo **Name:** Taxiway Bravo **Use:** TAXIWAY **Area:** 221,450 SqFt

Section: North of 3 **From:** 34+25 **To:** 44+29 **Last Const.:** 1/1/1949

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 50,200 SqFt **Length:** 1,004 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: 1/1/1949 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 11 **Surveyed:** 7

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

41	ALLIGATOR CR	L	36.00	SqFt
47	JT REF. CR	L	600.00	Ft
48	L & T CR	L	942.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

41	ALLIGATOR CR	L	50.00	SqFt
43	BLOCK CR	L	1170.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	473.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

43	BLOCK CR	L	1610.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	469.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

43	BLOCK CR	L	650.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	637.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	133.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	613.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 006 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	140.00	SqFt
47	JT REF. CR	L	650.00	Ft
48	L & T CR	L	634.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 007 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	380.00	SqFt
48	L & T CR	L	749.00	Ft
50	PATCHING	L	.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Charli **Name:** Taxiway Charlie **Use:** TAXIWAY **Area:** 8,050 SqFt

Section: Full of 1 **From:** 0+00 **To:** 4+60 **Last Const.:** 1/1/1979

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

Area: 8,050 SqFt **Length:** 460 Ft **Width:** 17 Ft

Slabs: 21 **Slab Length:** 22 Ft **Slab Width:** 17 Ft **Joint Length:** 348 Ft

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 52 **Surveyed:** 1

Conditions: **PCI:** 30

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 30

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
62	CORNER BREAK	H	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	21.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Delta **Name:** Taxiway Delta **Use:** TAXIWAY **Area:** 20,500 SqFt

Section: Full of 1 **From:** 0+00 **To:** 8+20 **Last Const.:** 1/1/1979

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

Area: 20,500 SqFt **Length:** 820 Ft **Width:** 25 Ft

Slabs: 82 **Slab Length:** 20 Ft **Slab Width:** 12 Ft **Joint Length:** 1,820 Ft

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 38

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 59

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
64	DURABIL. CR	L	1.00	Slabs
64	DURABIL. CR	L	1.00	Slabs
64	DURABIL. CR	L	1.00	Slabs

64	DURABIL. CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 20.00 Slabs **PCI:** 61

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Echo **Name:** Taxiway Echo **Use:** TAXIWAY **Area:** 3,600 SqFt

Section: Full of 1 **From:** 0+00 **To:** 1+80 **Last Const.:** 1/1/1979

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 3,600 SqFt **Length:** 180 Ft **Width:** 20 Ft

Slabs: 9 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 160 Ft

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 0

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 9.00 Slabs **PCI:** 0

Sample Comments:

62	CORNER BREAK	H	1.00	Slabs
62	CORNER BREAK	H	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	H	9.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Fox **Name:** Taxiway Foxtrot **Use:** TAXIWAY **Area:** 41,400 SqFt

Section: Main 1 of 3 **From:** 1+80 **To:** 3+60 **Last Const.:** 1/1/1979

Surface: PCC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 18,000 SqFt **Length:** 180 Ft **Width:** 50 Ft

Slabs: 51 **Slab Length:** 14 Ft **Slab Width:** 12 Ft **Joint Length:** 1,133 Ft

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 1/21/2021 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 0

Sample Comments:

61	BLOW-UP	H	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 76

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
74	JOINT SPALL	H	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 15.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	15.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Fox **Name:** Taxiway Foxtrot **Use:** TAXIWAY **Area:** 41,400 SqFt

Section: Lead-In of 3 **From:** 0+00 **To:** 1+80 **Last Const.:** 1/1/1979

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

Area: 5,400 SqFt **Length:** 180 Ft **Width:** 30 Ft

Slabs: 18 **Slab Length:** 20 Ft **Slab Width:** 15 Ft **Joint Length:** 420 Ft

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 14.00 Slabs **PCI:** 56

Sample Comments:

63	LINEAR CR	L	7.00	Slabs
65	JT SEAL DMG	H	14.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Fox **Name:** Taxiway Foxtrot **Use:** TAXIWAY **Area:** 41,400 SqFt

Section: Main 2 of 3 **From:** 3+60 **To:** 7+20 **Last Const.:** 1/1/1979

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

Area: 18,000 SqFt **Length:** 360 Ft **Width:** 50 Ft

Slabs: 144 **Slab Length:** 12 Ft **Slab Width:** 10 Ft **Joint Length:** 2,830 Ft

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/15/2020 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 17

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 24.00 Slabs **PCI:** 33

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	M	2.00	Slabs
63	LINEAR CR	L	13.00	Slabs
65	JT SEAL DMG	H	24.00	Slabs
72	SHAT. SLAB	L	8.00	Slabs
74	JOINT SPALL	H	2.00	Slabs

Sample Number: 002 **Type:** R **Area:** 24.00 Slabs **PCI:** 12

Sample Comments:

72	SHAT. SLAB	L	12.00	Slabs
72	SHAT. SLAB	M	12.00	Slabs
74	JOINT SPALL	H	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 24.00 Slabs **PCI:** 7

Sample Comments:

62	CORNER BREAK	L	2.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
62	CORNER BREAK	H	1.00	Slabs
65	JT SEAL DMG	H	24.00	Slabs
72	SHAT. SLAB	L	12.00	Slabs
72	SHAT. SLAB	M	12.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Gulf **Name:** Taxiway Gulf **Use:** TAXIWAY **Area:** 26,250 SqFt

Section: Full of 1 **From:** 0+00 **To:** 5+25 **Last Const.:** 1/1/2008

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 26,250 SqFt **Length:** 525 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: 1/1/2008 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 5 **Surveyed:** 5

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	270.00	Ft
48	L & T CR	M	90.00	Ft
50	PATCHING	L	1.50	SqFt
54	SHOVING	M	300.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

43	BLOCK CR	L	60.00	SqFt
48	L & T CR	L	408.00	Ft
48	L & T CR	M	29.00	Ft
48	L & T CR	H	25.00	Ft
49	OIL SPILLAGE	N	2.00	SqFt
50	PATCHING	L	.50	SqFt

Sample Number: 003 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	424.00	Ft
48	L & T CR	M	54.00	Ft
50	PATCHING	L	1.50	SqFt

Sample Number: 004 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	509.00	Ft
48	L & T CR	M	88.00	Ft
50	PATCHING	L	.50	SqFt

Sample Number: 005 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	558.00	Ft
48	L & T CR	M	75.00	Ft
48	L & T CR	H	5.00	Ft
50	PATCHING	L	1.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Gulf C **Name:** Taxiway Gulf PCC **Use:** TAXIWAY **Area:** 22,500 SqFt

Section: Full of 1 **From:** 0+00 **To:** 1+50 **Last Const.:** 1/1/2009

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

Area: 22,500 SqFt **Length:** 150 Ft **Width:** 150 Ft

Slabs: 139 **Slab Length:** 13 Ft **Slab Width:** 12 Ft **Joint Length:** 3,242 Ft

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

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/2/2020 **TotalSamples:** 25 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 25.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	M	25.00	Slabs
71	FAULTING	L	2.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Hotel **Name:** Taxiway Hotel **Use:** TAXIWAY **Area:** 24,600 SqFt

Section: Full of 1 **From:** 0+00 **To:** 8+20 **Last Const.:** 1/1/1986

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 24,600 SqFt **Length:** 820 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1986 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5250.00 SqFt **PCI:** 45

Sample Comments:

41	ALLIGATOR CR	L	155.00	SqFt
43	BLOCK CR	L	780.00	SqFt
48	L & T CR	L	538.00	Ft
48	L & T CR	M	10.00	Ft
49	OIL SPILLAGE	N	3.00	SqFt
50	PATCHING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	775.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 003 **Type:** R **Area:** 3500.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	M	3500.00	SqFt
50	PATCHING	L	3.50	SqFt
57	WEATHERING	M	3500.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Juliet **Name:** Taxiway Juliet **Use:** TAXIWAY **Area:** 31,500 SqFt

Section: Full of 1 **From:** 0+00 **To:** 10+50 **Last Const.:** 1/1/1986

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 31,500 SqFt **Length:** 1,050 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1986 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5250.00 SqFt **PCI:** 34

Sample Comments:

41	ALLIGATOR CR	L	1225.00	SqFt
43	BLOCK CR	L	4025.00	SqFt
57	WEATHERING	M	5250.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5250.00 SqFt **PCI:** 34

Sample Comments:

41	ALLIGATOR CR	L	1225.00	SqFt
43	BLOCK CR	L	4025.00	SqFt
57	WEATHERING	M	5250.00	SqFt

Sample Number: 003 **Type:** R **Area:** 5250.00 SqFt **PCI:** 34

Sample Comments:

41	ALLIGATOR CR	L	1225.00	SqFt
43	BLOCK CR	L	4025.00	SqFt
57	WEATHERING	M	5250.00	SqFt

Sample Number: 004 **Type:** R **Area:** 3750.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CR	M	3500.00	SqFt
50	PATCHING	L	3.50	SqFt
57	WEATHERING	M	3500.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Kilo **Name:** Taxiway Kilo **Use:** TAXIWAY **Area:** 33,900 SqFt

Section: Full of 1 **From:** 0+00 **To:** 11+30 **Last Const.:** 1/1/2000

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

Area: 33,900 SqFt **Length:** 1,130 Ft **Width:** 30 Ft

Slabs: 126 **Slab Length:** 18 Ft **Slab Width:** 15 Ft **Joint Length:** 2,983 Ft

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

Section Comments:

Work Date: 1/1/2000 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/3/2020 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 68

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 58

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	H	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 20.00 Slabs **PCI:** 68

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Sample Number: 004 **Type:** R **Area:** 20.00 Slabs **PCI:** 55

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 72

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Lima **Name:** Taxiway Lima **Use:** TAXIWAY **Area:** 50,305 SqFt

Section: East of 2 **From:** 5+09 **To:** 12+62 **Last Const.:** 1/1/2010

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

Area: 26,355 SqFt **Length:** 753 Ft **Width:** 35 Ft

Slabs: 234 **Slab Length:** 12 Ft **Slab Width:** 9 Ft **Joint Length:** 4,249 Ft

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

Section Comments:

Work Date: 1/1/2010 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 21 **Surveyed:** 7

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs

Sample Number: 002 **Type:** R **Area:** 21.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 21.00 Slabs **PCI:** 90

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 004 **Type:** R **Area:** 21.00 Slabs **PCI:** 87

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 005 **Type:** R **Area:** 21.00 Slabs **PCI:** 89

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
65	JT SEAL DMG	M	21.00	Slabs

Sample Number: 006 **Type:** R **Area:** 21.00 Slabs **PCI:** 84

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 007 **Type:** R **Area:** 21.00 Slabs **PCI:** 90

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Lima **Name:** Taxiway Lima **Use:** TAXIWAY **Area:** 50,305 SqFt

Section: West of 2 **From:** 0+00 **To:** 4+79 **Last Const.:** 1/1/2010

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

Area: 23,950 SqFt **Length:** 479 Ft **Width:** 50 Ft

Slabs: 131 **Slab Length:** 15 Ft **Slab Width:** 12 Ft **Joint Length:** 3,027 Ft

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

Section Comments:

Work Date: 1/1/2010 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs

Sample Number: 003 **Type:** R **Area:** 20.00 Slabs **PCI:** 91

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 004 **Type:** R **Area:** 20.00 Slabs **PCI:** 91

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 005 **Type:** R **Area:** 20.00 Slabs **PCI:** 92

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Mike **Name:** Taxiway Mike **Use:** TAXIWAY **Area:** 10,750 SqFt

Section: Full of 1 **From:** 0+00 **To:** 4+30 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 10,750 SqFt **Length:** 430 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 30

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 26

Sample Comments:

43	BLOCK CR	M	4125.00	SqFt
48	L & T CR	M	87.00	Ft
48	L & T CR	H	12.50	Ft
50	PATCHING	M	.75	SqFt
54	SHOVING	H	52.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 002 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

43	BLOCK CR	M	5000.00	SqFt
48	L & T CR	H	75.00	Ft
50	PATCHING	L	2.50	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Nov **Name:** Taxiway November **Use:** TAXIWAY **Area:** 7,625 SqFt

Section: Full of 1 **From:** 0+00 **To:** 3+05 **Last Const.:** 1/1/2000

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

Area: 7,625 SqFt **Length:** 305 Ft **Width:** 25 Ft

Slabs: 15 **Slab Length:** 20 Ft **Slab Width:** 25 Ft **Joint Length:** 356 Ft

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

Section Comments:

Work Date: 1/1/2000 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 16 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 15.00 Slabs **PCI:** 60

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	H	15.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Oscar **Name:** Taxiway Oscar **Use:** TAXIWAY **Area:** 5,800 SqFt

Section: Full of 1 **From:** 0+00 **To:** 2+90 **Last Const.:** 1/1/1979

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** S

Area: 5,800 SqFt **Length:** 290 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: 1/1/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 11

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 5000.00 SqFt **PCI:** 11

Sample Comments:

41	ALLIGATOR CR	L	775.00	SqFt
41	ALLIGATOR CR	M	920.00	SqFt
41	ALLIGATOR CR	H	98.00	SqFt
45	DEPRESSION	L	775.00	SqFt
45	DEPRESSION	H	98.00	SqFt
48	L & T CR	L	75.00	Ft
48	L & T CR	M	260.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Papa **Name:** Taxiway Papa **Use:** TAXIWAY **Area:** 27,350 SqFt

Section: East of 2 **From:** 3+40 **To:** 8+30 **Last Const.:** 12/30/2010

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

Area: 17,150 SqFt **Length:** 490 Ft **Width:** 35 Ft

Slabs: 118 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 2,317 Ft

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

Section Comments:

Work Date: 12/30/2010 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 5 **Surveyed:** 5

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 90

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 002 **Type:** R **Area:** 21.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs

Sample Number: 003 **Type:** R **Area:** 21.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs

Sample Number: 004 **Type:** R **Area:** 21.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs

Sample Number: 005 **Type:** R **Area:** 21.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Papa **Name:** Taxiway Papa **Use:** TAXIWAY **Area:** 27,350 SqFt

Section: West of 2 **From:** 0+00 **To:** 3+40 **Last Const.:** 1/1/2010

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

Area: 10,200 SqFt **Length:** 340 Ft **Width:** 30 Ft

Slabs: 54 **Slab Length:** 12 Ft **Slab Width:** 15 Ft **Joint Length:** 1,126 Ft

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

Section Comments:

Work Date: 1/1/2010 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 20 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Network: DTO **Name:** Denton Enterprise Airport

Branch: TXY Quebec **Name:** Taxiway Quebec **Use:** TAXIWAY **Area:** 28,875 SqFt

Section: Full of 1 **From:** 0+00 **To:** 8+25 **Last Const.:** 1/1/2010

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

Area: 28,875 SqFt **Length:** 825 Ft **Width:** 35 Ft

Slabs: 198 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 3,924 Ft

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

Section Comments:

Work Date: 1/1/2010 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 12/1/2020 **TotalSamples:** 21 **Surveyed:** 9

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 21.00 Slabs **PCI:** 73

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
70	SCALING	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 002 **Type:** R **Area:** 21.00 Slabs **PCI:** 82

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 21.00 Slabs **PCI:** 86

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
75	CORNER SPALL	H	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Sample Number: 004 **Type:** R **Area:** 21.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 005 **Type:** R **Area:** 21.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs

Sample Number: 006 **Type:** R **Area:** 21.00 Slabs **PCI:** 80

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 007 **Type:** R **Area:** 21.00 Slabs **PCI:** 78

Sample Comments:

65	JT SEAL DMG	M	21.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Sample Number: 008 **Type:** R **Area:** 21.00 Slabs **PCI:** 80

Sample Comments:

63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	M	21.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 009 - A **Type:** R **Area:** 20.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs

Denton Enterprise Airport Current, 5, 10 and 20 Year PCI Forecast (Branch Breakdown)																					
Network ID	Branch ID	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
DTO	18L-36R	45	44	43	41	40	39	37	36	34	33	32	30	29	27	26	25	24	22	21	20
DTO	18R-36L	97	94	91	88	85	82	79	76	73	70	67	64	61	58	55	52	49	46	43	40
DTO	East North	54	51	49	47	45	43	40	38	36	34	32	29	27	25	23	21	18	16	14	12
DTO	East Ramp	80	78	75	73	71	68	66	63	61	59	56	54	51	49	46	44	37	42	34	39
DTO	East South	54	52	51	50	48	47	46	44	43	42	40	39	38	36	35	34	32	31	30	28
DTO	FBO	37	35	34	32	31	29	28	26	25	23	22	20	19	17	16	14	13	11	10	8
DTO	Fuel Self	64	62	59	56	54	51	48	45	43	40	37	35	32	29	26	24	16	21	13	18
DTO	Hangar Q	88	86	84	83	81	79	77	75	73	71	70	68	66	64	62	61	56	59	55	58
DTO	North Term	77	75	73	71	68	66	64	62	59	57	55	53	51	48	46	44	42	39	37	35
DTO	Terminal	55	54	53	52	50	49	48	47	46	45	44	43	42	41	40	39	38	37	35	34
DTO	TXY A1	67	64	61	58	55	52	49	46	43	40	37	34	31	28	25	22	19	16	13	10
DTO	TXY A2 E	65	62	59	56	53	50	47	44	40	37	34	31	28	25	22	19	16	12	9	6
DTO	TXY A2 W	95	92	89	86	83	80	77	74	71	68	65	62	59	56	53	50	47	44	41	38
DTO	TXY A3	32	30	28	27	25	24	22	20	19	17	15	14	12	11	9	7	6	4	2	1
DTO	TXY A4	40	38	37	35	34	33	31	30	28	27	25	24	23	21	20	18	17	15	14	13
DTO	TXY A5 E B	66	65	64	63	63	62	61	60	59	59	58	57	56	55	54	54	53	52	51	50
DTO	TXY A5 W B	40	38	37	35	34	33	31	30	28	27	25	24	23	21	20	18	17	15	14	13
DTO	TXY A6 E	34	32	31	29	27	26	24	23	21	19	18	16	15	13	12	10	8	7	5	4
DTO	TXY A6 W	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39
DTO	TXY A7	62	61	60	59	58	57	56	55	55	54	53	52	51	50	49	48	47	46	45	45
DTO	TXY Alpha	64	61	58	56	53	50	47	45	42	39	37	34	31	28	26	23	20	18	15	12
DTO	TXY Bravo	52	51	51	50	49	49	48	47	47	46	45	45	44	43	43	42	41	41	40	39
DTO	TXY Charli	30	28	26	25	23	21	20	18	16	15	13	11	10	8	6	5	3	1	0	0
DTO	TXY Delta	53	52	51	49	48	47	46	45	44	43	42	40	39	38	37	36	35	34	33	31
DTO	TXY Echo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Fox	38	35	32	30	27	24	22	21	19	18	16	15	13	12	10	9	8	6	5	5
DTO	TXY Gulf	65	63	60	58	55	52	50	47	44	42	39	36	34	31	29	26	23	21	18	15
DTO	TXY Gulf C	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72	71	70	69
DTO	TXY Hotel	49	41	33	24	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Juliet	35	30	26	21	17	12	7	3	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Kilo	64	62	60	58	57	55	53	52	50	48	46	45	43	41	40	38	36	34	33	31
DTO	TXY Lima	90	89	88	88	87	86	85	84	83	82	81	81	80	79	78	77	76	75	74	74
DTO	TXY Mike	30	28	26	25	23	21	20	18	16	15	13	11	10	8	6	5	3	1	0	0
DTO	TXY Nov	60	58	56	54	52	50	48	46	44	42	40	39	37	35	33	31	29	27	25	23
DTO	TXY Oscar	11	8	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Papa	90	89	88	87	86	85	84	83	82	81	80	79	79	78	77	76	75	74	73	72
DTO	TXY Quebec	84	82	81	79	78	76	75	73	72	70	69	68	66	65	63	62	60	59	57	56

Denton Enterprise Airport Current, 5, 10 and 20 Year PCI Forecast (Branch Breakdown)																						
Network ID	Branch ID	Section ID	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
DTO	18L-36R	36 End C	47	46	44	43	42	41	39	38	37	36	34	33	32	31	29	28	27	25	24	23
DTO		36 End L	50	49	48	46	45	44	43	42	40	39	38	37	36	34	33	32	31	30	29	27
DTO		36 End R	50	49	48	46	45	44	43	42	40	39	38	37	36	34	33	32	31	30	29	27
DTO		Exten C	61	57	54	50	47	43	40	36	32	29	25	22	18	15	11	8	4	1	0	0
DTO		Exten L	63	59	56	53	49	46	43	39	36	33	29	26	23	19	16	13	9	6	2	0
DTO		Exten R	64	60	57	54	51	47	44	41	38	34	31	28	25	21	18	15	12	8	5	2
DTO		Middle 1 C	35	34	33	32	31	31	30	29	28	27	26	25	25	24	23	22	21	20	19	18
DTO		Middle 1 L	45	44	43	43	42	41	41	40	39	38	38	37	36	35	35	34	33	32	32	31
DTO		Middle 1 R	43	40	37	34	31	28	25	22	19	16	13	10	7	4	1	0	0	0	0	0
DTO		Middle 2 C	43	42	41	41	40	39	38	38	37	36	35	35	34	33	32	32	31	30	29	29
DTO		Middle 2 L	42	41	40	40	39	38	37	37	36	35	34	33	33	32	31	30	30	29	28	27
DTO		Middle 2 R	41	40	39	39	38	37	36	35	35	34	33	32	32	31	30	29	28	28	27	26
DTO		Recon C	43	42	40	39	37	36	35	33	32	31	29	28	27	25	24	23	21	20	19	17
DTO		Recon L	38	36	35	33	32	31	29	28	26	25	23	22	20	19	17	16	14	13	11	10
DTO		Recon R	40	38	37	36	34	33	31	30	28	27	26	24	23	21	20	18	17	16	14	13
DTO	18R-36L	Full C	97	94	91	88	85	82	79	76	73	70	67	64	61	58	55	52	49	46	43	40
DTO		Full L	97	94	91	88	85	82	79	76	73	70	67	64	61	58	55	52	49	46	43	40
DTO		Full R	97	94	91	88	85	82	79	76	73	70	67	64	61	58	55	52	49	46	43	40
DTO	East North	Full	54	51	49	47	45	43	40	38	36	34	32	29	27	25	23	21	18	16	14	12
DTO	East South	HMAC	37	35	34	32	31	29	28	26	25	23	22	20	19	17	16	14	13	11	10	8
DTO	East Ramp	Full	80	78	75	73	71	68	66	63	61	59	56	54	51	49	46	44	42	39	37	34
DTO	East South	PCC	89	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72	71	70
DTO	FBO	Full	37	35	34	32	31	29	28	26	25	23	22	20	19	17	16	14	13	11	10	8
DTO	Fuel Self	Full	64	62	59	56	54	51	48	45	43	40	37	35	32	29	26	24	21	18	16	13
DTO	Hangar Q	1-A	92	91	90	88	87	86	85	84	82	81	80	79	77	76	75	74	73	71	70	69
DTO		1-B	79	76	73	70	67	63	60	57	54	50	47	44	41	38	34	31	28	25	21	18
DTO		2-A	82	80	77	74	71	69	66	63	60	58	55	52	49	46	44	41	38	35	33	30
DTO		2-B	82	80	77	74	71	69	66	63	60	58	55	52	49	46	44	41	38	35	33	30
DTO		3-A	69	64	59	54	49	44	39	34	29	24	20	15	10	5	0	0	0	0	0	0
DTO		3-B	98	98	97	97	97	97	96	96	96	95	95	95	94	94	94	93	93	93	93	92
DTO		4-A	98	98	97	97	97	97	96	96	96	95	95	95	94	94	94	93	93	93	93	92
DTO		4-B	96	95	95	94	94	93	92	92	91	91	90	89	89	88	87	87	86	86	85	84
DTO		5-A	91	90	88	87	86	84	83	82	80	79	77	76	75	73	72	70	69	68	66	65
DTO		5-B	98	98	97	97	97	97	96	96	96	95	95	95	94	94	94	93	93	93	93	92
DTO	North Term	HMAC	68	65	63	61	58	56	54	51	49	47	45	42	40	38	35	33	31	28	26	24
DTO		PCC	83	80	78	76	74	71	69	67	65	63	60	58	56	54	51	49	47	45	43	40
DTO	Terminal	Full	55	54	53	52	50	49	48	47	46	45	44	43	42	41	40	39	38	37	35	34
DTO	TXY A1	Full	67	64	61	58	55	52	49	46	43	40	37	34	31	28	25	22	19	16	13	10
DTO	TXY A2 E	Full	65	62	59	56	53	50	47	44	40	37	34	31	28	25	22	19	16	12	9	6
DTO	TXY A2 W	Full	95	92	89	86	83	80	77	74	71	68	65	62	59	56	53	50	47	44	41	38
DTO	TXY A3	Full	32	30	28	27	25	24	22	20	19	17	15	14	12	11	9	7	6	4	2	1
DTO	TXY A4	Full	40	38	37	35	34	33	31	30	28	27	25	24	23	21	20	18	17	15	14	13
DTO	TXY A5 E B	Full	66	65	64	63	63	62	61	60	59	59	58	57	56	55	54	54	53	52	51	50
DTO	TXY A5 W B	Full	40	38	37	35	34	33	31	30	28	27	25	24	23	21	20	18	17	15	14	13
DTO	TXY A6 E	Full	34	32	31	29	27	26	24	23	21	19	18	16	15	13	12	10	8	7	5	4
DTO	TXY A6 W	Full	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39
DTO	TXY A7	Full	62	61	60	59	58	57	56	55	55	54	53	52	51	50	49	48	47	46	45	45
DTO	TXY Alpha	Middle	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9
DTO		North Ext	69	67	64	61	58	56	53	50	47	45	42	39	36	34	31	28	25	23	20	17
DTO		South Conn	42	40	39	38	36	35	33	32	31	29	28	26	25	24	22	21	20	18	17	15
DTO	TXY Bravo	Middle	42	41	40	39	39	38	37	36	35	35	34	33	32	31	31	30	29	28	27	27
DTO	TXY Bravo	North	54	53	53	52	51	51	50	49	49	48	47	47	46	46	45	44	44	43	42	42
DTO	TXY Bravo	South	54	53	53	52	51	51	50	49	49	48	47	47	46	46	45	44	44	43	42	42
DTO	TXY Charli	Full	30	28	26	25	23	21	20	18	16	15	13	11	10	8	6	5	3	1	0	0
DTO	TXY Delta	Full	53	52	51	49	48	47	46	45	44	43	42	40	39	38	37	36	35	34	33	31
DTO	TXY Echo	Full	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Fox	Lead-In	56	55	54	53	52	51	49	48	47	46	45	44	43	42	41	40	39	38	37	36
DTO	TXY Fox	Main 1	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3	0	0
DTO	TXY Fox	Main 2	16	13	10	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Gulf	Full	65	63	60	58	55	52	50	47	44	42	39	36	34	31	29	26	23	21	18	15
DTO	TXY Gulf C	Full	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72	71	70	69
DTO	TXY Hotel	Full	49	41	33	24	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Juliet	Full	35	30	26	21	17	12	7	3	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Kilo	Full	64	62	60	58	57	55	53	52	50	48	46	45	43	41	40	38	36	34	33	31
DTO	TXY Lima	East	89	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72	71	70
DTO	TXY Lima	West	92	91	90	90	89	88	87	87	86	85	85	84	83	82	82	81	80	79	79	78
DTO	TXY Mike	Full	30	28	26	25	23	21	20	18	16	15	13	11	10	8	6	5	3	1	0	0
DTO	TXY Nov	Full	60	58	56	54	52	50	48	46	44	42	40	39	37	35	33	31	29	27	25	23
DTO	TXY Oscar	Full	11	8	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DTO	TXY Papa	East	92	91	90	89	89	88	87	86	85	85	84	83	82	81	81	80	79	78	77	77
DTO	TXY Papa	West	87	86	84	83	82	81	80	78	77	76	75	74	72	71	70	69	68	67	65	64
DTO	TXY Quebec	Full	84	82	81	79	78	76	75	73	72	70	69	68	66	65	63	62	60	59	57	56

APPENDIX C: PAVEMENT HISTORY REPORT

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Denton Enterprise Airport (DTO) - Pavement Management Plan and Structural Analysis											
Airfield Rehabiliation Work History											
Pavement Surface	Branch	Section	Station Start	Station End	Construction Date	Rehabiliation Method One	Date	Rehabiliation Method Two	Date	Rehabiliation Method Three	Date
HMAC	Runway 18L-36R	36 End	0+00 (36 End)	10+00	1979	Overlay	1992	Slurry Seal	2004	Seal Coat	2011
		Middle 1	10+00	19+25	1943						
		Middle 2	19+25	51+50	1943						
		Reconstruct	51+50	60+10	1979						
		Extension	60+10	70+00 (18 End)	2010						
	Runway 18R-36L	Full	0+00	50+00	2019						
	Taxiway Alpha	South Connect	0+00	9+80	1979	Overlay	1992	Slurry Seal	2004	Seal Coat	2011
		Middle	9+80	50+35	2006	Seal Coat	2011				
		North Connect	50+35	61+00	1979	Structural Mill and Overlay w/ slurry seal	2003	Seal Coat	2011	Seal Coat	2011
		North Extension	61+00	70+00	2010						
	Taxiway A1	Full	0+00	3+00	2010						
	Taxiway A2 East	Full	0+00	3+00	1979	Overlay	1992	Partial Reconstruct w/ Slurry Seal	2004	Seal Coat	2011
	Taxiway A2 West	Full	0+00	7+30	2019						
	Taxiway A3	Full	0+00	3+00	1943	Overlay	1992	Slurry Seal	2004	Seal Coat	2011
	Taxiway A4	Full	0+00	3+00	1943	Overlay	1992	Slurry Seal	2004	Seal Coat	2011
	Taxiway A5	Full	0+00	3+00	Between '79-'85	Overlay	1992	Paving Edge Patching and Slurry Seal	2004	Seal Coat	2011
	Taxiway A6 East	Full	0+00	3+00	1943	Overlay	1992	Slurry Seal	2004	Seal Coat	2011
	Taxiway A6 West	Full	0+00	7+30	2019						
	Taxiway A7	Full	0+00	3+00	Between '85-'96						
	Taxiway Bravo	South	0+00	27+00	1943	Overlay	1992	Slurry Seal	2004		
		Middle	27+00	34+25	1943	Overlay	1992				
		North	34+25	44+29	1943	Overlay	1992	Slurry Seal	2004		
	Taxiway Gulf	HMAC	0+00	5+25	2007						
	Taxiway Hotel	Full	0+00	8+20	Circa 1986	Slurry Seal	2004				
	Taxiway Juliet	Full	0+00	10+50	Circa 1986	Slurry Seal	2004				
	Taxiway Mike	Full	0+00	4+30	1995	Overlay	1992	Slurry Seal	2004	Seal Coat	2011
	Taxiway Oscar	Full	0+00	2+90	Between 1996-2001	Overlay	1992	Slurry Seal	2004	Seal Coat	2011
	Terminal Apron	Full	-	-	1943	Reconstruct to Current Pavement Section	1999				
	Apron North of Terminal	HMAC	-	-	2008	Reconstruct to Current Pavement Section	1999				
	FBO Apron	Full	-	-	Pre 1977	1" Mill and 1.5" Overlay w/ coal tar seal	2004				
	Apron East North	HMAC	-	-	Late 90s	Structural mill and overlay w/ coal tar seal	2004				
	Apron East South	HMAC	-	-	1979	Coal Tar Seal	2004				
PCC	Taxiway Charlie	Full	0+00	4+60	Between '77-'99	Joint Cleaning and Reseal	2004				
	Taxiway Delta	Full	0+00	8+20	Between '77-'99	Joint Cleaning and Reseal	2004				
	Taxiway Echo	Full	0+00	1+80	Between '77-'99						
	Taxiway Foxtrot	Full	0+00	5+30	Between '77-'96						
	Taxiway Gulf	PCC	5+25	End	2007						
	Taxiway Kilo	Full	0+00	11+30	2000						
	Taxiway Lima	West	0+00	4+79	2010						
		East	5+09	12+62	1995	Reconstruct to PCC with West Side	2009				
	Taxiway November	Full	0+00	3+05	2000						
	Taxiway Papa	West	0+00	3+40	2010						
		East	3+40	11+00	2010						
	Taxiway Quebec	Full	0+00	8+25	2010						
	Apron North of Terminal	PCC	-	-	2012						
	Apron East South	PCC	-	-	2010						

Denton Enterprise Airport (DTO) - Pavement Management Plan and Structural Analysis											
Airfield Rehabiliation Work History - After PMP was Completed											
Pavement Surface	**Branch**	**Section**	**Station Start**	**Station End**	**Construction Date**	**Rehabiliation Method One**	**Date**	**Rehabiliation Method Two**	**Date**	**Rehabiliation Method Three**	**Date**
HMAC	Runway 18L-36R	36 End	0+00 (36 End)	10+00	1979						
		Middle 1	10+00	19+25	1943						
		Middle 2	19+25	51+50	1943						
		Reconstruct	51+50	60+10	1979						
		Extension	60+10	70+00 (18 End)	2010						
	Runway 18R-36L	Full	0+00	50+00	2019						
	Taxiway Alpha	South Connect	0+00	9+80	1979						
		Middle	9+80	50+35	2006						
		North Connect	50+35	61+00	1979						
		North Extension	61+00	70+00	2010						
	Taxiway A1	Full	0+00	3+00	2010						
	Taxiway A2 East	Full	0+00	3+00	2006						
	Taxiway A2 West	Full	0+00	7+30	2019						
	Taxiway A3	Full	0+00	3+00	1943						
	Taxiway A4	Full	0+00	3+00	1943						
	Taxiway A5	Full	0+00	3+00	1979						
	Taxiway A6 East	Full	0+00	3+00	1943						
	Taxiway A6 West	Full	0+00	7+30	2019						
	Taxiway A7	Full	0+00	3+00	1979						
	Taxiway Bravo	South	0+00	27+00	1943						
		Middle	27+00	34+25	1943						
		North	34+25	44+29	1943						
	Taxiway Gulf	Full	0+00	5+25	2007						
	Taxiway Hotel	Full	0+00	8+20							
	Taxiway Juliet	Full	0+00	10+50							
	Taxiway Mike	Full	0+00	4+30							
	Taxiway Oscar	Full	0+00	2+90							
	Terminal Apron	Full	-	-	1943						
	Apron North of Terminal	HMAC	-	-							
	FBO Apron	Full	-	-							
	Apron East North	HMAC	-	-	2001						
	Apron East South	HMAC	-	-							
PCC	Taxiway Charlie	Full	0+00	4+60							
	Taxiway Delta	Full	0+00	8+20							
	Taxiway Echo	Full	0+00	1+80							
	Taxiway Foxtrot	Full	0+00	5+30							
	Taxiway Kilo	Full	0+00	11+30							
	Taxiway Lima	West	0+00	4+79							
		East	5+09	12+62							
	Taxiway November	Full	0+00	3+05							
	Taxiway Papa	West	0+00	3+40							
		East	3+40	11+00							
	Taxiway Quebec	Full	0+00	8+25							
	Apron North of Terminal	PCC	-	-							
	Apron East South	PCC	-	-							

APPENDIX D: DTO'S AIRCRAFT FLEET MIX

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Denton Enterprise Airport Fleet Mix						
Weight Classification and Representative Aircraft	MTOW	Gear Type	Annual Departures		Annual Operations	
			Total Airfield	General Aviation	Total Airfield	General Aviation
Single Wheel - 5 (Piper Cherokee)	5,000	S	27,302	27,302	54,604	54,604
Single Wheel - 12.5 (Beech King Air 90)	12,500	S	16,172	16,172	32,344	32,344
Single Wheel - 25 (Shorts 360)	25,000	D	6,210	6,210	12,420	12,420
Dual Wheel - 20 (Cessna III)	20,000	D	8,402	8,402	16,804	16,804
Dual Wheel - 50 (Bombardier Challenger 600)	50,000	D	9,962	-	19,924	-
Dual Wheel - 100 (Boeing (Douglas) DC 9-10))	100,000	D	280	-	560	-
Total Airfield Departures			**68,328**	**58,086**	**136,656**	**116,172**

APPENDIX E: GEE CONSULTANTS, INC. GEOTECHNICAL REPORT

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GEOTECHNICAL INVESTIGATION
FOR
DENTON ENTERPRISE AIRPORT
DENTON, TEXAS
REPORT NO. D-120-0206

R E P O R T

to

DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

by

GEE CONSULTANTS, INC.
GEOTECHNICAL, CONSTRUCTION MATERIALS
AND ENVIRONMENTAL CONSULTANTS
DALLAS, TEXAS

February 2, 2021

G • GEOTECHNICAL ENGINEERING
E • ENVIRONMENTAL CONSULTING
E • CONSTRUCTION MATERIALS TESTING

GEE Consultants, Inc.

10046 Monroe Drive • Dallas, Texas 75229 • (214) 352-5433 • Fax (214) 352-6972

February 2, 2021

Mr. Chase R. Patterson C.M., A.C.E.
Airport Operations Manager
Denton Enterprise Airport
Office: (940) 349-7739
Cell: (940) 367-9953
Email: chase.patterson@cityofdenton.com

RE: Report No. D-120-0206
Geotechnical Investigation
Denton Enterprise Airport
Denton, Texas

Dear Mr. Patterson:

Submitted herein is a report summarizing the results of the geotechnical investigation performed at the above referenced project.

We trust the recommendations derived from this investigation will provide an adequate and economical pavement section design. As your project develops, GEE Consultants, Inc. would be pleased to assist you with the construction materials testing and inspection services.

We thank you for the opportunity to provide you with our professional services. If we can be of further assistance, please do not hesitate to contact us.

Very truly yours,

GEE Consultants, Inc.

Ramchandra Baral, M.S.C.E., E.I.T.
Project Manager

Richard W. Gee, P.E.
President

RICHARD WAYNE GEE
2-2-21

RB:RWG/ax

Attachment

ccc. -Mr. Trevor Self via: tself@ksaeng.com

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Unified Soil Classification System

GEOTECHNICAL INVESTIGATION
FOR
DENTON ENTERPRISE AIRPORT
DENTON, TEXAS
REPORT NO. D-120-0206

I. INTRODUCTION

This report transmits the findings of the geotechnical investigation performed at the above referenced site. The purpose of this investigation was to define and evaluate the general pavement surface and subsurface conditions at the test boring locations. Specifically, the study was planned to determine the following:

1. Plan of Boring and Logs of Boring, Including Current Elevation of the Water Table and/or Water Bearing Strata
2. Results of Laboratory Testing
3. Site Observations and Comments
4. Analysis of Existing Subsurface Subgrade Soil and Groundwater Conditions
5. Existing Asphaltic Concrete Pavement Section Thickness
6. Recommendations for Pavement Subgrade Modulus of Elasticity (Empirically Based on CBR Test Results)

This study was performed in accordance with the authorization of Mr. Chase R. Patterson C.M., A.C.E., Airport Operations Manager, Denton Enterprise Airport. To accomplish the intended purposes, a four (4) phase study program was conducted which included; (a) a field exploration consisting of eighteen (18) exploratory core/soil test boring locations to a ten (10) feet depth below the top of the existing wearing surface at various runway, taxiway and apron locations around the airfield with samples obtained at selected intervals, (b) pavement section coring only consisting of five (5) core locations at Taxiways A3 to A7, (c) a requested

laboratory testing program designed to evaluate the Moisture Content, Plasticity, Percent Passing a No. 200 U.S. Sieve, empirical determination of Modulus of Elasticity of the subsurface soils by way of California Bearing Ratio testing, and (d) an engineering analysis of the test data for pavement evaluation and recommendations as requested. No additional analysis was requested or performed. A brief description of the various field and laboratory tests and their respective results are included in the Appendix of this report.

II. SITE AND PROJECT DESCRIPTION

The existing as-built pavement and soil subgrade evaluated was located at Denton Enterprise Airport in Denton, Texas.

The subject airport was located at the west end of Airport Road (Farm to Market Road 1515), approximately 1.67 miles west of Interstate 35W.

Numerous hangar, aviation, aerospace, avionics and aircraft related buildings, facilities, suppliers, consultants, travel related buildings were located east of the airport main runway and most of the existing taxiways. City of Denton street access, the airport terminal and control tower were also located east of existing Runway 18/36 and Taxiway A. The adjacent and off airport ALDI Distribution Center was located along the west side of Westcourt Road, south of Taxiway P.

Denton Enterprise Airport is generally bound by sections of Farm to Market Road 1515 (FM 1515) and Skylane on the east and Tom Cole Road (portions of FM 1515) on the north end.

Limited lengths of Tom Cole (FM1515), petroleum production facilities and fencing on the west, service road/fencing and Hickory Creek beyond were noted along the southwest and south sides of the airport property.

Based on a review of current Google Maps aerial photos, an area of surface stockpiled fill material is located in the southwest part of fenced in airport property, about 1,800 feet west of the current intersection of Runway 18/36 and Taxiway A-6.

Utilizing an online available November 2013 FAA Airport Diagram of DTO for length, location and elevation purposes, the existing pavement improvements currently evaluated consisted of about 5,000 linear feet of a total 7,000 feet long by 150 feet wide Runway 18/36. As requested, approximately 300 linear feet of taxiway at each of Taxiways A-3 to A-7, on the order of 6,000 linear feet of the about 7,000 feet total length by 50 feet wide Taxiway A, about 4,000 linear feet of Taxiway B, helipad, apron areas including the larger area northeast of the existing terminal, Taxiway H north of U.S. Aviation Academy, and Taxiway J south of the existing Fixed Base Operator (FBO) were also evaluated. No airport perimeter road was noted.

At the time of this investigation, the existing aircraft pavement surface treatment consisted of asphaltic concrete. At some locations the asphaltic concrete wearing surface was underlain by Portland cement concrete.

Based on the available online FAA Airport Diagram of DTO referenced above, the Denton Enterprise Airport main runway, taxiways and apron areas are currently located between latitude/longitude 33 Degrees, 11.5 Minutes North and 33 Degrees, 13.0 Minutes North as well as 97 Degrees, 12.0 Minutes West and 97 Degrees, 11.0 Minutes West. The existing elevations at the north and south ends of Runway 18/36 were approximately 639 and 629 feet, respectively. The field elevation of Runway 18/36 adjacent to the west end of Taxiway A4 is reported to be 642 feet.

Significant longitudinal and lateral pavement cracking with the utilization of crack sealing product was noted at numerous locations through out the entire length of existing asphaltic concrete of Runway 18/36, Taxiway connectors, Taxiway and Apron north of terminal. The cracks, as wide as three (3.0) inches, were noted at several locations of the entire length of Runway 18/36, Taxiway connectors, Taxiway and Apron north of terminal. Seal coating products were also utilized at some locations.

Lateral cracking was predominant along the Runway 18/36 throughout the existing asphaltic concrete wearing surface. Both the lateral and longitudinal pavement cracking were equally present throughout the entire length of the Taxiway connectors, Taxiway and Apron existing asphaltic concrete wearing surface. These cracks are likely due to insufficient thickness of existing asphaltic concrete and/or improper initial subgrade compaction. Alternatively, some of this cracking may be due to underlying expansive subgrade soils.

Less prevalent but still common, alligator cracks were observed at a few locations of the Taxiway existing asphaltic concrete wearing surface. Alligator cracking is commonly caused by lack of asphaltic concrete pavement thickness and/or brittleness due to the age of the wearing surface.

If this information and/or assumptions are incorrect, GEE Consultants, Inc. should immediately be notified for additional comments regarding the soil related design parameters given herein. No other information was available at the time of this investigation.

III. DESCRIPTION OF SURFACE AND SUBSURFACE CONDITIONS

The existing asphaltic concrete pavement surface treatment consisted of a varying 3.25 to 10.5 inch thickness at test boring and core locations. The asphaltic concrete surface layer was underlain by a 7.0 to 8.75 inch thick Portland cement concrete layer at test boring/core locations CO-2, CO-4, CO-5, CO-7 to CB-12, CB-14, CB-17 and CB-19.

Color reproduced photographs of the asphaltic concrete and Portland cement concrete cores are included in the Appendix of this report. It should be noted that some spalling occured at the bottom of cores prior to photography. Thus the Appendix images may differ slightly from reported asphalt and/or concrete core depths.

Varying qualities of subsequent depth flexible base type material, from 5 to 10.75 inches thick, were encountered at test boring/core locations CB-6, CB-8, CB-13, CB-15, CB-16, CB-18 and CB-20 to CB-23.

Greater subsequent depth lime treated subgrade soil materials, from 4 to 10 inches thick, were encountered at test boring/core locations CB-6 to CB-8, CB-10, CB-11, CB-15 to CB-17 and CB-19 to CB-21. The presence and approximate depth of existing lime treatment was determined utilizing sprayed Phenolphthalein.

A summary of asphaltic concrete, Portland cement concrete, flexible base and lime treated subgrade material presence and depth by test bore/coring location is as follows:

Boring and Coring Locations	Depth of Asphaltic Concrete (Inches)	Depth of Underlying Portland Cement Concrete (Inches)	Depth of Subsequent Underlying Flexible Base (Inches)	Depth of Subsequent Underlying Lime Treated Subgrade Grade (Inches)
CO-1	4.0	NA	NA	NA
CO-2	3.5	8.0	NA	NA
CO-3	3.75	NA	NA	NA
CO-4	4.0	8.25	NA	NA
CO-5	3.5	8.5	NA	NA
CB-6	4.0	NA	9.0	6.0
CB-7	10.5	7.0	NA	4.0
CB-8	4.5	7.5	5.0	6.0
CB-9	4.0	7.0	NA	NA
CB-10	6.0	8.75	NA	7.0
CB-11	4.0	8.75	NA	6.0
CB-12	4.5	8.5	NA	NA
CB-13	5.0	NA	6.0	NA
CB-14	3.75	8.25	NA	NA
CB-15	4.25	NA	6.0	7.0
CB-16	4.25	NA	7.0	10.0
CB-17	4.0	8.25	NA	6.5

Boring and Coring Locations	Depth of Asphaltic Concrete (Inches)	Depth of Underlying Portland Cement Concrete (Inches)	Depth of Subsequent Underlying Flexible Base (Inches)	Depth of Subsequent Underlying Lime Treated Subgrade Grade (Inches)
CB-18	3.5	NA	10.0	NA
CB-19	3.75	8.0	NA	6.0
CB-20	4.25	NA	6.0	8.0
CB-21	4.75	NA	10.75	6.0
CB-22	3.75	NA	6.0	NA
CB-23	3.25	NA	7.0	NA

NA- Not Applicable
Note: Asphalt and/or concrete core depths measured in general accordance with ASTM C42, C174 and D3549.

The existing asphaltic concrete, Portland cement concrete, flexible base and lime treated subgrade material was immediately underlain by fill and possible fill material at all eighteen (18) of the test boring locations CB-6 to CB-23.

The thickness of fill and possible fill material encountered at test boring locations varied from depths of six (6) to ten (10) feet below the top of the existing pavement. Soil test borings were terminated at a requested depth of ten (10) feet. The fill and possible fill material encountered beneath the existing pavement section, flexible base or lime treated subgrade consisted of clays, gravelly clays, silty clays, sandy clays and clayey sands, sometimes with chalk seams, calcareous pockets, iron ore, limestone fragments/gravel, sand seams/pockets and gravel.

Based on field pocket penetrometer and standard penetration (split spoon) tests the fill and possible fill material was primarily of a very stiff to hard consistency. The only test boring location where the fill to possible fill material encountered was of a stiff consistency (lower estimated unconfined compressive strength) was at test boring location CB-16, below a depth

of three (3) feet. At test boring location CB-16 ground water was detected on the surface of our drilling/sampling equipment below a depth of four (4) feet from the top of the pavement. On completion of drilling test location CB-16 ground water was measured at a depth of nine and one-half (9.5) feet below the top of the pavement.

It should be noted that no actual unconfined compressive strength testing of subgrade soil samples collected was requested or performed.

The fill and possible fill material exhibited plasticity index values of between five (5) and thirty-eight (38) at selected test locations and depths. Utilizing test method TEX-124E, and comparing the existing sampled soil moisture conditions to their respective liquid limit, the subgrade soils encountered at boring locations beneath the pavement were primarily in a wet condition. To a lesser extent subgrade soils encountered at test locations displayed an average water content. At more limited depths and test locations the subgrade soils sampled were in a dry condition.

Since much of the subgrade soils encountered at the test borings locations was classified as fill and possible fill material, the geologic formation origin of these imported soils can not be determined.

Based on our review of a publication authored by **The Bureau of Economic Geology, The University of Texas at Austin- Geologic Atlas of Texas, Sherman Sheet** the Denton

Enterprise Airport site and deeper underlying soils are located within *Surficial Deposits Undivided, Qu* which are deposits placed during the Quaternary Age.

Surficial Deposits Undivided, Qu typically consist of sand, clay, silt and gravel. In Texas these deposits typically consist of colluvium (loose, heterogeneous, and incoherent mass of soil material and/or rock fragments deposited by rain wash, sheet wash, or slow, continuous downslope creep, usually collecting at the base of gentle to steep slopes or hillsides) and minor alluvium (eroded sediment left by flowing streams in a river valley).

The near surface soils of the *Surficial Deposits Undivided, Qu* formation are volumetrically unstable and capable of significant differential vertical soil movements with changes in moisture conditions. The expansive and shrinkage characteristics of the near surface soils will be affected by the depth of expansive clays, duration and intensity of precipitation, the surface drainage characteristics of the surrounding area, structural loading and any significant change in surface elevations.

Specific strata descriptions and thickness are identified on the *Logs of Boring* included in the Appendix of this report.

IV. SUBSURFACE WATER CONDITIONS

At the time of field exploration, groundwater or seepage was encountered at depths of 7.0 feet and 4.0 feet at test boring locations CB-9 and CB-16, respectively. On completion of drilling the near surface subgrade soils at test location CB-9 were in a wet condition. On completion of drilling at test boring location CB-16, the groundwater level was noted at 9.5 feet below the pavement surface.

It should be understood that the subsurface water regime is subject to change with variations in climatic conditions. Future construction activities may also alter the surface and subsurface drainage characteristics of this site. Water can travel horizontally within the gravelly clays, silty clays, sandy clays and clayey sands, sometimes with chalk seams, calcareous pockets, iron ore, limestone fragments/gravel, sand seams/pockets and gravel strata. Water can also commonly pond near or on top of the interface of fill material with underlying natural clayey soils. Therefore, the depth to groundwater should be verified just prior to construction. If there is a noticeable change from the conditions reported herein, GEE Consultants, Inc. should be immediately notified to review the effect it may have on the design recommendations. It is not possible to accurately predict the magnitude of subsurface water fluctuations that might occur based upon short-term observations.

V. LIMITATIONS

The professional services performed, the findings obtained, and the recommendations prepared were accomplished in accordance with currently accepted geotechnical engineering principles and practices. The possibility always exists that the subsurface conditions at the

site may vary somewhat from those encountered at the boreholes. If there are any unusual conditions differing significantly from those described herein, GEE Consultants, Inc. should be notified to review the effects on the evaluation and performance of the existing pavement.

The recommendations given in this report were prepared exclusively for the use of the Denton Enterprise Airport and/or their consultants. The information supplied herein is applicable only for the evaluation of the as-built previously described pavement section and underlying subgrade soils encountered at core/boring locations indicated at this site and should not be used for any other structures, pavement, locations, or for any other purpose. GEE Consultants, Inc. is not responsible for the conclusions, opinions, or recommendations made by others based on the information submitted herein.

VI. ANALYSES AND RECOMMENDATIONS

A. California Bearing Ratio (CBR) Analysis and Emperical Modulus of Elasticity

Existing pavement subgrade materials are characterized by a suitable strength or modulus parameter. For existing pavements that are evaluated using FAARFIELD (a standard thickness design software), the Elastic Modulus (E) must be empirically determined. For flexible pavements, the strength of the subgrade is typically measured by California Bearing Ratio (CBR) tests.

The elastic modulus E is then estimated from CBR test results using an empirical correlation: E (psi) = 1500 × CBR or E (MPa) = 10 × CBR. This formula provides an

approximate relationship between CBR and E that the FAA considers generally adequate for pavement analysis.

The California Bearing Ratio (CBR) test is basically a soil penetration test conducted utilizing a uniform rate of *normal strain. Normal Strain* is a quantity used to provide a measure of the intensity of the soil penetration per unit length (in a perpendicular direction to the applied force). The force required to produce a given penetration in the material under test is then compared to the force required to produce the same penetration in a standard crushed limestone (or flexible base type material). The result is expressed as a ratio of the two forces (e.g., a material with a CBR of 10 means the given subgrade soil offers 10 percent of the resistance to penetration that the standard crushed limestone or flexible base provides).

The laboratory California Bearing Ratio (CBR) tests for the current investigation were performed in general accordance with ASTM D 1883, Standard Test Method for California Bearing Ratio (CBR) of Laboratory-Compacted Soils.

Variability of the soil conditions encountered at a given site, combined with potentially low reliability of CBR tests has a significant influence on the number of CBR tests needed to properly evaluate the bearing ratio of existing subgrade soils. Per FAA Advisory Circular No. 150/5320-6F (Dated 11/10/2016) California Bearing Ratio (CBR) tests from three (3) to seven (7) CBR tests should be performed on each different major soil type.

Accordingly, based on our engineering judgement and your request, two (2) groupings of general types of deeper subgrade soils were analyzed for the subject site. Since flexible base and/or lime treated soils were not encountered at every test boring location (some test locations without either) the underlying on site subgrade fill materials were selected for bearing ratio testing. In addition, we understood falling-weight deflectometer (FWD) testing was to be performed by others, which results can be utilized to back calculate the modulus of elasticity of the pavement subgrade soils (flexible base and lime treated soils) directly beneath the existing pavement.

A total of four (4) CBR tests were performed from each group of soils. Materials from more than one (1) test boring may have been combined to provide enough aggregate soil for CBR testing purposes.

Soil descriptions, classification test results and associated laboratory ASTM D 698 (Standard Proctor Test), soaked condition CBR (ASTM D 3668) values are abbreviated as follows:

Group 1 Pavement Subgrade Soil California Bearing Ratio (CBR) Test Results

Group Number	Boring Number	Depth (Feet)	Material Description	CBR Swell (%)	Plasticity Index (%)	Percent Passing a No. 200 U.S Sieve	CBR Soaked Bearing Ratio (%)
1A	CB-12	1.1-2.0	Reddish Brown, Sandy Clay w/ Gravel (Fill Material)	1.5	19	54	14.8
1B	CB-14	1.0-6.0	Reddish Brown, Gravelly Clay (Fill Material)	1.7	33	51	12.7
1C	CB-7	1.8-10	Dark Brown Clay (Fill Material)	2.9	28	94	9.5
1D	CB-9	1.6-7.0	Dark Brown and Brown, Clay w/ Occ. Gravel and Sand Pockets (Fill Material)	2.7	25	89	10.3

Group 1 Soil:
Average CBR: 11.8 %
CBR Result Standard Deviation: 2.4 %

Group 2 Pavement Subgrade Soil California Bearing Ratio (CBR) Test Results

Group Number	Boring Number	Depth (Feet)	Material Description	CBR Swell (%)	Plasticity Index (%)	Percent Passing a No. 200 U.S Sieve	CBR Soaked Bearing Ratio
2A	2A.1-CB-15	1.4-3.0	2A.1Brown Sandy Clay w/ Occ. Gravel (Fill Material)	0.5*	17	70	27.8*
	2A.2-CB-22	0.8-4.5	2A.2 Brown and Dark Gray Clay (Fill Material)		22	90	
	2A.3-CB-23	0.9-2.0	2A.3 Dark Brown Sandy Clay w/ Occ. Limestone Fragments (Fill Material)		14	NT	
2B	CB-21	1.8-3.0	Dark Brown Sandy Clay to Clay (Fill Material)	5.6	33	88	8.4
2C	2C.1-CB-11	1.6-5.0	2C.1 Dark Brown Clay (Fill Material)	0.7*	23	90	12.4*
	2C.2-CB-17	1.6-7.0	2C.2 Dark Brown Clay (Fill Material)		29	90	
2D	2D.1-CB-18	2.0-7.0	2D.1 Dark Brown Sandy Clay and Clay (Possible Fill Material)	1.0*	19	91	25.4*
	2D.2-CB-16	1.8-7.0	2D.2 Orange Brown and Brown Sandy Clay w/ Gravel (Possible Fill Material)		14	55	

NT-No Test

*- More than one (1) test boring material combined to provide enough aggregate soil for CBR testing purposes.

Group 2 Soil:

Average CBR: 18.5 %

CBR Result Standard Deviation: 9.5 %

The FAA recommends selecting a California Bearing Ratio (CBR) value that is one standard deviation below the mean value for three (3) to eight (8) CBR test results for evaluation purposes. Based on these statistical evaluation requirements the calculated mean and standard deviation CBR for Group 1 soils was 11.8 and 2.4, respectively. Accordingly, the recommended Group 1 subgrade soil California Bearing Ratio for evaluation purposes (mean value less standard deviation) was 9.4 (nine (9) if rounded to nearest whole number). The calculated mean and standard deviation CBR for Group 2 soils was 18.5 and 9.5, respectively. As a result the recommended Group 2 subgrade soil California Bearing Ratio for evaluation purposes (mean value less standard deviation) was nine (9).

Utilizing CBR values of 9.4 for Group 1 soils and 9.0 for Group 2 soils, the empirically estimated elastic modulus E (1500 × CBR, psi) are 14,100 psi and 13,500 psi, respectively.

Where the mean subgrade strength is lower than a CBR value of 5 (modulus of elasticity of 7,500 psi, it may be necessary to improve the subgrade chemically (utilizing lime stabilization, for example), mechanically (composition of the subgrade is altered either through mixing, compaction or substitution), or by replacement with suitable subgrade material, per FAA Advisory Circular No. 150/5320-6F. When the design modulus is lower than 4,500 psi (CBR is lower than 3), it is necessary to improve the subgrade through stabilization or replacement with suitable subgrade material.

In-place density and moisture testing of existing subgrade soils beneath the pavement wearing surface utilizing test pits or open cuts and a nuclear gauge were not requested or performed.

Subgrade stabilization should be considered if poor adjacent drainage, adverse surface drainage or frost susceptibility are present, or the need for a stable working platform is required (both during construction and after). Detailed evaluation of existing on-site drainage was not requested of or performed by GEE Consultants, Inc. Subgrade stabilization through the use of chemical agents or by mechanical methods is often extended a required distance beyond the runway/taxiway for extended working or shoulder support purposes.

B. Other Existing Runway Pavement Evaluation Criteria

No geotextile, geogrid and/or geocomposite blanket drain devices were encountered at the requested test boring locations selected by others.

The determination of susceptibility of existing runway/taxiway and apron pavement as well as subgrade soils to seasonal frost or frost penetration was not requested or performed.

The determination of the coefficient of permeability of the existing pavement subgrade soils was also not requested or performed. When the coefficient of permeability is less

than 20 ft/day (6 m/day or $6.94x10^{-03}$ cm/sec) a subsurface drainage layer is sometimes utilized.

For rigid pavements a drainage layer is typically placed directly beneath the Portland cement concrete pavement layer. For flexible pavements a drainage layer is usually placed immediately above the subgrade.

C. Existing Expansive Subgrade Soils

The subsurface investigation revealed the presence of highly expansive clay fill and natural soils within the zone of seasonal moisture change at test boring locations. The plasticity index of the pavement subgrade soil beneath the existing flexible base and lime treated soils varied between 5 and 38.

The soils encountered at the test boring locations should be considered highly active and capable of significant differential vertical movements with changes in moisture content. Some of this heave potential may also be due to deep seated swell potential.

The subject site CBR swell test results ranged between 0.5 and 5.6 percent. The average CBR swell test result was 2.1 percent. Based on swell test results, ground water levels and moisture content tests there is significant potential vertical rise (PVR) as well as soil strength loss with increases in water content.

Deep-seated swell is additional upward soil movements that could occur due to moisture changes and soil swelling below the eight (8) to fifteen (15) feet deep "active zone" and up to a depth of twenty (20) feet. Deep-seated heave could occur due to groundwater fluctuations or free water sources. Sources of water could include ponding water conditions, leaking below grade storm water detention facilities, water leaking from A/C chiller units, percolation of water in landscaped areas, leaking sprinkler, irrigation or utility lines that are not detected or repaired in a timely manner. Deep seated swell can also occur due to the fluctuations in the water table level.

The subsurface soil and groundwater conditions may differ from those encountered at the test boring locations. The vertical movement experienced is highly dependent on the thickness and depth of the underlying clayey soils and the moisture content of these soils at the time the pavement is constructed. More movement will occur in areas where the clayey soils are thicker and/or where water is allowed to pond under or next to the pavement during or after construction. Construction techniques may also affect the magnitude of the aforementioned soil movements.

Airport pavements constructed on swelling soils are subject to differential movements causing surface roughness and cracking. When swelling soils are present, the pavement design should incorporate methods to prevent or reduce the effects of soil volume changes.

Since the CBR swell test results exceeded three (3) percent at some locations, if repair or replacement of existing pavement is planned, consideration should be given to their

removal and replacement, stabilization, and/or proper compaction combined with moisture conditioning efforts to reduce their expansive characteristics.

Additional information on identifying and reducing the potential of swelling soils are included in FAA Reports No. FAA-RD-76-066 Design and Construction of Airport Pavements on Expansive Soils, and DOT/FAA/PM-85115 Validation of Procedures for Pavement Design on Expansive Soils.

D. Surface Drainage and Vegetation

Drainage should be maintained away from the runway, taxiway and apron pavement during and after construction. Consideration may be given to improving the pavement drainage with the utilization of an edge drain system in conjunction with geocomposite blanket drains which should be designed by the Civil Engineer. If positive side drainage is not provided away from the pavement section, we typically recommend the use of an edge drainage system. Construction should be performed in a timely manner that will expose the subgrade to weather a minimum amount of time.

If borrow (bar) ditches are utilized next to the runway/taxiways pavement we recommend utilizing a concrete pilot channel at the bottom of the ditch line.

E. Slope Control

No slope stability analysis of existing or proposed slopes, drainage channels, creeks, detention ponds or bar ditches was requested or performed. Any slope, borrow (bar)

ditch, etc., existing or proposed, exceeding three (3.0) feet in height should incorporate stabilization methods/analysis to include erosion control, embankment stabilization and other slope control measures as required by the slope control specialist. Maximum sloping conditions or pavement set back from existing or proposed slopes should be adhered to as recommended by the slope control specialist. Borrow (bar) ditches should not utilize side slopes steeper than 4H:1V. Adequate toe protection against erosion should be provided as required by the slope control specialist. Embankment fill should be placed in horizontal lifts under controlled conditions and then trimmed to required geometric dimensions.

F. Utility Excavations

No trench safety, shoring, temporary sloping conditions analysis or review of any safety, materials or construction procedures was requested or performed. All requirements of OSHA, the slope control specialist and trench safety plan prepared by others should be reviewed and met.

G. Soluble Sulfates

No evaluation for the presence of soluble sulfates in the existing pavement subgrade soils was requested or performed.

In general, soluble sulfates become a concern where lime or cement stabilization is used as a stabilizer in subgrade soils with sulfate concentrations exceeding two thousand (2,000) ppm (mg/kg). This is because lime or cement added to soils containing high

levels of sulfates can result in uncontrolled heave and pavement damage. In addition higher strength concrete is typically required where soil soluble sulfate levels are elevated.

Due to the presence of significant imported fill encountered at test boring locations, the potential sulfate induced heave as a result of future soil stabilization using lime or cement is increased.

APPENDIX

CALIFORNIA BEARING RATIO TEST RESULTS **
DENTON ENTERPRISE AIRPORT
DENTON, TEXAS
REPORT NO. D-120-0206

Boring No.	Depth (Feet)	Group/ Material Description	LL (%)	PL (%)	PI (%)	Percent Passing a No. 200 U.S Sieve	Initial Moisture Content (%)	Final Moisture Content (%)	CBR Swell (%)	CBR Soaked Bearing Ratio (%)	Maximum Dry Density (lb/ft^3)	Optimum Moisture Content (%)
CB-12	1.1-2.0	1A/ Reddish Brown, Sandy Clay w/ Gravel (Fill Material)	34	15	19	54	12.5	17.5	1.5	14.8	126.8	12.4
CB-14	1.0-6.0	1B/ Reddish Brown, Gravelly Clay (Fill Material)	59	26	33	51	16.5	20.2	1.7	12.7	115.4	17.6
CB-7	1.8-10	1C/ Dark Brown Clay (Fill Material)	51	23	28	94	18.0	25.8	2.9	9.5	105.2	17.5
CB-9	1.6-7.0	1D/ Dark Brown and Brown, Clay w/ Occ. Gravel and Sand Pockets (Fill Material)	50	25	25	89	15.6	25.1	2.7	10.3	109.0	15.5

Boring No.	Depth (Feet)	Group/ Material Description	LL (%)	PL (%)	PI (%)	Percent Passing a No. 200 U.S Sieve	Initial Moisture Content (%)	Final Moisture Content (%)	CBR Swell (%)	CBR Soaked Bearing Ratio (%)	Maximum Dry Density (lb/ft^3)	Optimum Moisture Content (%)
2A.1-CB-15	1.4-3.0	2A.1/ Brown Sandy Clay w/ Occ. Gravel (Fill Material)	52	35	17	70						
2A.2-CB-22	0.8-4.5	2A.2/ Brown and Dark Gray Clay (Fill Material)	41	19	22	90	14.4*	17.5*	0.5*	27.8*	116.8*	14.4*
2A.3-CB-23	0.9-2.0	2A.3/ Dark Brown Sandy Clay w/ Occ. Limestone Fragments (Fill Material)	39	25	14	NT						
CB-21	1.8-3.0	2B/ Dark Brown Sandy Clay to Clay (Fill Material)	56	23	33	88	20.1	32.2	5.6	8.4	105.9*	20.0*
2C.1-CB-11	1.6-5.0	2C.1/ Dark Brown Clay (Fill Material)	43	20	23	90						
2C.2-CB-17	1.6-7.0	2C.2/ Dark Brown Clay (Fill Material)	55	26	29	90	20.7*	27.1*	0.7*	12.4*	104.8*	20.2*

Boring No.	Depth (Feet)	Group/ Material Description	LL (%)	PL (%)	PI (%)	Percent Passing a No. 200 U.S Sieve	Initial Moisture Content (%)	Final Moisture Content (%)	CBR Swell (%)	CBR Soaked Bearing Ratio (%)	Maximum Dry Density (lb/ft^3)	Optimum Moisture Content (%)
2D.1-CB-18	2.0-7.0	2D.1/ Dark Brown Sandy Clay and Clay (Possible Fill Material)	42	23	19	91						
2D.2-CB-16	1.8-7.0	2D.2/ Orange Brown and Brown Sandy Clay w/ Gravel (Possible Fill Material)	46	32	14	55	20.7*	23.4*	1.0*	25.4*	108.9*	21.4*

** Samples tested in general accordance with ASTM D 1883.
*- More than one (1) test boring material combined to provide enough aggregate soil for CBR testing purposes.
LL-Liquid Limit, PL- Plastic Limit, PI- Plasticity Index, NT-No Test
ASTM D698, Method B was used for preparation and compaction of specimen.
Maximum Dry Density and Optimum moisture content obtained were for the sample before soaking.
A metal penetration piston of diameter 1.95 inch was used for penetration testing.
Surcharge loads used for CBR and swell testing were:
1. Annular metal weight of diameter 5-7/8 inch and mass of 2.27 kg.
2. Slotted metal weight of diameter 5-7/8 inch and mass of 2.29 kg.
3. Adjustable stem and perforated metal plate of diameter 5-7/8 inch and mass of 1.16 kg.

FIELD AND LABORATORY INVESTIGATIONS
DENTON ENTERPRISE AIRPORT
DENTON, TEXAS
REPORT NO. D-120-0206

I. FIELD INVESTIGATION

Representatives of GEE Consultants, Inc performed asphaltic concrete and Portland cement concrete coring into the existing wearing course using a concrete core drill and diamond wet coring bit from November 16 to November 20, 2020. Color photographs of the retained wearing surface cores are included in the Appendix of this report.

The purpose of the coring was to determine the thickness of the wearing surface materials at each of the twenty-three (23) test locations. Of the twenty-three (23) core test locations, underlying soil conditions at the study areas were determined at eighteen (18) intermittent sampled borings which were drilled with a truck mounted drilling rig. The holes were then backfilled and patched with fast setting high-strength concrete patching material.

Soil sampling in cohesive soils was performed with thin wall shelby tubes at selected locations in general accordance with ASTM D 1587. The relatively undisturbed samples were removed from the sampler, logged and returned to the laboratory for further identification and classification.

Standard Penetration Tests (ASTM D1586) were run on the granular or hard soils. This test is conducted by recording the number of blows required for a 140 pound weight falling 30 inches to drive a split spoon sampler one foot into the soil. The disturbed samples were removed from the sampler, logged and returned to the laboratory for further identification and classification.

The locations of these borings are shown on the sheet entitled *Plan of Borings* of this report. Descriptions of the various strata encountered at each of the borings and the depths at which samples were obtained are presented on the individual *Logs of Boring*.

Logs of all borings have been included in the Appendix of this report. The logs show visual descriptions of all soil strata encountered using the *Unified Soil Classification System*. Sampling information, pertinent field data, and field observations are also included.

II. LABORATORY SOIL TESTS

Laboratory soil tests were performed on samples recovered from the borings to verify visual classification and determine the pertinent engineering properties of the soils encountered.

Atterberg limits, moisture content and percentage of material passing a No. 200 U.S. Sieve tests were performed on representative samples in order to classify them according to the *Unified Soil Classification System*.

California Bearing Ratio (CBR) tests were performed on selected samples of the subgrade soils at eight (8) locations in general accordance with ASTM D 1883, Standard Test Method for California Bearing Ratio (CBR) of Laboratory-Compacted Soils. These tests also include a method for evaluating the swell potential of the subgrade soils. A CBR is performed by measuring the pressure required to penetrate a soil sample with a plunger of a standard area. The measured pressure is then divided by the pressure required to achieve an equal penetration on a standard crushed rock material. The harder the surface, the higher the CBR value.

Results of all other laboratory and field tests are tabulated on the *Logs of Boring* presented in the Appendix.

Concrete Core Depth Images ***



Photo No.1: Asphaltic Concrete Core at Location CO-1

(Top of Pavement at Left in this Photo)



Photo No.2: Asphaltic Concrete and Portland Cement Concrete Core at Location CO-2

(Top of Pavement at Left in this Photo)



Photo No.3: Asphaltic Concrete Core at Location CO-3

(Top of Pavement at Left in this Photo)



Photo No. 4: Asphaltic Concrete and Portland Cement Concrete Core at Location CO-4

(Top of Pavement at Left in this Photo)



Photo No. 5: Asphaltic Concrete and Portland Cement Concrete Core at Location CO-5

(Top of Pavement at Left in this Photo)



Photo No.6: Asphaltic Concrete Core at Location CB-6

(Top of Pavement at Right in this Photo)



Photo No.7: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-7

(Top of Pavement at Left in this Photo)



Photo No.8: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-8

(Top of Pavement at Left in this Photo)

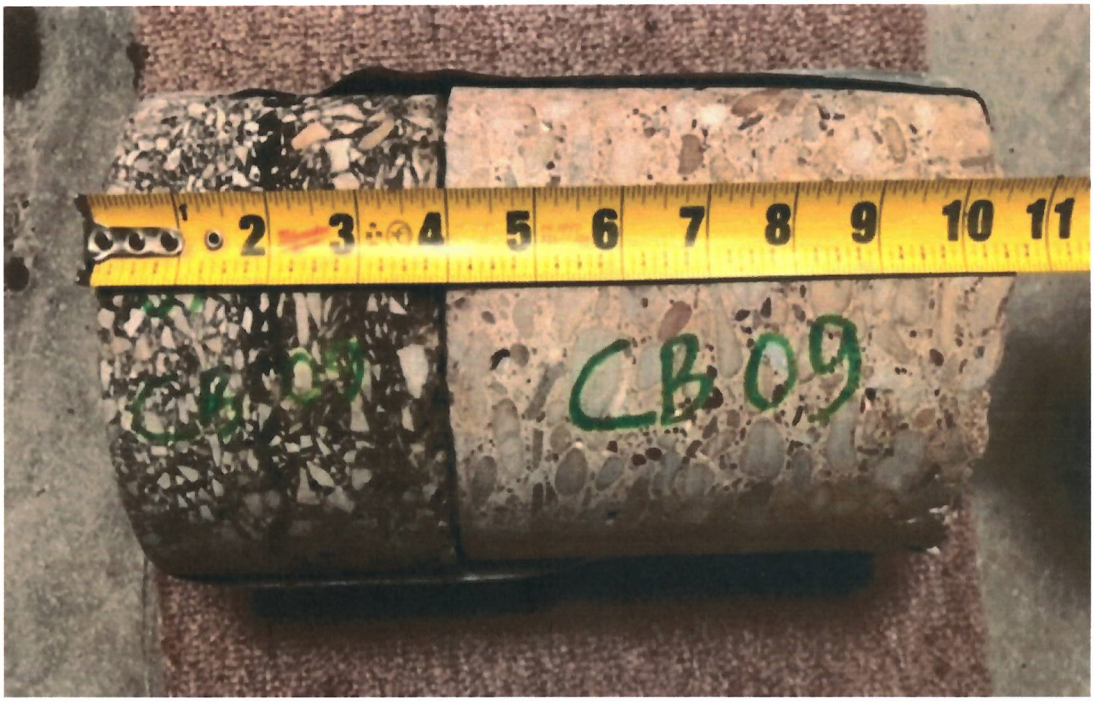


Photo No.9: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-9

(Top of Pavement at Left in this Photo)



Photo No.10: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-10

(Top of Pavement at Left in this Photo)

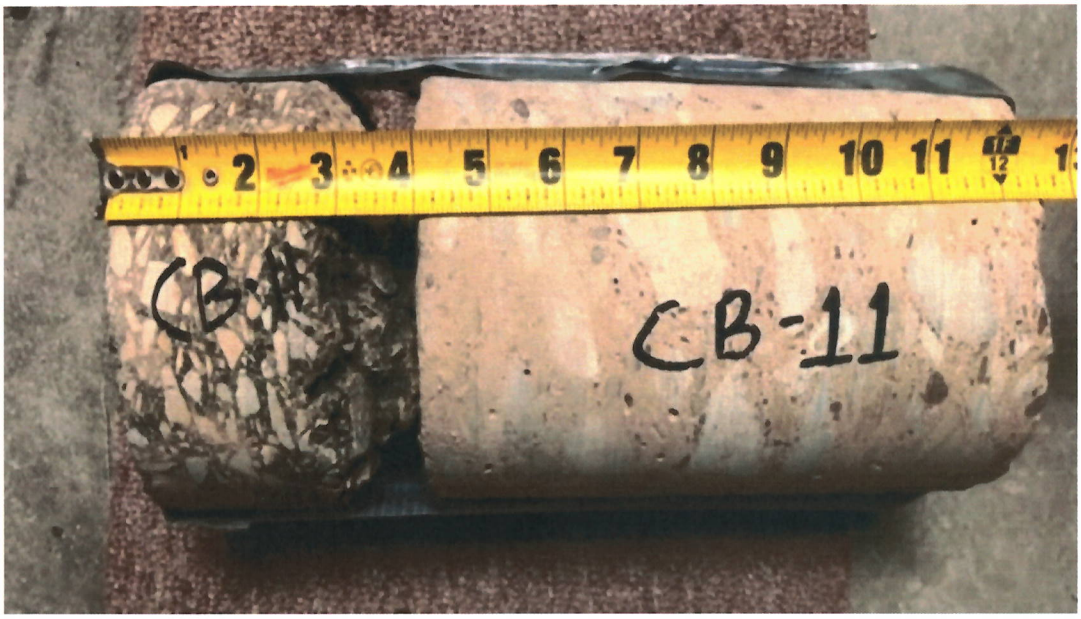


Photo No.11: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-11

(Top of Pavement at Left in this Photo)

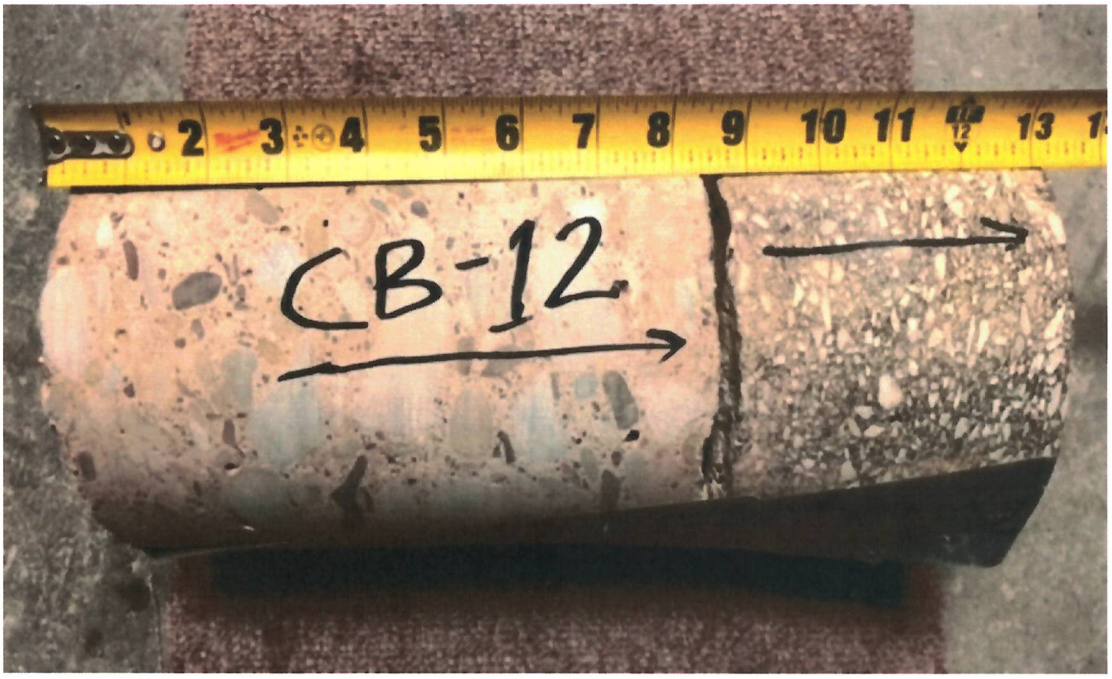


Photo No.12: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-12

(Top of Pavement at Right in this Photo)



Photo No.13: Asphaltic Concrete Core at Location CB-13

(Top of Pavement at Left in this Photo)



Photo No.14: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-14

(Top of Pavement at Left in this Photo)



Photo No.15: Asphaltic Concrete Core at Location CB-15

(Top of Pavement at Left in this Photo)



Photo No.16: Asphaltic Concrete Core at Location CB-16

(Top of Pavement at Left in this Photo)



Photo No.17: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-17

(Top of Pavement at Left in this Photo)



Photo No.18: Asphaltic Concrete Core at Location CB-18

(Top of Pavement at Right in this Photo)



Photo No.19: Asphaltic Concrete and Portland Cement Concrete Core at Location CB-19

(Top of Pavement at Left in this Photo)

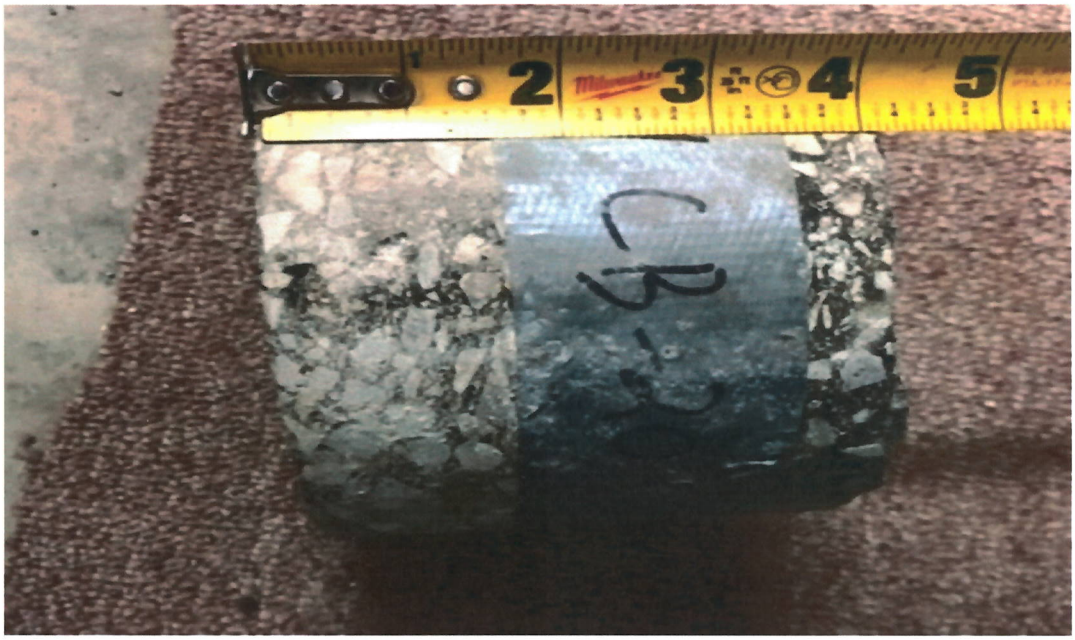


Photo No.20: Asphaltic Concrete Core at Location CB-20

(Top of Pavement at Left in this Photo)



Photo No.21: Asphaltic Concrete Core at Location CB-21

(Top of Pavement at Left in this Photo)



Photo No.22: Asphaltic Concrete Core at Location CB-22

(Top of Pavement at Left in this Photo)

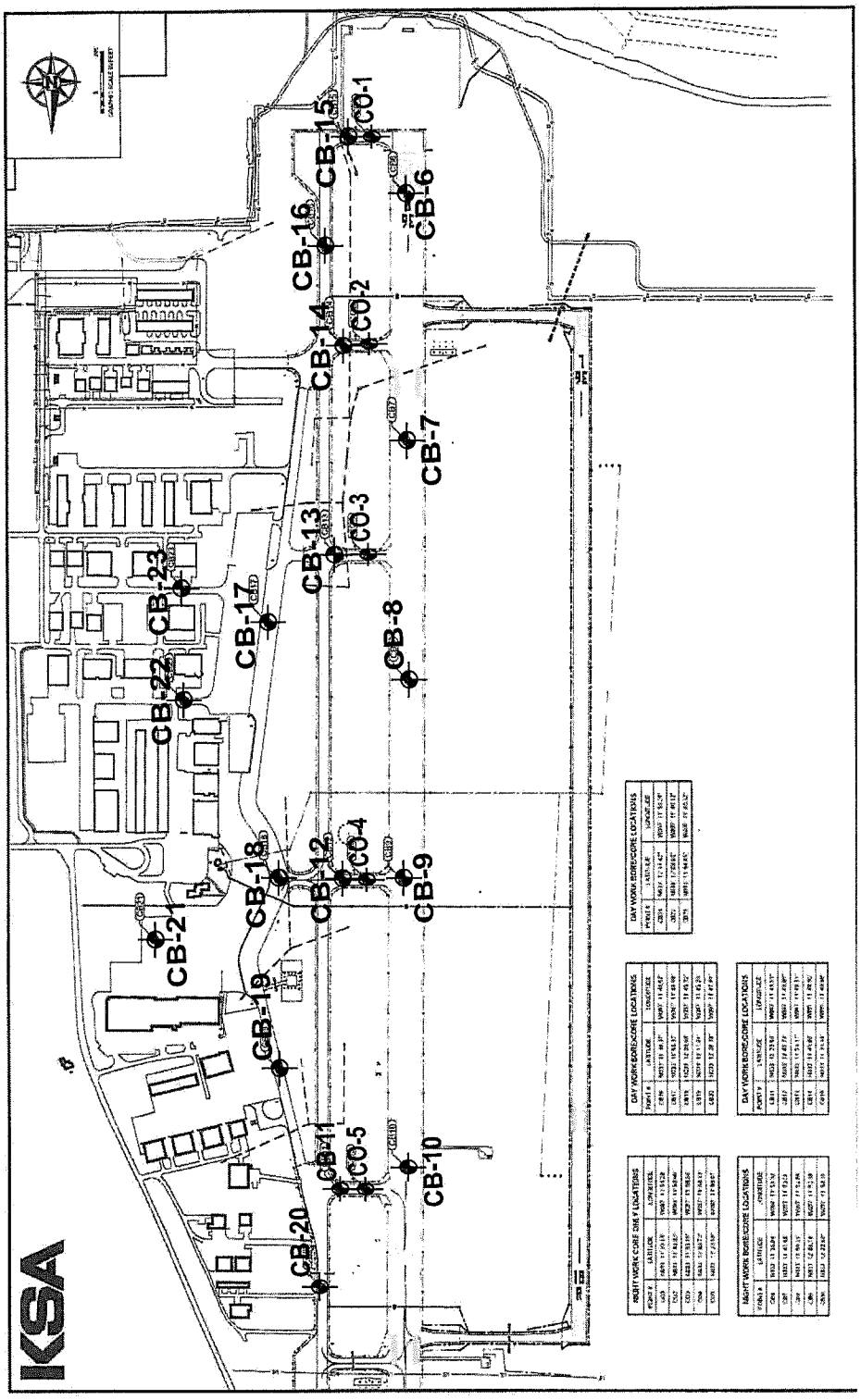


Photo No.23: Asphaltic Concrete Core at Location CB-23

(Top of Pavement at Left in this Photo)

***- Note: Some spalling occurred at bottom of the limited number of cores prior to photography.

Denton Enterprise Airport
Denton, Texas



Plan of Borings

Note: All locations and/or orientations shown are approximate only.
Core/Bore location exhibit was provided by KSA.

GEE Consultants, Inc. • Geotechnical Engineering • Environmental Consulting • Construction Materials Testing	Job Name: Denton Enterprise Airport		Scale: Not to Scale
	Client Name: City Of Denton		File No. D-120-0206
	Project No. D-120-0206	Date: February 2, 2021	Page No. 1 of 1

LOG OF BORING

Number: CO-1 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: DENTON ENTERPRISE AIRPORT, Denton, Texas

Type:

Surface Elevation: N/A

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
		◆◆◆◆◆		4.0" ASPHALTIC CONCRETE							
0.3				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
0.33'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number CO-2 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	Type / Surface Elevation N/A / STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.5" ASPHALTIC CONCRETE OVER 8.0" PORTLAND CEMENT CONCRETE							
1.0				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
0.96'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

CO-2 D-120-0206, February 2, 2021

LOG OF BORING

Number CO-3 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	Type / Surface Elevation N/A / STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
		◆◆◆◆◆		3.75" ASPHALTIC CONCRETE							
0.3				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
0.31'	**11/18/2020**	**Water Not Encountered**	**GEE Consultants, Inc.**

CO-3 D-120-0206, February 2, 2021

LOG OF BORING

Number CO-4 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	Type / Surface Elevation N/A / STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.0" ASPHALTIC CONCRETE OVER 8.25" PORTLAND CEMENT CONCRETE							
1.0				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
1.02'	11/18/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number **CO-5** | Location **SEE PLAN OF BORINGS** | | **D-120-0206**

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	Type / Surface Elevation N/A / STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.5" ASPHALTIC CONCRETE OVER 8.5" PORTLAND CEMENT CONCRETE							
1.0				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
1'	**11/18/2020**	**Water Not Encountered**	**GEE Consultants, Inc.**

LOG OF BORING

Number CB-6 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.0" ASPHALTIC CONCRETE							
				0.3 9.0" FLEXIBLE BASE							
			3.0	1.1 6.0" LIME TREATED TAN SANDY CLAY (fill)	27		54	49	5	31	
			3.0		33						
			22/12.0"	1.6 REDDISH BROWN AND BROWN CLAYEY SAND (fill)	18		29	16	13	61	
5				2.0 REDDISH BROWN SILTY CLAY AND DARK OLIVE GRAY SANDY CLAY (mix) (fill)							
			50/3.25"	3.0 LIGHT GRAY, YELLOWISH BROWN AND TAN SILTY CLAY with dark brown clay (mix) (fill)	10						
			31/12.0"		16						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/16/2020	Water Not Encountered	GEE Consultants, Inc.

CB-6 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-7 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				10.5" ASPHALTIC CONCRETE OVER 7.0" PORTLAND CEMENT CONCRETE							
			4.5		21						
			4.5	1.5 4.0" LIME TREATED TAN AND BROWN SANDY CLAY (fill)	22		51	23	28	94	
			3.0	1.8 DARK BROWN CLAY (fill)	25						
			3.0	becomes dark gray at 2.5 feet with occasional gravel	28					93	
5											
			4.0	with orange sandy clay pockets from 7 to 10 feet							
			4.0		22		48	21	27		
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

CB-7 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-8 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.5" ASPHALTIC CONCRETE OVER 7.5" PORTLAND CEMENT CONCRETE							
					30						
			4.0	1.0 5.0" FLEXIBLE BASE	13		61	29	32	88	
			4.0	1.4 6.0" LIME TREATED REDDISH BROWN SANDY CLAY with occasional gravel (fill)	29		54	16	38	81	
			4.0		16						
5				1.9 DARK BROWN AND TAN CLAY AND SILTY CLAY with occasional gravel (fill)							
			50/3.0"	3.0 DARK BROWN AND TAN CLAY with occasional gravel (fill)							
				6.0 TAN CHALKY SILTY CLAY							
			50/2.75"								
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number CB-9 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.0" ASPHALTIC CONCRETE OVER 7.0" PORTLAND CEMENT CONCRETE							
			3.5	0.9 8.0" LIME TREATED DARK BROWN SILTY CLAY (fill)	24					57	
			4.0	1.6 DARK BROWN AND BROWN CLAY with occasional gravel and orange sand pockets (fill)	24		50	25	25	89	
5			4.0		26						
			3.5	7.0 REDDISH BROWN SANDY CLAY with gravel							
			4.0								
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations
10'	11/17/2020	Water was Encountered at the Depth of 7 feet During Drilling and Wet After Completion of Drilling

GEE Consultants, Inc.

CB-9 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-10 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				6.0" ASPHALTIC CONCRETE OVER 8.75" PORTLAND CEMENT CONCRETE							
			4.0		13						
			4.0	1.2 7.0" LIME TREATED REDDISH BROWN SANDY CLAY with gravel (fill)	19		42	18	24	85	
			4.0		19						
			3.0	1.8 DARK BROWN AND BROWN CLAY with occasional gravel (fill)	26						
5				with reddish brown and orange sand seams and occasional pea gravel							
			3.0								
			3.0	9.0 TAN AND BROWN SANDY CLAY with sand seams and small gravel (possible fill)	17		35	17	18	71	
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

CB-10 D-120-0206, February 2, 2021

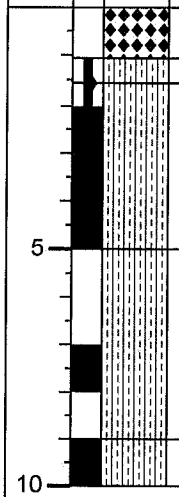
LOG OF BORING

Number: CB-11 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: DENTON ENTERPRISE AIRPORT, Denton, Texas

Type: INTERMITTENT SAMPLING

Surface Elevation: N/A



Depth (feet)	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
		4.0" ASPHALTIC CONCRETE OVER 8.75" PORTLAND CEMENT CONCRETE							
	4.5	1.1 6.0" LIME TREATED LIGHT BROWN CLAY with gravel (fill)	21		43	20	23	90	
	4.0	1.6 DARK BROWN CLAY (fill)	22						
	3.0		25						
5		5.0 DARK BROWN, LIGHT BROWN AND REDDISH BROWN CLAY with limestone fragments (fill)							
	3.5		23						
	4.5+	9.0 BROWN AND REDDISH BROWN SANDY CLAY with limestone fragments (fill)	19		38	18	20	72	
10		10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-11 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-12 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.5" ASPHALTIC CONCRETE OVER 8.5" PORTLAND CEMENT CONCRETE							
							34	15	19	54	
			3.0	1.1 REDDISH BROWN SANDY CLAY with gravel (fill)	21		50	22	28	87	
			3.0	2.0 DARK BROWN CLAY (fill)	23						
5			2.5	4.0 BROWN, LIGHT BROWN AND YELLOWISH BROWN SANDY CLAY with calcareous pockets (fill)	27		43	21	22	66	
			4.5+		14						
				with limestone gravel at 8 feet							
10			50/5.0"								
				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/19/2020	Water Not Encountered	GEE Consultants, Inc.

CB-12 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-13 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				5.0" ASPHALTIC CONCRETE							
				0.4 6.0" FLEXIBLE BASE							
				0.9 DARK BROWN CLAY (fill)	28		45	22	23	87	
			3.0		25						
			2.5		26						
			3.0		25						
5											
			4.5+	7.0 LIGHT BROWN, YELLOWISH BROWN AND GRAY CLAY with occasional gravel (possible fill)	20		49	20	29	86	
			3.5		23						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/19/2020	Water Not Encountered	GEE Consultants, Inc.

CB-13 D-120-0206, February 2, 2021

LOG OF BORING

Number: CB-14 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: DENTON ENTERPRISE AIRPORT, Denton, Texas

Type: INTERMITTENT SAMPLING

Surface Elevation: N/A

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.75" ASPHALTIC CONCRETE OVER 8.25" PORTLAND CEMENT CONCRETE							
					16						
			4.5+	1.0 REDDISH BROWN GRAVELLY CLAY (fill)	20		59	26	33	51	
			4.5+		11						
			4.5+		14					52	
5											
			50/3.75"	6.0 REDDISH BROWN, YELLOWISH BROWN AND LIGHT GRAY SILTY CLAY (possible fill)							
10			50/4.25"								
				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/19/2020	Water Not Encountered	GEE Consultants, Inc.

CB-14 D-120-0206, February 2, 2021

LOG OF BORING

Number: CB-15 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: **DENTON ENTERPRISE AIRPORT,** **Denton, Texas**

Type: **INTERMITTENT SAMPLING**

Surface Elevation: **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.25" ASPHALTIC CONCRETE							
				0.4 6.0" FLEXIBLE BASE							
			3.0	0.9 7.0" LIME TREATED LIGHT BROWN SANDY CLAY with occasional gravel (fill)	17						
			4.5		38		52	35	17	70	
			4.0	1.4 BROWN SANDY CLAY with occasional gravel (fill)	25		59	21	38	88	
5				3.0 ORANGE, BROWN AND LIGHT GRAY CLAY with gravel and limestone fragments (fill)	23						
			3.0		21						
			4.5+	8.0 TAN SILTY CLAY with limestone fragments (fill)							
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/19/2020	Water Not Encountered	GEE Consultants, Inc.

CB-15 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-16 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.25" ASPHALTIC CONCRETE							
				0.4 7.0" FLEXIBLE BASE							
			3.0	0.9 10.0" LIME TREATED LIGHT BROWN CLAYEY SAND (fill)	35		46	32	14	55	
			1.5	1.8 ORANGE BROWN AND BROWN SANDY CLAY with gravel (possible fill)	16						
			1.5								
5											
			2.5	7.0 ORANGE BROWN AND BROWN CLAY with gravel (possible fill) with chalk seams at 8 to 9 feet	18		44	17	27	79	
			1.5		25						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations
10'	11/19/2020	Seepage was Encountered at the Depth of 4 feet During Drilling and at 9.5 feet After Completion of Drilling

GEE Consultants, Inc.

CB-16 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-17 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.0" ASPHALTIC CONCRETE OVER 8.25" PORTLAND CEMENT CONCRETE							
			3.5	1.0 6.5" LIME TREATED REDDISH BROWN SANDY CLAY with gravel (fill)	28		55	26	29	90	
			3.5		24						
			4.0	1.6 DARK BROWN CLAY (fill)	25						
5											
			4.5+	7.0 ORANGE BROWN AND LIGHT GRAY SANDY CLAY with embedded gravel and calcareous deposits (fill)	24						
			4.5+		15		29	16	13	67	
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-17 D-120-0206, February 2, 2021

LOG OF BORING

Number: CB-18 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: **DENTON ENTERPRISE AIRPORT,** **Denton, Texas**

Type: **INTERMITTENT SAMPLING**

Surface Elevation: **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.5" ASPHALTIC CONCRETE							
				0.3 10.0" FLEXIBLE BASE							
				1.1 LIGHT BROWN CLAYEY SAND (fill)	15						
			4.5+	2.0 DARK BROWN SANDY CLAY AND CLAY (possible fill)	25		42	23	19	91	
			4.0		24						
			4.0		22						
5											
			4.5+	7.0 ORANGE BROWN, BROWN AND LIGHT GRAY SANDY CLAY with limestone fragments and chalk deposits (possible fill)	19		32	17	15	74	
			4.0		15						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-18 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-19 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.75" ASPHALTIC CONCRETE OVER 8.0" PORTLAND CEMENT CONCRETE							
			3.5	1.0 6.0" LIME TREATED LIGHT BROWN SANDY CLAY with occasional gravel (fill)	14						
			4.5+		22						
			4.5+		23		45	22	23	89	
5				1.5 DARK BROWN CLAY (fill)	21						
			4.5+	7.0 ORANGE BROWN AND BROWN CLAY with occasional fine iron ore nods and limestone fragments (possible fill)	24						
			4.5+		24		47	22	25	81	
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number CB-20 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.25" ASPHALTIC CONCRETE							
				0.4 6.0" FLEXIBLE BASE	19						
			3.0	0.9 8.0" LIME TREATED LIGHT BROWN CLAYEY SAND (fill)	28		42	21	21	86	
			3.5	1.5 BROWN AND DARK BROWN CLAY (fill)	27						
			3.5		13						
5											
			3.5	7.0 TAN, YELLOWISH BROWN AND LIGHT BROWN CLAY with sandstone fragments and limestone gravel (possible fill)	22		47	17	30	92	
			4.5+		19						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-20 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-21 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.75" ASPHALTIC CONCRETE							
				0.4 10.75" FLEXIBLE BASE							
			3.0	1.3 6.0" LIME TREATED LIGHT GRAY SILTY SAND (fill)	27		56	23	33	88	
			4.0	1.8 DARK BROWN SANDY CLAY TO CLAY (fill)	23						
5			4.0	3.0 LIGHT BROWN AND OLIVE BROWN CLAY with occasional light gray sand seams (possible fill)	23		50	21	29		
			4.5	7.0 ORANGE, BROWN AND OLIVE GRAY CLAY (possible fill)	17		52	18	34	87	
			3.0	8.0 ORANGE BORWN SANDY CLAY with iron ore and limestone gravel (possible fill)	15						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-21 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-22 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.75" ASPHALTIC CONCRETE							
				0.3 6.0" FLEXIBLE BASE	22						
			4.0	0.8 BROWN AND DARK GRAY CLAY (fill)	21		41	19	22	90	
			3.5	with limestone fragments from 3 to 4.5 feet	21						
			4.5		22						
5				4.5 ORANGE BROWN CLAY AND SANDY CLAY with limestone fragments (possible fill)							
			4.5		19						
			4.5+		17		33	16	17	78	
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number: CB-23 | Location: SEE PLAN OF BORINGS | | D-120-0206

Project: DENTON ENTERPRISE AIRPORT, Denton, Texas

Type: INTERMITTENT SAMPLING

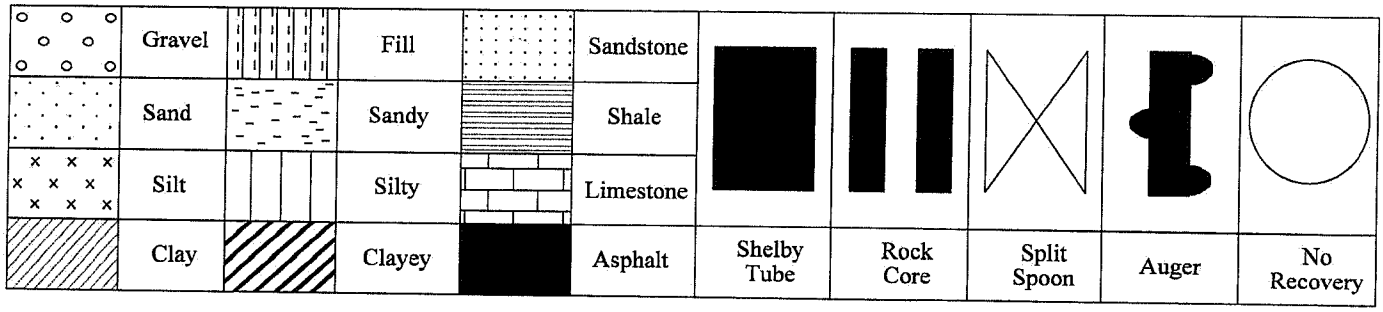
Surface Elevation: N/A

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.25" ASPHALTIC CONCRETE							
				0.3 7.0" FLEXIBLE BASE							
				0.9 DARK BROWN SANDY CLAY with occasional limestone fragments (fill)	25		39	25	14		
			3.0		24		52	25	27	94	
			3.5	2.0 DARK BROWN AND ORANGE BROWN CLAY (possible fill)	24					96	
			4.0		23						
5											
			3.0	7.0 ORANGE BROWN SANDY CLAY with limestone seams and calcareous pockets	21		33	16	17	76	
			3.5		22						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

SYMBOLS AND TERMS USED ON BORING LOGS

SOIL OR ROCK TYPES



CONSISTENCY OF COHESIVE SOILS DESCRIPTIVE TERM	UNCONFINED COMPRESSIVE STRENGTH (TON/SQ. FOOT)
Very Soft	Less than 0.25
Soft	0.25 to 0.50
Firm	0.50 to 1.00
Stiff	1.00 to 2.00
Very Stiff	2.00 to 4.00
Hard	More than 4.00

RELATIVE DENSITY OF COHESIONLESS SOILS

Standard Penetration Resistance (Blows/Foot)	Descriptive Term	Relative Density
0 to 10	Loose	0 to 40%
10 to 30	Medium Dense	40 to 70 %
30 to 50	Dense	70 to 90%
Over 50	Very Dense	90 to 100%

SOIL STRUCTURE

Calcareous	Containing deposits of calcium carbonate: generally nodular
Slickensided	Having inclined planes of weakness that are slick and glossy in appearance
Laminated	Composed of thin layers of varying color and texture
Fissured	Containing shrinkage cracks frequently filled with fine sand or silt: usually more or less vertical
Interbedded	Composed of alternate layers of different soil types

PHYSICAL PROPERTIES OF ROCK	HARDNESS AND DEGREE OF CEMENTATION
Very Soft or Plastic	Can be remolded in hand: corresponds in consistency up to very stiff in soils
Soft	Can be scratched with fingernail
Moderately Hard	Can be scratched easily with knife: cannot be scratched with fingernail
Hard	Difficult to scratch with knife
Very Hard	Cannot be scratched with knife
Poorly Cemented or Friable	Easily crumbled
Cemented	Bound together by chemically precipitated material occurring in the interstices between allogenic particles of rock —— quartz, calcite, dolomite, siderite and iron oxide are common cementing materials

PHYSICAL PROPERTIES OF ROCK	DEGREE OF WEATHERING
Unweathered	Rock in its natural state before being exposed to atmospheric agents
Slightly Weathered	Noted predominantly by color change with no disintegrated zones
Weathered	Complete color change with zones of slightly decomposed rock
Extremely Weathered	Complete color change with consistency, texture, and general appearance approaching soil

SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			SYM-BOLS	TYPICAL NAMES
COARSE GRAINED SOILS (More than 50% of material is LARGER than No. 200 U.S. Sieve size)	**GRAVELS** (More than 50% of coarse fraction is LARGER than the No. 4 U.S. Sieve size)	**CLEAN GRAVELS** (Little or no fines)	GW	Well graded gravels, gravel - sand mixtures, little or no fines.
			GP	Poorly graded gravels or gravel - sand mixtures, little or no fines.
		GRAVELS WITH FINES (Appreciable amt. of fines)	GM	Silty gravels - sand - silt mixtures.
			GC	Clayey gravels, gravel - sand - clay mixtures.
	SANDS (More than 50% of coarse fraction is SMALLER than the No. 4 U.S. Sieve size)	**CLEAN SANDS** (Little or no fines)	SW	Well graded sands, gravelly sands, little or no fines.
			SP	Poorly graded sands or gravelly sands, little or no fines.
		SANDS WITH FINES (Appreciable amt. of fines)	SM	Silty sands, sand-silt mixtures.
			SC	Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS (More than 50% of material is SMALLER than No. 200 U.S. Sieve size)	**SILTS AND CLAYS** (Liquid limit LESS than 50)		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL	Inorganic clay of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS (Liquid limit GREATER than 50)		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			PT	Peat and other highly organic soils.
BOUNDARY CLASSIFICATIONS:	Soils possessing characteristics of two groups are designated by combinations of group symbols.			

GEE Consultants, Inc.

APPENDIX F.1: HWD TESTING RESULTS – THE TRANSTEC GROUP, INC.

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Denton Enterprise Airport
Heavy Weight Deflectometer Testing Results
Denton, TX

Submitted to:

DENTON ENTERPRISE AIRPORT
DFW ACCESS. EXTRAORDINARY BUSINESS.

5000 Airport Road
Denton, TX 76207

Submitted by:

THE TRANSTEC GROUP
The World's Pavement Engineering Specialists

Todd B. Hanke
Jesse Kwilosz, PE

The Transtec Group, Inc. (Firm Registration No. F-1654)
6111 Balcones Drive, Austin, Texas 78731 USA
www.TheTranstecGroup.com
12 March 2021, rev 1

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Appendix D.2 LTE Summary Tables

1 PROJECT BACKGROUND

This report presents a summary of the non-destructive testing (NDT) conducted at Denton Enterprise Airport (DTO) in Denton, Texas. We understand that there is a desire to evaluate the structural capacity of the airfield pavements to aid in the development of a pavement management program and initial maintenance and rehabilitation strategies throughout the airfield. Denton Enterprise Airport consists of two runways, one parallel taxiway, seven connector taxiways, and several other ancillary taxiways. The new parallel runway, which recently opened, was not included in this scope as the condition and loading capabilities of the pavement are well known. An overview of the project location and general testing areas are shown in Figure 1.

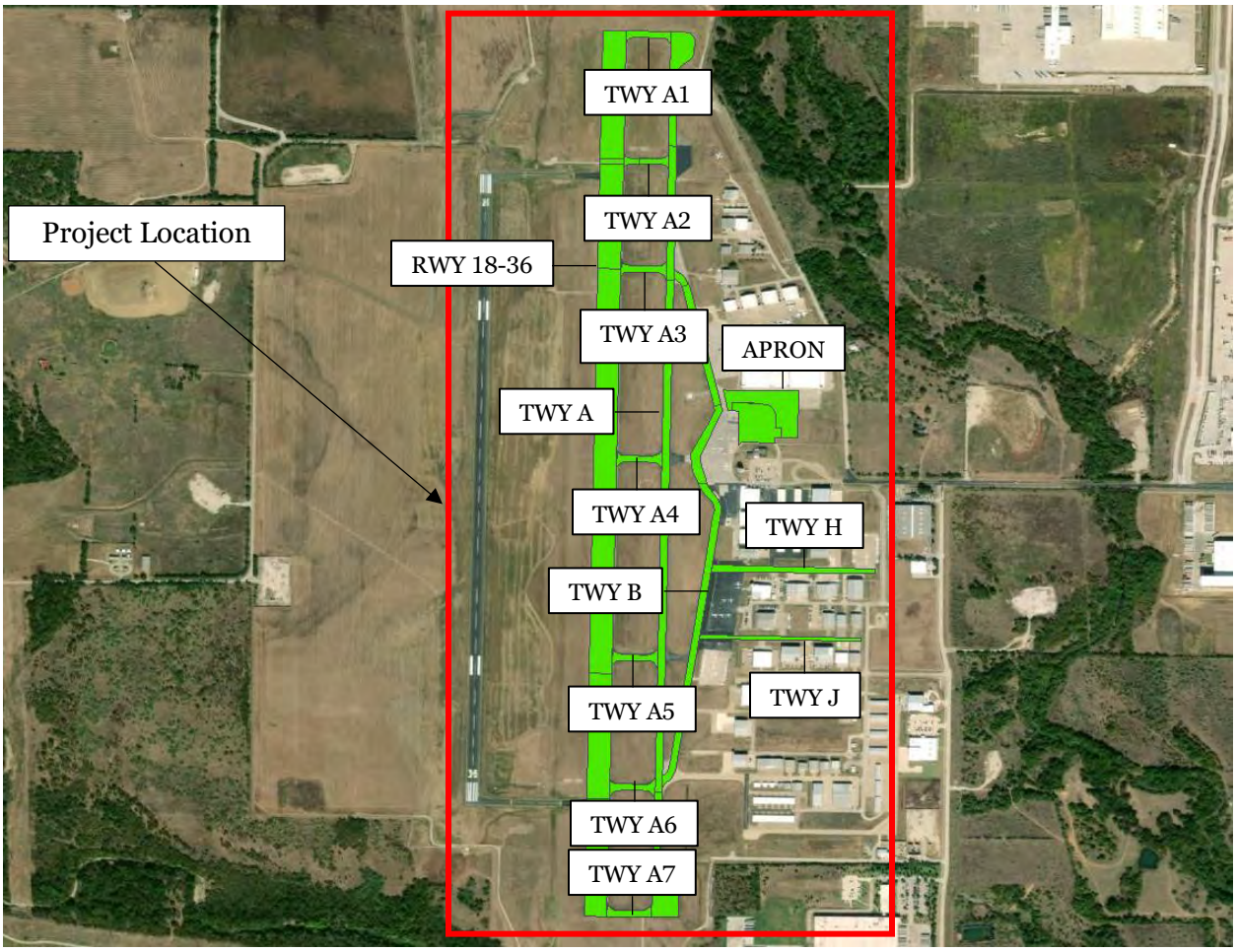


Figure 1. Project Location – Denton Enterprise Airport.

The main runway (Runway 18L/36R) is approximately 7,000 feet in length and 150 feet in width. The taxiways evaluated as part of this investigation include Taxiway A, Taxiway B, the seven Taxiway A connector taxiways, Taxiway J, and Taxiway H. The taxiways range from 300 to 7,000 feet in length and 25 to 50 feet in width. Two sections of the Apron north of the terminal building were tested with approximate areas of 81,900 and 96,300 square feet. The apron section directly north of the Terminal Building consists of Portland cement concrete pavement (PCCP) and all other areas consist of hot mix asphaltic concrete pavement (HMA) on the surface.

To help determine the capacity of the various pavement areas and assist in PCN calculations, a limited non-destructive testing (NDT) program was developed and completed on the airfield pavements using a heavy weight deflectometer (HWD). The goal of this investigation was to provide a detailed evaluation of the structural performance of the existing pavement using deflection testing to supplement the other available information gathered, such as geotechnical data. The deflection data will be used to determine the pavement layer and subgrade modulus values. This information can also be used to help identify potential areas of concern, based on the amount of deflection in the pavement structure.

This report is based on information made available at the time of preparation and is subject to updates and modifications should additional data or information become available. The analysis conducted in this report is based on the provided geotechnical data, record drawings and previously published data with regard to the existing pavement sections.

2 FIELD INVESTIGATION

To provide inputs and aid in the evaluation of the pavement structural performance, determination of the PCN (if necessary), and development of maintenance and rehabilitation strategies, a limited pavement investigation was conducted. The pavement investigation consisted of a combination of a geotechnical investigation, historical records review, and non-destructive testing (NDT). The geotechnical investigation was conducted by GEE Consultants, Inc. with the goal of determining the pavement layer thicknesses and a classification of subgrade soil type at a limited number of locations. The geotechnical data was supplemented by as-builts and record drawings, which were summarized by KSA. Record drawings were used to provide pavement section data in areas where the geotechnical investigation did not cover. These data were then used to conduct backcalculation analysis of the non-destructive testing that was completed using an HWD. The results of the deflection testing will be used to develop layer modulus values and correlated CBR values for use by the City of Denton and their consultant, KSA, in evaluating the structural condition of the pavement as part of the pavement management program.

2.1 Geotechnical Investigation and Records Review

A limited geotechnical investigation was conducted by GEE Consultants, Inc. to determine the pavement structural section and subsurface conditions at a limited number of locations throughout the airfield. The results of this investigation are documented in the Geotechnical Investigation report dated February 2, 2021. As the geotechnical investigation only covered a portion of the airport, the data was supplemented through the use of as-builts and record drawings provided by KSA. The findings presented in the geotechnical investigation and the available record drawings were used as the basis of the backcalculation analysis.

The initial analysis focused on the information that was available from the historical records. KSA provided several as-built documents, along with a summary table that was developed from those documents. Table 1 provides a summary of the data sources provided by KSA that were used in the partial development of the pavement structural sections. The results of this data review combined with the findings from the geotechnical investigation are tabulated in Appendix A.1. Appendix A.1 also includes a pavement section exhibit that outlines the approximate delineation of the various noted pavement sections based on as-built information. The delineation of different pavement sections is further defined and discussed in the non-destructive testing section of this report.

Table 1. Summary of Historical Information.

Document Provided	General Area(s) Covered
1999 DTO As-Builts	Middle Section of Taxiway B
2002 DTO As-Builts	Taxiway A North Connect and Portions of Taxiway A2
2009 DTO As-Builts	Runway 18L/36R Extension, Taxiway A North Extension, Taxiway A1, and portion of Taxiway A2
2118DNTON Sealed Plan Set	Runway 18L/36R Reconstruct and Taxiway A2 Relocation

The results from the record review were then compared to the findings of the geotechnical investigation. The geotechnical investigation consisted of conducting soil borings or pavement cores at a total of 23 locations. The approximate locations are shown on the Coring/Boring Location plan provided by KSA and included in Appendix A.2. These locations were selected by KSA personnel and spaced evenly throughout the airfield, focusing on areas that did not have recent historical data available. On the runway, the borings were conducted on both sides of the centerline at a 5-foot offset.

At each location, the pavement surface was cored to verify the pavement structural thickness. At most locations, upon removal of the cores, the borings were then advanced to a depth of 10 feet below the pavement surface. Along the connector taxiways, one location consisted of a boring and a second location consisted of only a pavement core (only measuring the HMA or PCCP portion of the pavement structure).

Where borings were completed, measurement of the existing base material was completed within the borehole. In many cases, a separate subbase layer of lime treated subgrade (LTSG) was also noted. Samples of the underlying subgrade soils were obtained for offsite laboratory testing including CBR, moisture content, and classification testing. The general findings from pavement borings/cores are summarized in Table 2. Appendix A.2 includes the boring location plan and the final boring logs as provided by GEE Consultants, Inc. For additional details and recommendations, refer to the geotechnical report.

Based on the geotechnical information and the record drawings, there appears to be significant variability in the pavement structure throughout the airfield, including localized variations in Runway 18L/36R, Taxiway A, and Taxiway B. Some of the variations can be attributed to the various improvements that have been conducted over the years, including a runway extension to the north and partial reconstruction of sections of the taxiways. However, there is also some variation between what the as-builts show and what the core/bore data indicates. This could come from modifications during construction or other changes not previously documented or available. This variability is discussed in further detail in subsequent sections as it had an impact on the backcalculation analysis.

Table 2. Summary of Pavement Cores.

Core/Boring ID	Surface Type and Thickness (in)	Base Type and Thickness (in)	Subbase (in)
C01	4.0 HMA	-	-
C02	3.5 HMA	8.0 PCCP	-
C03	3.75 HMA	-	-
C04	4.0 HMA	8.25 PCCP	-
C05	3.5 HMA	8.5 PCCP	-
CB6	4.0 HMA	9.0 Flex Base	6.0 LTSG
CB7	10.5 HMA	7.0 PCCP	4.0 LTSG
CB8	4.5 HMA	7.5 PCCP/5.0 Flex Base	6.0 LTSG
CB9	4.0 HMA	7.0 PCCP	8.0 LTSG
CB10	6.0 HMA	8.75 PCCP	7.0 LTSG
CB11	4.0 HMA	8.75 PCCP	6.0 LTSG
CB12	4.5 HMA	8.5 PCCP	-
CB13	5.0 HMA	6.0 Flex Base	-
CB14	3.75 HMA	8.25 PCCP	-
CB15	4.25 HMA	6.0 Flex Base	7.0 LTSG
CB16	4.25 HMA	7.0 Flex Base	10.0 LTSG
CB17	4.0 HMA	8.25 PCCP	6.5 LTSG
CB18	3.5 HMA	10.0 Flex Base	-
CB19	3.75 HMA	8.0 PCCP	6.0 LTSG
CB20	4.25 HMA	6.0 Flex Base	8.0 LTSG
CB21	4.75 HMA	10.75 Flex Base	6.0 LTSG
CB22	3.75 HMA	6.0 Flex Base	-
CB23	3.25 HMA	7.0 Flex Base	-

The boring logs indicated that the subgrade soils typically consist of a mix of sandy lean clay, clayey sands, gravelly clays, and silty clays. In most of the borings these upper level soils were classified as fill or possible fill materials with limestone fragments/gravel and sand seams/pockets. Based on field pocket penetrometer and standard penetration tests (SPT) the fill materials were classified as being very stiff to hard. Ground water or seepage was noted in only two of the borings (CB-9 and CB-16), but not present in any other of the boring logs. Shallow bedrock was not noted within the termination depth of the borings, however the presence of dense soil with limestone fragments were observed near the termination depth of several of the borings.

CBR testing was completed on select samples obtained during the geotechnical investigation. Two soil groups were defined based on the observations from each of the borings. For each of the soil groups, a total of four individual CBR tests were completed. For Group 1, an average CBR value of 11.8 was obtained. For Group 2, an average CBR value of 18.5 was obtained. These values were then corrected by using the average minus a standard deviation, following the guidelines outlined in FAA Advisory Circular AC 150/5320-6F. This resulted in reduced CBR values of 9.4 and 9.0 for Group 1 and Group 2, respectively. Conversion of the CBR value to an estimated elastic modulus using the correlation presented in the advisory circular results in a modulus value of 14,100 and 13,500 for Group 1 and Group 2, respectively. Additional laboratory testing was conducted as part of the geotechnical investigation to determine soil classification, Atterberg limits, and CBR swell potential. These results are discussed in further detail in the geotechnical report and have been taken into consideration as part of the analysis presented in this report.

The pavement section data (thickness and types) obtained from the geotechnical investigation and record drawings is the basis of the backcalculation analysis, along with the measured deflections from the HWD. The pavement sections, as outlined in the table in Appendix A.1 were used as the basis for the backcalculation analysis. Variability in the pavement structure materials and/or thicknesses will have an impact on the backcalculated values. As a result, all analysis and calculations are based on typical or average conditions in order to provide the best representation of the current conditions. Given the variety of conditions found in the pavement structure and the reliance on using as-built data, if there is a desire to improve the accuracy of this analysis, consideration could be given to conducting ground penetrating radar (GPR). GPR can be used to help verify the structural section and fill in the gaps in data between the as-builts and the geotechnical investigation.

2.2 Non-Destructive Testing

Based on the above understanding, the primary purpose of this investigation is to evaluate the pavement response to loading (pavement deflection). This information will be used to develop modulus values for use in PCN calculations as well as evaluate the structural capacity of the airfield pavements for maintenance and rehabilitation planning.

To aid in the evaluation of the strength of the pavement and to allow for determination of the modulus values of the subgrade, non-destructive deflection testing (NDT) was conducted using a Heavy Weight Deflectometer (HWD). All HWD testing was conducted between November 16th and November 18th, 2020. A total of 318 discrete test locations were completed for this evaluation. All testing was done under the direct supervision of a Transtec project manager.

NDT testing and analysis was completed based on the general guidelines of FAA Advisory Circular AC 150/5370-11B, Use of Non-destructive Testing in Evaluation of Airport Pavements. Testing frequency and spacing was based on a network level investigation. Testing locations included both basin testing (center of slab where the PCCP surface was visible) and transverse joint testing for load transfer efficiency (LTE). LTE testing was only conducted where the PCC surface was exposed, and the joints were visible (Apron area north of the Terminal building). For taxiways and runways, testing included both sides of centerline with each test being offset to allow for consistent coverage. For the apron area, a grid pattern was established to ensure complete and equal coverage.
Table 3 and Table 4 present a summary of the testing for the HMA surfaced areas and the PCCP surfaced areas, respectively.

The rigid pavement in the apron area that is north of the Terminal was tested in a similar manner to that of the HMA apron area, with the exception of the additional load transfer efficiency (LTE) testing of the pavement joints. Testing for LTE was done in both the north/south and east/west directions based on the fact that traffic on the apron can be oriented in any direction. Appendix B.1 provides an overview plan of all testing locations for both basin tests as well as LTE tests.

Table 3. Summary of HWD Testing – HMA Pavement.

Branch/Area	Pavement Area	Offset (ft) [1]	Spacing (ft) or Frequency (SF)	Total Locations [2]
Runway 18-36	7,002 ft x 150 ft	10	200 ft	77
Taxiway Alpha	7,002 ft x 50 ft	10	200 ft	73
Taxiway A1	300 ft x 50 ft	10	100 ft	6
Taxiway A2	300 ft x 50 ft	10	100 ft	6
Taxiway A3	300 ft x 50 ft	10	100 ft	6
Taxiway A4	300 ft x 50 ft	10	100 ft	6
Taxiway A5	300 ft x 50 ft	10	100 ft	6
Taxiway A6	300 ft x 50 ft	10	100 ft	6
Taxiway A7	300 ft x 50 ft	10	100 ft	6
Taxiway Bravo	4,200 ft x 50 ft	10	200 ft	52
Taxiway Hotel	1,000 ft x 25 ft	10	200 ft	11
Taxiway Juliet	1,000 ft x 30 ft	10	200 ft	11
Apron – North	96,300 SF	-	Every 5,750 SF	16

1. Includes testing both sides of centerline at staggered longitudinal offsets on Runway and Taxiways to increase coverage.
2. Testing frequency/spacing based on a Network Level investigation under FAA AC 150/5370-11B.

Table 4. Summary of HWD Testing – PCC Pavement.

Branch/Area	Test Type [1]	Frequency [1]	Total Locations
Apron North of Terminal	Center/Basin	Every 30 Slabs	24
	LTE	Every 30 Slabs	12

1. Test type and frequency based on Table 6 of FAA AC 150/5370-11B.

A standard 8 sensor set up was used to measure the deflection of the pavement. The sensors were spaced at -12, 0, 12, 24, 36, 48, 60, and 72 inches. The sensor at -12 inches is used to conduct the LTE testing for both "leave" and "approach" configurations. Two different load level arrangements were used on this project to account for sections that contained HMA only and sections that contained PCCP. An increased loading configuration was used when there was PCCP present either as the surface or below the HMA surface. This was done to account for the additional structural section and ensure that there was a measurable amount of deflection in the pavement. A graphical representation of a typical basin deflection setup is shown in Figure 2, which also shows the how the deflection sensors (geophones) are typically labeled.

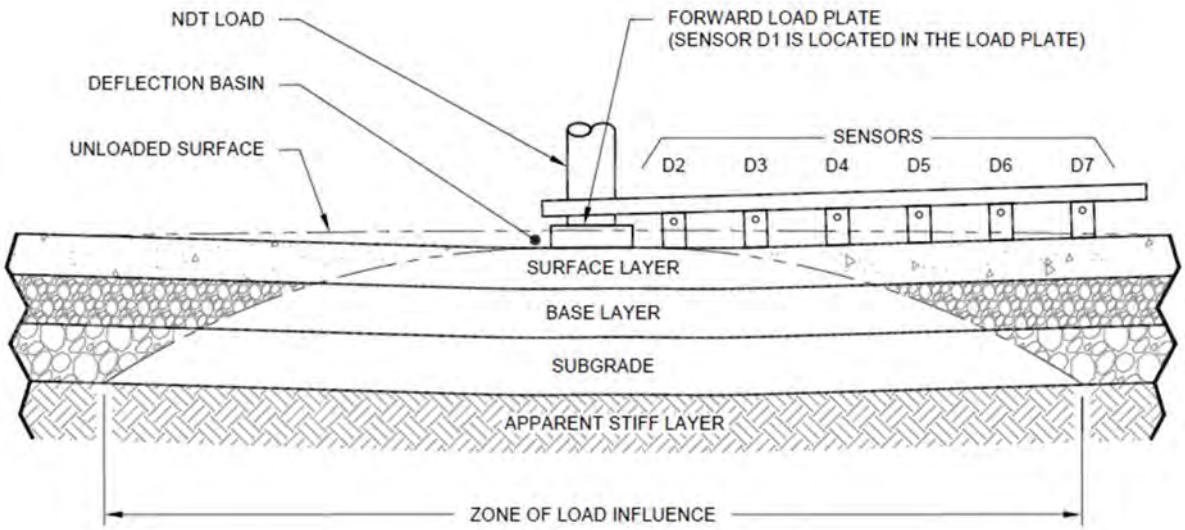


Figure 2. Typical HWD Deflection Setup.

For each test location, three load levels were used to measure the deflection of the pavement. The load levels selected for this project for both the HMA and PCCP are shown in Table 5 and Table 6, respectively. The selection of the load levels was based on the pavement structural section, aircraft loading conditions, and sensor deflections. The results of this testing along with the estimated pavement thicknesses were used in backcalculation of the pavement section modulus values.

Table 5. HWD Load Levels – Flexible Pavement.

Load (lb-f)	No. of Drops	Recorded Drop
6,000	1 (seating)	No
9,000	1	Yes
12,000	1	Yes
15,000	1	Yes

Table 6. HWD Load Levels – Rigid Pavement.

Load (lb-f)	No. of Drops	Recorded Drop
6,000	1 (seating)	No
18,000	1	Yes
24,000	1	Yes
30,000	1	Yes

The basin tests, also called mid-slab tests, are used for backcalculation of the modulus values of the various pavement layers and provide a general overview of pavement response to loading. For a typical basin type test, sensor D1 is typically representative of the pavement surface and sensor

D7 is typically representative of the subgrade conditions. For jointed PCCP, the basin tests are completed with the load and D1 sensor located centrally within the concrete panel. The testing along the joints is done for load transfer efficiency analysis and can also be used to detect potential voids. The general configuration of HWD testing in plan view, for both basin (mid-slab) and LTE (joints), is shown in Figure 3.

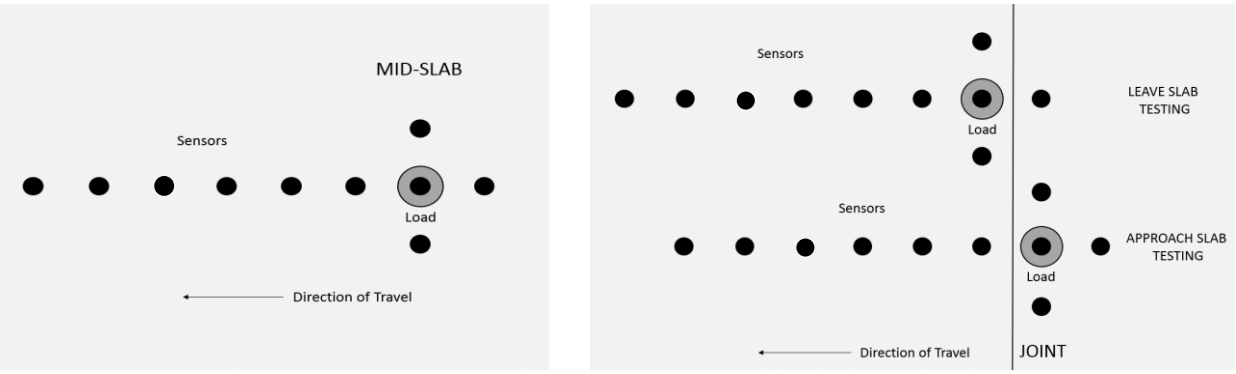


Figure 3. HWD Testing Layouts – Mid-Slab and Joints.

3 DATA ANALYSIS

The following sections provide additional details and analysis of the deflection data and subsequent backcalculation and LTE analysis. This information may be used for further evaluations including structural performance of the pavements or developing PCN values. Based on the as-built information and geotechnical data, variable sections were anticipated throughout the airfield. As a result, it was anticipated that multiple analysis sections would be required for analysis purposes. The following sections discuss the results of the deflection testing and how the pavement areas were broken down into separate sections based on the field testing and available information.

3.1 Deflection Data Review

Initial analysis of the HWD testing focused on defining the limits of the various pavement areas in order to be able to conduct the backcalculation. As discussed, the as-built data and geotechnical information indicated that there are several pavement sections within the airfield. In order to better define the limits of the various pavement sections, the data from the HWD testing was tabulated and then imported into a geographical information system (GIS) to allow for visualization of the data. This allows for a quick comparison of the pavement deflection between the different areas and could be compared to the geotechnical information and as-built information. Figure 4 provides an overview of the basin tests that were conducted and is color coded based on the sensor D1 deflection. The deflection data in Figure 4 has been normalized to a load of 24 kips. A more detailed version of Figure 4 is included in Appendix C.1.

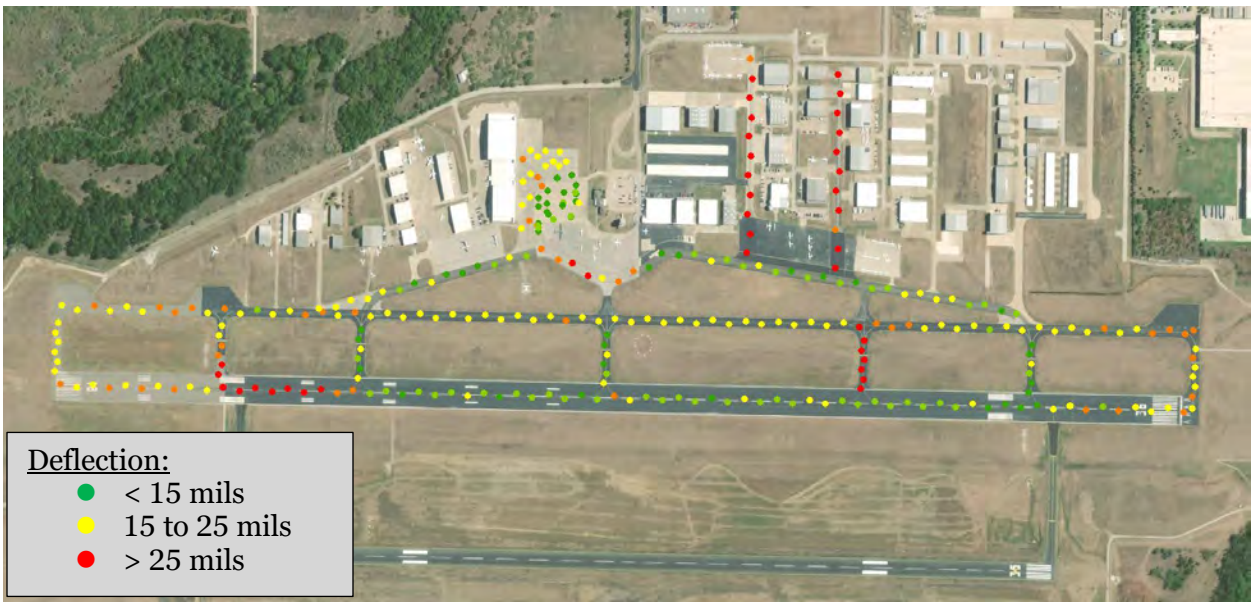


Figure 4. NDT Basin Sensor 1 Deflections.

Using the above data, the geotechnical data, and as-built information, each of the various pavement areas (Branches) were subdivided into separate sections. These separate sections represented areas that appeared, from the available data, to have a similar pavement structure and could be grouped together for backcalculation. Table 7 presents how each area was broken down into smaller sections of similar properties. In most cases, this was due to some indication that the pavement structure was different within each of these areas. Figure 5 provides a map showing the approximate limits of each of these subsections. This information was used in defining the various pavement sections for the backcalculation analysis and should not be relied upon for construction or rehabilitation design. Additional investigations and analysis should be considered if the exact limits are required.

Table 7. Branch and Subsection Identification.

Branch/Location	Section Name	Base Type	Subsection ID
Runway 18L/36R	Extension	Flex Base	A
	Reconstruct	Flex Base	B1
	Reconstruct	Flex Base	B2
	Middle 2	PCC Base	C
	Middle 1	PCC Base	D
	36 End	Flex Base	E
Taxiway A	North Extension	Flex Base	A
	North Connect	Flex Base	B
	Middle	Flex Base	C
	South Connect	Flex Base	D
Taxiway A1	Full	Flex Base	A
Taxiway A2	Eastern 1	Flex Base	A
	Eastern 2	Flex Base	B
Taxiway A3	Full	PCC Base	A
Taxiway A4	Full	PCC Base	A
Taxiway A5	Full	Flex Base	A
Taxiway A6	Full	PCC Base	A
Taxiway A7	Full	Flex Base	A
Taxiway B	North 1	PCC Base	A1
	North 2	PCC Base	A2
	Middle	Flex Base	B
	South	PCC Base	C
Taxiway H	Full	Flex Base	A
Taxiway J	Full	Flex Base	A
Apron - HMA	Full	Flex Base	A
Apron - PCC	Full	Flex Base	A

The Branch and Section names were defined by KSA and are shown within the figure provided in Appendix A.1. These sections and their approximate limits were modified slightly based on the pavement response during the deflection testing. For example, comparing the recorded deflections for Runway 18L/36R shown in Figure 4 at the north end to sections A and B shown in Figure 5, it is possible to see the pavement changes based on the amount of deflection recorded. This is indicated by the color change of the individual points within the two areas.

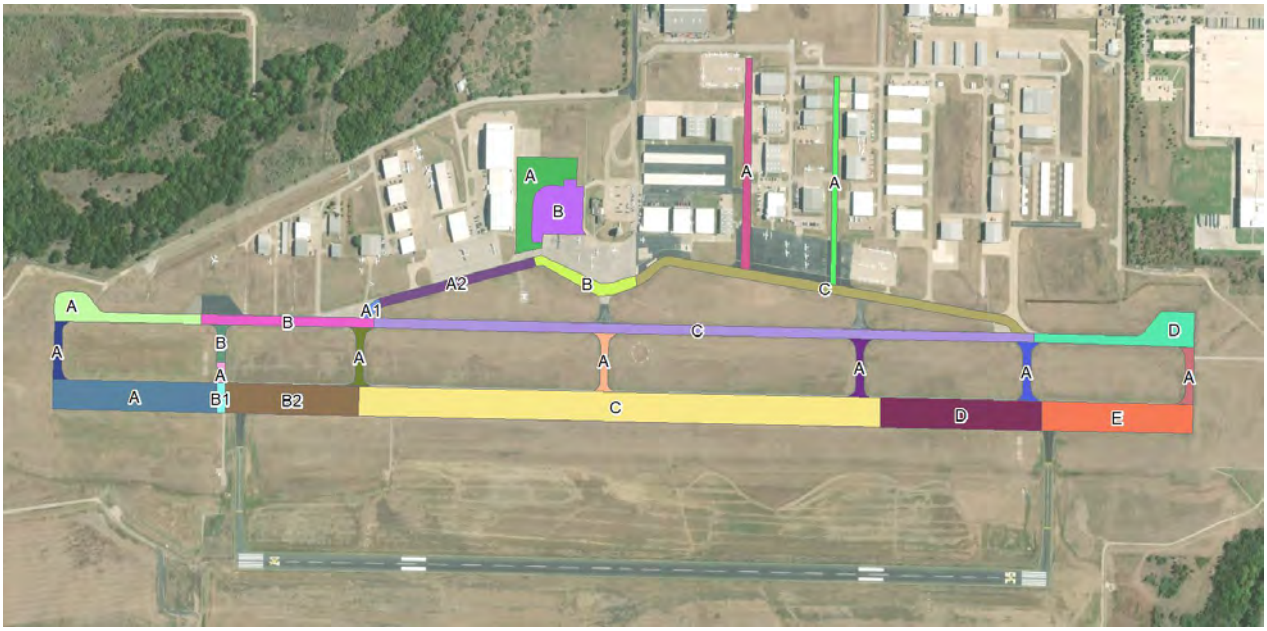


Figure 5. Pavement Branch Subsections.

Once the approximate limits for the various pavement sections were defined, an initial evaluation of the deflection data was conducted to compare the general performance of the different areas. Table 8 presents a summary of the average deflection, normalized to 18 kips, for all 7 sensors for each subsection. Both the right and left offsets are combined as part of the average. As referenced throughout this document and the following table, sensor D1 is located below the loading plate (see Figure 2) and would typically show the highest amount of deflection, with the deflection values reduced as the distance from the load increases. All deflection data in the following tables are presented in mils of deflection. Sensor D8, which is located at -12 inches, is not included in this data as it is used exclusively for the LTE measurements.

The main observation from this data is the variable amount of deflection recorded at sensor D1. As expected, where there is PCCP below the existing HMA, the thicker, more rigid section results in a lower overall deflection. Further away from the loading plate, the deflection magnitude for all locations is more similar. Section B of Runway 18L/36R, Taxiway H, Taxiway J, and Taxiway A5 show some areas of elevated deflections.

Table 8. Average Deflection Summary by Subsection.

Average Deflection Summary - All Sensors*									
Location	Base Type	Section	D1	D2	D3	D4	D5	D6	D7
			0"	12"	24"	36"	48"	60"	72"
Runway 18L/36R	Flex Base	A	18.52	11.70	7.04	4.77	3.56	2.83	2.32
	Flex Base	B1	34.92	21.35	11.87	7.22	4.79	3.51	2.79
	Flex Base	B2	33.36	20.08	11.10	6.42	4.24	3.09	2.40
	PCC Base	C	9.75	7.25	5.89	4.62	3.50	2.70	2.04
	PCC Base	D	8.30	5.28	4.21	3.35	2.70	2.15	1.71
	Flex Base	E	15.52	9.68	4.93	2.63	1.54	0.98	0.71
Taxiway A	Flex Base	A	19.35	12.52	7.68	5.29	3.93	3.05	2.46
	Flex Base	B	16.95	10.57	6.51	4.50	3.26	2.47	1.87
	Flex Base	C	15.58	10.49	6.55	4.44	3.16	2.38	1.79
	Flex Base	D	18.51	12.55	7.48	4.81	3.28	2.40	1.76
Taxiway A1	Flex Base	A	14.97	10.03	6.41	4.52	3.44	2.73	2.22
Taxiway A2	Flex Base	A	27.73	18.83	11.69	7.49	5.07	3.63	2.83
	Flex Base	B	17.19	10.36	5.56	3.82	2.97	2.45	2.04
Taxiway A3	PCC Base	A	9.24	6.53	5.44	4.41	3.47	2.66	2.05
Taxiway A4	PCC Base	A	8.89	6.25	5.10	4.06	3.09	2.37	1.77
Taxiway A5	Flex Base	A	60.95	39.82	19.51	10.10	6.61	4.95	3.91
Taxiway A6	PCC Base	A	7.67	4.86	3.75	2.79	1.98	1.30	0.90
Taxiway A7	Flex Base	A	16.31	10.20	5.39	3.22	2.22	1.50	1.15
Taxiway B	PCC Base	A1	15.13	11.14	8.70	4.24	3.25	2.55	1.97
	PCC Base	A2	8.88	7.00	6.02	4.80	3.87	3.09	2.43
	Flex Base	B	23.67	14.32	8.19	5.56	3.97	3.02	2.35
	PCC Base	C	9.28	7.09	5.92	4.83	3.70	2.90	2.17
Taxiway H	Flex Base	A	43.89	25.02	10.94	6.16	4.22	3.30	2.62
Taxiway J	Flex Base	A	46.36	25.63	11.66	6.34	4.29	3.38	2.66
Apron - HMA	Flex Base	A	15.95	11.59	7.55	5.30	3.70	2.71	1.99
Apron - PCC	Flex Base	A	4.65	4.35	4.02	3.69	3.40	3.15	2.94

*Normalized to 18 Kips, does not include LTE test locations.

To further evaluate these data, a statistical analysis was conducted of the sensor D1 data to compare the variability in deflections for each of the sections. Table 9 presents the statistics from only sensor D1. A graphical representation of the averages from this table are also presented in Figure 6. It should be noted that just having high deflections does not necessarily mean the pavement or subgrade are inadequate as the magnitude of deflection is closely tied to the existing pavement structure. For example, a thicker pavement structure will have a lower amount of deflection. Likewise, a PCC structure will perform different than an HMA structure. Therefore, careful review of all the potential variables must be considered before drawing conclusions based solely on the amount of deflection observed.

Table 9. HWD Statistics by Section.

Deflection Summary - Sensor 1*							
Location	Base Type	Section	Average	Min.	Max.	Std Dev	Overall Average
Runway 18L/36R	Flex Base	A	18.52	14.77	24.83	3.23	20.06
	Flex Base	B1	34.92	34.26	35.54	0.58	
	Flex Base	B2	33.36	21.95	49.68	9.82	
	PCC Base	C	9.75	6.64	19.71	2.46	
	PCC Base	D	8.30	4.67	11.92	2.28	
	Flex Base	E	15.52	9.91	21.70	3.38	
Taxiway A	Flex Base	A	19.35	15.68	25.87	2.84	17.60
	Flex Base	B	16.95	10.35	23.57	3.57	
	Flex Base	C	15.58	8.58	28.78	3.51	
	Flex Base	D	18.51	14.13	23.30	2.77	
Taxiway A1	Flex Base	A	14.97	11.33	18.67	2.28	14.97
Taxiway A2	Flex Base	A	27.73	25.14	31.77	2.72	22.46
	Flex Base	B	17.19	15.48	19.92	1.53	
Taxiway A3	PCC Base	A	9.24	6.54	13.70	2.44	9.24
Taxiway A4	PCC Base	A	8.89	5.21	14.70	3.18	8.89
Taxiway A5	Flex Base	A	60.95	30.54	77.36	16.79	60.95
Taxiway A6	PCC Base	A	7.67	5.10	12.16	2.06	7.67
Taxiway A7	Flex Base	A	16.31	12.79	20.25	2.72	16.31
Taxiway B	PCC Base	A1	12.24	5.88	37.01	6.37	13.52
	PCC Base	A2	8.88	6.24	13.03	2.04	
	Flex Base	B	23.67	15.21	37.01	5.49	
	PCC Base	C	9.28	5.88	16.59	2.74	
Taxiway H	Flex Base	A	43.89	22.50	59.45	9.64	43.89
Taxiway J	Flex Base	A	46.36	25.64	66.49	10.93	46.36
Apron - HMA	Flex Base	A	15.95	13.12	20.61	2.26	15.95
Apron - PCC	Flex Base	A	4.65	3.71	6.38	0.60	4.65

*Normalized to 18 Kips, does not include LTE test locations.

The averages for each of the subsections were also to allow for a quick comparison of the overall average deflection for each area. Figure 6 presents the results of these data. With this chart, it is possible to see which of the sections appear to be the weakest. As previously discussed, high deflections do not necessarily mean the pavement structure is bad or failing. This information needs to be taken into context with other information such as pavement distress, the pavement structural section, and loading conditions. It should also be noted that tests done near cracks in pavement will typically show a higher amount of deflection. For the sections that contained HMA over PCCP, it is also possible that testing was done near or on the PCCP pavement joints, as they

were not always visible, with the exception of some reflective cracking. This could result in more variability in data tested in these areas.

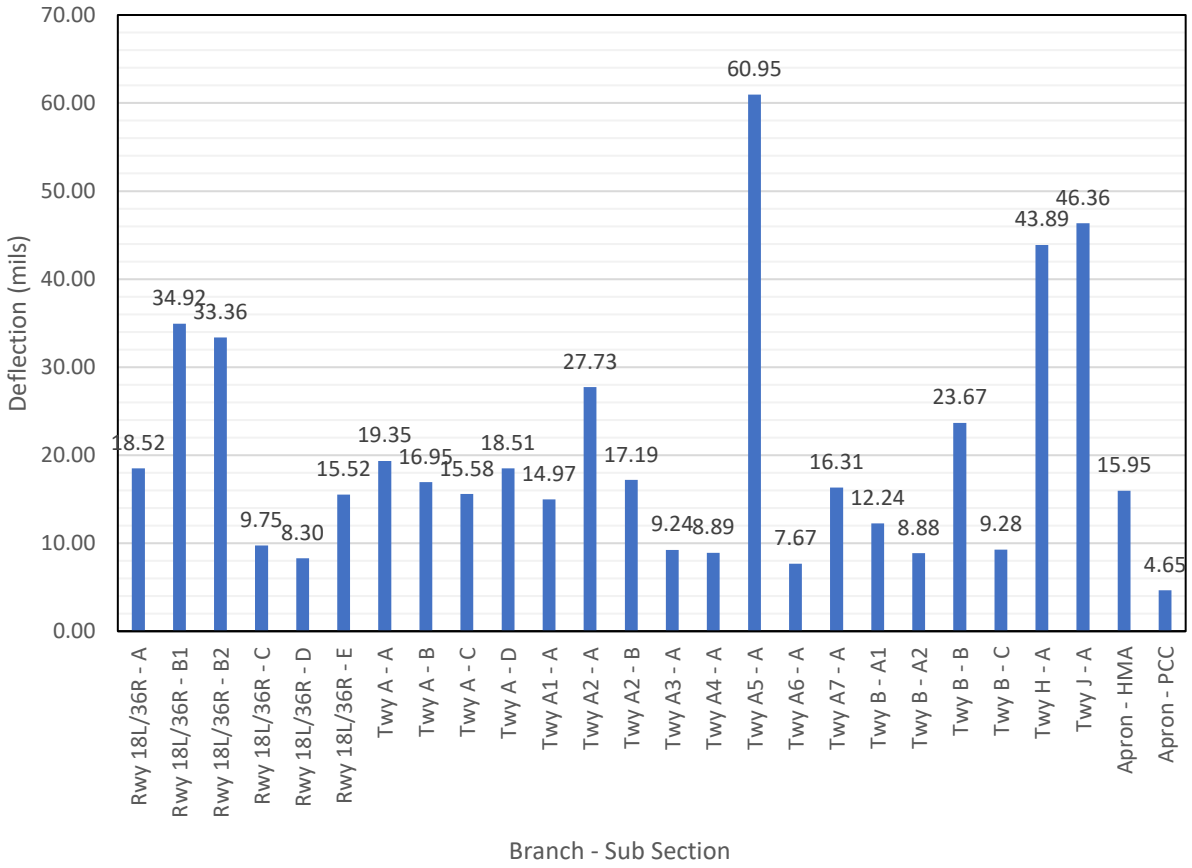


Figure 6. Basin Sensor 1 Average Deflections.

Appendix C.2 provides the full summary tables from the HWD testing with the measured deflection at every test location and at each load level. Also included in Appendix C.2 deflection tables are the calculated Impulse Stiffness Modulus (ISM) for each basin test. The ISM was used as another means to verify the approximate limits of the various pavement sections observed. The ISM is a ratio of the load applied from the HWD and the measured deflection and was calculated for each of the basin tests. Appendix C.3 builds on all this data and includes combination charts that present the deflection from sensor D1 by station for Runway 18L/36R, Taxiway A, Taxiway B, Taxiway J, and Taxiway H. Charts were not created for the connector taxiways and apron areas due to their size and orientation. These charts include the section breaks as outlined above and the measured pavement structure from the geotechnical investigation. These charts make it easier to observe trends in pavement deflections and see how they correlate to observed changes in the pavement structure.

The deflection data were also loaded into GIS software to allow for additional visualization and characterization of the observed conditions. Figure 7 and Figure 8 provide the results of this data review. Figure 7 shows deflection data measured by the D1 sensor (directly below the load plate) with a color scale applied to allow for easier visualization of the deflection magnitude. Figure 8

presents the deflection from the D7 sensor (furthest away from the load plate) and is more representative of the condition of the subgrade soils. The variability in this data is an indication of potential variability in the subgrade strength. Overall, this information in conjunction with other available data including aircraft operations, previous pavement maintenance, and pavement distress data may aid in further analysis of the long-term performance of the pavement. Full size versions of these figures are also included in Appendix C.1, and include the section breaks that were previously discussed.



Figure 7. Deflection of Sensor D1, Normalized to 24-kips.

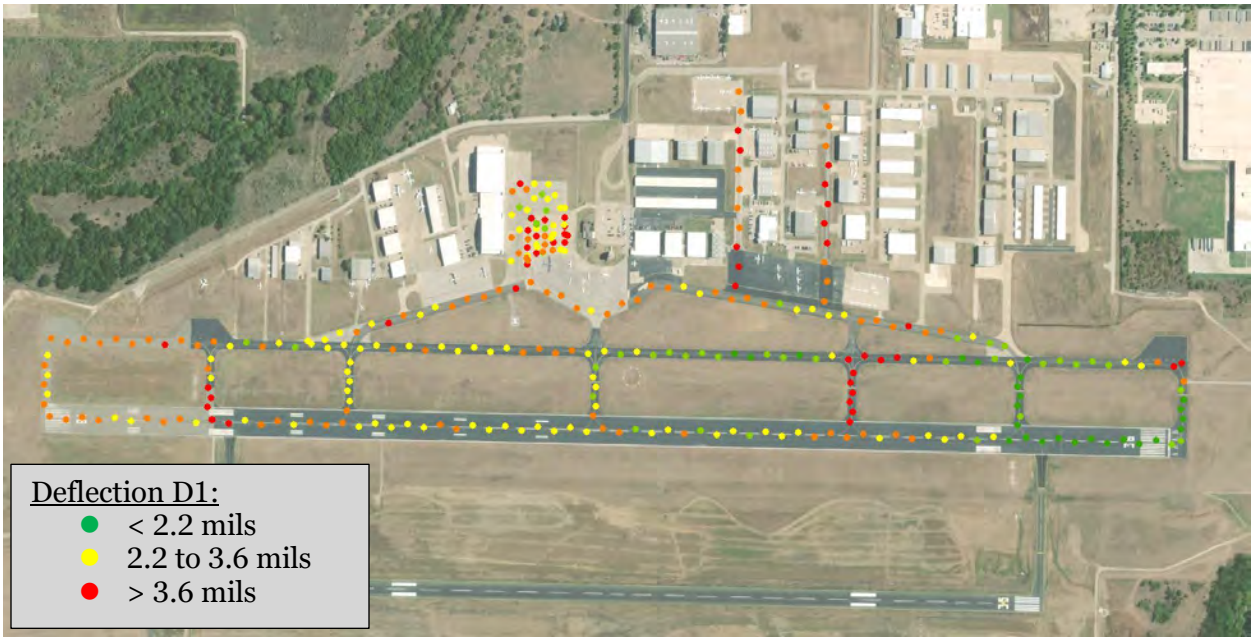


Figure 8. Deflection of Sensor D7, Normalized to 24-kips.

Using the above data, deflection profiles, and geotechnical data, the pavement was subdivided into the various sections discussed, with each representing a different pavement section for analysis. The pavement sections, as shown in the table in Appendix A.1 were used for all backcalculation analysis.

3.2 Backcalculation

Backcalculation of the pavement structural section was conducted using the deflection basin readings obtained during the HWD testing. Analysis of HWD deflection data was performed using the Federal Aviation Administration BAKFAA software. Backcalculation was conducted on all recorded basin tests using the intermediate (second) load interval.

The two primary backcalculation inputs are the deflection basin test results collected by the HWD and the pavement structural section. For the pavement structural section, average layer thicknesses based on the geotechnical investigation and record drawings were used in the backcalculation analysis. Each Branch was subdivided into separate Sections/Subsections based on known changes in the pavement structure, as previously discussed. Where multiple datasets were available, average values were used and provided the most consistent results and lowest errors in BAKFAA. The average section used for each of the pavement areas is included in Appendix A.1.

All backcalculation analysis was completed following the general guidelines outlined in FAA Advisory Circular 150-5370/11B, including analysis procedures specified for the use of the BAKFAA software. This process included removing outliers based on the statistical distribution of data. The values presented in Table 10 appear to be mostly typical for the types of materials noted in the geotechnical investigation and as-builts. The higher HMA modulus values are likely the result of a couple factors. First, the testing was done during cooler weather (40- to 50-degree pavement temperatures). HMA is highly sensitive to temperature and becomes more rigid under cooler conditions and softer in warmer conditions. Second, as HMA pavements age and oxidize, the pavement becomes stiffer and behaves more like a rigid pavement. The combination of these is what is likely driving the higher modulus values for the HMA surface. It was also observed that the LTSG is highly variable. This is likely due to the age of the LTSG, moisture infiltration over time, and possibly uneven placement during original construction.

Table 10 provides a summary of average backcalculated layer moduli for each pavement area with the offsets combined into an average. Additional details on the backcalculation for each basin test location are included in Appendix D.1. Note that since average pavement sections were used for this analysis, variability in the pavement structure can result in changes to the backcalculated modulus values. In addition, pavement thickness variability not captured by the geotechnical investigation or not documented in as-builts may impact these results. Should a more detailed analysis be required, consideration could be given to supplementing the available data with a GPR survey. GPR would be able to provide a continuous profile of the pavement structure such that any individual deflection test could be assigned the appropriate pavement section for analysis.

Table 10. Summary of Backcalculation Results.

Backcalculated Moduli Values [1]						
Location	**Base Type [2]**	**Section**	**Surface (ksi)**	**Base (Flex or PCC) (ksi)**	**Subbase (LTSG) (ksi)**	**Subgrade (ksi)**
Runway 18L/36R	Flex Base	A	1,228	66.9	28.4	20.8
	Flex Base	B1	296	17.7	40.7	14.5
	Flex Base	B2	388	21.4	73.1	16.0
	PCC Base	C	569	3,566.0	70.5	24.9
	PCC Base	D	538	3,987.5	85.1	36.3
	Flex Base	E	1,335	69.5	44.8	49.5
Taxiway A	Flex Base	A	1,182	63.9	47.0	19.2
	Flex Base	B	1,102	75.6	48.0	23.7
	Flex Base	C	1,148	65.8	47.9	24.9
	Flex Base	D	932	92.0	31.0	30.8
Taxiway A1	Flex Base	A	1,799	74.8	55.7	21.4
Taxiway A2	Flex Base	A	1,324	36.5	30.2	12.7
	Flex Base	B	872	77.1	47.5	24.9
Taxiway A3	PCC Base	A	529	3,814.2	80.0	28.7
Taxiway A4	PCC Base	A	726	3,867.4		25.1
Taxiway A5	Flex Base	A	282	33.7		7.4
Taxiway A6	PCC Base	A	385	2,948.6		48.5
Taxiway A7	Flex Base	A	778	79.3	75.1	34.5
Taxiway B	PCC Base	A1	1,093	92.1	40.5	23.3
	PCC Base	A2	577	6,240.4	66.8	18.0
	Flex Base	B	936	58.2		22.1
	PCC Base	C	853	3,091.5	55.5	23.7
Taxiway H	Flex Base	A	547	29.8		15.9
Taxiway J	Flex Base	A	495	38.3		15.4
Apron - HMA	Flex Base	A	1,392	77.5	47.3	22.6
Apron - PCC	Flex Base	A	8,064	56.8	63.6	32.5

1. Average value based on all test locations within the section.
2. Base Type refers to the material layer directly below the surface, either flex base or concrete pavement.

These backcalculation results are based on typical average conditions and statistical analysis. Natural variability in the pavement section can have an impact on the backcalculated modulus values. In addition, the natural variability of the base and LTSG layers will impact the results of the analysis. The data obtained from the backcalculation, as presented in Table 10, can be used as the basis for further structural analysis including remaining life calculations, structural load support analysis, and PCN calculations. These values represent dynamic layer moduli and a correction factor from dynamic to static modulus must be applied prior to analysis of the structural capacity. The conversation of dynamic modulus to static modulus is dependent on

many factors, however a typical adjustment factor of 0.33 to 0.50 is recommended. Additional discussion on the recommended values are included in the following section.

Using the guidelines presented in FAA AC 150/5320-6F, the California Bearing Ratio (CBR) can be determined by using the correlation: E (psi) = 1500 x CBR. Based on this correlation and using the static subgrade modulus values (after applying a 0.50 adjustment factor to the dynamic modulus), the estimated CBR ranges from 2.5 to 16.5, with an overall average of 8.1. These results compare favorably with the finding of the geotechnical investigation, which presented average lab corrected CBR values of 9.0 to 9.4.

3.3 Load Transfer Efficiency

In addition to evaluation of the deflection data and back-calculation, an additional analysis of load transfer efficiency (LTE) was conducted to determine how the pavement joints are performing and how efficient load is transferred from one slab to another. This is done by taking the deflection from the unloaded slab and dividing it by the deflection of the loaded slab. This process is outlined in more detail in FAA AC 150/5370-11B. Analysis was completed for the apron area north of the Terminal Building as this was the only location where the exposed concrete surface had visible joints to test. Testing included both the leave and approach slabs.

The LTE data was calculated and then tabulated for all LTE tests completed on the PCC apron located north of the terminal. The approximate locations are shown in Appendix B.1. Table 11 presents the results of this analysis, which includes statistics from 12 different test locations, which each included a "Leave" and "Approach" type test. Figure 36 of FAA AC 150/5370-11B states that the LTE is considered acceptable when greater than 70 percent, fair when between 50 and 70 percent, and poor when less than 50 percent. Table 12 presents the breakdown of how many tests fall within each of the various categories. Based on this information, it appears the overall average LTE would be considered fair, however there are areas that are considered poor.

Table 11. Statistics of LTE Results.

Branch/Section	Average	Min.	Max.	Std. Dev.
PCC Apron	58.5%	6.6%	89.3%	32.4%

Table 12. Summary of LTE Results.

Branch/Section	Number of Test Points	Number of points above 70% (Good)	Number of points 50-70% (Fair)	Number of points below 50% (Poor)
PCC Apron	24	14	1	9

It should be noted that in some cases, pavements are designed using different load transfer methods such as dowel bars, tie bars, and keyways. In some cases, depending on anticipated traffic flow, these different methods will be mixed, resulting in some variability as well. Therefore, if the LTE is a concern, it would be recommended to first cross reference the original construction information with the data obtained from this investigation to verify if low recorded LTE values correlate to an intended design element. Appendix D.2 provides detailed summary tables of the LTE that was calculated for each test location.

In addition to the LTE analysis, a comparison between measured deflections and the load level applied during HWD testing was evaluated. This process can be used to assist in the detection of potential voids beneath the concrete slabs. This analysis method is demonstrated in Figure 9, which is based on Fig. 37 of FAA Advisory Circular 150/5370-11B. When the data for at least two load levels is plotted from the same location, and the x-intercept of the generated line is greater than 3 mils (see Line B and C), voids may be present.

The individual intercept was calculated for each of the LTE test locations, resulting in 24 data points. Of those 24 points, 9 locations showed an intercept of greater than 3 mils. Based on this information and the previous LTE analysis, a moderate loss of support (LOS) may be possible in limited areas. Additional testing and evaluation would be required to assess this condition further. Potential causes for LOS may come from soil movement or slab curling, which can be further assessed with two or more seasonal measurements of the pavement profile.

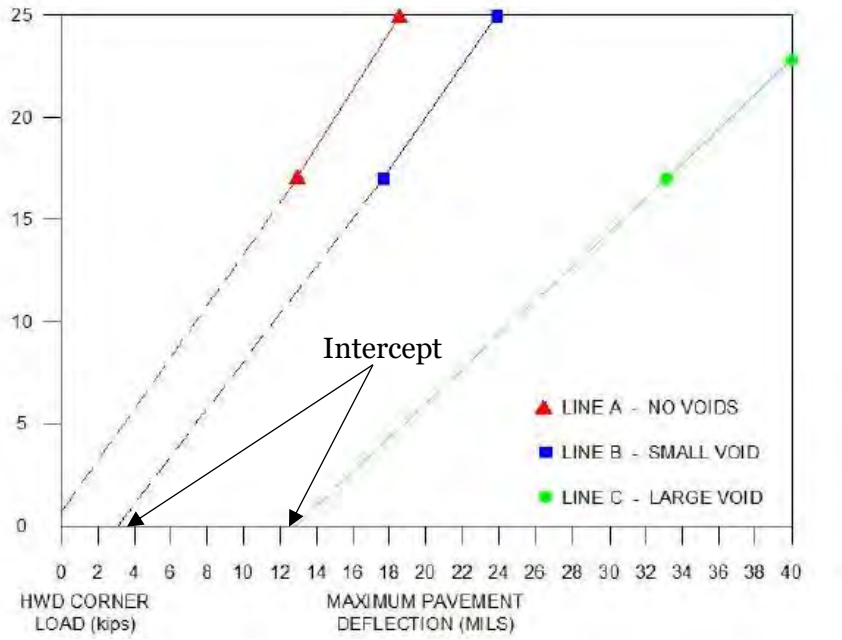


Figure 9. Concrete Slab Void Detection

Figure 10 provides additional analysis of the potential voids and shows that, in general, as the LTE decreases, the intercept increases. This would indicate that low LTE values could be related to loss of support.

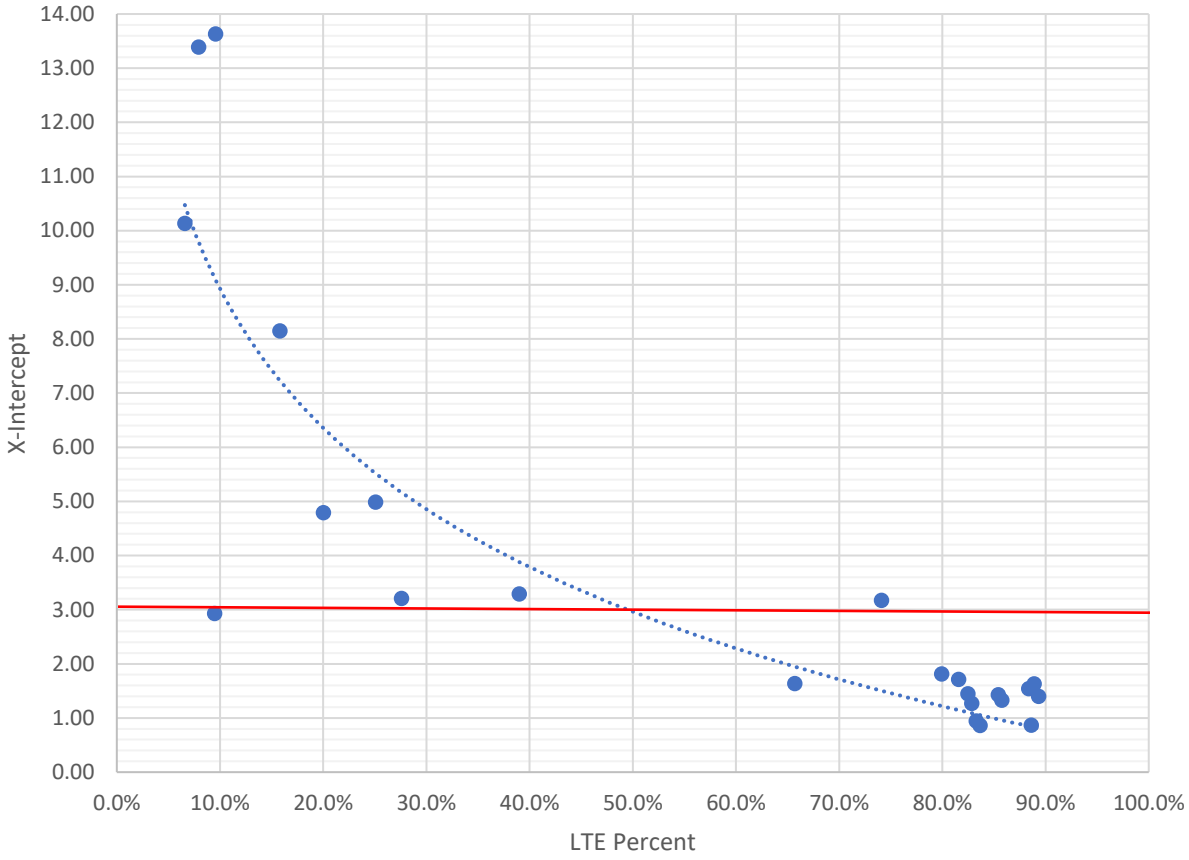


Figure 10. Joint LTE vs. Intercept Values.

4 SUMMARY AND INPUT SELECTION FOR ANLAYSIS

This report provides a general network level summary of the NDT testing conducted on the majority of the airfield pavements (runways, taxiways, and aprons). This information, when combined with previous investigations and a pavement condition survey, can be used to better plan and optimize pavement maintenance and repair.

The primary purpose of the deflection testing and backcalculation analysis was to develop inputs for use in evaluating the structural performance of these pavements, and/or be used to develop PCN values for the pavements. This section summarizes the backcalculation results and provides initial inputs for use in COMFAA or FAARFIELD. To further evaluate the pavement structure, these data, along with the pavement condition data, geotechnical data, and aircraft operations will need to be considered. Backcalculation is a complex iterative process and the engineer using this information must make their own judgement as to the best values to use based on all readily available information.

To select the appropriate modulus and CBR values for further analysis, it is important to carefully consider the values obtained from the geotechnical investigation and non-destructive testing. Table 13 presents suggested inputs for use in further evaluation of the pavements based on the results of the deflection testing. In general, the CBR values obtained from the geotechnical investigation compared favorably with the results of the NDT testing. However, it is not

uncommon for there to be some variability based on a number of factors, including, laboratory testing versus in-situ conditions, soaked test versus natural moisture content, and the natural variability of the soils from one location to another.

Table 13. Structural Analysis and PCN Input Values.

Location	Base Type [1]	Section	Surface (ksi) [2]	Base (Flex or PCC) (ksi) [2]	Subbase (LTSG) (ksi) [2]	Subgrade CBR [2]
Runway 18L/36R	Flex Base	A	400	40	30	6.9
	Flex Base	B1	250	40	30	4.8
	Flex Base	B2	250	40	30	5.3
	PCC Base	C	400	3,500	30	8.3
	PCC Base	D	400	3,500	30	12.1
	Flex Base	E	400	40	30	16.5
Taxiway A	Flex Base	A	400	75	30	6.4
	Flex Base	B	400	75	30	7.9
	Flex Base	C	400	75	30	8.3
	Flex Base	D	400	75	30	10.3
Taxiway A1	Flex Base	A	400	75	30	7.1
Taxiway A2	Flex Base	A	400	40	30	4.2
	Flex Base	B	400	75	30	8.3
Taxiway A3	PCC Base	A	400	3,500	30	9.6
Taxiway A4	PCC Base	A	400	3,500	-	8.4
Taxiway A5	Flex Base	A	250	40	-	2.5
Taxiway A6	PCC Base	A	250	3,000	-	16.2
Taxiway A7	Flex Base	A	400	75	30	11.5
Taxiway B	PCC Base	A1	400	75	30	7.8
	PCC Base	A2	400	6,200	30	6.0
	Flex Base	B	400	40	-	7.4
	PCC Base	C	400	3,000	30	7.9
Taxiway H	Flex Base	A	400	40	-	5.3
Taxiway J	Flex Base	A	400	40	-	5.1
Apron - HMA	Flex Base	A	400	75	30	7.5
Apron - PCC	Flex Base	A	750 psi [3]	40	30	10.8

1. Base Type refers to the material layer directly below the surface, either flex base or concrete pavement.
2. Recommended values based on FAA AC 150/5370-11B procedures.
3. Value represents the PCC surface modulus of rupture, converted from elastic modulus.

The data represented in Table 13 provides average values based on the conditions observed from each branch, with adjustments made due to variability. Depending on the analysis that needs to be completed, consideration could be given to focusing on the weakest sections first as a baseline for evaluating the performance of the pavement. Should additional detailed analysis be needed, each subsection could be evaluated separately. All supporting data are included in the Appendices

of this report. Depending on how the data will be used, it may be beneficial to conduct a more rigorous statistical analysis to select the most representative value for the PCN or structural calculations. Ultimately, the Engineer of Record producing the final PCN calculations shall take these considerations into account and select an appropriate value based on the analysis being conducted and following the appropriate FAA Advisory Circular. For the sections that contain PCCP below the HMA, the presented modulus values may need to be converted first to a modulus of rupture, if a structural analysis will be completed using these layers.

The analysis was performed using limited geotechnical pavement investigation data to verify the current pavement structural section. As noted in this report, variable pavement sections were observed and may contribute to the variability observed for the various modulus values of the pavement surface and subgrade layers. If there is a desire to refine these values, additional borings or ground penetration radar (GPR) could be carried out to confirm the consistency of the pavement structure.

5 REPORT LIMITATIONS

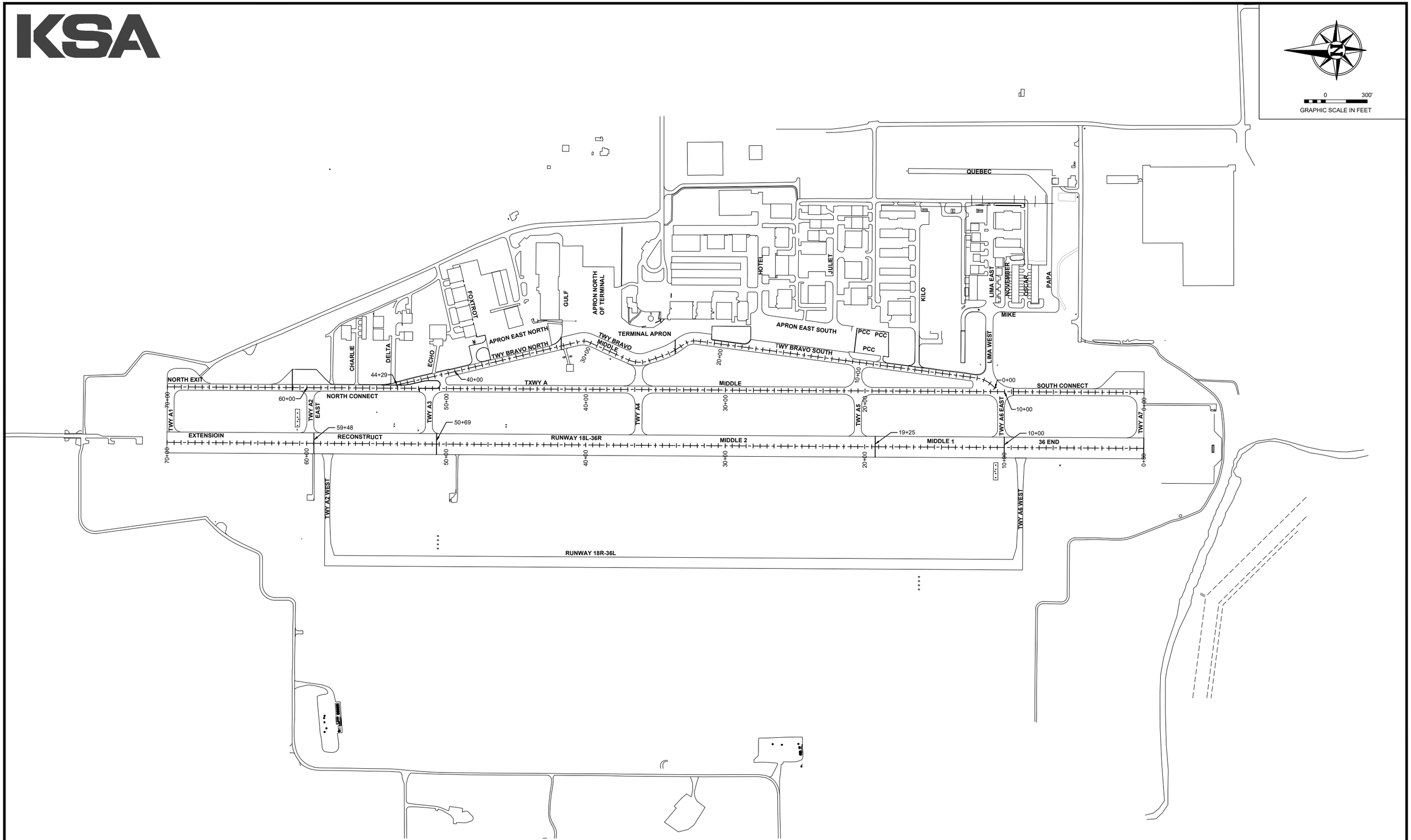
The findings obtained, and the recommendations prepared in this report constitute professional services, the essence of which entails professional judgment, opinion and/or skill. These are based on a limited number of observations and data. It is possible that conditions could vary between or beyond the data evaluated. The findings, results, conclusions, opinions and recommendations provided in this report are not a representation, warranty, or guarantee regarding the current or future performance of pavement for this Project; and the report is directed at, and intended to be utilized within, the scope of work contained in the proposal and agreement executed by Transtec and the client.

This report has been prepared for the exclusive use of the client, and no other party may rely on it. The report shall not be transmitted to third parties, in whole or in part, except with the express written approval from Transtec. All information contained in or disclosed in this report is considered by Transtec to be confidential and proprietary information.

Client shall provide all criteria and full information as to client's requirements for the Project, all of which Transtec may rely upon in performing its professional services. The various pavement analyses and construction recommendations cited herein are based on numerous assumptions, both explicitly stated and implicit to the analysis methodology. If it is found that any condition deviates from these assumptions or from the information provided to Transtec by the client, Transtec should be contacted immediately since this may materially alter the report.

Appendix A.1
Pavement Section Data

KSA



DENTON ENTERPRISE AIRPORT - PAVEMENT MANAGEMENT PLAN - DENTON, TEXAS

PAVEMENT SECTION EXHIBIT

Denton Enterprise Airport (DTO) - Pavement Management Plan and Structural Analysis
Airfield Pavement Sections - Average

Pavement Surface	Branch Name	Include for Backcalculation Analysis	Geotech Information Available	Source of Pavement Section Data	Associated Core	Section Name	General Dimensions				Provided Pavement Sections				Geotechnical Core/Bore Section	Other Notes/References/Comments
							Width (ft)	Length (ft)	Approx. Station Start	Approx. Station End	Surface	Base 1	Base 2	Subgrade		
HMAC	Runway 18L-36R	Yes	1 Core	1 Core and KSA provided	Core CB6	36 End	150	1000	0+00 (36 End)	10+00	4.00" HMAC	9.00" to 12.00" P-209 Crushed Agg	N/A	6.00 to 8.00" P-155 Lime Treated Subgrade	4.0" HMAC, 9.0" Agg Base, 6.0" LTSG	
			1 Core	1 Core and KSA provided	Core CB7	Middle 1	150	925	10+00	19+25	10.50" HMAC	7.00" Portland Cement	N/A	0.00 to 4.00" P-155 Lime Treated Subgrade	10.5" AC, 7.0" PCC, 4.0" LTSG	
			3 Cores	3 Cores and KSA provided	Cores CB8, CB9, CB10	Middle 2	150	3225	19+25	51+50	4.50" to 5.00" HMAC	7.00" to 7.50" Portland Cement	5.00" Flexible Base	6.00" P-155 Lime Treated Subgrade	CB8 = 4.5" HMAC, 7.5" PCC, 5.0" Agg Base, 6.0" LTSG CB9 = 4.0" HMAC, 7.0" PCC, 8.0" LTSG CB10 = 6.0" HMAC, 8.75" PCC, 7.0" LTSG	
			No cores	KSA Provided and "2118DNTON Sealed Plan Set"		Reconstruct	150	860	51+50	60+10	6.00" to 8.00" HMAC	8.00" to 13.00" Flexible Base	N/A	6.00" P-155 Lime Treated Subgrade	NA	"2118DNTON Sealed Plan Set" indicates new section is 15" HMAC over 8" LTSG
			No cores	Assumed from "2009 DTO As-builts" (small mill and overlay section)		Reconstruct	150	50			6.00" to 8.00" HMAC	8.00" to 13.00" Flexible Base	N/A	6.00" P-155 Lime Treated Subgrade	NA	Previous mill and overlay, assumed to match ajacent section to north
			No cores	"2009 DTO As-builts", KSA Provided		Extension	150	1050	60+10	70+00 (18 End)	4.00" HMAC	18.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade	NA	
	Runway 18R-36L	No	NA			Full	75	5000	0+00	50+00	3.00" HMAC	5.50" HMAC Base	N/A	8.00" P-155 Lime Treated Subgrade		
	Taxiway Alpha	Yes	1 Core	1 Core and KSA provided	Core CB16	South Connect	50	980	0+00	9+80	4.25" HMAC	7.00" Flexible Base	N/A	10.00" P-155 Lime Treated Subgrade	CB16 = Same as noted	
			No cores	KSA Provided		Middle	50	4055	9+80	50+35	5.00" HMAC	16.50" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade	NA	
			1 Core	1 Core and "2002 DTO As-builts"	Core CB20	North Connect	50	1065	50+35	61+00	4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade	CB20 = 4.25" HMAC, 6.0" Agg Base, 8.0" LTSG	
			No cores	"2009 DTO As-builts"		North Extension	50	900	61+00	70+00	4.00" HMAC	18.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade	NA	"2009 DTO As-builts"
	Taxiway A1	Yes	No cores	"2009 DTO As-builts"		Full	50	300	0+00	3+00	4.00" HMAC	18.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade	NA	"2009 DTO As-builts"
	Taxiway A2 East - Section 1	Yes	No cores	"2002 DTO As-builts", Provided by KSA		Eastern	45	195	0+00		4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade	NA	"2002 DTO As-builts"
	Taxiway A2 East - Section 2	Yes	No cores	Provided by KSA		Western	45	105			4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade	NA	Section appears different based on "2002 DTO As-Builts" and deflection testing
	Taxiway A2 West	No	NA			Full	35	730	0+00	7+30	3.00" HMAC	5.50" HMAC Base	N/A	8.00" P-155 Lime Treated Subgrade		
	Taxiway A3	Yes	2 Cores	2 Cores and KSA provided	Cores CO5, CB11	Full	50	300	0+00	3+00	4.00" HMAC	8.75" Portland Cement	N/A	6.00" P-155 Lime Treated Subgrade	C05 = 3.5" HMAC, 8.5" PCC CB11 = 4.0" HMAC, 8.75" PCC, 6.0" LTSG	
	Taxiway A4	Yes	2 Cores	2 Cores and KSA provided	Cores CO4, CB12	Full	50	300	0+00	3+00	4.00" HMAC	8.75" Portland Cement	N/A	N/A	C04 = 4" HMAC, 8.25" PCC CB12 = 4.5" HMAC, 8.5" PCC	
	Taxiway A5	Yes	2 Cores	2 Cores and KSA provided	Cores CO3, CB13	Full	50	300	0+00	3+00	5.00" HMAC	6.00" Flexible Base	N/A	N/A	C03 = 3.75" HMAC CB13 = 5.0" HMAC, 6.0" Agg Base	
	Taxiway A6 East	Yes	2 Cores	2 Cores and KSA provided	Cores CO2, CB14	Full	50	300	0+00	3+00	3.50" HMAC	8.00" Portland Cement	N/A	N/A	C02 = 3.5" HMAC, 8.0" PCC CB14 = 3.75" HMAC, 8.25" PCC	
	Taxiway A6 West	No	NA			Full	35	730	0+00	7+30	3.00" HMAC	5.50" HMAC Base	N/A	8.00" P-155 Lime Treated Subgrade		
	Taxiway A7	Yes	2 Cores	2 Cores and KSA provided	Cores CO1, CB15	Full	50	300	0+00	3+00	4.25" HMAC	6.00" Flexible Base	N/A	7.00" P-155 Lime Treated Subgrade	C01 = 4.0" HMAC CB15 = 4.25" HMAC, 6.0" Base, 7.0" LTSG	
	Taxiway Bravo	Yes	1 Core	1 Core and KSA provided	Core CB17	South	50	2700	0+00	27+00	4.00" HMAC	8.25" Portland Cement	N/A	6.50" Lime Treated Subgrade	CB17 = Same as noted	
		Yes	1 Core	1 Core, KSA Provided, and "1999 DTO As-builts"	Core CB18	Middle	50	725	27+00	34+25	3.50" HMAC	10.00" Flexible Base	N/A	N/A	CB18 = Same as noted	"1999 DTO As-builts" = 4.0" HMAC, 12.0" Agg Base, 9.0" LTSG
		Yes	1 Core	1 Core and KSA provided	Core CB19	North	50	1004	34+25	44+29	3.75" HMAC	8.00" Portland Cement	N/A	6.00" P-155 Lime Treated Subgrade	CB19 = Same as noted	
	Taxiway Gulf	No	NA			Full	50	525	0+00	5+25						
	Taxiway Hotel	Yes	1 Core	1 Core and KSA provided	Core CB22	Full	30	820	0+00	8+20	3.75" HMAC	6.00" Flexible Base	N/A	N/A	CB22 = Same as noted	
	Taxiway Juliet	Yes	1 Core	1 Core and KSA provided	Core CB23	Full	30	1050	0+00	10+50	3.25" HMAC	7.00" Flexible Base	N/A	N/A	CB23 = Same as noted	
	Taxiway Mike	No	NA			Full	25	430	0+00	4+30						
	Taxiway Oscar	No	NA			Full	20	290	0+00	2+90						
	Terminal Apron	No	NA			Full	-	-	-	-	4.00" HMAC	12.00" P-209 Crushed Agg	N/A	9.00" Lime Treated Subgrade		
	Apron North of Terminal	Yes	1 Core	1 Core and KSA provided	Core CB21	Full	-	-	-	-	4.75" HMAC	10.75" Flexible Base	N/A	6.00" Lime Treated Subgrade	CB21 = Same as noted	
	FBO Apron	No	NA			Full	-	-	-	-	4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade		
	Apron East North	No	NA			Full	-	-	-	-	4.00" HMAC	13.00" P-209 Crushed Agg	N/A	8.00" P-155 Lime Treated Subgrade		
	Apron East South	No	NA			Full	-	-	-	-						
PCC	Taxiway Charlie	No	NA			Full	17.5	460	0+00	4+60						
	Taxiway Delta	No	NA			Full	30	820	0+00	8+20						
	Taxiway Echo	No	NA			Full	20	180	0+00	1+80						
	Taxiway Foxtrot	No	NA			Full	50	530	0+00	5+30						
	Taxiway Kilo	No	NA			Full	30	1130	0+00	11+30						
	Taxiway Lima	No	NA			West	50	479	0+00	4+79	9.00" PCC	N/A	N/A	8.00" P-155 Lime Treated Subgrade		
		No	NA			East	35	753	5+09	12+62	6.00" PCC	N/A	N/A	8.00" P-155 Lime Treated Subgrade		
	Taxiway November	No	NA			Full	25	305	0+00	3+05						
	Taxiway Papa	No	NA			West	30	340	0+00	3+40	7.00" PCC	N/A	N/A	7.00" P-155 Lime Treated Subgrade		
		No	NA			East	35	760	3+40	11+00	7.00" PCC	N/A	N/A	7.00" P-155 Lime Treated Subgrade		
	Taxiway Quebec	No	NA			Full	35	825	0+00	8+25	6.00" PCC	N/A	N/A	8.00" P-155 Lime Treated Subgrade		
	Apron North of Terminal	Yes	No cores	KSA Provided		Full	-	-	-	-	11.00" PCC	6.00" Crushed Base	N/A	6.00" Lime Treated Subgrade	NA	

Reported section and core data match

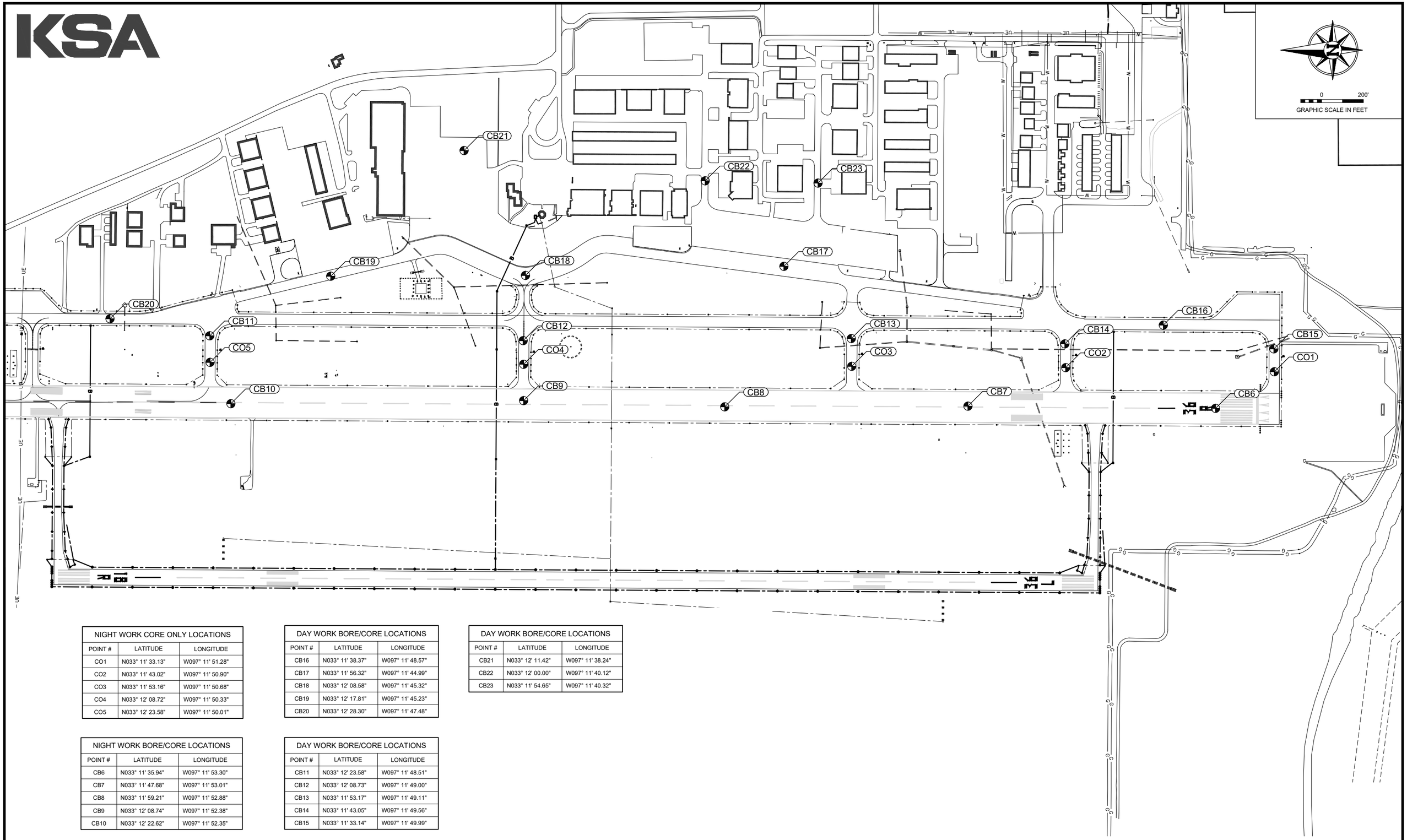
Some variability in reported section, core data, and/or as-builts

As-built, core information, and reported data do not match

Section not included in backcalculation analysis as no testing was completed in these areas

Appendix A.2
Boring Location Plan and Boring Logs

KSA



NIGHT WORK CORE ONLY LOCATIONS		
POINT #	LATITUDE	LONGITUDE
CO1	N033° 11' 33.13"	W097° 11' 51.28"
CO2	N033° 11' 43.02"	W097° 11' 50.90"
CO3	N033° 11' 53.16"	W097° 11' 50.68"
CO4	N033° 12' 08.72"	W097° 11' 50.33"
CO5	N033° 12' 23.58"	W097° 11' 50.01"

DAY WORK BORE/CORE LOCATIONS		
POINT #	LATITUDE	LONGITUDE
CB16	N033° 11' 38.37"	W097° 11' 48.57"
CB17	N033° 11' 56.32"	W097° 11' 44.99"
CB18	N033° 12' 08.58"	W097° 11' 45.32"
CB19	N033° 12' 17.81"	W097° 11' 45.23"
CB20	N033° 12' 28.30"	W097° 11' 47.48"

DAY WORK BORE/CORE LOCATIONS		
POINT #	LATITUDE	LONGITUDE
CB21	N033° 12' 11.42"	W097° 11' 38.24"
CB22	N033° 12' 00.00"	W097° 11' 40.12"
CB23	N033° 11' 54.65"	W097° 11' 40.32"

NIGHT WORK BORE/CORE LOCATIONS		
POINT #	LATITUDE	LONGITUDE
CB6	N033° 11' 35.94"	W097° 11' 53.30"
CB7	N033° 11' 47.68"	W097° 11' 53.01"
CB8	N033° 11' 59.21"	W097° 11' 52.88"
CB9	N033° 12' 08.74"	W097° 11' 52.38"
CB10	N033° 12' 22.62"	W097° 11' 52.35"

DAY WORK BORE/CORE LOCATIONS		
POINT #	LATITUDE	LONGITUDE
CB11	N033° 12' 23.58"	W097° 11' 48.51"
CB12	N033° 12' 08.73"	W097° 11' 49.00"
CB13	N033° 11' 53.17"	W097° 11' 49.11"
CB14	N033° 11' 43.05"	W097° 11' 49.56"
CB15	N033° 11' 33.14"	W097° 11' 49.99"

DENTON ENTERPRISE AIRPORT - PAVEMENT MANAGEMENT PLAN - DENTON, TEXAS

CORING/BORING LOCATION EXHIBIT

LOG OF BORING

Number: CO-1 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: DENTON ENTERPRISE AIRPORT, Denton, Texas

Type:

Surface Elevation: N/A

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
		◆◆◆◆◆		4.0" ASPHALTIC CONCRETE							
0.3				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
0.33'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number CO-2 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	Type / Surface Elevation N/A / STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.5" ASPHALTIC CONCRETE OVER 8.0" PORTLAND CEMENT CONCRETE							
1.0				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
0.96'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

CO-2 D-120-0206, February 2, 2021

LOG OF BORING

Number CO-3 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	Type / Surface Elevation N/A / STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
		◆◆◆◆◆		3.75" ASPHALTIC CONCRETE							
0.3				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
0.31'	**11/18/2020**	**Water Not Encountered**	**GEE Consultants, Inc.**

CO-3 D-120-0206, February 2, 2021

LOG OF BORING

Number CO-4 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	Type / Surface Elevation N/A / STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.0" ASPHALTIC CONCRETE OVER 8.25" PORTLAND CEMENT CONCRETE							
1.0				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
1.02'	11/18/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number **CO-5** | Location **SEE PLAN OF BORINGS** | | **D-120-0206**

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	Type / Surface Elevation N/A / STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.5" ASPHALTIC CONCRETE OVER 8.5" PORTLAND CEMENT CONCRETE							
1.0				END OF CORE (ONLY CORING)							

Completion Depth	Date	Water Observations	
1'	**11/18/2020**	**Water Not Encountered**	**GEE Consultants, Inc.**

LOG OF BORING

Number CB-6 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.0" ASPHALTIC CONCRETE							
				0.3 9.0" FLEXIBLE BASE							
			3.0	1.1 6.0" LIME TREATED TAN SANDY CLAY (fill)	27		54	49	5	31	
			3.0		33						
			22/12.0"	1.6 REDDISH BROWN AND BROWN CLAYEY SAND (fill)	18		29	16	13	61	
5				2.0 REDDISH BROWN SILTY CLAY AND DARK OLIVE GRAY SANDY CLAY (mix) (fill)							
			50/3.25"	3.0 LIGHT GRAY, YELLOWISH BROWN AND TAN SILTY CLAY with dark brown clay (mix) (fill)	10						
			31/12.0"		16						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/16/2020	Water Not Encountered	GEE Consultants, Inc.

CB-6 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-7 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				10.5" ASPHALTIC CONCRETE OVER 7.0" PORTLAND CEMENT CONCRETE							
			4.5		21						
			4.5	1.5 4.0" LIME TREATED TAN AND BROWN SANDY CLAY (fill)	22		51	23	28	94	
			3.0	1.8 DARK BROWN CLAY (fill)	25						
			3.0	becomes dark gray at 2.5 feet with occasional gravel	28					93	
5											
			4.0	with orange sandy clay pockets from 7 to 10 feet							
			4.0		22		48	21	27		
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

CB-7 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-8 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.5" ASPHALTIC CONCRETE OVER 7.5" PORTLAND CEMENT CONCRETE							
					30						
			4.0	1.0 5.0" FLEXIBLE BASE	13		61	29	32	88	
			4.0	1.4 6.0" LIME TREATED REDDISH BROWN SANDY CLAY with occasional gravel (fill)	29		54	16	38	81	
			4.0		16						
5				1.9 DARK BROWN AND TAN CLAY AND SILTY CLAY with occasional gravel (fill)							
			50/3.0"	3.0 DARK BROWN AND TAN CLAY with occasional gravel (fill)							
				6.0 TAN CHALKY SILTY CLAY							
			50/2.75"								
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number CB-9 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.0" ASPHALTIC CONCRETE OVER 7.0" PORTLAND CEMENT CONCRETE							
			3.5	0.9 8.0" LIME TREATED DARK BROWN SILTY CLAY (fill)	24					57	
			4.0	1.6 DARK BROWN AND BROWN CLAY with occasional gravel and orange sand pockets (fill)	24		50	25	25	89	
5			4.0		26						
			3.5	7.0 REDDISH BROWN SANDY CLAY with gravel							
			4.0								
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations
10'	11/17/2020	Water was Encountered at the Depth of 7 feet During Drilling and Wet After Completion of Drilling

GEE Consultants, Inc.

CB-9 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-10 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				6.0" ASPHALTIC CONCRETE OVER 8.75" PORTLAND CEMENT CONCRETE							
			4.0		13						
			4.0	1.2 7.0" LIME TREATED REDDISH BROWN SANDY CLAY with gravel (fill)	19		42	18	24	85	
			4.0		19						
			3.0	1.8 DARK BROWN AND BROWN CLAY with occasional gravel (fill)	26						
5				with reddish brown and orange sand seams and occasional pea gravel							
			3.0								
			3.0	9.0 TAN AND BROWN SANDY CLAY with sand seams and small gravel (possible fill)	17		35	17	18	71	
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/17/2020	Water Not Encountered	GEE Consultants, Inc.

CB-10 D-120-0206, February 2, 2021

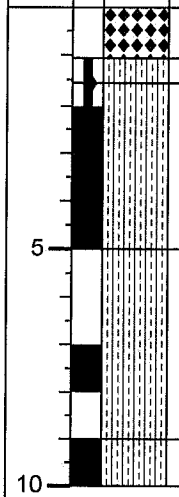
LOG OF BORING

Number: CB-11 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: DENTON ENTERPRISE AIRPORT, Denton, Texas

Type: INTERMITTENT SAMPLING

Surface Elevation: N/A



Depth (feet)	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
		4.0" ASPHALTIC CONCRETE OVER 8.75" PORTLAND CEMENT CONCRETE							
	4.5	1.1 6.0" LIME TREATED LIGHT BROWN CLAY with gravel (fill)	21		43	20	23	90	
	4.0	1.6 DARK BROWN CLAY (fill)	22						
	3.0		25						
5		5.0 DARK BROWN, LIGHT BROWN AND REDDISH BROWN CLAY with limestone fragments (fill)							
	3.5		23						
	4.5+	9.0 BROWN AND REDDISH BROWN SANDY CLAY with limestone fragments (fill)	19		38	18	20	72	
10		10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-11 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-12 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.5" ASPHALTIC CONCRETE OVER 8.5" PORTLAND CEMENT CONCRETE							
							34	15	19	54	
			3.0	1.1 REDDISH BROWN SANDY CLAY with gravel (fill)	21		50	22	28	87	
			3.0	2.0 DARK BROWN CLAY (fill)	23						
5			2.5	4.0 BROWN, LIGHT BROWN AND YELLOWISH BROWN SANDY CLAY with calcareous pockets (fill)	27		43	21	22	66	
			4.5+		14						
				with limestone gravel at 8 feet							
10			50/5.0"								
				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/19/2020	Water Not Encountered	GEE Consultants, Inc.

CB-12 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-13 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				5.0" ASPHALTIC CONCRETE							
				0.4 6.0" FLEXIBLE BASE							
				0.9 DARK BROWN CLAY (fill)	28		45	22	23	87	
			3.0		25						
			2.5		26						
			3.0		25						
5											
			4.5+	7.0 LIGHT BROWN, YELLOWISH BROWN AND GRAY CLAY with occasional gravel (possible fill)	20		49	20	29	86	
			3.5		23						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/19/2020	Water Not Encountered	GEE Consultants, Inc.

CB-13 D-120-0206, February 2, 2021

LOG OF BORING

Number: CB-14 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: DENTON ENTERPRISE AIRPORT, Denton, Texas

Type: INTERMITTENT SAMPLING

Surface Elevation: N/A

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.75" ASPHALTIC CONCRETE OVER 8.25" PORTLAND CEMENT CONCRETE							
					16						
			4.5+	1.0 REDDISH BROWN GRAVELLY CLAY (fill)	20		59	26	33	51	
			4.5+		11						
			4.5+		14					52	
5											
			50/3.75"	6.0 REDDISH BROWN, YELLOWISH BROWN AND LIGHT GRAY SILTY CLAY (possible fill)							
10			50/4.25"								
				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/19/2020	Water Not Encountered	GEE Consultants, Inc.

CB-14 D-120-0206, February 2, 2021

LOG OF BORING

Number: CB-15 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: **DENTON ENTERPRISE AIRPORT,** **Denton, Texas**

Type: **INTERMITTENT SAMPLING**

Surface Elevation: **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.25" ASPHALTIC CONCRETE							
				0.4 6.0" FLEXIBLE BASE							
			3.0	0.9 7.0" LIME TREATED LIGHT BROWN SANDY CLAY with occasional gravel (fill)	17						
			4.5		38		52	35	17	70	
			4.0	1.4 BROWN SANDY CLAY with occasional gravel (fill)	25		59	21	38	88	
5				3.0 ORANGE, BROWN AND LIGHT GRAY CLAY with gravel and limestone fragments (fill)	23						
			3.0		21						
			4.5+	8.0 TAN SILTY CLAY with limestone fragments (fill)							
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/19/2020	Water Not Encountered	GEE Consultants, Inc.

CB-15 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-16 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.25" ASPHALTIC CONCRETE							
				0.4 7.0" FLEXIBLE BASE							
			3.0	0.9 10.0" LIME TREATED LIGHT BROWN CLAYEY SAND (fill)	35		46	32	14	55	
			1.5	1.8 ORANGE BROWN AND BROWN SANDY CLAY with gravel (possible fill)	16						
			1.5								
5											
			2.5	7.0 ORANGE BROWN AND BROWN CLAY with gravel (possible fill) with chalk seams at 8 to 9 feet	18		44	17	27	79	
			1.5		25						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations
10'	11/19/2020	Seepage was Encountered at the Depth of 4 feet During Drilling and at 9.5 feet After Completion of Drilling

GEE Consultants, Inc.

CB-16 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-17 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.0" ASPHALTIC CONCRETE OVER 8.25" PORTLAND CEMENT CONCRETE							
			3.5	1.0 6.5" LIME TREATED REDDISH BROWN SANDY CLAY with gravel (fill)	28		55	26	29	90	
			3.5		24						
			4.0	1.6 DARK BROWN CLAY (fill)	25						
5											
			4.5+	7.0 ORANGE BROWN AND LIGHT GRAY SANDY CLAY with embedded gravel and calcareous deposits (fill)	24						
			4.5+		15		29	16	13	67	
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-17 D-120-0206, February 2, 2021

LOG OF BORING

Number: CB-18 | Location: SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project: **DENTON ENTERPRISE AIRPORT,** **Denton, Texas**

Type: **INTERMITTENT SAMPLING**

Surface Elevation: **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.5" ASPHALTIC CONCRETE							
				0.3 10.0" FLEXIBLE BASE							
				1.1 LIGHT BROWN CLAYEY SAND (fill)	15						
			4.5+	2.0 DARK BROWN SANDY CLAY AND CLAY (possible fill)	25		42	23	19	91	
			4.0		24						
			4.0		22						
5											
			4.5+	7.0 ORANGE BROWN, BROWN AND LIGHT GRAY SANDY CLAY with limestone fragments and chalk deposits (possible fill)	19		32	17	15	74	
			4.0		15						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-18 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-19 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.75" ASPHALTIC CONCRETE OVER 8.0" PORTLAND CEMENT CONCRETE							
			3.5	1.0 6.0" LIME TREATED LIGHT BROWN SANDY CLAY with occasional gravel (fill)	14						
			4.5+		22						
			4.5+		23		45	22	23	89	
5				1.5 DARK BROWN CLAY (fill)	21						
			4.5+	7.0 ORANGE BROWN AND BROWN CLAY with occasional fine iron ore nods and limestone fragments (possible fill)	24						
			4.5+		24		47	22	25	81	
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number CB-20 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.25" ASPHALTIC CONCRETE							
				0.4 6.0" FLEXIBLE BASE	19						
			3.0	0.9 8.0" LIME TREATED LIGHT BROWN CLAYEY SAND (fill)	28		42	21	21	86	
			3.5	1.5 BROWN AND DARK BROWN CLAY (fill)	27						
			3.5		13						
5											
			3.5	7.0 TAN, YELLOWISH BROWN AND LIGHT BROWN CLAY with sandstone fragments and limestone gravel (possible fill)	22		47	17	30	92	
			4.5+		19						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-20 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-21 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				4.75" ASPHALTIC CONCRETE							
				0.4 10.75" FLEXIBLE BASE							
			3.0	1.3 6.0" LIME TREATED LIGHT GRAY SILTY SAND (fill)	27		56	23	33	88	
			4.0	1.8 DARK BROWN SANDY CLAY TO CLAY (fill)	23						
5			4.0	3.0 LIGHT BROWN AND OLIVE BROWN CLAY with occasional light gray sand seams (possible fill)	23		50	21	29		
			4.5	7.0 ORANGE, BROWN AND OLIVE GRAY CLAY (possible fill)	17		52	18	34	87	
			3.0	8.0 ORANGE BORWN SANDY CLAY with iron ore and limestone gravel (possible fill)	15						
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

CB-21 D-120-0206, February 2, 2021

LOG OF BORING

Number CB-22 | Location SEE PLAN OF BORINGS | Page 1 of 1 | D-120-0206

Project
DENTON ENTERPRISE AIRPORT, **Denton, Texas**

Type **INTERMITTENT SAMPLING**

Surface Elevation **N/A**

Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.75" ASPHALTIC CONCRETE							
				0.3 6.0" FLEXIBLE BASE	22						
			4.0	0.8 BROWN AND DARK GRAY CLAY (fill)	21		41	19	22	90	
			3.5	with limestone fragments from 3 to 4.5 feet	21						
			4.5		22						
5				4.5 ORANGE BROWN CLAY AND SANDY CLAY with limestone fragments (possible fill)							
			4.5		19						
			4.5+		17		33	16	17	78	
10				10.0 END OF BORING							

Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

LOG OF BORING

Number: CB-23 | Location: SEE PLAN OF BORINGS | | D-120-0206

Project: DENTON ENTERPRISE AIRPORT, Denton, Texas

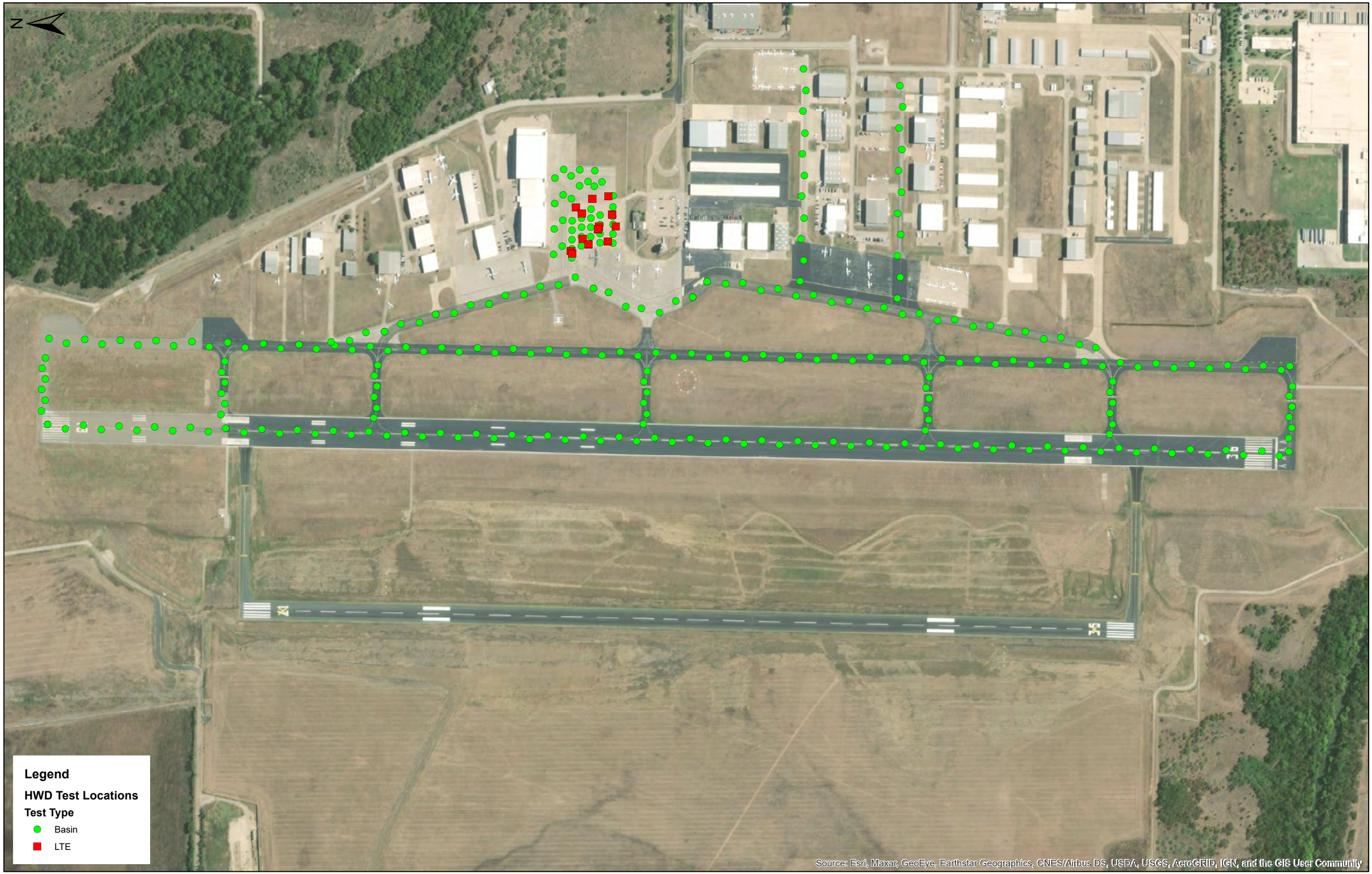
Type: INTERMITTENT SAMPLING

Surface Elevation: N/A

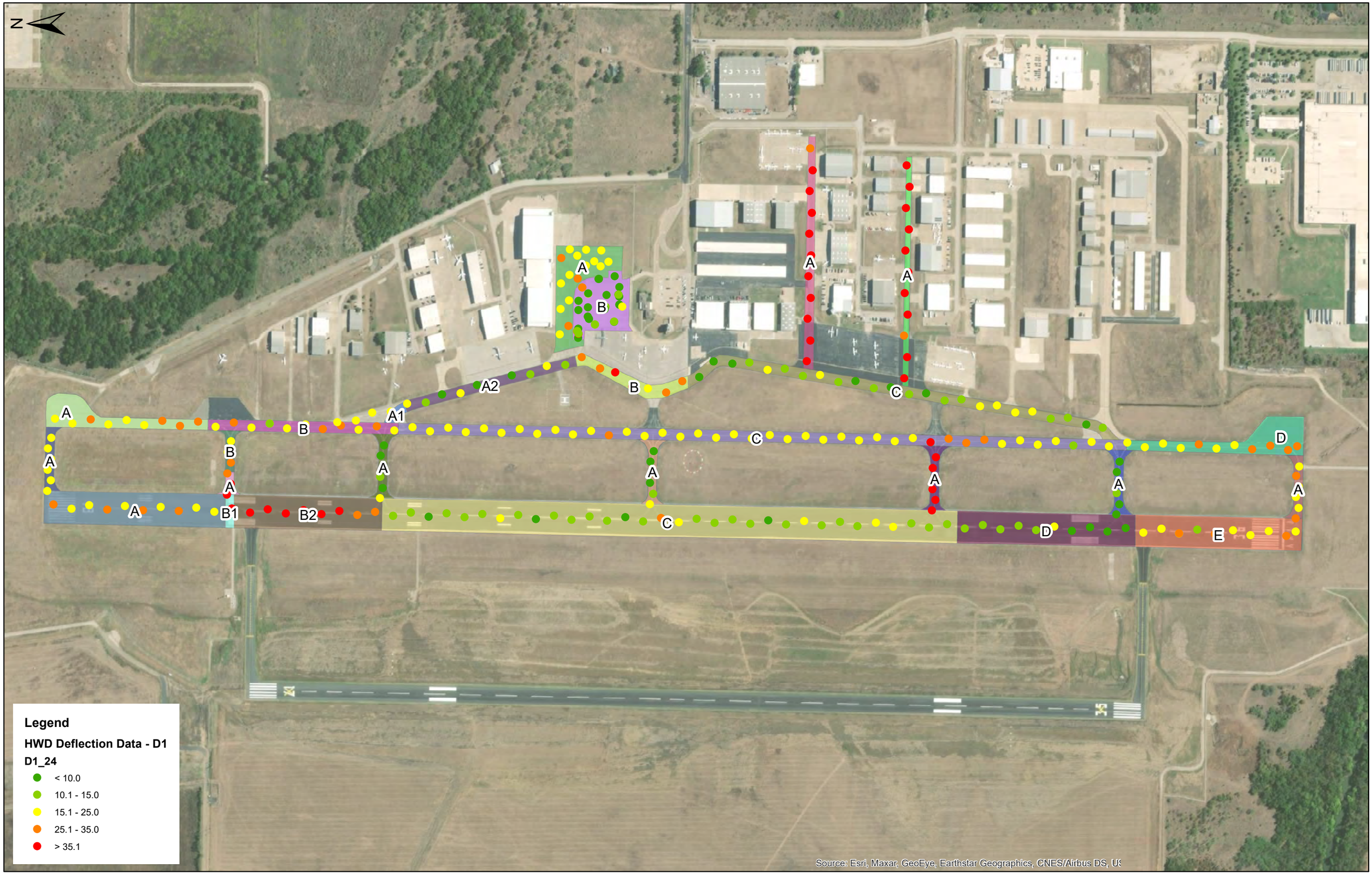
Depth (feet)	Samples	Symbol	Penetrometer Blows/Foot or Tons/Sq. Ft.	STRATUM DESCRIPTION	Moisture Content %	Unit Dry Weight Lbs/Cu. Ft.	Liquid Limit	Plastic Limit	Plasticity Index	% Passing No. 200 Sieve	Unconfined Compression Lbs/Sq. Ft.
				3.25" ASPHALTIC CONCRETE							
				0.3 7.0" FLEXIBLE BASE							
				0.9 DARK BROWN SANDY CLAY with occasional limestone fragments (fill)	25		39	25	14		
			3.0		24		52	25	27	94	
			3.5	2.0 DARK BROWN AND ORANGE BROWN CLAY (possible fill)	24					96	
			4.0		23						
5											
			3.0	7.0 ORANGE BROWN SANDY CLAY with limestone seams and calcareous pockets	21		33	16	17	76	
			3.5		22						
10				10.0 END OF BORING							

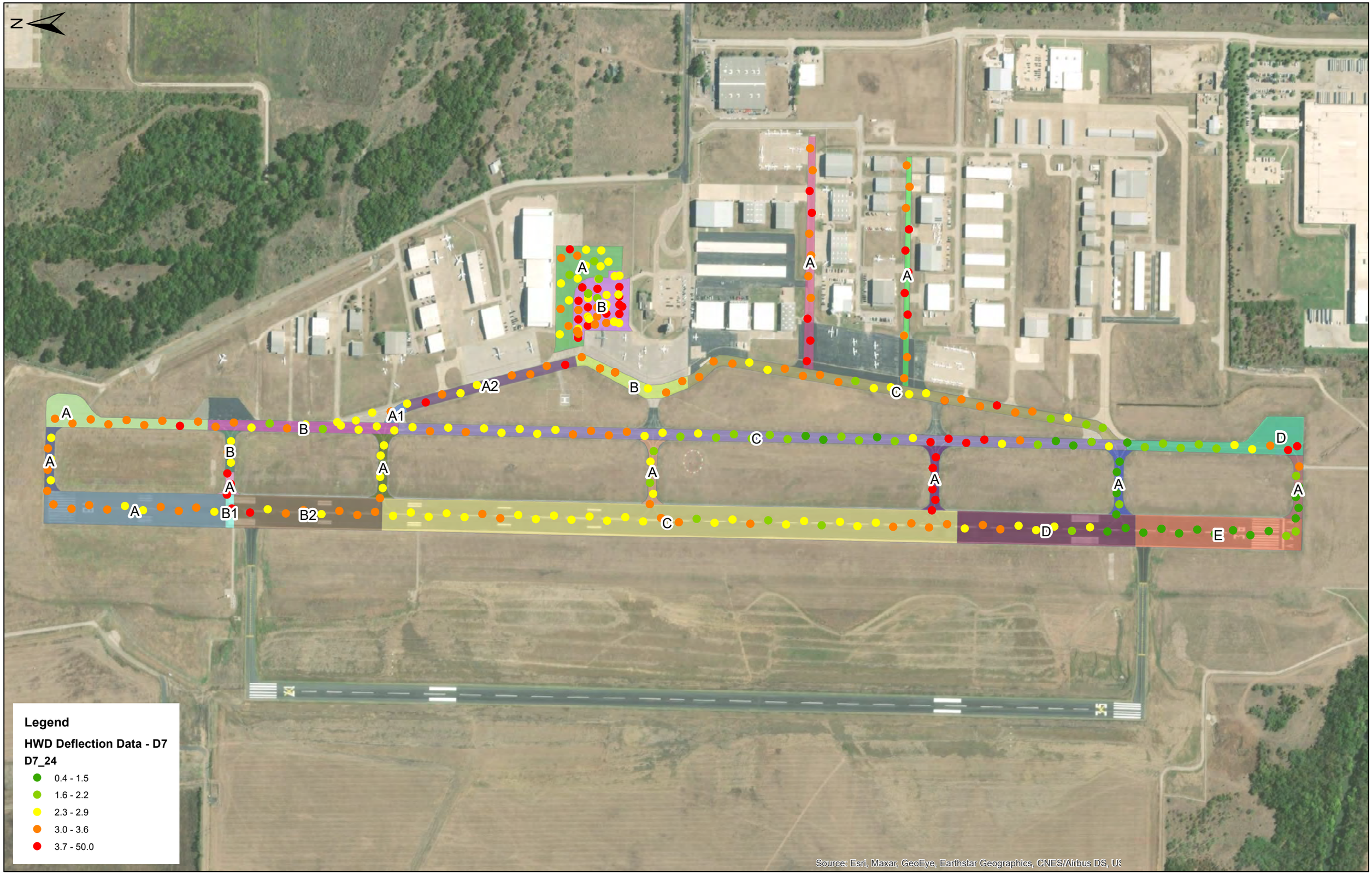
Completion Depth	Date	Water Observations	
10'	11/20/2020	Water Not Encountered	GEE Consultants, Inc.

Appendix B.1
HWD Test Locations and Types


N
Legend
HWD Test Locations
Test Type
Basin
LTE
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Appendix C.1
HWD Deflection Test Maps


N
A
A
A
B
A2
A1
B
C
A
A
A
A
B
B
A
A
A
A
A
A
B1
B2
C
D
E
D
Legend
HWD Deflection Data - D1
D1_24
< 10.0
10.1 - 15.0
15.1 - 25.0
25.1 - 35.0
> 35.1
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, U


N
A
A1
A2
B
B1
B2
C
D
E
Legend
HWD Deflection Data - D7
D7_24
0.4 - 1.5
1.6 - 2.2
2.3 - 2.9
3.0 - 3.6
3.7 - 50.0
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, US

Appendix C.2
Deflection Summary Tables

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/17/2020	Apron	Apron HMA	A	NA	60	1	33.203814	-97.19393896	1	9,053	83	9.79	6.98	4.54	3.05	2.15	1.62	1.27	7.35	925
11/17/2020	Apron	Apron HMA	A	NA	60	2	33.203814	-97.19393896	2	12,451	114	13.35	9.70	6.39	4.32	3.01	2.29	1.78	10.09	933
11/17/2020	Apron	Apron HMA	A	NA	60	3	33.203814	-97.19393896	3	14,993	137	15.83	11.59	7.69	5.22	3.67	2.77	2.20	11.96	947
11/17/2020	Apron	Apron HMA	A	NA	180	1	33.203820	-97.19432833	4	9,128	84	7.39	4.95	3.13	2.13	1.51	1.16	0.94	4.89	1,235
11/17/2020	Apron	Apron HMA	A	NA	180	2	33.203820	-97.19432833	5	12,162	111	9.46	6.50	4.18	2.84	2.01	1.57	1.25	6.38	1,286
11/17/2020	Apron	Apron HMA	A	NA	180	3	33.203820	-97.19432833	6	14,787	135	11.12	7.75	5.04	3.42	2.43	1.91	1.51	7.57	1,330
11/17/2020	Apron	Apron HMA	A	NA	300	1	33.203827	-97.19471882	7	8,974	82	7.47	5.26	3.45	2.54	1.98	1.64	1.31	5.35	1,201
11/17/2020	Apron	Apron HMA	A	NA	300	2	33.203827	-97.19471882	8	12,300	113	9.74	6.98	4.66	3.48	2.72	2.25	1.81	7.06	1,263
11/17/2020	Apron	Apron HMA	A	NA	300	3	33.203827	-97.19471882	9	15,080	138	11.58	8.33	5.62	4.20	3.33	2.74	2.19	8.33	1,302
11/17/2020	Apron	Apron HMA	A	NA	420	1	33.203838	-97.19510743	10	9,278	85	8.04	6.00	4.06	2.82	1.88	1.36	1.04	5.91	1,154
11/17/2020	Apron	Apron HMA	A	NA	420	2	33.203838	-97.19510743	11	11,998	110	10.22	7.78	5.31	3.70	2.44	1.76	1.37	7.66	1,174
11/17/2020	Apron	Apron HMA	A	NA	420	3	33.203838	-97.19510743	12	14,956	137	12.75	9.65	6.64	4.60	3.03	2.19	1.69	9.54	1,173
11/17/2020	Apron	Apron HMA	A	NA	20	1	33.203684	-97.19380532	13	9,394	86	6.90	4.91	3.38	2.53	2.01	1.60	1.33	4.87	1,361
11/17/2020	Apron	Apron HMA	A	NA	20	2	33.203684	-97.19380532	14	12,146	111	8.90	6.48	4.47	3.39	2.65	2.20	1.76	6.31	1,365
11/17/2020	Apron	Apron HMA	A	NA	20	3	33.203684	-97.19380532	15	15,218	139	11.09	8.13	5.68	4.33	3.41	2.73	2.29	7.97	1,372
11/17/2020	Apron	Apron HMA	A	NA	140	1	33.203689	-97.19419628	16	9,048	83	6.68	4.65	2.84	1.84	1.30	0.96	0.74	4.80	1,354
11/17/2020	Apron	Apron HMA	A	NA	140	2	33.203689	-97.19419628	17	12,411	114	9.13	6.44	4.00	2.59	1.83	1.41	1.05	6.57	1,359
11/17/2020	Apron	Apron HMA	A	NA	140	3	33.203689	-97.19419628	18	15,297	140	11.16	7.95	4.98	3.24	2.30	1.74	1.31	8.07	1,371
11/17/2020	Apron	Apron HMA	A	NA	260	1	33.203696	-97.19458675	19	9,500	87	8.34	5.11	3.02	2.12	1.59	1.21	0.88	5.37	1,139
11/17/2020	Apron	Apron HMA	A	NA	260	2	33.203696	-97.19458675	20	11,919	109	10.00	6.24	3.78	2.68	2.02	1.48	1.11	6.59	1,192
11/17/2020	Apron	Apron HMA	A	NA	260	3	33.203696	-97.19458675	21	14,806	135	11.94	7.59	4.67	3.34	2.49	1.91	1.38	7.87	1,240
11/17/2020	Apron	Apron HMA	A	NA	380	1	33.203704	-97.1949794	22	9,302	85	10.65	7.09	4.33	2.83	1.98	1.50	1.07	7.78	873
11/17/2020	Apron	Apron HMA	A	NA	380	2	33.203704	-97.1949794	23	12,431	114	14.23	9.59	5.92	3.90	2.69	2.05	1.44	10.43	874
11/17/2020	Apron	Apron HMA	A	NA	380	3	33.203704	-97.1949794	24	15,036	138	17.00	11.61	7.24	4.81	3.35	2.49	1.85	12.54	884
11/17/2020	Apron	Apron HMA	A	NA	60	1	33.203570	-97.19390282	25	9,112	83	7.85	5.86	3.96	2.76	1.99	1.50	1.09	6.34	1,161
11/17/2020	Apron	Apron HMA	A	NA	60	2	33.203570	-97.19390282	26	12,189	112	10.50	7.95	5.45	3.83	2.74	2.04	1.48	8.50	1,161
11/17/2020	Apron	Apron HMA	A	NA	60	3	33.203570	-97.19390282	27	15,202	139	13.06	9.96	6.89	4.86	3.48	2.61	1.87	10.56	1,164
11/17/2020	Apron	Apron HMA	A	NA	165	1	33.203564	-97.19425296	28	9,275	85	9.95	6.64	4.16	2.58	1.56	1.11	0.84	7.19	932
11/17/2020	Apron	Apron HMA	A	NA	165	2	33.203564	-97.19425296	29	12,300	113	13.13	8.91	5.64	3.56	2.17	1.56	1.17	9.54	937
11/17/2020	Apron	Apron HMA	A	NA	165	3	33.203564	-97.19425296	30	15,123	138	15.68	10.73	6.85	4.27	2.67	1.96	1.48	11.50	964
11/17/2020	Apron	Apron HMA	A	NA	20	1	33.203436	-97.19381162	31	9,112	83	8.65	6.66	2.86	2.09	1.55	1.24	0.93	5.83	1,053
11/17/2020	Apron	Apron HMA	A	NA	20	2	33.203436	-97.19381162	32	12,051	110	11.26	8.78	4.00	2.88	2.13	1.61	1.30	7.69	1,070
11/17/2020	Apron	Apron HMA	A	NA	20	3	33.203436	-97.19381162	33	15,282	140	13.88	10.84	5.08	3.64	2.68	2.11	1.58	9.60	1,101
11/17/2020	Apron	Apron HMA	A	NA	95	1	33.203438	-97.19405629	34	9,159	84	6.86	4.87	3.14	2.19	1.61	1.23	0.94	5.07	1,335
11/17/2020	Apron	Apron HMA	A	NA	95	2	33.203438	-97.19405629	35	12,205	112	9.23	6.68	4.35	3.02	2.20	1.68	1.28	6.86	1,322
11/17/2020	Apron	Apron HMA	A	NA	95	3	33.203438	-97.19405629	36	15,345	140	11.59	8.38	5.56	3.85	2.79	2.15	1.63	8.60	1,324
11/17/2020	Apron	Apron HMA	A	NA	75	1	33.203310	-97.19399068	37	9,029	83	8.68	6.78	4.71	3.31	1.19	1.00	0.81	6.46	1,040
11/17/2020	Apron	Apron HMA	A	NA	75	2	33.203310	-97.19399068	38	12,455	114	12.02	9.44	6.60	4.63	1.68	1.39	1.13	8.97	1,036
11/17/2020	Apron	Apron HMA	A	NA	75	3	33.203310	-97.19399068	39	15,128	138	14.49	11.42	8.01	5.56	2.07	1.69	1.38	10.84	1,044
11/17/2020	Apron	Apron HMA	A	NA	20	1	33.203203	-97.19382357	40	8,961	82	7.96	5.82	4.06	3.09	2.46	2.12	0.89	6.02	1,126
11/17/2020	Apron	Apron HMA	A	NA	20	2	33.203203	-97.19382357	41	12,360	113	10.89	7.98	5.62	4.29	3.41	2.92	1.22	8.24	1,135
11/17/2020	Apron	Apron HMA	A	NA	20	3	33.203203	-97.19382357	42	15,123	138	13.14	9.66	6.86	5.23	4.18	3.61	1.50	9.98	1,151
11/17/2020	Apron	Apron HMA	A	NA	95	1	33.203214	-97.19406511	43	9,215	84	7.12	5.33	3.61	2.48	1.77	1.33	0.82	5.24	1,294
11/17/2020	Apron	Apron HMA	A	NA	95	2	33.203214	-97.19406511	44	12,344	113	9.61	7.28	4.98	3.41	2.40	1.80	1.15	7.11	1,284
11/17/2020	Apron	Apron HMA	A	NA	95	3	33.203214	-97.19406511	45	15,321	140	11.89	9.05	6.21	4.27	2.99	2.24	1.43	8.88	1,289
11/18/2020	Apron	Apron HMA	A	NA	75	1	33.203093	-97.19399561	46	8,926	82	8.90	7.19	5.27	3.96	3.09	1.17	0.98	6.80	1,003
11/18/2020	Apron	Apron HMA	A	NA	75	2	33.203093	-97.19399561	47	12,379	113	12.50	10.20	7.50	5.65	4.44	1.67	1.40	9.60	990
11/18/2020	Apron	Apron HMA	A	NA	75	3	33.203093	-97.19399561	48	15,242	139	15.50	12.68	9.35	7.04	5.54	2.07	1.74	11.94	983
11/17/2020	Apron	Apron PCC	B	NA	8	1	33.203558	-97.19516112	1	18,382	168	6.52	6.00	5.37	4.74	4.14	3.63	3.11	6.47	2,819
11/17/2020	Apron	Apron PCC	B	NA	8	2	33.203558	-97.19516112	2	25,104	230	8.52	7.91	7.08	6.25	5.48	4.81	4.18	8.47	2,946
11/17/2020	Apron	Apron PCC	B	NA	8	3	33.203558	-97.19516112	3	29,569	270	9.87	9.09	8.15	7.19	6.27	5.56	4.87	9.78	2,996
11/17/2020	Apron	Apron PCC	B	NA	52	1	33.203555	-97.19502001	4	18,451	169	5.43	4.93	4.39	3.81	3.27	2.72	2.30	5.17	3,398
11/17/2020	Apron	Apron PCC	B	NA	52	2	33.203555	-97.19502001	5	25,020	229	7.19	6.59	5.85	5.05	4.30	3.61	3.01	6.89	3,480
11/17/2020	Apron	Apron PCC	B	NA	52	3	33.203555	-97.19502001	6	29,949	274	8.42	7.70	6.83	5.89	4.98	4.15	3.48	8.07	3,557
11/17/2020	Apron	Apron PCC	B	NA	95	1	33.203554	-97.19487903	7	18,620	170	4.74	4.43	4.09	3.82	3.68	3.67	3.78	4.38	3,928
11/17/2020	Apron	Apron PCC	B	NA	95	2	33.203554	-97.19487903	8	25,186	230	6.28	5.91	5.44	5.03	4.82	4.83	5.01	5.86	4,011
11/17/2020	Apron	Apron PCC	B	NA	95	3	33.203554	-97.19487903	9	29,410	269	7.28	6.79	6.22	5.72	5.46	5.49	5.69	6.75	4,040
11/17/2020	Apron	Apron PCC	B	NA	139	1	33.203553	-97.19473627	10	18,525	169	5.08	4.74	4.35	3.89	3.48	3.11	2.78	4.75	3,647
11/17/2020	Apron	Apron PCC	B	NA	139	2	33.203553	-97.19473627	11	25,175	230	6.66	6.35	5.81	5.20	4.65	4.15	3.74	6.34	3,780
11/17/2020	Apron	Apron PCC	B	NA	139	3	33.203553	-97.19473627	12	29,378	269	7.81	7.35	6.72	6.00	5.35	4.76	4.30	7.30	3,762
11/17/2020	Apron	Apron PCC	B	NA	182	1	33.203550	-97.19459442	13	18,514	169	5.11	4.86	4.63	4.40	4.20	4.04	3.88	4.71	3,623
11/17/2020	Apron	Apron PCC	B	NA	182	2	33.203550	-97.19459442	14	25,112	230	6.70	6.53	6.22	5.94	5.72	5.58	5.46	6.29	3,748
11/17/2020	Apron	Apron PCC	B	NA	182	3	33.203550	-97.19459442	15	29,762	272	7.81	7.55	7.20	6.88	6.65	6.55	6.53	7.25	3,811

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/17/2020	Apron	Apron PCC	B	NA	23	1	33.203410	-97.19497523	16	18,311	167	4.69	4.39	4.23	4.16	4.18	4.27	4.39	4.33	3,904
11/17/2020	Apron	Apron PCC	B	NA	23	2	33.203410	-97.19497523	17	25,445	233	6.18	5.86	5.60	5.49	5.52	5.59	5.72	5.85	4,117
11/17/2020	Apron	Apron PCC	B	NA	23	3	33.203410	-97.19497523	18	29,513	270	7.09	6.65	6.28	6.18	6.21	6.28	6.39	6.66	4,163
11/17/2020	Apron	Apron PCC	B	NA	66	1	33.203409	-97.1948342	19	18,470	169	5.65	5.11	4.53	3.93	3.35	2.83	2.36	5.68	3,269
11/17/2020	Apron	Apron PCC	B	NA	66	2	33.203409	-97.1948342	20	24,885	228	7.45	6.77	5.99	5.16	4.36	3.64	3.04	7.47	3,340
11/17/2020	Apron	Apron PCC	B	NA	66	3	33.203409	-97.1948342	21	29,521	270	8.66	7.91	6.98	5.98	5.05	4.22	3.48	8.67	3,409
11/17/2020	Apron	Apron PCC	B	NA	109	1	33.203407	-97.19469362	22	18,525	169	5.25	5.35	5.68	6.25	6.92	7.65	8.42	4.79	3,529
11/17/2020	Apron	Apron PCC	B	NA	109	2	33.203407	-97.19469362	23	25,440	233	6.85	6.88	7.22	7.97	8.85	9.80	10.80	6.32	3,714
11/17/2020	Apron	Apron PCC	B	NA	109	3	33.203407	-97.19469362	24	29,537	270	7.76	7.69	8.00	8.82	9.83	10.98	12.16	7.19	3,806
11/17/2020	Apron	Apron PCC	B	NA	153	1	33.203406	-97.19455298	25	18,485	169	4.27	3.82	3.39	2.94	2.52	2.14	1.83	4.01	4,329
11/17/2020	Apron	Apron PCC	B	NA	153	2	33.203406	-97.19455298	26	25,083	229	5.50	5.07	4.50	3.90	3.34	2.81	2.39	5.32	4,561
11/17/2020	Apron	Apron PCC	B	NA	153	3	33.203406	-97.19455298	27	29,508	270	6.46	5.89	5.22	4.54	3.87	3.26	2.74	6.16	4,568
11/17/2020	Apron	Apron PCC	B	NA	66	1	33.203267	-97.19483518	28	18,466	169	4.37	4.10	3.75	3.43	3.10	2.80	2.53	4.11	4,226
11/17/2020	Apron	Apron PCC	B	NA	66	2	33.203267	-97.19483518	29	25,072	229	5.85	5.47	4.99	4.52	4.08	3.72	3.37	5.48	4,286
11/17/2020	Apron	Apron PCC	B	NA	66	3	33.203267	-97.19483518	30	29,540	270	6.85	6.38	5.79	5.22	4.70	4.24	3.90	6.36	4,312
11/17/2020	Apron	Apron PCC	B	NA	110	1	33.203264	-97.19469342	31	18,379	168	4.08	3.85	3.59	3.31	3.06	2.83	2.63	3.79	4,505
11/17/2020	Apron	Apron PCC	B	NA	110	2	33.203264	-97.19469342	32	25,421	233	5.54	5.20	4.83	4.44	4.08	3.77	3.47	5.11	4,589
11/17/2020	Apron	Apron PCC	B	NA	110	3	33.203264	-97.19469342	33	29,474	270	6.33	5.91	5.50	5.04	4.61	4.24	3.90	5.80	4,656
11/17/2020	Apron	Apron PCC	B	NA	152	1	33.203263	-97.19455395	34	18,355	168	4.36	3.91	3.47	3.01	2.55	2.11	1.68	4.38	4,210
11/17/2020	Apron	Apron PCC	B	NA	152	2	33.203263	-97.19455395	35	25,247	231	5.72	5.20	4.62	4.01	3.37	2.79	2.21	5.73	4,414
11/17/2020	Apron	Apron PCC	B	NA	152	3	33.203263	-97.19455395	36	29,553	270	6.51	5.98	5.32	4.61	3.88	3.18	2.53	6.50	4,540
11/17/2020	Apron	Apron PCC	B	NA	196	1	33.203261	-97.19441015	37	18,422	169	4.65	4.31	4.00	3.73	3.56	3.52	3.54	4.33	3,962
11/17/2020	Apron	Apron PCC	B	NA	196	2	33.203261	-97.19441015	38	25,298	231	6.21	5.73	5.28	4.90	4.70	4.65	4.66	5.79	4,074
11/17/2020	Apron	Apron PCC	B	NA	196	3	33.203261	-97.19441015	39	29,612	271	7.10	6.57	6.04	5.54	5.31	5.28	5.31	6.67	4,171
11/17/2020	Apron	Apron PCC	B	NA	37	1	33.203127	-97.19493159	40	18,355	168	4.37	4.00	3.69	3.35	3.00	2.68	2.36	3.98	4,200
11/17/2020	Apron	Apron PCC	B	NA	37	2	33.203127	-97.19493159	41	24,890	228	5.57	5.31	4.89	4.43	3.95	3.51	3.11	5.25	4,469
11/17/2020	Apron	Apron PCC	B	NA	37	3	33.203127	-97.19493159	42	29,648	271	6.64	6.20	5.71	5.15	4.59	4.06	3.60	6.13	4,465
11/17/2020	Apron	Apron PCC	B	NA	81	1	33.203125	-97.19479086	43	18,240	167	4.13	3.94	3.96	3.99	4.15	4.33	4.54	3.74	4,416
11/17/2020	Apron	Apron PCC	B	NA	81	2	33.203125	-97.19479086	44	25,052	229	5.30	5.13	5.06	5.11	5.29	5.51	5.74	4.96	4,727
11/17/2020	Apron	Apron PCC	B	NA	81	3	33.203125	-97.19479086	45	29,651	271	6.11	5.90	5.76	5.76	5.96	6.22	6.53	5.72	4,853
11/17/2020	Apron	Apron PCC	B	NA	124	1	33.203124	-97.19464869	46	17,935	164	4.02	3.69	3.32	2.99	2.61	2.26	1.90	3.79	4,461
11/17/2020	Apron	Apron PCC	B	NA	124	2	33.203124	-97.19464869	47	24,988	229	5.35	4.98	4.51	4.05	3.54	3.08	2.65	5.08	4,671
11/17/2020	Apron	Apron PCC	B	NA	124	3	33.203124	-97.19464869	48	30,238	277	6.35	5.87	5.31	4.75	4.15	3.62	3.14	5.96	4,762
11/17/2020	Apron	Apron PCC	B	NA	167	1	33.203123	-97.19450542	49	18,451	169	5.74	5.22	4.62	3.96	3.34	2.76	2.26	5.57	3,214
11/17/2020	Apron	Apron PCC	B	NA	167	2	33.203123	-97.19450542	50	25,242	231	7.51	6.91	6.09	5.23	4.40	3.62	2.97	7.34	3,361
11/17/2020	Apron	Apron PCC	B	NA	167	3	33.203123	-97.19450542	51	29,635	271	8.68	7.94	7.01	6.02	5.02	4.17	3.39	8.43	3,414
11/17/2020	Apron	Apron PCC	B	NA	37	1	33.202927	-97.19493587	52	18,454	169	4.30	4.01	3.69	3.33	2.98	2.61	2.26	4.02	4,292
11/17/2020	Apron	Apron PCC	B	NA	37	2	33.202927	-97.19493587	53	25,271	231	5.67	5.33	4.89	4.40	3.92	3.43	3.00	5.34	4,457
11/17/2020	Apron	Apron PCC	B	NA	37	3	33.202927	-97.19493587	54	29,505	270	6.52	6.13	5.63	5.06	4.49	3.94	3.43	6.12	4,525
11/17/2020	Apron	Apron PCC	B	NA	81	1	33.202926	-97.19479517	55	18,371	168	4.67	4.49	4.20	3.91	3.65	3.40	3.19	4.36	3,934
11/17/2020	Apron	Apron PCC	B	NA	81	2	33.202926	-97.19479517	56	24,750	226	6.28	5.95	5.54	5.12	4.72	4.39	4.11	5.82	3,941
11/17/2020	Apron	Apron PCC	B	NA	81	3	33.202926	-97.19479517	57	30,949	283	7.60	7.23	6.72	6.17	5.67	5.24	4.88	7.07	4,072
11/17/2020	Apron	Apron PCC	B	NA	124	1	33.202925	-97.19465415	58	18,462	169	5.40	4.94	4.41	3.78	3.18	2.57	2.04	5.21	3,419
11/17/2020	Apron	Apron PCC	B	NA	124	2	33.202925	-97.19465415	59	25,321	232	7.15	6.56	5.84	4.99	4.19	3.38	2.67	6.90	3,541
11/17/2020	Apron	Apron PCC	B	NA	124	3	33.202925	-97.19465415	60	29,445	269	8.18	7.50	6.68	5.70	4.76	3.83	3.03	7.87	3,600
11/17/2020	Apron	Apron PCC	B	NA	168	1	33.202925	-97.19465415	61	18,517	169	5.14	4.85	4.56	4.28	4.05	3.85	3.69	4.94	3,603
11/17/2020	Apron	Apron PCC	B	NA	168	2	33.202925	-97.19465415	62	24,885	228	6.67	6.29	5.91	5.52	5.20	4.94	4.74	6.43	3,731
11/17/2020	Apron	Apron PCC	B	NA	168	3	33.202925	-97.19465415	63	29,683	271	7.66	7.25	6.78	6.33	5.96	5.68	5.44	7.37	3,875
11/17/2020	Apron	Apron PCC	B	NA	167	1	33.202929	-97.19452782	1	18,292	167	5.14	4.82	4.52	4.23	4.01	3.81	3.65	4.91	3,559
11/17/2020	Apron	Apron PCC	B	NA	167	2	33.202929	-97.19452782	2	25,107	230	6.66	6.31	5.92	5.53	5.23	4.94	4.76	6.44	3,770
11/17/2020	Apron	Apron PCC	B	NA	167	3	33.202929	-97.19452782	3	29,672	271	7.64	7.24	6.78	6.32	5.95	5.64	5.43	7.35	3,884
11/17/2020	Apron	Apron PCC	B	NA	211	1	33.202926	-97.19438323	4	18,565	170	5.85	5.70	5.39	4.96	4.56	4.11	3.70	5.30	3,174
11/17/2020	Apron	Apron PCC	B	NA	211	2	33.202926	-97.19438323	5	25,520	233	7.71	7.59	7.15	6.59	5.99	5.42	4.83	7.07	3,310
11/17/2020	Apron	Apron PCC	B	NA	211	3	33.202926	-97.19438323	6	29,267	268	8.74	8.56	8.06	7.41	6.73	6.04	5.39	7.97	3,349
11/17/2020	Apron	Apron PCC	B	NA	263	1	33.202924	-97.19420938	7	18,221	167	4.69	4.26	3.83	3.36	2.90	2.46	2.05	4.37	3,885
11/17/2020	Apron	Apron PCC	B	NA	263	2	33.202924	-97.19420938	8	25,120	230	6.16	5.75	5.20	4.55	3.92	3.29	2.76	5.80	4,078
11/17/2020	Apron	Apron PCC	B	NA	263	3	33.202924	-97.19420938	9	29,485	270	7.18	6.70	6.03	5.28	4.54	3.81	3.10	6.74	4,107
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	50	1	33.211590	-97.19771088	1	8,918	82	12.22	7.27	4.37	2.86	2.06	1.58	1.23	4.98	730
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	0	2	33.211590	-97.19771088	2	12,641	116	16.76	10.39	6.37	4.21	3.01	2.30	1.82	7.33	754
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	50	3	33.211590	-97.19771088	3	15,075	138	19.46	12.28	7.58	5.02	3.57	2.73	2.13	8.81	775
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	50	1	33.211590	-97.19771094	4	9,140	84	12.61	7.65	4.61	3.04	2.16	1.63	1.31	5.04	725
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	50	2	33.211590	-97.19771094	5	12,728	116	16.99	10.65	6.53	4.32	3.06	2.30	1.83	7.23	749
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	50	3	33.211590	-97.19771094	6	15,202	139	19.83	12.62	7.83	5.20	3.67	2.78	2.24	8.71	767

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	250	1	33.211043	-97.19772165	7	9,167	84	8.37	5.43	3.20	2.19	1.69	1.37	1.13	5.58	1,095
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	250	2	33.211043	-97.19772165	8	12,569	115	11.26	7.46	4.52	3.12	2.36	1.91	1.57	7.56	1,116
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	250	3	33.211043	-97.19772165	9	15,139	138	13.28	8.94	5.49	3.80	2.88	2.33	1.90	8.99	1,140
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	450	1	33.210495	-97.19773424	10	9,156	84	9.01	5.39	3.06	2.05	1.58	1.33	1.11	5.52	1,016
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	450	2	33.210495	-97.19773424	11	12,363	113	11.76	7.17	4.13	2.72	2.07	1.71	1.42	7.31	1,051
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	450	3	33.210495	-97.19773424	12	14,969	137	13.83	8.65	5.04	3.32	2.52	2.05	1.74	8.74	1,082
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	650	1	33.209949	-97.19774761	13	9,386	86	8.66	5.50	3.35	2.43	1.92	1.61	1.35	5.61	1,084
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	650	2	33.209949	-97.19774761	14	12,114	111	10.91	7.08	4.39	3.16	2.50	2.08	1.76	7.13	1,110
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	650	3	33.209949	-97.19774761	15	15,144	139	13.38	8.79	5.50	3.96	3.11	2.59	2.17	8.81	1,132
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	850	1	33.209403	-97.1977599	16	9,128	84	7.86	4.85	2.98	2.15	1.70	1.40	1.16	5.09	1,161
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	850	2	33.209403	-97.1977599	17	12,162	111	10.22	6.49	4.05	2.92	2.33	1.91	1.57	6.72	1,190
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	850	3	33.209403	-97.1977599	18	15,112	138	12.40	8.03	5.04	3.62	2.87	2.34	1.95	8.22	1,219
11/16/2020	Runway	Rwy 18L-36R	B1	10 Left	1,050	1	33.208855	-97.19777324	19	9,109	83	17.93	10.55	6.15	3.76	2.47	1.79	1.41	11.24	508
11/16/2020	Runway	Rwy 18L-36R	B1	10 Left	1,050	2	33.208855	-97.19777324	20	12,281	112	24.25	14.69	8.67	5.26	3.43	2.44	1.96	15.45	506
11/16/2020	Runway	Rwy 18L-36R	B1	10 Left	1,050	3	33.208855	-97.19777324	21	15,171	139	29.94	18.47	10.98	6.65	4.30	3.03	2.43	19.38	507
11/16/2020	Runway	Rwy 18L-36R	B1	10 Left	1,048	1	33.208863	-97.19777322	22	9,389	86	17.87	10.80	5.53	3.39	2.32	1.77	1.40	10.72	525
11/16/2020	Runway	Rwy 18L-36R	B1	10 Left	1,048	2	33.208863	-97.19777322	23	12,260	112	23.45	14.56	7.62	4.65	3.14	2.36	1.86	14.31	523
11/16/2020	Runway	Rwy 18L-36R	B1	10 Left	1,048	3	33.208863	-97.19777322	24	15,175	139	28.95	18.30	9.73	5.89	3.95	2.96	2.33	17.94	524
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,250	1	33.208308	-97.19778397	25	9,072	83	16.30	9.93	5.42	3.17	2.00	1.38	1.06	10.19	557
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,250	2	33.208308	-97.19778397	26	12,284	112	22.36	13.77	7.64	4.52	2.84	1.94	1.47	14.10	549
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,250	3	33.208308	-97.19778397	27	15,072	138	27.33	17.13	9.58	5.65	3.54	2.43	1.81	17.50	551
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,450	1	33.207761	-97.19779776	28	8,895	81	16.63	10.07	5.65	2.79	2.00	1.47	1.18	9.91	535
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,450	2	33.207761	-97.19779776	29	12,435	114	23.30	14.28	8.02	3.98	2.81	2.09	1.58	14.12	534
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,450	3	33.207761	-97.19779776	30	14,901	136	27.93	17.28	9.74	4.86	3.41	2.54	1.97	17.07	534
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,650	1	33.207213	-97.19780995	31	9,212	84	14.11	8.08	4.51	2.76	1.88	1.43	1.12	8.02	653
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,650	2	33.207213	-97.19780995	32	12,197	112	18.38	10.83	6.15	3.72	2.53	1.85	1.57	10.66	664
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,650	3	33.207213	-97.19780995	33	14,869	136	22.22	13.32	7.66	4.63	3.13	2.29	1.98	13.03	669
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,850	1	33.206666	-97.1978236	34	9,093	83	11.09	7.08	4.25	2.81	2.01	1.54	1.17	7.38	820
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,850	2	33.206666	-97.1978236	35	12,387	113	15.20	9.79	5.92	3.89	2.78	2.13	1.65	10.15	815
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,850	3	33.206666	-97.1978236	36	15,080	138	18.51	12.04	7.34	4.81	3.43	2.66	2.06	12.41	815
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,050	1	33.206118	-97.19783519	37	9,347	86	5.52	4.88	2.91	2.35	1.82	1.44	1.06	3.78	1,693
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,050	2	33.206118	-97.19783519	38	12,165	111	7.11	6.36	3.85	3.05	2.37	1.85	1.39	4.93	1,711
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,050	3	33.206118	-97.19783519	39	15,163	139	8.69	7.78	4.74	3.74	2.93	2.24	1.70	6.03	1,745
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,050	1	33.206118	-97.1978335	1	18,292	167	10.48	9.56	5.69	4.52	3.54	2.72	2.06	7.35	1,745
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,050	2	33.206118	-97.1978335	2	24,330	223	13.56	12.42	7.46	5.93	4.63	3.58	2.71	9.58	1,794
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,050	3	33.206118	-97.1978335	3	30,159	276	16.31	14.91	9.08	7.18	5.62	4.33	3.33	11.52	1,849
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,250	1	33.205570	-97.1978455	4	17,800	163	8.82	6.01	5.22	4.30	3.54	2.88	2.30	6.38	2,018
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,250	2	33.205570	-97.1978455	5	24,243	222	11.55	7.94	6.89	5.68	4.64	3.78	2.96	8.44	2,099
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,250	3	33.205570	-97.1978455	6	30,143	276	14.07	9.64	8.37	6.90	5.61	4.55	3.63	10.24	2,142
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,450	1	33.205023	-97.19785633	7	17,843	163	10.21	7.26	6.29	5.13	4.09	3.17	2.45	7.35	1,748
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,450	2	33.205023	-97.19785633	8	24,081	220	13.38	9.56	8.28	6.76	5.36	4.18	3.14	9.67	1,800
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,450	3	33.205023	-97.19785633	9	30,143	276	16.28	11.65	10.10	8.22	6.52	5.06	3.79	11.75	1,852
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,650	1	33.204475	-97.19786999	10	18,057	165	8.96	7.44	6.71	5.35	3.37	2.65	1.99	7.19	2,015
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,650	2	33.204475	-97.19786999	11	24,132	221	11.72	9.80	8.83	7.01	4.44	3.50	2.65	9.48	2,059
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,650	3	33.204475	-97.19786999	12	30,338	277	14.34	11.98	10.80	8.54	5.41	4.26	3.23	11.54	2,116
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,850	1	33.203927	-97.19788191	13	18,054	165	8.51	6.21	5.12	4.13	3.33	2.69	2.18	6.80	2,122
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,850	2	33.203927	-97.19788191	14	24,584	225	11.17	8.24	6.77	5.45	4.38	3.54	2.88	8.97	2,201
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,850	3	33.203927	-97.19788191	15	30,175	276	13.58	9.95	8.17	6.55	5.25	4.23	3.45	10.83	2,222
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,050	1	33.203381	-97.1978937	16	17,645	161	8.28	6.46	5.44	4.33	3.45	2.73	2.16	6.73	2,131
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,050	2	33.203381	-97.1978937	17	24,097	220	11.02	8.60	7.22	5.81	4.63	3.62	2.74	8.93	2,187
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,050	3	33.203381	-97.1978937	18	30,076	275	13.37	10.52	8.85	7.12	5.67	4.45	3.47	10.88	2,250
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,250	1	33.202835	-97.19790409	19	18,022	165	7.53	6.26	5.24	4.15	3.22	2.40	1.76	6.31	2,393
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,250	2	33.202835	-97.19790409	20	23,970	219	9.96	8.31	6.99	5.57	4.32	3.24	2.35	8.39	2,407
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,250	3	33.202835	-97.19790409	21	30,045	275	12.15	10.16	8.56	6.81	5.33	4.00	2.93	10.25	2,473
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,450	1	33.202288	-97.19791821	22	17,705	162	19.39	11.61	8.47	6.13	4.50	3.26	2.30	11.99	913
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,450	2	33.202288	-97.19791821	23	23,870	218	24.89	15.07	10.99	7.97	5.88	4.27	3.04	15.55	959
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,450	3	33.202288	-97.19791821	24	30,013	274	30.27	18.46	13.48	9.80	7.23	5.32	3.81	18.82	992
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,650	1	33.201742	-97.19793025	25	17,788	163	9.55	7.79	6.59	5.72	2.31	1.84	1.42	7.11	1,863
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,650	2	33.201742	-97.19793025	26	23,922	219	12.53	10.31	8.76	7.56	3.12	2.47	1.97	9.43	1,909
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,650	3	33.201742	-97.19793025	27	29,910	274	15.27	12.55	10.67	9.24	3.90	3.11	2.43	11.51	1,959
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,850	1	33.201194	-97.19794098	28	17,824	163	9.64	7.20	5.76	4.38	3.36	2.52	1.88	8.07	1,849
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,850	2	33.201194	-97.19794098	29	23,962	219	12.66	9.49	7.59	5.81	4.46	3.35	2.50	10.59	1,893
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,850	3	33.201194	-97.19794098	30	30,040	275	15.48	11.65	9.33	7.17	5.50	4.13	3.09	12.96	1,941

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,050	1	33.200645	-97.19795439	31	18,117	166	7.09	5.22	4.31	3.39	2.47	1.87	1.38	5.16	2,555
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,050	2	33.200645	-97.19795439	32	24,029	220	9.31	6.92	5.73	4.51	3.31	2.48	1.84	6.87	2,581
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,050	3	33.200645	-97.19795439	33	30,076	275	11.38	8.51	7.06	5.57	4.11	3.06	2.29	8.44	2,643
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,250	1	33.200096	-97.1979646	34	17,470	160	15.24	10.39	7.53	5.25	3.62	2.47	1.68	8.40	1,146
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,250	2	33.200096	-97.1979646	35	23,938	219	20.02	13.75	10.04	7.08	4.88	3.38	2.36	11.59	1,196
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,250	3	33.200096	-97.1979646	36	30,135	276	24.07	16.66	12.23	8.67	6.04	4.22	2.99	14.41	1,252
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,450	1	33.199547	-97.19797721	37	17,832	163	8.95	6.92	5.68	4.48	3.45	2.59	1.92	7.02	1,992
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,450	2	33.199547	-97.19797721	38	24,018	220	11.91	9.24	7.61	6.01	4.64	3.51	2.61	9.41	2,017
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,450	3	33.199547	-97.19797721	39	30,238	277	14.64	11.44	9.46	7.48	5.79	4.37	3.30	11.62	2,065
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,650	1	33.198999	-97.19798833	40	17,602	161	12.85	9.72	7.70	5.96	4.44	3.35	2.00	9.80	1,370
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,650	2	33.198999	-97.19798833	41	23,941	219	16.62	12.75	10.13	7.88	5.88	4.46	2.66	12.84	1,440
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,650	3	33.198999	-97.19798833	42	30,008	274	20.27	15.61	12.42	9.67	7.23	5.49	3.26	15.69	1,480
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,850	1	33.198455	-97.19800039	43	17,772	163	10.22	8.56	7.17	5.60	4.36	3.37	2.60	7.87	1,739
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,850	2	33.198455	-97.19800039	44	23,819	218	13.51	11.33	9.45	7.32	5.69	4.38	3.40	10.36	1,763
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,850	3	33.198455	-97.19800039	45	30,037	275	16.43	13.85	11.52	8.92	6.92	5.34	4.09	12.60	1,828
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	5,050	1	33.197908	-97.19801245	46	18,046	165	7.78	6.30	5.40	4.47	3.70	2.97	2.37	6.53	2,320
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	5,050	2	33.197908	-97.19801245	47	24,148	221	10.10	8.24	7.02	5.85	4.78	3.90	3.08	8.53	2,391
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	5,050	3	33.197908	-97.19801245	48	30,021	275	12.15	9.92	8.49	7.03	5.77	4.66	3.70	10.25	2,471
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,250	1	33.197361	-97.19802438	49	17,911	164	10.67	6.55	5.61	4.61	3.80	3.07	2.46	6.61	1,679
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,250	2	33.197361	-97.19802438	50	23,830	218	13.83	8.49	7.29	6.01	4.90	3.99	3.17	8.60	1,723
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,250	3	33.197361	-97.19802438	51	30,103	275	17.00	10.53	9.05	7.37	6.09	4.91	3.89	10.62	1,771
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,450	1	33.196813	-97.19803487	52	17,808	163	9.62	5.24	4.46	3.78	3.16	2.62	2.11	5.26	1,851
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,450	2	33.196813	-97.19803487	53	23,846	218	12.51	6.85	5.82	4.92	4.12	3.39	2.80	6.89	1,906
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,450	3	33.196813	-97.19803487	54	29,905	274	15.21	8.37	7.09	5.98	5.00	4.14	3.34	8.36	1,966
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,650	1	33.196267	-97.19804752	55	17,383	159	11.51	7.93	5.17	3.86	3.02	2.24	1.74	7.61	1,510
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,650	2	33.196267	-97.19804752	56	23,545	215	15.36	10.41	6.83	5.10	4.03	2.98	2.31	10.20	1,533
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,650	3	33.196267	-97.19804752	57	29,640	271	18.92	12.81	8.47	6.30	5.03	3.71	2.87	12.64	1,567
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,850	1	33.195720	-97.19805803	58	18,105	166	4.89	4.13	3.63	3.14	2.67	2.24	1.80	4.32	3,702
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,850	2	33.195720	-97.19805803	59	24,105	220	6.36	5.39	4.76	4.10	3.50	2.92	2.36	5.63	3,790
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,850	3	33.195720	-97.19805803	60	30,060	275	7.80	6.58	5.80	5.02	4.28	3.59	2.94	6.84	3,854
11/17/2020	Runway	Rwy 18L-36R	D	10 Left	6,050	1	33.195174	-97.19807218	61	18,086	165	6.79	4.14	2.27	1.32	0.82	0.57	0.42	4.26	2,664
11/17/2020	Runway	Rwy 18L-36R	D	10 Left	6,050	2	33.195174	-97.19807218	62	24,216	221	9.00	5.64	3.21	1.90	1.20	0.82	0.59	5.80	2,691
11/17/2020	Runway	Rwy 18L-36R	D	10 Left	6,050	3	33.195174	-97.19807218	63	30,124	276	11.06	7.04	4.06	2.40	1.56	1.04	0.75	7.13	2,724
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,250	1	33.194626	-97.19808198	64	18,002	165	12.35	7.33	3.31	1.72	1.04	0.44	0.38	7.17	1,458
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,250	2	33.194626	-97.19808198	65	24,937	228	16.04	9.59	4.46	2.35	1.45	0.62	0.52	9.38	1,555
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,250	3	33.194626	-97.19808198	66	29,553	270	18.47	11.04	5.20	2.79	1.72	0.72	0.63	10.74	1,600
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,250	1	33.194625	-97.19808267	1	9,659	88	7.72	4.43	1.85	0.88	0.43	0.25	0.20	4.30	1,251
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,250	2	33.194625	-97.19808267	2	11,948	109	9.13	5.25	2.23	1.09	0.56	0.30	0.26	5.17	1,309
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,250	3	33.194625	-97.19808267	3	15,064	138	11.03	6.40	2.80	1.41	0.78	0.39	0.32	6.29	1,366
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,450	1	33.194078	-97.19809395	4	8,926	82	4.98	2.95	1.32	0.62	0.35	0.28	0.19	3.07	1,792
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,450	2	33.194078	-97.19809395	5	12,170	111	6.76	4.08	1.92	0.93	0.49	0.37	0.27	4.22	1,800
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,450	3	33.194078	-97.19809395	6	14,858	136	8.18	5.02	2.44	1.18	0.65	0.43	0.36	5.18	1,816
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,650	1	33.193530	-97.19810541	7	8,890	81	6.61	4.20	2.18	1.16	0.68	0.42	0.28	4.42	1,345
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,650	2	33.193530	-97.19810541	8	12,400	113	9.48	6.14	3.31	1.82	1.06	0.65	0.46	6.35	1,308
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,650	3	33.193530	-97.19810541	9	15,080	138	11.48	7.56	4.17	2.32	1.37	0.83	0.61	7.77	1,314
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,850	1	33.192983	-97.19811722	10	9,421	86	7.41	5.01	2.83	1.70	1.06	0.67	0.42	4.95	1,271
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,850	2	33.192983	-97.19811722	11	12,328	113	9.62	6.68	3.90	2.35	1.48	0.94	0.62	6.55	1,281
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,850	3	33.192983	-97.19811722	12	14,972	137	11.75	8.22	4.85	2.96	1.85	1.22	0.76	8.03	1,274
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	7,001	1	33.192571	-97.19812472	13	9,466	87	8.28	5.07	3.03	2.03	1.44	1.08	0.79	5.23	1,143
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	7,001	2	33.192571	-97.19812472	14	11,887	109	10.13	6.47	3.94	2.65	1.91	1.40	1.02	6.62	1,173
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	7,001	3	33.192571	-97.19812472	15	14,822	136	12.36	8.01	4.96	3.35	2.42	1.77	1.30	8.19	1,199
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	150	1	33.211314	-97.19777645	1	8,993	82	7.70	5.11	3.18	2.23	1.69	1.34	1.09	5.06	1,168
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	150	2	33.211314	-97.19777645	2	12,535	115	10.74	7.19	4.55	3.19	2.38	1.84	1.53	7.13	1,167
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	150	3	33.211314	-97.19777645	3	15,202	139	12.86	8.75	5.62	3.91	2.90	2.25	1.86	8.63	1,182
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	350	1	33.210767	-97.19778856	4	9,220	84	9.83	6.19	3.62	2.41	1.78	1.41	1.16	6.44	938
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	350	2	33.210767	-97.19778856	5	12,463	114	13.00	8.41	5.06	3.33	2.44	1.90	1.56	8.72	959
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	350	3	33.210767	-97.19778856	6	15,210	139	15.62	10.30	6.28	4.17	3.03	2.37	1.90	10.61	974
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	550	1	33.210219	-97.1977993	7	8,736	80	9.66	6.02	3.37	2.12	1.50	1.12	0.91	6.08	904
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	550	2	33.210219	-97.1977993	8	12,609	115	13.63	8.73	5.06	3.19	2.19	1.67	1.34	8.81	925
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	550	3	33.210219	-97.1977993	9	15,080	138	16.04	10.40	6.12	3.87	2.65	2.02	1.62	10.47	940
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	750	1	33.209672	-97.19781054	10	9,267	85	11.36	7.00	3.93	2.57	1.92	1.53	1.26	7.11	816
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	750	2	33.209672	-97.19781054	11	12,197	112	14.67	9.25	5.33	3.47	2.60	2.06	1.73	9.35	831
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	750	3	33.209672	-97.19781054	12	15,258	140	17.93	11.50	6.73	4.36	3.23	2.54	2.13	11.62	851

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	950	1	33.209126	-97.19782204	13	8,644	79	7.77	4.43	2.61	1.91	1.55	1.28	1.06	4.57	1,112
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	950	2	33.209126	-97.19782204	14	12,474	114	10.87	6.49	3.91	2.84	2.30	1.86	1.56	6.54	1,148
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	950	3	33.209126	-97.19782204	15	15,250	139	12.89	7.82	4.74	3.45	2.73	2.23	1.83	7.89	1,183
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,150	1	33.208580	-97.19783496	16	8,855	81	24.44	13.17	6.10	3.25	2.21	1.77	1.46	13.66	362
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,150	2	33.208580	-97.19783496	17	12,471	114	34.28	19.17	9.13	4.82	3.19	2.54	2.09	19.67	364
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,150	3	33.208580	-97.19783496	18	15,056	138	40.96	23.33	11.31	5.94	3.86	3.11	2.52	23.87	368
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,350	1	33.208033	-97.19784821	19	9,125	83	24.72	13.63	7.00	3.90	2.37	1.62	1.23	15.00	369
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,350	2	33.208033	-97.19784821	20	12,102	111	32.95	18.23	9.56	5.34	3.27	2.22	1.69	20.20	367
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,350	3	33.208033	-97.19784821	21	14,985	137	40.01	22.49	11.95	6.70	4.09	2.79	2.13	24.81	375
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,550	1	33.207487	-97.19785823	22	9,069	83	15.26	9.03	5.11	3.11	2.01	1.38	1.02	9.45	594
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,550	2	33.207487	-97.19785823	23	12,308	113	20.71	12.52	7.16	4.37	2.83	1.94	1.44	12.87	594
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,550	3	33.207487	-97.19785823	24	15,036	138	25.22	15.46	8.90	5.45	3.52	2.42	1.80	15.82	596
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,750	1	33.206939	-97.19787165	25	8,895	81	11.19	8.16	5.18	3.24	2.16	1.56	1.16	8.61	795
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,750	2	33.206939	-97.19787165	26	12,487	114	16.15	11.91	7.61	4.76	3.14	2.25	1.71	12.35	773
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,750	3	33.206939	-97.19787165	27	15,088	138	19.63	14.47	9.26	5.77	3.80	2.70	2.07	15.04	769
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	1,950	1	33.206391	-97.19788456	28	8,847	81	4.67	2.69	2.34	1.96	1.61	1.33	1.05	2.72	1,894
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	1,950	2	33.206391	-97.19788456	29	12,324	113	6.31	3.79	3.30	2.77	2.28	1.85	1.48	3.79	1,953
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	1,950	3	33.206391	-97.19788456	30	14,985	137	7.60	4.54	3.97	3.32	2.72	2.21	1.78	4.56	1,972
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	1,950	1	33.206392	-97.19788473	1	17,713	162	9.04	5.39	4.72	3.93	3.21	2.61	2.11	5.44	1,959
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	1,950	2	33.206392	-97.19788473	2	24,362	223	11.91	7.19	6.27	5.25	4.28	3.46	2.79	7.26	2,046
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	1,950	3	33.206392	-97.19788473	3	30,373	278	14.41	8.76	7.65	6.39	5.21	4.22	3.40	8.83	2,108
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,150	1	33.205845	-97.19789763	4	18,335	168	7.03	5.57	4.87	4.08	3.36	2.72	2.14	5.54	2,608
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,150	2	33.205845	-97.19789763	5	24,882	228	9.33	7.40	6.46	5.40	4.43	3.60	2.84	7.35	2,667
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,150	3	33.205845	-97.19789763	6	29,485	270	10.87	8.66	7.57	6.31	5.18	4.18	3.33	8.58	2,713
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,350	1	33.205296	-97.19790521	7	17,938	164	8.72	6.46	5.41	4.18	3.35	2.67	2.04	6.13	2,057
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,350	2	33.205296	-97.19790521	8	24,187	221	11.40	8.62	7.19	5.57	4.43	3.53	2.69	8.14	2,122
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,350	3	33.205296	-97.19790521	9	30,246	277	14.02	10.52	8.77	6.76	5.36	4.25	3.31	9.92	2,157
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,550	1	33.204749	-97.1979211	10	18,263	167	12.02	7.59	6.25	4.93	3.87	3.00	2.29	9.05	1,519
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,550	2	33.204749	-97.1979211	11	24,335	223	15.42	9.89	8.10	6.43	5.00	3.92	2.99	11.83	1,578
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,550	3	33.204749	-97.1979211	12	30,254	277	18.57	11.92	9.83	7.77	6.07	4.72	3.66	14.18	1,629
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,750	1	33.204204	-97.19793348	13	18,300	167	7.61	5.80	4.96	4.09	3.30	2.60	1.92	5.89	2,405
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,750	2	33.204204	-97.19793348	14	24,536	224	10.13	7.69	6.59	5.44	4.40	3.48	2.59	7.79	2,422
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,750	3	33.204204	-97.19793348	15	30,413	278	12.20	9.40	8.07	6.67	5.40	4.26	3.22	9.46	2,493
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,950	1	33.203659	-97.19794534	16	17,776	163	9.52	6.14	5.13	4.10	3.26	2.59	1.98	6.23	1,867
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,950	2	33.203659	-97.19794534	17	24,398	223	12.38	8.18	6.84	5.50	4.35	3.43	2.72	8.31	1,971
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,950	3	33.203659	-97.19794534	18	30,306	277	15.11	10.03	8.41	6.74	5.35	4.22	3.37	10.15	2,006
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,150	1	33.203113	-97.19795949	19	17,629	161	8.58	6.76	5.92	4.67	3.51	2.67	1.93	6.61	2,055
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,150	2	33.203113	-97.19795949	20	24,187	221	11.41	8.99	7.91	6.24	4.69	3.56	2.61	8.83	2,120
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,150	3	33.203113	-97.19795949	21	30,183	276	13.91	10.96	9.66	7.61	5.72	4.34	3.19	10.74	2,170
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,350	1	33.202563	-97.19797092	22	17,550	161	11.69	8.89	7.38	5.69	3.81	2.57	1.93	9.63	1,501
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,350	2	33.202563	-97.19797092	23	24,909	228	15.43	11.90	9.87	7.61	5.07	3.50	2.65	12.89	1,614
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,350	3	33.202563	-97.19797092	24	29,783	272	18.09	14.05	11.65	8.95	5.99	4.18	3.13	15.08	1,646
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,550	1	33.202015	-97.19798257	25	17,827	163	11.98	8.00	6.70	5.40	4.19	3.19	2.46	8.84	1,488
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,550	2	33.202015	-97.19798257	26	24,544	224	15.69	10.51	8.83	7.06	5.61	4.30	3.25	11.68	1,564
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,550	3	33.202015	-97.19798257	27	30,544	279	18.93	12.83	10.81	8.68	6.82	5.21	3.98	14.19	1,614
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,751	1	33.201467	-97.1979921	28	18,062	165	8.07	5.93	5.01	4.17	3.40	2.73	2.14	6.02	2,238
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,751	2	33.201467	-97.1979921	29	23,986	219	10.44	7.81	6.62	5.51	4.51	3.61	2.83	7.92	2,298
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,751	3	33.201467	-97.1979921	30	30,087	275	12.84	9.56	8.09	6.75	5.50	4.40	3.39	9.67	2,343
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,951	1	33.200921	-97.1980064	31	17,518	160	10.83	7.92	6.38	5.00	3.92	3.03	2.28	7.98	1,618
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,951	2	33.200921	-97.1980064	32	24,600	225	14.52	10.60	8.53	6.71	5.25	4.06	3.07	10.67	1,694
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,951	3	33.200921	-97.1980064	33	30,560	279	17.62	12.92	10.38	8.17	6.39	4.95	3.76	12.95	1,734
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,150	1	33.200375	-97.19801729	34	17,803	163	9.55	7.25	6.06	4.77	3.68	2.79	2.02	7.40	1,864
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,150	2	33.200375	-97.19801729	35	23,788	218	12.69	9.61	8.06	6.33	4.93	3.76	2.76	9.83	1,875
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,150	3	33.200375	-97.19801729	36	30,159	276	15.53	11.92	10.02	7.93	6.15	4.72	3.50	12.17	1,942
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,350	1	33.199828	-97.19802883	37	17,399	159	7.64	5.37	4.28	3.26	2.39	1.68	1.12	5.46	2,277
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,350	2	33.199828	-97.19802883	38	24,525	224	10.49	7.41	5.95	4.56	3.36	2.40	1.61	7.54	2,338
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,350	3	33.199828	-97.19802883	39	30,420	278	13.15	9.37	7.55	5.81	4.30	3.07	2.10	9.55	2,313
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,550	1	33.199281	-97.19804253	40	18,030	165	9.46	8.39	7.54	4.22	3.17	2.43	1.89	7.59	1,906
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,550	2	33.199281	-97.19804253	41	23,946	219	12.41	11.07	9.85	5.69	4.28	3.30	2.48	10.06	1,930
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,550	3	33.199281	-97.19804253	42	29,965	274	15.12	13.50	12.00	7.06	5.33	4.11	3.11	12.28	1,982
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,749	1	33.198734	-97.19805197	43	17,887	164	14.56	10.00	7.67	5.78	4.35	3.24	2.49	13.62	1,229
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,749	2	33.198734	-97.19805197	44	24,045	220	18.80	12.98	9.93	7.51	5.66	4.22	3.19	17.35	1,279
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,749	3	33.198734	-97.19805197	45	30,373	278	22.92	15.87	12.18	9.20	6.94	5.17	3.89	20.92	1,325

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,950	1	33.198185	-97.19806378	46	18,062	165	8.92	7.16	6.12	5.03	4.06	3.26	2.57	7.28	2,025
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,950	2	33.198185	-97.19806378	47	24,232	222	11.75	9.43	8.05	6.61	5.40	4.32	3.40	9.54	2,062
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,950	3	33.198185	-97.19806378	48	30,135	276	14.17	11.42	9.75	8.01	6.49	5.18	4.08	11.53	2,127
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,151	1	33.197637	-97.19807847	49	18,192	166	9.71	6.39	5.48	4.41	3.51	2.83	2.28	6.57	1,874
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,151	2	33.197637	-97.19807847	50	24,359	223	12.68	8.41	7.19	5.79	4.62	3.71	3.00	8.63	1,921
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,151	3	33.197637	-97.19807847	51	30,314	277	15.37	10.22	8.74	7.03	5.59	4.52	3.66	10.44	1,972
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,350	1	33.197093	-97.1980912	52	18,279	167	10.74	6.65	5.61	4.61	3.79	3.09	2.48	6.27	1,702
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,350	2	33.197093	-97.1980912	53	24,671	226	13.96	8.83	7.45	6.10	5.00	4.07	3.23	8.21	1,767
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,350	3	33.197093	-97.1980912	54	30,516	279	16.88	10.68	8.99	7.35	6.00	4.88	3.86	9.91	1,808
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,550	1	33.196545	-97.19810268	55	18,094	166	8.92	4.91	4.14	3.49	2.90	2.42	1.98	4.95	2,028
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,550	2	33.196545	-97.19810268	56	24,639	225	11.73	6.53	5.50	4.63	3.85	3.21	2.59	6.55	2,101
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,550	3	33.196545	-97.19810268	57	30,492	279	14.17	7.89	6.65	5.60	4.65	3.86	3.13	7.91	2,152
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,750	1	33.195999	-97.19811344	58	17,911	164	7.01	4.82	4.01	3.25	2.56	2.00	1.57	4.80	2,555
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,750	2	33.195999	-97.19811344	59	24,037	220	9.24	6.49	5.43	4.37	3.44	2.70	2.07	6.56	2,601
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,750	3	33.195999	-97.19811344	60	30,251	277	11.48	8.07	6.76	5.45	4.26	3.30	2.61	8.10	2,635
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,950	1	33.195452	-97.19812392	61	18,252	167	4.90	2.82	2.22	1.53	1.13	0.83	0.63	2.64	3,725
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,950	2	33.195452	-97.19812392	62	24,739	226	6.59	3.89	3.08	2.15	1.58	1.14	0.86	3.63	3,754
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,950	3	33.195452	-97.19812392	63	30,489	279	8.15	4.83	3.84	2.67	1.96	1.46	1.11	4.50	3,741
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,150	1	33.194903	-97.1981412	64	18,149	166	13.38	8.13	3.91	1.82	0.89	0.54	0.45	8.62	1,356
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,150	2	33.194903	-97.1981412	65	24,639	225	17.84	10.98	5.41	2.54	1.27	0.76	0.64	11.60	1,381
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,150	3	33.194903	-97.1981412	66	30,481	279	21.79	13.54	6.79	3.24	1.63	1.00	0.84	14.12	1,399
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,350	1	33.194357	-97.19815304	67	17,843	163	18.97	12.34	6.07	2.71	1.22	0.70	0.42	12.62	941
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,350	2	33.194357	-97.19815304	68	24,803	227	25.45	16.65	8.36	3.88	1.83	1.05	0.67	16.94	975
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,350	3	33.194357	-97.19815304	69	29,585	271	29.61	19.43	9.85	4.67	2.23	1.29	0.85	19.69	999
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,350	1	33.194357	-97.19815239	1	9,204	84	10.25	6.47	3.01	1.25	0.53	0.27	0.18	6.63	898
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,350	2	33.194357	-97.19815239	2	12,213	112	13.46	8.60	4.09	1.75	0.76	0.39	0.22	8.76	907
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,350	3	33.194357	-97.19815239	3	15,271	140	16.57	10.65	5.15	2.26	1.00	0.52	0.33	10.90	922
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,551	1	33.193809	-97.19816354	4	8,998	82	10.07	5.94	2.61	1.13	0.59	0.37	0.29	6.05	894
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,551	2	33.193809	-97.19816354	5	12,297	112	13.63	8.20	3.80	1.75	0.93	0.61	0.46	8.37	902
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,551	3	33.193809	-97.19816354	6	14,937	137	16.30	9.98	4.75	2.25	1.22	0.79	0.61	10.13	916
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,751	1	33.193264	-97.19817867	7	8,942	82	7.91	4.46	2.07	1.15	0.78	0.57	0.38	4.86	1,130
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,751	2	33.193264	-97.19817867	8	12,225	112	10.42	6.04	2.97	1.72	1.15	0.82	0.57	6.54	1,173
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,751	3	33.193264	-97.19817867	9	14,874	136	12.31	7.24	3.67	2.17	1.46	1.03	0.70	7.81	1,208
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,951	1	33.192716	-97.1981918	10	9,331	85	11.25	7.01	3.91	2.33	1.48	1.00	0.76	7.02	829
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,951	2	33.192716	-97.1981918	11	12,086	111	14.03	8.96	5.15	3.11	1.97	1.31	1.04	8.94	861
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,951	3	33.192716	-97.1981918	12	14,956	137	16.75	10.93	6.41	3.91	2.49	1.65	1.33	10.89	893
11/18/2020	Taxiway	Twy A	A	10 Left	50	1	33.211566	-97.1963974	1	8,866	81	8.70	5.85	3.78	2.59	1.87	1.46	1.17	6.11	1,019
11/18/2020	Taxiway	Twy A	A	10 Left	50	2	33.211566	-97.1963974	2	12,585	115	12.37	8.52	5.52	3.74	2.70	2.09	1.65	8.85	1,017
11/18/2020	Taxiway	Twy A	A	10 Left	50	3	33.211566	-97.1963974	3	15,120	138	14.69	10.21	6.63	4.49	3.19	2.44	1.98	10.54	1,029
11/18/2020	Taxiway	Twy A	A	10 Left	250	1	33.211019	-97.19640929	4	9,315	85	10.29	5.91	3.45	2.37	1.78	1.41	1.14	5.37	905
11/18/2020	Taxiway	Twy A	A	10 Left	250	2	33.211019	-97.19640929	5	12,371	113	13.07	7.76	4.63	3.18	2.35	1.88	1.53	7.08	947
11/18/2020	Taxiway	Twy A	A	10 Left	250	3	33.211019	-97.19640929	6	14,882	136	15.20	9.26	5.59	3.83	2.85	2.30	1.85	8.36	979
11/18/2020	Taxiway	Twy A	A	10 Left	450	1	33.210471	-97.19641891	7	9,056	83	8.83	5.00	2.98	2.34	1.96	1.43	1.15	5.03	1,026
11/18/2020	Taxiway	Twy A	A	10 Left	450	2	33.210471	-97.19641891	8	12,221	112	11.27	6.58	3.98	3.09	2.57	1.85	1.53	6.58	1,084
11/18/2020	Taxiway	Twy A	A	10 Left	450	3	33.210471	-97.19641891	9	14,996	137	13.46	8.03	4.91	3.80	3.13	2.26	1.87	7.95	1,114
11/18/2020	Taxiway	Twy A	A	10 Left	650	1	33.209923	-97.19643042	10	8,863	81	12.74	7.86	4.25	2.64	1.89	1.50	1.24	8.35	696
11/18/2020	Taxiway	Twy A	A	10 Left	650	2	33.209923	-97.19643042	11	12,466	114	17.01	10.77	5.96	3.76	2.67	2.13	1.73	11.23	733
11/18/2020	Taxiway	Twy A	A	10 Left	650	3	33.209923	-97.19643042	12	14,985	137	19.87	12.78	7.17	4.52	3.20	2.56	2.09	13.22	754
11/18/2020	Taxiway	Twy A	A	10 Left	850	1	33.209376	-97.1964431	13	9,267	85	11.26	7.49	4.45	2.87	2.06	1.65	1.36	7.92	823
11/18/2020	Taxiway	Twy A	A	10 Left	850	2	33.209376	-97.1964431	14	12,347	113	14.57	9.97	5.99	3.87	2.78	2.19	1.79	10.20	847
11/18/2020	Taxiway	Twy A	A	10 Left	850	3	33.209376	-97.1964431	15	15,278	140	17.63	12.17	7.39	4.76	3.43	2.71	2.21	12.45	867
11/18/2020	Taxiway	Twy A	B	10 Left	1,050	1	33.208828	-97.19645847	16	8,914	82	11.67	6.93	4.06	2.63	1.85	1.47	1.21	7.35	764
11/18/2020	Taxiway	Twy A	B	10 Left	1,050	2	33.208828	-97.19645847	17	12,320	113	15.63	9.60	5.75	3.72	2.63	2.04	1.67	9.90	788
11/18/2020	Taxiway	Twy A	B	10 Left	1,050	3	33.208828	-97.19645847	18	15,234	139	18.78	11.72	7.11	4.61	3.25	2.54	2.05	12.00	811
11/18/2020	Taxiway	Twy A	B	10 Left	1,250	1	33.208279	-97.19647207	19	9,040	83	5.99	3.25	2.03	1.56	1.19	0.88	0.70	3.41	1,509
11/18/2020	Taxiway	Twy A	B	10 Left	1,250	2	33.208279	-97.19647207	20	12,320	113	7.94	4.52	2.87	2.21	1.68	1.28	0.99	4.63	1,552
11/18/2020	Taxiway	Twy A	B	10 Left	1,250	3	33.208279	-97.19647207	21	15,020	137	9.56	5.54	3.57	2.72	2.05	1.54	1.19	5.67	1,571
11/18/2020	Taxiway	Twy A	B	10 Left	1,451	1	33.207735	-97.19648871	22	9,072	83	8.23	5.06	3.13	2.17	1.55	1.13	0.79	5.34	1,102
11/18/2020	Taxiway	Twy A	B	10 Left	1,451	2	33.207735	-97.19648871	23	12,419	114	11.06	7.04	4.45	3.12	2.22	1.63	1.13	7.37	1,123
11/18/2020	Taxiway	Twy A	B	10 Left	1,451	3	33.207735	-97.19648871	24	15,282	140	13.37	8.70	5.60	3.96	2.83	2.09	1.46	9.01	1,143
11/18/2020	Taxiway	Twy A	B	10 Left	1,650	1	33.207189	-97.19650153	25	9,109	83	10.72	6.67	3.86	2.50	1.75	1.29	0.97	6.71	850
11/18/2020	Taxiway	Twy A	B	10 Left	1,650	2	33.207189	-97.19650153	26	12,221	112	13.78	8.87	5.24	3.44	2.35	1.75	1.29	8.81	887
11/18/2020	Taxiway	Twy A	B	10 Left	1,650	3	33.207189	-97.19650153	27	15,072	138	16.53	10.75	6.46	4.24	2.94	2.13	1.69	10.65	912

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/18/2020	Taxiway	Twy A	B	10 Left	1,850	1	33.206641	-97.19651518	28	9,148	84	10.79	6.73	3.69	2.24	1.48	1.03	0.74	7.18	848
11/18/2020	Taxiway	Twy A	B	10 Left	1,850	2	33.206641	-97.19651518	29	12,284	112	14.27	9.24	5.25	3.25	2.17	1.54	1.11	9.60	861
11/18/2020	Taxiway	Twy A	B	10 Left	1,850	3	33.206641	-97.19651518	30	15,167	139	17.43	11.42	6.66	4.15	2.78	1.98	1.44	11.77	870
11/18/2020	Taxiway	Twy A	C	10 Left	2,050	1	33.206094	-97.19652722	31	8,969	82	8.85	5.18	2.96	2.05	1.51	1.16	0.83	5.46	1,013
11/18/2020	Taxiway	Twy A	C	10 Left	2,050	2	33.206094	-97.19652722	32	12,447	114	11.94	7.26	4.29	3.01	2.20	1.65	1.24	7.50	1,042
11/18/2020	Taxiway	Twy A	C	10 Left	2,050	3	33.206094	-97.19652722	33	14,945	137	13.94	8.69	5.24	3.65	2.70	2.01	1.52	8.89	1,072
11/18/2020	Taxiway	Twy A	C	10 Left	2,250	1	33.205546	-97.19653587	34	9,244	85	7.79	5.14	3.16	2.23	1.67	1.28	0.95	5.23	1,187
11/18/2020	Taxiway	Twy A	C	10 Left	2,250	2	33.205546	-97.19653587	35	12,324	113	10.26	6.92	4.31	3.06	2.28	1.76	1.30	6.96	1,201
11/18/2020	Taxiway	Twy A	C	10 Left	2,250	3	33.205546	-97.19653587	36	15,067	138	12.29	8.46	5.33	3.80	2.84	2.17	1.60	8.44	1,226
11/18/2020	Taxiway	Twy A	C	10 Left	2,450	1	33.204998	-97.19654518	37	9,191	84	7.35	4.76	2.89	2.00	1.47	1.09	0.85	5.04	1,250
11/18/2020	Taxiway	Twy A	C	10 Left	2,450	2	33.204998	-97.19654518	38	12,411	114	9.76	6.50	4.04	2.80	2.07	1.53	1.20	6.72	1,272
11/18/2020	Taxiway	Twy A	C	10 Left	2,450	3	33.204998	-97.19654518	39	15,247	139	11.84	7.98	5.01	3.49	2.55	1.96	1.43	8.22	1,288
11/18/2020	Taxiway	Twy A	C	10 Left	2,650	1	33.204452	-97.19655768	40	9,120	83	7.17	4.85	3.01	2.06	1.50	1.16	0.91	4.98	1,272
11/18/2020	Taxiway	Twy A	C	10 Left	2,650	2	33.204452	-97.19655768	41	12,482	114	9.86	6.78	4.28	2.89	2.09	1.61	1.26	6.95	1,266
11/18/2020	Taxiway	Twy A	C	10 Left	2,650	3	33.204452	-97.19655768	42	15,072	138	11.85	8.28	5.28	3.56	2.55	1.97	1.56	8.40	1,272
11/18/2020	Taxiway	Twy A	C	10 Left	2,850	1	33.203904	-97.19656879	43	9,355	86	7.55	5.07	3.18	2.23	1.70	1.35	1.08	5.25	1,239
11/18/2020	Taxiway	Twy A	C	10 Left	2,850	2	33.203904	-97.19656879	44	12,162	111	9.61	6.64	4.20	2.97	2.26	1.79	1.42	6.81	1,266
11/18/2020	Taxiway	Twy A	C	10 Left	2,850	3	33.203904	-97.19656879	45	15,088	138	11.75	8.23	5.27	3.72	2.81	2.22	1.76	8.38	1,284
11/18/2020	Taxiway	Twy A	C	10 Left	3,050	1	33.203358	-97.19658346	46	9,196	84	6.58	4.56	3.00	2.21	1.76	1.41	1.14	4.73	1,398
11/18/2020	Taxiway	Twy A	C	10 Left	3,050	2	33.203358	-97.19658346	47	12,387	113	8.82	6.26	4.19	3.09	2.43	1.98	1.59	6.41	1,404
11/18/2020	Taxiway	Twy A	C	10 Left	3,050	3	33.203358	-97.19658346	48	14,917	136	10.54	7.56	5.07	3.75	2.94	2.38	1.91	7.69	1,415
11/18/2020	Taxiway	Twy A	C	10 Left	3,250	1	33.202812	-97.19659931	49	9,228	84	9.24	5.99	3.57	2.46	1.83	1.40	1.11	6.10	999
11/18/2020	Taxiway	Twy A	C	10 Left	3,250	2	33.202812	-97.19659931	50	12,297	112	11.95	7.98	4.89	3.39	2.52	1.96	1.52	7.98	1,029
11/18/2020	Taxiway	Twy A	C	10 Left	3,250	3	33.202812	-97.19659931	51	15,115	138	14.27	9.68	6.02	4.20	3.13	2.44	1.89	9.67	1,059
11/18/2020	Taxiway	Twy A	C	10 Left	3,450	1	33.202266	-97.19661396	52	9,077	83	9.04	6.15	3.69	2.52	1.81	1.25	0.93	6.11	1,004
11/18/2020	Taxiway	Twy A	C	10 Left	3,450	2	33.202266	-97.19661396	53	12,244	112	11.97	8.35	5.12	3.50	2.51	1.74	1.24	8.25	1,023
11/18/2020	Taxiway	Twy A	C	10 Left	3,450	3	33.202266	-97.19661396	54	15,048	138	14.45	10.20	6.37	4.39	3.13	2.15	1.66	10.02	1,041
11/18/2020	Taxiway	Twy A	C	10 Left	3,650	1	33.201719	-97.19662461	55	9,048	83	7.26	4.95	3.15	2.16	1.56	1.17	0.89	5.30	1,246
11/18/2020	Taxiway	Twy A	C	10 Left	3,650	2	33.201719	-97.19662461	56	12,276	112	9.81	6.84	4.44	3.07	2.23	1.65	1.25	7.25	1,251
11/18/2020	Taxiway	Twy A	C	10 Left	3,650	3	33.201719	-97.19662461	57	15,155	139	11.98	8.46	5.55	3.87	2.79	2.07	1.57	8.92	1,265
11/18/2020	Taxiway	Twy A	C	10 Left	3,850	1	33.201171	-97.19663768	58	9,128	84	5.78	3.65	2.16	1.53	1.17	0.94	0.72	3.87	1,579
11/18/2020	Taxiway	Twy A	C	10 Left	3,850	2	33.201171	-97.19663768	59	12,233	112	7.74	5.06	3.07	2.17	1.62	1.28	0.99	5.30	1,580
11/18/2020	Taxiway	Twy A	C	10 Left	3,850	3	33.201171	-97.19663768	60	15,064	138	9.49	6.30	3.87	2.72	2.05	1.62	1.23	6.56	1,587
11/18/2020	Taxiway	Twy A	C	10 Left	4,050	1	33.200623	-97.19664836	61	9,188	84	6.62	4.17	2.43	1.66	1.20	0.92	0.69	4.26	1,388
11/18/2020	Taxiway	Twy A	C	10 Left	4,050	2	33.200623	-97.19664836	62	12,281	112	8.71	5.66	3.38	2.33	1.69	1.31	0.98	5.72	1,410
11/18/2020	Taxiway	Twy A	C	10 Left	4,050	3	33.200623	-97.19664836	63	14,985	137	10.50	6.91	4.22	2.89	2.13	1.65	1.22	6.99	1,427
11/18/2020	Taxiway	Twy A	C	10 Left	4,250	1	33.200074	-97.19666141	64	9,251	85	8.96	5.33	2.83	1.68	1.04	0.72	0.48	5.75	1,032
11/18/2020	Taxiway	Twy A	C	10 Left	4,250	2	33.200074	-97.19666141	65	12,197	112	11.39	6.97	3.85	2.33	1.46	1.02	0.69	7.44	1,071
11/18/2020	Taxiway	Twy A	C	10 Left	4,250	3	33.200074	-97.19666141	66	14,901	136	13.52	8.47	4.81	2.95	1.86	1.28	0.88	8.93	1,102
11/18/2020	Taxiway	Twy A	C	10 Left	4,450	1	33.199526	-97.19667381	67	9,140	84	8.93	4.68	2.48	1.50	1.02	0.77	0.59	5.24	1,024
11/18/2020	Taxiway	Twy A	C	10 Left	4,450	2	33.199526	-97.19667381	68	12,189	112	11.57	6.43	3.46	2.12	1.43	1.14	0.84	7.04	1,054
11/18/2020	Taxiway	Twy A	C	10 Left	4,450	3	33.199526	-97.19667381	69	15,139	138	13.98	8.12	4.41	2.69	1.81	1.37	1.05	8.62	1,083
11/18/2020	Taxiway	Twy A	C	10 Left	4,650	1	33.198979	-97.19668237	70	9,088	83	8.72	5.22	2.61	1.53	0.97	0.65	0.47	5.21	1,042
11/18/2020	Taxiway	Twy A	C	10 Left	4,650	2	33.198979	-97.19668237	71	12,463	114	11.54	7.18	3.78	2.26	1.42	0.99	0.69	7.11	1,080
11/18/2020	Taxiway	Twy A	C	10 Left	4,650	3	33.198979	-97.19668237	72	14,933	137	13.62	8.60	4.61	2.81	1.77	1.20	0.83	8.44	1,096
11/18/2020	Taxiway	Twy A	C	10 Left	4,850	1	33.198432	-97.19669436	73	9,453	86	8.58	5.51	3.40	2.41	1.82	1.42	1.05	5.66	1,102
11/18/2020	Taxiway	Twy A	C	10 Left	4,850	2	33.198432	-97.19669436	74	12,201	112	10.87	7.11	4.48	3.18	2.40	1.83	1.40	7.24	1,122
11/18/2020	Taxiway	Twy A	C	10 Left	4,850	3	33.198432	-97.19669436	75	15,266	140	13.37	8.93	5.69	4.06	3.06	2.33	1.78	8.99	1,142
11/18/2020	Taxiway	Twy A	C	10 Left	5,050	1	33.197884	-97.19670556	76	9,048	83	11.69	8.26	5.40	3.75	2.67	1.97	1.48	8.57	774
11/18/2020	Taxiway	Twy A	C	10 Left	5,050	2	33.197884	-97.19670556	77	12,400	113	15.72	11.30	7.49	5.21	3.71	2.80	2.07	11.59	789
11/18/2020	Taxiway	Twy A	C	10 Left	5,050	3	33.197884	-97.19670556	78	14,933	137	18.70	13.54	9.04	6.29	4.53	3.37	2.57	13.80	799
11/18/2020	Taxiway	Twy A	C	10 Left	5,250	1	33.197338	-97.19672033	79	9,445	86	10.46	7.85	5.39	3.79	2.71	1.98	1.44	7.90	903
11/18/2020	Taxiway	Twy A	C	10 Left	5,250	2	33.197338	-97.19672033	80	12,149	111	13.30	10.14	6.98	4.94	3.52	2.56	1.87	10.17	913
11/18/2020	Taxiway	Twy A	C	10 Left	5,250	3	33.197338	-97.19672033	81	14,988	137	16.32	12.51	8.71	6.13	4.38	3.19	2.33	12.42	918
11/18/2020	Taxiway	Twy A	C	10 Left	5,451	1	33.196790	-97.19673079	82	9,270	85	9.72	6.60	4.18	2.82	2.02	1.51	1.19	6.84	954
11/18/2020	Taxiway	Twy A	C	10 Left	5,451	2	33.196790	-97.19673079	83	12,344	113	12.83	8.95	5.73	3.91	2.78	2.07	1.60	9.17	962
11/18/2020	Taxiway	Twy A	C	10 Left	5,451	3	33.196790	-97.19673079	84	15,139	138	15.63	11.04	7.14	4.87	3.47	2.60	2.00	11.13	969
11/18/2020	Taxiway	Twy A	C	10 Left	5,650	1	33.196244	-97.19674164	85	9,128	84	6.61	3.83	1.88	1.04	0.62	0.41	0.28	3.91	1,381
11/18/2020	Taxiway	Twy A	C	10 Left	5,650	2	33.196244	-97.19674164	86	12,257	112	8.98	5.38	2.78	1.56	0.91	0.65	0.42	5.47	1,365
11/18/2020	Taxiway	Twy A	C	10 Left	5,650	3	33.196244	-97.19674164	87	15,202	139	11.15	6.85	3.62	2.05	1.19	0.84	0.54	6.91	1,363
11/18/2020	Taxiway	Twy A	C	10 Left	5,850	1	33.195697	-97.19675339	88	9,334	85	6.63	4.22	2.42	1.52	1.06	0.80	0.53	4.46	1,408
11/18/2020	Taxiway	Twy A	C	10 Left	5,850	2	33.195697	-97.19675339	89	12,241	112	8.72	5.68	3.33	2.13	1.46	1.04	0.73	5.98	1,404
11/18/2020	Taxiway	Twy A	C	10 Left	5,850	3	33.195697	-97.19675339	90	15,104	138	10.82	7.15	4.24	2.72	1.85	1.35	0.95	7.53	1,396

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/18/2020	Taxiway	Twy A	D	10 Left	6,050	1	33.195148	-97.19676299	91	9,183	84	8.41	5.75	3.19	1.77	0.99	0.67	0.41	5.99	1,092
11/18/2020	Taxiway	Twy A	D	10 Left	6,050	2	33.195148	-97.19676299	92	12,368	113	11.50	7.96	4.51	2.52	1.41	0.95	0.60	8.26	1,075
11/18/2020	Taxiway	Twy A	D	10 Left	6,050	3	33.195148	-97.19676299	93	14,790	135	13.78	9.63	5.52	3.12	1.78	1.17	0.78	9.93	1,073
11/18/2020	Taxiway	Twy A	D	10 Left	6,251	1	33.194601	-97.19677773	94	8,866	81	7.72	4.91	2.69	1.63	1.08	0.79	0.59	5.15	1,148
11/18/2020	Taxiway	Twy A	D	10 Left	6,251	2	33.194601	-97.19677773	95	12,352	113	10.58	6.94	3.89	2.37	1.61	1.15	0.80	7.14	1,167
11/18/2020	Taxiway	Twy A	D	10 Left	6,251	3	33.194601	-97.19677773	96	15,186	139	12.93	8.55	4.85	3.00	2.01	1.44	1.09	8.76	1,174
11/18/2020	Taxiway	Twy A	D	10 Left	6,450	1	33.194054	-97.19679112	97	9,596	88	10.92	7.05	3.85	2.28	1.42	1.03	0.73	7.40	879
11/18/2020	Taxiway	Twy A	D	10 Left	6,450	2	33.194054	-97.19679112	98	12,157	111	13.60	9.02	5.02	3.00	1.90	1.37	0.99	9.20	894
11/18/2020	Taxiway	Twy A	D	10 Left	6,450	3	33.194054	-97.19679112	99	15,263	140	16.68	11.25	6.39	3.86	2.46	1.81	1.29	11.52	915
11/18/2020	Taxiway	Twy A	D	10 Left	6,650	1	33.193507	-97.19680239	100	9,616	88	8.91	5.78	3.46	2.36	1.68	1.28	0.93	5.97	1,079
11/18/2020	Taxiway	Twy A	D	10 Left	6,650	2	33.193507	-97.19680239	101	12,122	111	11.18	7.48	4.54	3.07	2.16	1.64	1.19	7.60	1,084
11/18/2020	Taxiway	Twy A	D	10 Left	6,650	3	33.193507	-97.19680239	102	15,136	138	13.94	9.50	5.83	3.94	2.76	2.07	1.51	9.55	1,086
11/18/2020	Taxiway	Twy A	D	10 Left	6,850	1	33.192959	-97.19681109	103	9,152	84	11.67	7.95	4.74	3.11	2.23	1.67	1.33	7.97	784
11/18/2020	Taxiway	Twy A	D	10 Left	6,850	2	33.192959	-97.19681109	104	12,141	111	15.39	10.69	6.43	4.22	3.00	2.28	1.65	10.59	789
11/18/2020	Taxiway	Twy A	D	10 Left	6,850	3	33.192959	-97.19681109	105	14,898	136	18.72	13.19	8.02	5.25	3.74	2.79	2.11	12.98	796
11/18/2020	Taxiway	Twy A	D	10 Left	7,000	1	33.192549	-97.19681913	106	9,370	86	12.13	8.91	5.83	3.99	2.89	2.22	1.67	8.97	772
11/18/2020	Taxiway	Twy A	D	10 Left	7,000	2	33.192549	-97.19681913	107	12,133	111	15.35	11.46	7.56	5.19	3.74	2.87	2.17	11.40	790
11/18/2020	Taxiway	Twy A	D	10 Left	7,000	3	33.192549	-97.19681913	108	14,964	137	18.83	14.12	9.37	6.46	4.66	3.53	2.69	13.95	795
11/18/2020	Taxiway	Twy A	B	10 Left	1,250	1	33.208280	-97.19647243	1	17,946	164	11.27	6.68	4.35	3.29	2.48	1.88	1.46	6.84	1,592
11/18/2020	Taxiway	Twy A	B	10 Left	1,250	2	33.208280	-97.19647243	2	23,672	217	14.31	8.70	5.80	4.38	3.30	2.51	1.94	8.89	1,654
11/18/2020	Taxiway	Twy A	B	10 Left	1,250	3	33.208280	-97.19647243	3	29,849	273	17.17	10.71	7.26	5.48	4.14	3.17	2.45	10.83	1,738
11/18/2020	Taxiway	Twy A	B	10 Left	1,450	1	33.207733	-97.19648669	4	17,732	162	15.59	10.03	6.49	4.61	3.31	2.42	1.74	10.34	1,137
11/18/2020	Taxiway	Twy A	B	10 Left	1,450	2	33.207733	-97.19648669	5	23,423	214	19.47	12.95	8.59	6.15	4.45	3.27	2.37	13.30	1,203
11/18/2020	Taxiway	Twy A	B	10 Left	1,450	3	33.207733	-97.19648669	6	29,818	273	23.56	15.85	10.70	7.71	5.59	4.10	2.98	16.21	1,266
11/18/2020	Taxiway	Twy A	A	10 Right	150	1	33.211298	-97.19647047	1	8,874	81	9.09	5.78	3.57	2.48	1.79	1.37	1.07	5.84	976
11/18/2020	Taxiway	Twy A	A	10 Right	150	2	33.211298	-97.19647047	2	12,574	115	12.58	8.23	5.20	3.61	2.64	2.02	1.55	8.34	1,000
11/18/2020	Taxiway	Twy A	A	10 Right	150	3	33.211298	-97.19647047	3	15,115	138	14.77	9.82	6.30	4.39	3.20	2.44	1.89	9.85	1,023
11/18/2020	Taxiway	Twy A	A	10 Right	350	1	33.210749	-97.19648572	4	9,188	84	8.33	5.34	3.43	2.60	2.04	1.65	1.34	5.64	1,103
11/18/2020	Taxiway	Twy A	A	10 Right	350	2	33.210749	-97.19648572	5	12,209	112	10.84	7.12	4.66	3.52	2.76	2.20	1.79	7.50	1,126
11/18/2020	Taxiway	Twy A	A	10 Right	350	3	33.210749	-97.19648572	6	15,004	137	13.07	8.74	5.79	4.35	3.38	2.69	2.17	9.13	1,148
11/18/2020	Taxiway	Twy A	A	10 Right	550	1	33.210201	-97.1964962	7	9,294	85	9.29	6.05	3.82	2.74	2.08	1.66	1.32	6.27	1,000
11/18/2020	Taxiway	Twy A	A	10 Right	550	2	33.210201	-97.1964962	8	12,300	113	12.08	8.04	5.13	3.68	2.79	2.19	1.76	8.34	1,018
11/18/2020	Taxiway	Twy A	A	10 Right	550	3	33.210201	-97.1964962	9	15,012	137	14.60	9.85	6.38	4.55	3.45	2.72	2.15	10.17	1,028
11/18/2020	Taxiway	Twy A	A	10 Right	750	1	33.209654	-97.19650864	10	9,056	83	11.70	7.77	4.77	3.17	2.24	1.70	1.38	7.99	774
11/18/2020	Taxiway	Twy A	A	10 Right	750	2	33.209654	-97.19650864	11	12,439	114	15.81	10.73	6.69	4.46	3.15	2.37	1.92	10.96	787
11/18/2020	Taxiway	Twy A	A	10 Right	750	3	33.209654	-97.19650864	12	15,036	138	18.72	12.84	8.09	5.41	3.80	2.88	2.27	13.07	803
11/18/2020	Taxiway	Twy A	B	10 Right	950	1	33.209107	-97.19652188	13	9,033	83	9.54	5.67	3.42	2.47	1.95	1.56	1.23	5.91	947
11/18/2020	Taxiway	Twy A	B	10 Right	950	2	33.209107	-97.19652188	14	12,408	114	12.71	7.80	4.83	3.50	2.69	2.14	1.73	7.94	976
11/18/2020	Taxiway	Twy A	B	10 Right	950	3	33.209107	-97.19652188	15	15,017	137	15.00	9.37	5.85	4.25	3.25	2.62	2.07	9.51	1,001
11/18/2020	Taxiway	Twy A	B	10 Right	1,150	1	33.208559	-97.19653293	16	9,212	84	8.59	5.20	3.24	2.31	1.72	1.33	1.06	5.37	1,072
11/18/2020	Taxiway	Twy A	B	10 Right	1,150	2	33.208559	-97.19653293	17	12,276	112	11.21	7.04	4.46	3.16	2.35	1.82	1.41	7.19	1,095
11/18/2020	Taxiway	Twy A	B	10 Right	1,150	3	33.208559	-97.19653293	18	15,080	138	13.62	8.69	5.57	3.94	2.89	2.25	1.71	8.82	1,107
11/18/2020	Taxiway	Twy A	B	10 Right	1,350	1	33.208013	-97.19654583	19	9,132	84	9.74	5.79	3.65	2.64	1.98	1.53	1.15	6.19	938
11/18/2020	Taxiway	Twy A	B	10 Right	1,350	2	33.208013	-97.19654583	20	12,249	112	12.63	7.79	5.00	3.61	2.70	2.11	1.62	8.27	970
11/18/2020	Taxiway	Twy A	B	10 Right	1,350	3	33.208013	-97.19654583	21	15,009	137	15.04	9.47	6.15	4.44	3.31	2.58	1.96	9.99	998
11/18/2020	Taxiway	Twy A	B	10 Right	1,550	1	33.207466	-97.1965561	22	9,014	82	9.59	6.08	3.47	2.13	1.36	0.95	0.64	6.32	940
11/18/2020	Taxiway	Twy A	B	10 Right	1,550	2	33.207466	-97.1965561	23	12,360	113	13.06	8.48	5.00	3.14	2.00	1.37	0.96	8.77	946
11/18/2020	Taxiway	Twy A	B	10 Right	1,550	3	33.207466	-97.1965561	24	15,167	139	15.83	10.41	6.24	3.94	2.54	1.75	1.22	10.73	958
11/18/2020	Taxiway	Twy A	B	10 Right	1,750	1	33.206919	-97.19656744	25	9,196	84	6.52	3.74	2.36	1.84	1.46	1.17	0.87	4.07	1,410
11/18/2020	Taxiway	Twy A	B	10 Right	1,750	2	33.206919	-97.19656744	26	12,313	113	8.45	5.00	3.24	2.54	2.00	1.62	1.20	5.34	1,457
11/18/2020	Taxiway	Twy A	B	10 Right	1,750	3	33.206919	-97.19656744	27	15,147	139	10.19	6.12	4.06	3.15	2.52	1.99	1.53	6.49	1,486
11/18/2020	Taxiway	Twy A	B	10 Right	1,950	1	33.206372	-97.19657852	28	9,136	84	9.22	5.69	3.37	2.30	1.69	1.28	1.00	5.77	991
11/18/2020	Taxiway	Twy A	B	10 Right	1,950	2	33.206372	-97.19657852	29	12,133	111	11.86	7.59	4.57	3.13	2.28	1.77	1.37	7.67	1,023
11/18/2020	Taxiway	Twy A	B	10 Right	1,950	3	33.206372	-97.19657852	30	15,001	137	14.36	9.35	5.69	3.91	2.83	2.22	1.73	9.41	1,045
11/18/2020	Taxiway	Twy A	C	10 Right	2,150	1	33.205824	-97.19659131	31	9,180	84	8.65	5.79	3.63	2.52	1.84	1.42	1.09	5.86	1,061
11/18/2020	Taxiway	Twy A	C	10 Right	2,150	2	33.205824	-97.19659131	32	12,313	113	11.45	7.84	5.01	3.44	2.51	1.92	1.51	7.86	1,075
11/18/2020	Taxiway	Twy A	C	10 Right	2,150	3	33.205824	-97.19659131	33	15,167	139	13.88	9.66	6.22	4.28	3.17	2.43	1.86	9.65	1,093
11/18/2020	Taxiway	Twy A	C	10 Right	2,350	1	33.205277	-97.19660224	34	9,159	84	9.10	6.43	4.10	2.79	2.04	1.59	1.26	6.60	1,006
11/18/2020	Taxiway	Twy A	C	10 Right	2,350	2	33.205277	-97.19660224	35	12,268	112	12.16	8.65	5.57	3.79	2.76	2.15	1.70	8.88	1,009
11/18/2020	Taxiway	Twy A	C	10 Right	2,350	3	33.205277	-97.19660224	36	15,107	138	14.85	10.70	6.93	4.72	3.42	2.64	2.11	10.93	1,017
11/18/2020	Taxiway	Twy A	C	10 Right	2,550	1	33.204730	-97.19661465	37	9,259	85	8.74	5.64	3.30	2.12	1.48	1.13	0.87	5.74	1,059
11/18/2020	Taxiway	Twy A	C	10 Right	2,550	2	33.204730	-97.19661465	38	12,411	114	11.55	7.61	4.53	2.92	2.02	1.56	1.19	7.78	1,075
11/18/2020	Taxiway	Twy A	C	10 Right	2,550	3	33.204730	-97.19661465	39	15,128	138	13.92	9.33	5.60	3.61	2.51	1.91	1.46	9.46	1,087

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/18/2020	Taxiway	Twy A	C	10 Right	2,750	1	33.204183	-97.19662792	40	9,247	85	7.81	5.21	3.22	2.20	1.63	1.31	1.01	5.39	1,184
11/18/2020	Taxiway	Twy A	C	10 Right	2,750	2	33.204183	-97.19662792	41	12,300	113	10.32	7.03	4.38	3.00	2.21	1.74	1.37	7.24	1,192
11/18/2020	Taxiway	Twy A	C	10 Right	2,750	3	33.204183	-97.19662792	42	15,096	138	12.63	8.67	5.44	3.70	2.72	2.15	1.71	8.88	1,195
11/18/2020	Taxiway	Twy A	C	10 Right	2,950	1	33.203635	-97.19663876	43	9,017	83	8.37	5.85	3.78	2.71	2.03	1.64	1.24	5.93	1,077
11/18/2020	Taxiway	Twy A	C	10 Right	2,950	2	33.203635	-97.19663876	44	12,363	113	11.29	8.03	5.27	3.74	2.83	2.28	1.82	8.18	1,095
11/18/2020	Taxiway	Twy A	C	10 Right	2,950	3	33.203635	-97.19663876	45	15,152	139	13.70	9.83	6.49	4.60	3.45	2.78	2.20	9.99	1,106
11/18/2020	Taxiway	Twy A	C	10 Right	3,150	1	33.203087	-97.1966513	46	9,144	84	10.20	6.27	3.94	2.69	1.91	1.47	1.10	6.62	896
11/18/2020	Taxiway	Twy A	C	10 Right	3,150	2	33.203087	-97.1966513	47	12,205	112	13.24	8.38	5.37	3.69	2.62	2.03	1.57	8.75	922
11/18/2020	Taxiway	Twy A	C	10 Right	3,150	3	33.203087	-97.1966513	48	14,890	136	15.72	10.09	6.55	4.50	3.22	2.51	1.95	10.47	947
11/18/2020	Taxiway	Twy A	C	10 Right	3,350	1	33.202540	-97.1966615	49	9,175	84	6.92	4.40	2.74	1.94	1.47	1.17	0.94	4.50	1,326
11/18/2020	Taxiway	Twy A	C	10 Right	3,350	2	33.202540	-97.1966615	50	12,387	113	9.17	6.00	3.78	2.66	2.00	1.59	1.26	6.13	1,351
11/18/2020	Taxiway	Twy A	C	10 Right	3,350	3	33.202540	-97.1966615	51	15,064	138	11.09	7.35	4.67	3.27	2.44	1.93	1.54	7.43	1,358
11/18/2020	Taxiway	Twy A	C	10 Right	3,550	1	33.201992	-97.19667323	52	9,109	83	6.01	4.04	2.41	1.57	1.08	0.78	0.59	4.13	1,516
11/18/2020	Taxiway	Twy A	C	10 Right	3,550	2	33.201992	-97.19667323	53	12,217	112	7.97	5.44	3.33	2.20	1.52	1.17	0.81	5.57	1,533
11/18/2020	Taxiway	Twy A	C	10 Right	3,550	3	33.201992	-97.19667323	54	14,985	137	9.61	6.66	4.15	2.75	1.90	1.42	1.04	6.82	1,559
11/18/2020	Taxiway	Twy A	C	10 Right	3,750	1	33.201445	-97.19668685	55	9,236	85	6.94	4.71	2.89	1.95	1.39	1.07	0.81	4.74	1,331
11/18/2020	Taxiway	Twy A	C	10 Right	3,750	2	33.201445	-97.19668685	56	12,213	112	9.09	6.28	3.91	2.67	1.89	1.44	1.11	6.30	1,344
11/18/2020	Taxiway	Twy A	C	10 Right	3,750	3	33.201445	-97.19668685	57	15,036	138	11.07	7.72	4.86	3.31	2.35	1.83	1.35	7.73	1,358
11/18/2020	Taxiway	Twy A	C	10 Right	3,950	1	33.200899	-97.19670014	58	8,895	81	5.83	3.83	2.34	1.63	1.20	0.92	0.69	3.95	1,526
11/18/2020	Taxiway	Twy A	C	10 Right	3,950	2	33.200899	-97.19670014	59	12,221	112	8.00	5.35	3.36	2.32	1.70	1.32	0.99	5.52	1,528
11/18/2020	Taxiway	Twy A	C	10 Right	3,950	3	33.200899	-97.19670014	60	15,017	137	9.75	6.61	4.22	2.93	2.13	1.65	1.26	6.81	1,540
11/18/2020	Taxiway	Twy A	C	10 Right	4,150	1	33.200350	-97.19671155	61	9,204	84	5.95	4.06	2.45	1.57	1.06	0.77	0.57	4.14	1,547
11/18/2020	Taxiway	Twy A	C	10 Right	4,150	2	33.200350	-97.19671155	62	12,265	112	8.01	5.55	3.43	2.20	1.48	1.06	0.78	5.63	1,531
11/18/2020	Taxiway	Twy A	C	10 Right	4,150	3	33.200350	-97.19671155	63	15,017	137	9.80	6.89	4.31	2.78	1.87	1.33	0.97	6.99	1,532
11/18/2020	Taxiway	Twy A	C	10 Right	4,350	1	33.199803	-97.19671993	64	9,064	83	6.72	4.26	2.45	1.58	1.04	0.72	0.50	4.51	1,349
11/18/2020	Taxiway	Twy A	C	10 Right	4,350	2	33.199803	-97.19671993	65	12,273	112	9.19	5.98	3.54	2.28	1.52	1.07	0.74	6.22	1,335
11/18/2020	Taxiway	Twy A	C	10 Right	4,350	3	33.199803	-97.19671993	66	15,067	138	11.14	7.38	4.47	2.90	1.91	1.33	0.92	7.67	1,353
11/18/2020	Taxiway	Twy A	C	10 Right	4,550	1	33.199256	-97.19672934	67	9,021	83	7.27	4.92	3.09	2.09	1.26	0.93	0.70	5.04	1,241
11/18/2020	Taxiway	Twy A	C	10 Right	4,550	2	33.199256	-97.19672934	68	12,395	113	9.94	6.94	4.46	3.00	1.86	1.35	1.02	7.01	1,247
11/18/2020	Taxiway	Twy A	C	10 Right	4,550	3	33.199256	-97.19672934	69	15,083	138	12.05	8.54	5.54	3.73	2.30	1.68	1.22	8.63	1,252
11/18/2020	Taxiway	Twy A	C	10 Right	4,750	1	33.198708	-97.1967437	70	9,323	85	7.06	4.47	2.62	1.72	1.21	0.93	0.70	4.69	1,321
11/18/2020	Taxiway	Twy A	C	10 Right	4,750	2	33.198708	-97.1967437	71	12,130	111	9.16	5.95	3.55	2.33	1.62	1.22	0.91	6.20	1,324
11/18/2020	Taxiway	Twy A	C	10 Right	4,750	3	33.198708	-97.1967437	72	15,067	138	11.33	7.50	4.53	2.98	2.07	1.56	1.15	7.78	1,330
11/18/2020	Taxiway	Twy A	C	10 Right	4,950	1	33.198161	-97.19675701	73	9,466	87	14.91	11.28	7.45	4.80	3.20	2.37	1.80	11.35	635
11/18/2020	Taxiway	Twy A	C	10 Right	4,950	2	33.198161	-97.19675701	74	12,233	112	19.41	14.81	9.81	6.28	4.20	3.11	2.36	14.72	630
11/18/2020	Taxiway	Twy A	C	10 Right	4,950	3	33.198161	-97.19675701	75	15,052	138	24.07	18.33	12.15	7.78	5.21	3.80	3.04	18.28	625
11/18/2020	Taxiway	Twy A	C	10 Right	5,150	1	33.197614	-97.19676851	76	8,974	82	9.50	6.67	4.53	3.35	2.52	1.91	1.34	6.83	945
11/18/2020	Taxiway	Twy A	C	10 Right	5,150	2	33.197614	-97.19676851	77	12,355	113	13.13	9.39	6.42	4.74	3.54	2.67	1.90	9.47	941
11/18/2020	Taxiway	Twy A	C	10 Right	5,150	3	33.197614	-97.19676851	78	15,128	138	15.89	11.50	7.90	5.79	4.30	3.22	2.31	11.54	952
11/18/2020	Taxiway	Twy A	C	10 Right	5,350	1	33.197067	-97.19678226	79	9,101	83	8.94	6.47	4.22	2.83	1.94	1.39	1.02	6.67	1,018
11/18/2020	Taxiway	Twy A	C	10 Right	5,350	2	33.197067	-97.19678226	80	12,098	111	12.03	8.81	5.80	3.88	2.64	1.90	1.38	9.11	1,006
11/18/2020	Taxiway	Twy A	C	10 Right	5,350	3	33.197067	-97.19678226	81	14,953	137	14.87	11.07	7.35	4.90	3.33	2.40	1.76	11.34	1,006
11/18/2020	Taxiway	Twy A	C	10 Right	5,550	1	33.196520	-97.19679542	82	8,755	80	7.98	5.19	3.07	2.02	1.40	1.05	0.76	5.34	1,097
11/18/2020	Taxiway	Twy A	C	10 Right	5,550	2	33.196520	-97.19679542	83	12,455	114	11.54	7.76	4.70	3.07	2.09	1.53	1.13	7.84	1,079
11/18/2020	Taxiway	Twy A	C	10 Right	5,550	3	33.196520	-97.19679542	84	14,972	137	13.85	9.40	5.75	3.76	2.56	1.86	1.34	9.51	1,081
11/18/2020	Taxiway	Twy A	C	10 Right	5,750	1	33.195976	-97.19680905	85	9,167	84	4.46	2.31	1.08	0.65	0.44	0.35	0.26	2.40	2,055
11/18/2020	Taxiway	Twy A	C	10 Right	5,750	2	33.195976	-97.19680905	86	12,217	112	5.87	3.17	1.53	0.91	0.62	0.48	0.30	3.19	2,081
11/18/2020	Taxiway	Twy A	C	10 Right	5,750	3	33.195976	-97.19680905	87	15,088	138	7.19	3.95	1.96	1.17	0.78	0.61	0.41	4.03	2,098
11/18/2020	Taxiway	Twy A	C	10 Right	5,950	1	33.195429	-97.19682029	88	9,120	83	5.66	3.80	2.87	2.15	1.58	1.15	0.79	4.35	1,611
11/18/2020	Taxiway	Twy A	C	10 Right	5,950	2	33.195429	-97.19682029	89	12,194	112	7.68	5.28	4.02	3.00	2.22	1.59	1.11	5.94	1,588
11/18/2020	Taxiway	Twy A	C	10 Right	5,950	3	33.195429	-97.19682029	90	15,060	138	9.52	6.58	4.99	3.75	2.76	2.01	1.41	7.38	1,582
11/18/2020	Taxiway	Twy A	D	10 Right	6,150	1	33.194881	-97.19683402	91	9,278	85	9.25	5.92	3.22	1.94	1.20	0.82	0.56	5.97	1,003
11/18/2020	Taxiway	Twy A	D	10 Right	6,150	2	33.194881	-97.19683402	92	12,054	110	11.90	7.83	4.35	2.64	1.63	1.09	0.78	7.84	1,013
11/18/2020	Taxiway	Twy A	D	10 Right	6,150	3	33.194881	-97.19683402	93	14,885	136	14.60	9.73	5.51	3.35	2.09	1.42	0.97	9.71	1,020
11/18/2020	Taxiway	Twy A	D	10 Right	6,350	1	33.194332	-97.19684558	94	9,112	83	8.71	5.48	2.92	1.73	1.12	0.80	0.58	5.67	1,046
11/18/2020	Taxiway	Twy A	D	10 Right	6,350	2	33.194332	-97.19684558	95	12,201	112	11.48	7.42	4.06	2.44	1.58	1.13	0.83	7.61	1,063
11/18/2020	Taxiway	Twy A	D	10 Right	6,350	3	33.194332	-97.19684558	96	14,909	136	13.93	9.11	5.05	3.02	1.96	1.41	1.03	9.34	1,070
11/18/2020	Taxiway	Twy A	D	10 Right	6,550	1	33.193785	-97.19685468	97	9,167	84	7.26	4.72	2.83	1.82	1.21	0.85	0.63	4.87	1,263
11/18/2020	Taxiway	Twy A	D	10 Right	6,550	2	33.193785	-97.19685468	98	12,194	112	9.59	6.45	3.89	2.54	1.66	1.16	0.80	6.60	1,272
11/18/2020	Taxiway	Twy A	D	10 Right	6,550	3	33.193785	-97.19685468	99	14,956	137	11.74	8.05	4.95	3.22	2.11	1.47	1.08	8.17	1,274
11/18/2020	Taxiway	Twy A	D	10 Right	6,750	1	33.193237	-97.19686492	100	9,334	85	10.09	6.61	3.97	2.68	1.89	1.38	1.02	6.88	925
11/18/2020	Taxiway	Twy A	D	10 Right	6,750	2	33.193237	-97.19686492	101	12,090	111	12.86	8.61	5.29	3.57	2.54	1.83	1.37	8.89	940
11/18/2020	Taxiway	Twy A	D	10 Right	6,750	3	33.193237	-97.19686492	102	14,996	137	15.79	10.70	6.66	4.52	3.22	2.27	1.72	11.00	950

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/18/2020	Taxiway	Twy A	D	10 Right	6,950	1	33.192688	-97.19687814	103	9,659	88	11.36	7.70	4.89	3.39	2.53	1.94	1.37	8.11	850
11/18/2020	Taxiway	Twy A	D	10 Right	6,950	2	33.192688	-97.19687814	104	12,014	110	13.95	9.62	6.19	4.29	3.20	2.42	1.80	10.07	861
11/18/2020	Taxiway	Twy A	D	10 Right	6,950	3	33.192688	-97.19687814	105	14,969	137	17.15	12.05	7.80	5.42	4.00	3.00	2.25	12.47	873
11/17/2020	Taxiway	Twy A1	A	10 Left	0	1	33.211686	-97.19750391	1	9,199	84	8.54	5.81	3.75	2.65	2.02	1.62	1.32	6.16	1,077
11/17/2020	Taxiway	Twy A1	A	10 Left	0	2	33.211686	-97.19750391	2	12,435	114	11.62	8.06	5.27	3.69	2.76	2.16	1.77	8.45	1,070
11/17/2020	Taxiway	Twy A1	A	10 Left	0	3	33.211686	-97.19750391	3	15,175	139	14.04	9.91	6.49	4.52	3.37	2.60	2.14	10.35	1,081
11/17/2020	Taxiway	Twy A1	A	10 Left	100	1	33.211680	-97.1971792	4	9,378	86	8.20	5.30	3.36	2.47	1.96	1.55	1.31	5.50	1,144
11/17/2020	Taxiway	Twy A1	A	10 Left	100	2	33.211680	-97.1971792	5	12,368	113	10.78	7.17	4.62	3.36	2.63	2.12	1.69	7.32	1,147
11/17/2020	Taxiway	Twy A1	A	10 Left	100	3	33.211680	-97.1971792	6	15,366	141	13.25	8.97	5.83	4.22	3.30	2.61	2.12	9.14	1,160
11/17/2020	Taxiway	Twy A1	A	10 Left	201	1	33.211674	-97.19685184	7	8,514	78	8.83	5.78	3.56	2.45	1.81	1.46	1.16	6.07	964
11/17/2020	Taxiway	Twy A1	A	10 Left	201	2	33.211674	-97.19685184	8	12,823	117	13.09	8.87	5.57	3.78	2.78	2.17	1.74	9.31	980
11/17/2020	Taxiway	Twy A1	A	10 Left	201	3	33.211674	-97.19685184	9	15,112	138	15.28	10.49	6.64	4.50	3.31	2.56	2.08	10.96	989
11/17/2020	Taxiway	Twy A1	A	10 Right	50	1	33.211630	-97.19734074	1	8,390	77	5.38	3.41	2.15	1.62	1.28	1.02	0.85	3.52	1,559
11/17/2020	Taxiway	Twy A1	A	10 Right	50	2	33.211630	-97.19734074	2	12,424	114	7.89	5.21	3.37	2.44	1.96	1.57	1.26	5.33	1,575
11/17/2020	Taxiway	Twy A1	A	10 Right	50	3	33.211630	-97.19734074	3	14,901	136	9.38	6.26	4.06	2.95	2.35	1.88	1.52	6.44	1,589
11/17/2020	Taxiway	Twy A1	A	10 Right	150	1	33.211626	-97.19701586	4	8,522	78	6.83	4.44	2.78	1.95	1.47	1.17	0.96	4.63	1,248
11/17/2020	Taxiway	Twy A1	A	10 Right	150	2	33.211626	-97.19701586	5	12,879	118	10.23	6.87	4.38	3.07	2.27	1.81	1.45	7.13	1,259
11/17/2020	Taxiway	Twy A1	A	10 Right	150	3	33.211626	-97.19701586	6	15,179	139	11.93	8.09	5.19	3.62	2.70	2.11	1.70	8.41	1,272
11/17/2020	Taxiway	Twy A1	A	10 Right	250	1	33.211624	-97.19669031	7	8,818	81	6.53	4.24	2.66	1.87	1.44	1.14	0.96	4.40	1,350
11/17/2020	Taxiway	Twy A1	A	10 Right	250	2	33.211624	-97.19669031	8	12,482	114	9.26	6.16	3.93	2.73	2.08	1.69	1.38	6.36	1,348
11/17/2020	Taxiway	Twy A1	A	10 Right	250	3	33.211624	-97.19669031	9	15,231	139	11.19	7.56	4.85	3.37	2.56	2.06	1.68	7.80	1,361
11/17/2020	Taxiway	Twy A2	A	10 Left	0	1	33.208934	-97.19756132	1	8,665	79	14.99	9.46	5.35	3.36	2.37	1.72	1.43	10.18	578
11/17/2020	Taxiway	Twy A2	A	10 Left	0	2	33.208934	-97.19756132	2	12,538	115	22.13	14.02	7.99	4.95	3.45	2.58	2.11	14.95	567
11/17/2020	Taxiway	Twy A2	A	10 Left	0	3	33.208934	-97.19756132	3	14,945	137	26.29	16.74	9.57	5.89	4.09	3.09	2.52	17.87	568
11/17/2020	Taxiway	Twy A2	A	10 Left	101	1	33.208928	-97.19723445	4	9,104	83	12.98	8.93	5.59	3.61	2.46	1.76	1.33	12.80	701
11/17/2020	Taxiway	Twy A2	A	10 Left	101	2	33.208928	-97.19723445	5	12,146	111	17.13	11.92	7.57	4.93	3.37	2.42	1.86	16.73	709
11/17/2020	Taxiway	Twy A2	A	10 Left	101	3	33.208928	-97.19723445	6	14,985	137	20.93	14.59	9.35	6.12	4.18	3.00	2.29	20.21	716
11/17/2020	Taxiway	Twy A2	B	10 Left	201	1	33.208922	-97.19690935	7	8,688	79	7.92	4.63	2.72	1.95	1.54	1.29	1.04	4.90	1,097
11/17/2020	Taxiway	Twy A2	B	10 Left	201	2	33.208922	-97.19690935	8	12,752	117	11.22	6.81	4.11	2.96	2.32	1.89	1.57	7.04	1,137
11/17/2020	Taxiway	Twy A2	B	10 Left	201	3	33.208922	-97.19690935	9	15,136	138	13.02	8.01	4.87	3.48	2.75	2.24	1.88	8.22	1,163
11/17/2020	Taxiway	Twy A2	A	10 Right	50	1	33.208875	-97.19739621	1	8,335	76	12.03	8.59	5.67	3.67	2.40	1.67	1.22	10.53	693
11/17/2020	Taxiway	Twy A2	A	10 Right	50	2	33.208875	-97.19739621	2	12,562	115	18.50	13.35	8.87	5.76	3.76	2.60	1.98	16.02	679
11/17/2020	Taxiway	Twy A2	A	10 Right	50	3	33.208875	-97.19739621	3	14,898	136	21.76	15.72	10.46	6.80	4.44	3.07	2.33	18.72	685
11/17/2020	Taxiway	Twy A2	B	10 Right	150	1	33.208874	-97.19706923	4	9,017	83	9.98	5.80	2.85	1.89	1.41	1.16	0.96	5.91	904
11/17/2020	Taxiway	Twy A2	B	10 Right	150	2	33.208874	-97.19706923	5	12,577	115	13.37	7.96	4.04	2.69	2.01	1.65	1.37	8.07	941
11/17/2020	Taxiway	Twy A2	B	10 Right	150	3	33.208874	-97.19706923	6	15,060	138	15.53	9.34	4.82	3.19	2.39	1.93	1.61	9.48	970
11/17/2020	Taxiway	Twy A2	B	10 Right	251	1	33.208872	-97.19674207	7	9,061	83	8.66	5.28	2.64	1.77	1.40	1.19	1.00	5.01	1,046
11/17/2020	Taxiway	Twy A2	B	10 Right	251	2	33.208872	-97.19674207	8	12,482	114	11.33	6.98	3.61	2.46	1.96	1.64	1.39	6.73	1,102
11/17/2020	Taxiway	Twy A2	B	10 Right	251	3	33.208872	-97.19674207	9	15,120	138	13.26	8.24	4.33	2.96	2.35	1.99	1.65	7.94	1,140
11/17/2020	Taxiway	Twy A3	A	10 Left	0	1	33.206592	-97.19761347	1	8,818	81	6.71	4.16	3.24	2.56	2.00	1.57	1.16	5.92	1,314
11/17/2020	Taxiway	Twy A3	A	10 Left	0	2	33.206592	-97.19761347	2	12,236	112	8.88	5.74	4.48	3.55	2.74	2.14	1.65	8.01	1,378
11/17/2020	Taxiway	Twy A3	A	10 Left	0	3	33.206592	-97.19761347	3	14,763	135	10.57	6.87	5.37	4.24	3.28	2.55	2.00	9.58	1,397
11/17/2020	Taxiway	Twy A3	A	10 Left	100	1	33.206587	-97.19728885	4	9,037	83	4.61	3.08	2.69	2.26	1.74	1.40	1.07	3.13	1,960
11/17/2020	Taxiway	Twy A3	A	10 Left	100	2	33.206587	-97.19728885	5	12,067	110	5.87	4.04	3.54	3.00	2.30	1.83	1.44	4.10	2,056
11/17/2020	Taxiway	Twy A3	A	10 Left	100	3	33.206587	-97.19728885	6	14,734	135	6.89	4.86	4.26	3.59	2.77	2.19	1.72	4.92	2,138
11/17/2020	Taxiway	Twy A3	A	10 Left	200	1	33.206580	-97.19696263	7	9,109	83	3.39	2.89	2.52	2.11	1.70	1.33	0.97	2.90	2,687
11/17/2020	Taxiway	Twy A3	A	10 Left	200	2	33.206580	-97.19696263	8	12,133	111	4.50	3.91	3.43	2.86	2.32	1.81	1.35	3.92	2,696
11/17/2020	Taxiway	Twy A3	A	10 Left	200	3	33.206580	-97.19696263	9	15,128	138	5.50	4.85	4.25	3.56	2.89	2.27	1.70	4.84	2,751
11/17/2020	Taxiway	Twy A3	A	10 Right	50	1	33.206549	-97.19745858	1	8,525	78	3.65	2.41	2.10	1.69	1.38	1.12	0.89	2.36	2,336
11/17/2020	Taxiway	Twy A3	A	10 Right	50	2	33.206549	-97.19745858	2	12,408	114	5.15	3.56	3.09	2.46	2.03	1.62	1.30	3.44	2,409
11/17/2020	Taxiway	Twy A3	A	10 Right	50	3	33.206549	-97.19745858	3	14,719	135	6.09	4.17	3.62	2.90	2.39	1.93	1.52	4.04	2,417
11/17/2020	Taxiway	Twy A3	A	10 Right	150	1	33.206541	-97.19713191	4	9,056	83	6.10	4.02	3.11	2.33	1.72	1.30	0.98	4.03	1,485
11/17/2020	Taxiway	Twy A3	A	10 Right	150	2	33.206541	-97.19713191	5	12,154	111	7.99	5.38	4.15	3.14	2.30	1.72	1.31	5.39	1,521
11/17/2020	Taxiway	Twy A3	A	10 Right	150	3	33.206541	-97.19713191	6	14,885	136	9.50	6.47	5.02	3.80	2.78	2.08	1.59	6.54	1,567
11/17/2020	Taxiway	Twy A3	A	10 Right	250	1	33.206531	-97.19680679	7	8,755	80	3.69	2.88	2.51	2.15	1.76	1.20	0.95	2.94	2,373
11/17/2020	Taxiway	Twy A3	A	10 Right	250	2	33.206531	-97.19680679	8	12,474	114	5.13	4.07	3.57	3.06	2.53	1.74	1.37	4.17	2,432
11/17/2020	Taxiway	Twy A3	A	10 Right	250	3	33.206531	-97.19680679	9	14,893	136	6.06	4.83	4.22	3.60	2.96	2.04	1.60	4.95	2,458
11/17/2020	Taxiway	Twy A4	A	10 Left	0	1	33.202458	-97.19770534	1	9,144	84	7.47	4.90	3.78	2.92	2.22	1.70	1.24	6.60	1,224
11/17/2020	Taxiway	Twy A4	A	10 Left	0	2	33.202458	-97.19770534	2	12,051	110	9.63	6.45	5.00	3.85	2.96	2.24	1.65	8.57	1,251
11/17/2020	Taxiway	Twy A4	A	10 Left	0	3	33.202458	-97.19770534	3	14,644	134	11.60	7.87	6.10	4.72	3.61	2.75	2.03	10.30	1,262
11/17/2020	Taxiway	Twy A4	A	10 Left	101	1	33.202456	-97.19737968	4	9,014	82	3.78	2.59	2.12	1.67	1.07	0.82	0.60	2.69	2,385
11/17/2020	Taxiway	Twy A4	A	10 Left	101	2	33.202456	-97.19737968	5	12,209	112	5.02	3.56	2.98	2.35	1.51	1.13	0.86	3.75	2,432
11/17/2020	Taxiway	Twy A4	A	10 Left	101	3	33.202456	-97.19737968	6	15,120	138	6.15	4.40	3.67	2.90	1.87	1.37	1.06	4.63	2,459

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/17/2020	Taxiway	Twy A4	A	10 Left	201	1	33.202451	-97.19705475	7	9,270	85	3.40	2.97	2.56	2.13	1.71	1.33	1.02	3.04	2,726
11/17/2020	Taxiway	Twy A4	A	10 Left	201	2	33.202451	-97.19705475	8	12,205	112	4.44	3.94	3.41	2.84	2.30	1.80	1.32	4.00	2,749
11/17/2020	Taxiway	Twy A4	A	10 Left	201	3	33.202451	-97.19705475	9	15,207	139	5.48	4.87	4.22	3.52	2.84	2.25	1.67	4.95	2,775
11/17/2020	Taxiway	Twy A4	A	10 Right	50	1	33.202409	-97.19754785	1	8,879	81	3.98	2.53	2.18	1.81	1.47	1.16	0.90	2.53	2,231
11/17/2020	Taxiway	Twy A4	A	10 Right	50	2	33.202409	-97.19754785	2	12,392	113	5.45	3.56	3.10	2.57	2.09	1.66	1.27	3.53	2,274
11/17/2020	Taxiway	Twy A4	A	10 Right	50	3	33.202409	-97.19754785	3	14,922	136	6.50	4.27	3.69	3.07	2.51	2.01	1.54	4.20	2,296
11/17/2020	Taxiway	Twy A4	A	10 Right	151	1	33.202405	-97.19722176	4	9,045	83	5.98	3.65	2.76	2.06	1.53	1.09	0.80	4.02	1,513
11/17/2020	Taxiway	Twy A4	A	10 Right	151	2	33.202405	-97.19722176	5	12,297	112	8.00	5.00	3.83	2.84	2.09	1.54	1.14	5.47	1,537
11/17/2020	Taxiway	Twy A4	A	10 Right	151	3	33.202405	-97.19722176	6	15,207	139	9.81	6.15	4.71	3.54	2.60	1.88	1.40	6.72	1,550
11/17/2020	Taxiway	Twy A4	A	10 Right	251	1	33.202400	-97.19689582	7	8,874	81	2.57	2.16	1.85	1.52	1.21	0.94	0.69	2.19	3,453
11/17/2020	Taxiway	Twy A4	A	10 Right	251	2	33.202400	-97.19689582	8	12,601	115	3.70	3.12	2.68	2.22	1.78	1.39	1.03	3.17	3,406
11/17/2020	Taxiway	Twy A4	A	10 Right	251	3	33.202400	-97.19689582	9	14,885	136	4.38	3.67	3.16	2.61	2.10	1.65	1.24	3.71	3,398
11/17/2020	Taxiway	Twy A5	A	10 Left	0	1	33.198139	-97.19780183	1	9,021	83	23.11	14.52	8.06	4.88	3.31	2.47	1.87	22.78	390
11/17/2020	Taxiway	Twy A5	A	10 Left	0	2	33.198139	-97.19780183	2	12,276	112	31.64	19.87	11.17	6.78	4.61	3.37	2.64	30.54	388
11/17/2020	Taxiway	Twy A5	A	10 Left	0	3	33.198139	-97.19780183	3	14,782	135	37.61	23.87	13.52	8.22	5.60	4.06	3.22	36.06	393
11/17/2020	Taxiway	Twy A5	A	10 Left	100	1	33.198132	-97.19747698	4	9,381	86	36.57	24.01	11.60	4.78	3.38	2.58	2.10	23.61	257
11/17/2020	Taxiway	Twy A5	A	10 Left	100	2	33.198132	-97.19747698	5	12,051	110	46.43	30.79	15.30	6.24	4.37	3.37	2.70	30.31	260
11/17/2020	Taxiway	Twy A5	A	10 Left	100	3	33.198132	-97.19747698	6	14,937	137	56.97	37.89	19.28	7.85	5.45	4.19	3.35	37.39	262
11/17/2020	Taxiway	Twy A5	A	10 Left	200	1	33.198127	-97.19715182	7	9,037	83	34.47	23.11	7.44	4.27	3.16	2.46	1.89	21.24	262
11/17/2020	Taxiway	Twy A5	A	10 Left	200	2	33.198127	-97.19715182	8	12,284	112	46.01	31.47	10.63	5.99	4.48	3.48	2.67	29.33	267
11/17/2020	Taxiway	Twy A5	A	10 Left	200	3	33.198127	-97.19715182	9	14,906	136	54.75	37.56	13.22	7.36	5.32	4.26	3.26	35.15	272
11/17/2020	Taxiway	Twy A5	A	10 Right	50	1	33.198089	-97.19763982	1	8,776	80	37.68	21.62	10.03	4.64	2.69	2.06	1.65	14.45	233
11/17/2020	Taxiway	Twy A5	A	10 Right	50	2	33.198089	-97.19763982	2	12,471	114	53.60	32.00	15.26	6.99	3.96	3.07	2.50	23.58	233
11/17/2020	Taxiway	Twy A5	A	10 Right	50	3	33.198089	-97.19763982	3	14,866	136	63.66	38.64	18.71	8.53	4.82	3.76	3.16	29.57	234
11/17/2020	Taxiway	Twy A5	A	10 Right	150	1	33.198083	-97.19731417	4	8,847	81	36.84	23.68	11.91	5.96	3.56	2.56	2.04	23.43	240
11/17/2020	Taxiway	Twy A5	A	10 Right	150	2	33.198083	-97.19731417	5	12,221	112	50.93	33.16	17.10	8.46	5.00	3.61	2.94	32.79	240
11/17/2020	Taxiway	Twy A5	A	10 Right	150	3	33.198083	-97.19731417	6	14,830	136	60.97	40.46	21.26	10.65	6.27	4.57	3.69	40.00	243
11/17/2020	Taxiway	Twy A5	A	10 Right	250	1	33.198079	-97.19698877	7	9,077	83	15.40	11.72	7.75	5.07	3.42	2.47	1.85	12.05	589
11/17/2020	Taxiway	Twy A5	A	10 Right	250	2	33.198079	-97.19698877	8	12,360	113	21.26	16.37	10.87	7.03	4.79	3.42	2.63	16.67	581
11/17/2020	Taxiway	Twy A5	A	10 Right	250	3	33.198079	-97.19698877	9	14,949	137	25.91	19.82	13.18	8.52	5.75	4.09	3.14	20.21	577
11/17/2020	Taxiway	Twy A6	A	10 Left	0	1	33.195317	-97.19786198	1	17,661	162	6.67	4.04	2.77	1.91	1.27	0.91	0.65	5.83	2,648
11/17/2020	Taxiway	Twy A6	A	10 Left	0	2	33.195317	-97.19786198	2	25,028	229	9.56	5.73	4.01	2.78	1.85	1.26	0.91	8.26	2,618
11/17/2020	Taxiway	Twy A6	A	10 Left	0	3	33.195317	-97.19786198	3	29,489	270	11.14	6.76	4.73	3.29	2.20	1.48	1.06	9.66	2,647
11/17/2020	Taxiway	Twy A6	A	10 Left	100	1	33.195311	-97.19753807	4	18,030	165	8.47	4.88	4.02	3.13	2.14	0.99	0.70	4.87	2,129
11/17/2020	Taxiway	Twy A6	A	10 Left	100	2	33.195311	-97.19753807	5	24,541	224	11.12	6.82	5.65	4.44	3.00	1.41	1.02	6.78	2,207
11/17/2020	Taxiway	Twy A6	A	10 Left	100	3	33.195311	-97.19753807	6	30,309	277	13.41	8.51	7.09	5.58	3.74	1.80	1.30	8.48	2,260
11/17/2020	Taxiway	Twy A6	A	10 Left	200	1	33.195309	-97.1972133	7	18,493	169	5.24	4.20	3.34	2.57	1.98	1.48	1.06	4.44	3,529
11/17/2020	Taxiway	Twy A6	A	10 Left	200	2	33.195309	-97.1972133	8	25,017	229	7.13	5.78	4.62	3.61	2.78	2.10	1.50	6.10	3,509
11/17/2020	Taxiway	Twy A6	A	10 Left	200	3	33.195309	-97.1972133	9	29,453	269	8.40	6.83	5.48	4.26	3.30	2.50	1.81	7.13	3,506
11/17/2020	Taxiway	Twy A6	A	10 Right	50	1	33.195271	-97.19770728	1	18,157	166	7.20	5.00	4.02	3.07	2.28	1.68	1.20	5.38	2,522
11/17/2020	Taxiway	Twy A6	A	10 Right	50	2	33.195271	-97.19770728	2	24,425	223	9.62	6.85	5.48	4.20	3.15	2.31	1.69	7.35	2,539
11/17/2020	Taxiway	Twy A6	A	10 Right	50	3	33.195271	-97.19770728	3	30,401	278	11.86	8.50	6.82	5.24	3.92	2.90	2.13	9.10	2,563
11/17/2020	Taxiway	Twy A6	A	10 Right	150	1	33.195270	-97.19738229	4	17,967	164	12.14	6.28	4.51	3.13	2.09	1.36	0.85	7.40	1,480
11/17/2020	Taxiway	Twy A6	A	10 Right	150	2	33.195270	-97.19738229	5	25,083	229	16.27	8.68	6.30	4.38	2.97	1.96	1.26	10.08	1,542
11/17/2020	Taxiway	Twy A6	A	10 Right	150	3	33.195270	-97.19738229	6	29,421	269	18.88	10.26	7.46	5.19	3.56	2.34	1.56	11.82	1,558
11/17/2020	Taxiway	Twy A6	A	10 Right	251	1	33.195268	-97.19705587	7	18,351	168	7.28	4.66	3.67	2.72	1.89	1.22	0.73	5.34	2,521
11/17/2020	Taxiway	Twy A6	A	10 Right	251	2	33.195268	-97.19705587	8	24,890	228	9.65	6.44	5.10	3.83	2.69	1.76	1.07	7.22	2,579
11/17/2020	Taxiway	Twy A6	A	10 Right	251	3	33.195268	-97.19705587	9	29,350	268	11.31	7.62	6.07	4.58	3.25	2.13	1.41	8.41	2,595
11/17/2020	Taxiway	Twy A7	A	10 Left	0	1	33.192571	-97.19792325	1	8,799	81	9.40	5.80	2.89	1.53	0.94	0.59	0.45	6.24	936
11/17/2020	Taxiway	Twy A7	A	10 Left	0	2	33.192571	-97.19792325	2	12,649	116	13.44	8.43	4.43	2.44	1.51	0.99	0.74	8.99	941
11/17/2020	Taxiway	Twy A7	A	10 Left	0	3	33.192571	-97.19792325	3	15,017	137	15.78	9.98	5.37	3.00	1.86	1.22	0.92	10.57	952
11/17/2020	Taxiway	Twy A7	A	10 Left	100	1	33.192566	-97.19759725	4	8,903	81	7.17	4.07	1.81	1.05	0.78	0.33	0.24	3.72	1,242
11/17/2020	Taxiway	Twy A7	A	10 Left	100	2	33.192566	-97.19759725	5	12,305	113	9.40	5.58	2.62	1.55	1.16	0.49	0.36	5.13	1,309
11/17/2020	Taxiway	Twy A7	A	10 Left	100	3	33.192566	-97.19759725	6	14,655	134	11.04	6.55	3.14	1.90	1.41	0.59	0.41	6.08	1,327
11/17/2020	Taxiway	Twy A7	A	10 Left	200	1	33.192562	-97.1972722	7	9,006	82	10.13	6.41	3.23	1.76	1.17	0.79	0.64	6.42	889
11/17/2020	Taxiway	Twy A7	A	10 Left	200	2	33.192562	-97.1972722	8	12,114	111	13.62	8.80	4.55	2.54	1.67	1.15	0.86	8.75	889
11/17/2020	Taxiway	Twy A7	A	10 Left	200	3	33.192562	-97.1972722	9	14,996	137	16.60	10.89	5.74	3.24	2.12	1.46	1.11	10.89	903
11/17/2020	Taxiway	Twy A7	A	10 Right	50	1	33.192526	-97.19776311	1	9,156	84	7.20	4.68	2.62	1.53	1.00	0.69	0.47	5.32	1,272
11/17/2020	Taxiway	Twy A7	A	10 Right	50	2	33.192526	-97.19776311	2	12,244	112	9.61	6.35	3.63	2.15	1.40	0.95	0.65	7.13	1,274
11/17/2020	Taxiway	Twy A7	A	10 Right	50	3	33.192526	-97.19776311	3	14,798	135	11.59	7.75	4.50	2.69	1.75	1.20	0.83	8.65	1,277
11/17/2020	Taxiway	Twy A7	A	10 Right	150	1	33.192522	-97.19743873	4	8,625	79	6.49	3.64	1.69	0.98	0.65	0.43	0.32	3.49	1,329
11/17/2020	Taxiway	Twy A7	A	10 Right	150	2	33.192522	-97.19743873	5	12,368	113	9.00	5.30	2.61	1.52	1.00	0.67	0.50	5.09	1,374
11/17/2020	Taxiway	Twy A7	A	10 Right	150	3	33.192522	-97.19743873	6	14,726	135	10.46	6.33	3.20	1.87	1.24	0.83	0.63	6.07	1,408

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/17/2020	Taxiway	Twy A7	A	10 Right	245	1	33.192516	-97.1971299	7	8,966	82	8.87	5.56	3.21	2.26	1.76	1.44	1.16	5.61	1,011
11/17/2020	Taxiway	Twy A7	A	10 Right	245	2	33.192516	-97.1971299	8	12,209	112	11.76	7.58	4.49	3.15	2.44	1.98	1.61	7.65	1,038
11/17/2020	Taxiway	Twy A7	A	10 Right	245	3	33.192516	-97.1971299	9	14,933	137	14.16	9.22	5.55	3.88	3.00	2.44	1.97	9.29	1,055
11/18/2020	Taxiway	Twy B	A1	10 Left	0	1	33.207244	-97.19645153	1	8,977	82	8.31	4.00	2.47	1.89	1.48	1.19	0.91	4.63	1,080
11/18/2020	Taxiway	Twy B	A1	10 Left	0	2	33.207244	-97.19645153	2	12,395	113	11.00	5.56	3.51	2.73	2.11	1.68	1.26	6.33	1,127
11/18/2020	Taxiway	Twy B	A1	10 Left	0	3	33.207244	-97.19645153	3	15,080	138	12.86	6.76	4.30	3.37	2.57	2.01	1.59	7.59	1,173
11/18/2020	Taxiway	Twy B	A1	10 Left	200	1	33.206710	-97.19630491	4	9,239	85	7.98	5.39	3.20	2.11	1.50	1.11	0.88	5.55	1,158
11/18/2020	Taxiway	Twy B	A1	10 Left	200	2	33.206710	-97.19630491	5	12,241	112	10.53	7.19	4.34	2.91	2.07	1.55	1.22	7.34	1,162
11/18/2020	Taxiway	Twy B	A1	10 Left	200	3	33.206710	-97.19630491	6	14,906	136	12.48	8.71	5.35	3.58	2.54	1.93	1.45	8.79	1,194
11/18/2020	Taxiway	Twy B	A2	10 Left	400	1	33.206175	-97.19616746	7	9,021	83	6.02	4.09	3.10	2.33	1.76	1.34	1.02	3.98	1,499
11/18/2020	Taxiway	Twy B	A2	10 Left	400	2	33.206175	-97.19616746	8	12,305	113	8.09	5.55	4.23	3.18	2.40	1.85	1.40	5.39	1,521
11/18/2020	Taxiway	Twy B	A2	10 Left	400	3	33.206175	-97.19616746	9	14,909	136	9.70	6.68	5.07	3.83	2.89	2.22	1.68	6.47	1,537
11/18/2020	Taxiway	Twy B	A2	10 Left	600	1	33.205642	-97.19602677	10	9,093	83	3.89	3.20	2.70	2.26	1.84	1.55	1.22	3.54	2,338
11/18/2020	Taxiway	Twy B	A2	10 Left	600	2	33.205642	-97.19602677	11	12,070	110	5.01	4.19	3.58	2.99	2.44	2.05	1.63	4.68	2,409
11/18/2020	Taxiway	Twy B	A2	10 Left	600	3	33.205642	-97.19602677	12	14,734	135	6.11	5.10	4.34	3.65	2.99	2.48	1.93	5.66	2,411
11/18/2020	Taxiway	Twy B	A2	10 Left	600	1	33.205642	-97.19602681	1	17,343	159	7.14	5.91	5.03	4.21	3.44	2.87	2.24	6.53	2,429
11/18/2020	Taxiway	Twy B	A2	10 Left	600	2	33.205642	-97.19602681	2	23,418	214	9.27	7.72	6.63	5.47	4.45	3.71	3.00	8.50	2,526
11/18/2020	Taxiway	Twy B	A2	10 Left	600	3	33.205642	-97.19602681	3	29,727	272	11.49	9.59	8.17	6.81	5.57	4.65	3.69	10.50	2,587
11/18/2020	Taxiway	Twy B	A2	10 Left	800	1	33.205106	-97.19588246	4	17,470	160	6.27	5.50	4.84	4.15	3.37	2.72	2.10	5.41	2,786
11/18/2020	Taxiway	Twy B	A2	10 Left	800	2	33.205106	-97.19588246	5	23,566	216	8.32	7.26	6.42	5.47	4.44	3.63	2.72	7.09	2,832
11/18/2020	Taxiway	Twy B	A2	10 Left	800	3	33.205106	-97.19588246	6	29,857	273	10.35	9.01	7.98	6.81	5.56	4.49	3.44	8.83	2,885
11/18/2020	Taxiway	Twy B	A2	10 Left	1,000	1	33.204573	-97.19573528	7	17,324	158	7.38	6.78	6.49	4.66	3.76	3.02	2.42	6.22	2,347
11/18/2020	Taxiway	Twy B	A2	10 Left	1,000	2	33.204573	-97.19573528	8	23,331	213	9.56	8.80	8.39	6.05	4.85	3.91	3.11	8.07	2,440
11/18/2020	Taxiway	Twy B	A2	10 Left	1,000	3	33.204573	-97.19573528	9	29,783	272	11.86	10.89	10.36	7.49	6.01	4.81	3.83	9.97	2,511
11/18/2020	Taxiway	Twy B	A2	10 Left	1,201	1	33.204037	-97.19559228	10	17,581	161	12.00	8.31	6.52	5.08	3.94	3.16	2.58	7.22	1,465
11/18/2020	Taxiway	Twy B	A2	10 Left	1,201	2	33.204037	-97.19559228	11	23,846	218	15.27	10.67	8.38	6.51	5.07	4.00	3.29	9.35	1,562
11/18/2020	Taxiway	Twy B	A2	10 Left	1,201	3	33.204037	-97.19559228	12	29,984	274	18.53	13.07	10.31	8.04	6.24	5.02	3.97	11.54	1,618
11/18/2020	Taxiway	Twy B	B	10 Left	1,400	1	33.203502	-97.19545705	13	17,883	164	20.43	14.30	9.22	6.33	4.49	3.32	2.44	14.87	875
11/18/2020	Taxiway	Twy B	B	10 Left	1,400	2	33.203502	-97.19545705	14	22,987	210	25.61	18.20	11.90	8.20	5.85	4.30	3.17	18.87	898
11/18/2020	Taxiway	Twy B	B	10 Left	1,400	3	33.203502	-97.19545705	15	29,485	270	31.74	22.71	15.02	10.36	7.40	5.38	4.01	23.34	929
11/18/2020	Taxiway	Twy B	B	10 Left	1,600	1	33.202991	-97.19568741	16	17,578	161	26.54	16.62	9.24	6.15	4.43	3.37	2.63	17.18	662
11/18/2020	Taxiway	Twy B	B	10 Left	1,600	2	33.202991	-97.19568741	17	23,169	212	33.55	21.49	12.20	8.08	5.82	4.41	3.50	22.04	691
11/18/2020	Taxiway	Twy B	B	10 Left	1,600	3	33.202991	-97.19568741	18	29,754	272	41.15	26.75	15.48	10.28	7.46	5.60	4.42	27.22	723
11/18/2020	Taxiway	Twy B	B	10 Left	1,600	1	33.202989	-97.19568768	1	9,164	84	14.05	8.45	4.57	3.07	2.22	1.63	1.30	8.87	652
11/18/2020	Taxiway	Twy B	B	10 Left	1,600	2	33.202989	-97.19568768	2	12,189	112	18.60	11.41	6.27	4.20	3.00	2.26	1.83	11.93	655
11/18/2020	Taxiway	Twy B	B	10 Left	1,600	3	33.202989	-97.19568768	3	14,949	137	22.61	14.00	7.79	5.19	3.73	2.83	2.23	14.59	661
11/18/2020	Taxiway	Twy B	B	10 Left	1,800	1	33.202488	-97.19593608	4	9,001	82	8.15	4.94	2.23	1.75	1.41	1.15	0.91	4.94	1,104
11/18/2020	Taxiway	Twy B	B	10 Left	1,800	2	33.202488	-97.19593608	5	12,225	112	10.65	6.56	3.09	2.42	1.96	1.59	1.27	6.57	1,148
11/18/2020	Taxiway	Twy B	B	10 Left	1,800	3	33.202488	-97.19593608	6	14,925	137	12.61	7.82	3.78	2.96	2.39	1.95	1.54	7.84	1,184
11/18/2020	Taxiway	Twy B	B	10 Left	2,000	1	33.201963	-97.19582278	7	9,331	85	12.86	8.90	5.20	3.15	1.79	1.41	1.11	8.48	726
11/18/2020	Taxiway	Twy B	B	10 Left	2,000	2	33.201963	-97.19582278	8	12,133	111	16.52	11.54	6.86	4.13	2.39	1.87	1.51	11.09	734
11/18/2020	Taxiway	Twy B	B	10 Left	2,000	3	33.201963	-97.19582278	9	14,861	136	20.00	14.12	8.48	5.02	2.91	2.30	1.86	13.56	743
11/18/2020	Taxiway	Twy B	C	10 Left	2,200	1	33.201483	-97.19552107	10	8,910	82	3.56	3.12	2.74	2.32	1.93	1.57	1.26	3.17	2,503
11/18/2020	Taxiway	Twy B	C	10 Left	2,200	2	33.201483	-97.19552107	11	12,149	111	4.83	4.23	3.73	3.15	2.59	2.13	1.71	4.31	2,515
11/18/2020	Taxiway	Twy B	C	10 Left	2,200	3	33.201483	-97.19552107	12	14,774	135	5.80	5.11	4.49	3.78	3.10	2.53	2.02	5.15	2,547
11/18/2020	Taxiway	Twy B	C	10 Left	2,200	1	33.201482	-97.19552123	1	17,550	161	6.93	6.09	5.33	4.50	3.70	2.99	2.46	6.11	2,532
11/18/2020	Taxiway	Twy B	C	10 Left	2,200	2	33.201482	-97.19552123	2	23,140	212	8.98	7.91	6.93	5.83	4.75	3.85	3.10	7.95	2,577
11/18/2020	Taxiway	Twy B	C	10 Left	2,200	3	33.201482	-97.19552123	3	29,727	272	11.25	9.94	8.73	7.34	5.94	4.76	3.94	9.97	2,642
11/18/2020	Taxiway	Twy B	C	10 Left	2,400	1	33.200936	-97.19553879	4	17,954	164	8.12	7.67	7.35	7.09	2.90	2.46	2.03	6.81	2,211
11/18/2020	Taxiway	Twy B	C	10 Left	2,400	2	33.200936	-97.19553879	5	23,236	213	10.15	9.69	9.26	8.86	3.68	3.07	2.57	8.63	2,289
11/18/2020	Taxiway	Twy B	C	10 Left	2,400	3	33.200936	-97.19553879	6	29,715	272	12.44	11.98	11.40	10.92	4.57	3.86	3.20	10.67	2,389
11/18/2020	Taxiway	Twy B	C	10 Left	2,600	1	33.200393	-97.1956337	7	17,999	165	11.20	8.54	6.66	5.20	4.03	3.18	2.43	8.31	1,607
11/18/2020	Taxiway	Twy B	C	10 Left	2,600	2	33.200393	-97.1956337	8	23,196	212	13.97	10.74	8.41	6.54	5.06	4.00	3.08	10.55	1,660
11/18/2020	Taxiway	Twy B	C	10 Left	2,600	3	33.200393	-97.1956337	9	29,564	270	17.32	13.25	10.39	8.08	6.24	4.91	3.78	13.12	1,707
11/18/2020	Taxiway	Twy B	C	10 Left	2,800	1	33.199854	-97.19572861	10	17,788	163	13.23	9.15	7.07	5.46	4.04	3.12	2.37	9.54	1,345
11/18/2020	Taxiway	Twy B	C	10 Left	2,800	2	33.199854	-97.19572861	11	23,185	212	16.21	11.77	9.07	7.00	5.16	3.95	3.00	12.06	1,430
11/18/2020	Taxiway	Twy B	C	10 Left	2,800	3	33.199854	-97.19572861	12	29,632	271	19.84	14.76	11.38	8.76	6.48	4.95	3.72	14.92	1,494
11/18/2020	Taxiway	Twy B	C	10 Left	3,000	1	33.199312	-97.1958218	13	17,328	158	7.00	6.24	5.59	4.88	4.26	3.75	1.60	6.24	2,475
11/18/2020	Taxiway	Twy B	C	10 Left	3,000	2	33.199312	-97.1958218	14	23,391	214	8.94	8.17	7.34	6.40	5.56	4.93	2.07	8.13	2,616
11/18/2020	Taxiway	Twy B	C	10 Left	3,000	3	33.199312	-97.1958218	15	29,545	270	11.21	10.14	9.09	7.93	6.94	6.20	2.59	10.07	2,636
11/18/2020	Taxiway	Twy B	C	10 Left	3,200	1	33.198771	-97.19591641	16	17,343	159	7.07	6.41	5.34	4.27	3.29	2.58	1.93	5.72	2,453
11/18/2020	Taxiway	Twy B	C	10 Left	3,200	2	33.198771	-97.19591641	17	23,053	211	9.12	8.33	6.94	5.70	4.24	3.37	2.50	7.44	2,528
11/18/2020	Taxiway	Twy B	C	10 Left	3,200	3	33.198771	-97.19591641	18	29,458	269	11.41	10.47	8.71	7.19	5.30	4.19	3.12	9.30	2,582

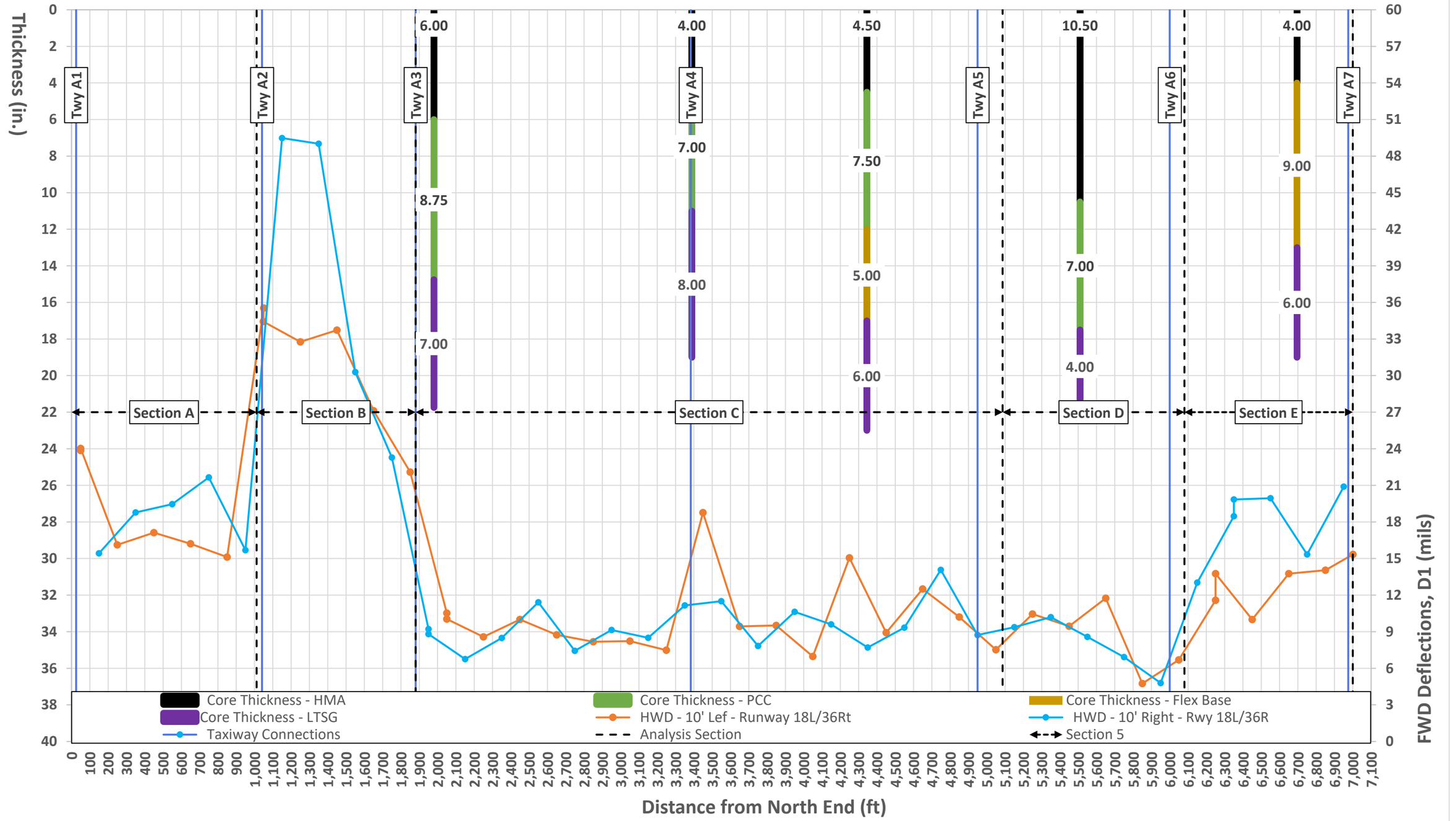
Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/18/2020	Taxiway	Twy B	C	10 Left	3,400	1	33.198229	-97.19600902	19	17,288	158	7.24	5.94	4.96	3.97	3.19	2.53	2.00	6.73	2,388
11/18/2020	Taxiway	Twy B	C	10 Left	3,400	2	33.198229	-97.19600902	20	22,947	210	9.42	7.76	6.47	5.21	4.13	3.29	2.62	8.78	2,436
11/18/2020	Taxiway	Twy B	C	10 Left	3,400	3	33.198229	-97.19600902	21	29,540	270	11.76	9.73	8.09	6.50	5.16	4.11	3.30	10.99	2,512
11/18/2020	Taxiway	Twy B	C	10 Left	3,600	1	33.197687	-97.19610177	22	17,523	160	7.67	6.98	6.14	5.17	4.30	3.37	2.57	7.00	2,285
11/18/2020	Taxiway	Twy B	C	10 Left	3,600	2	33.197687	-97.19610177	23	22,950	210	9.74	8.93	7.85	6.69	5.44	4.37	3.23	8.96	2,356
11/18/2020	Taxiway	Twy B	C	10 Left	3,600	3	33.197687	-97.19610177	24	29,474	270	12.20	11.09	9.81	8.37	6.92	5.53	4.19	11.13	2,416
11/18/2020	Taxiway	Twy B	C	10 Left	3,800	1	33.197144	-97.19619513	25	17,840	163	16.44	10.27	8.08	6.33	4.96	3.89	2.97	11.52	1,085
11/18/2020	Taxiway	Twy B	C	10 Left	3,800	2	33.197144	-97.19619513	26	23,022	211	20.37	12.93	10.14	7.96	6.21	4.89	3.78	14.41	1,130
11/18/2020	Taxiway	Twy B	C	10 Left	3,800	3	33.197144	-97.19619513	27	29,382	269	24.98	16.06	12.57	9.85	7.73	6.08	4.65	17.76	1,176
11/18/2020	Taxiway	Twy B	C	10 Left	4,000	1	33.196602	-97.19628919	28	17,415	159	15.03	10.29	7.77	5.70	4.21	3.17	2.33	9.85	1,159
11/18/2020	Taxiway	Twy B	C	10 Left	4,000	2	33.196602	-97.19628919	29	23,252	213	18.96	13.14	9.95	7.37	5.49	4.13	3.06	12.77	1,226
11/18/2020	Taxiway	Twy B	C	10 Left	4,000	3	33.196602	-97.19628919	30	29,659	271	23.30	16.24	12.36	9.22	6.89	5.19	3.87	15.90	1,273
11/18/2020	Taxiway	Twy B	C	10 Left	4,200	1	33.196060	-97.19638315	31	17,245	158	7.82	5.94	5.20	4.07	3.18	2.43	1.74	6.68	2,205
11/18/2020	Taxiway	Twy B	C	10 Left	4,200	2	33.196060	-97.19638315	32	22,662	207	9.98	7.78	6.80	5.31	4.18	3.30	2.34	8.65	2,271
11/18/2020	Taxiway	Twy B	C	10 Left	4,200	3	33.196060	-97.19638315	33	29,374	269	12.70	9.96	8.70	6.85	5.39	4.22	3.07	10.97	2,313
11/18/2020	Taxiway	Twy B	C	10 Left	4,400	1	33.195525	-97.19653525	34	17,483	160	10.10	5.47	4.39	3.37	2.49	1.79	1.20	5.50	1,731
11/18/2020	Taxiway	Twy B	C	10 Left	4,400	2	33.195525	-97.19653525	35	22,923	210	12.28	7.12	5.78	4.44	3.30	2.41	1.65	7.14	1,867
11/18/2020	Taxiway	Twy B	C	10 Left	4,400	3	33.195525	-97.19653525	36	29,529	270	15.24	9.10	7.39	5.72	4.24	3.11	2.16	9.16	1,938
11/18/2020	Taxiway	Twy B	A1	10 Right	100	1	33.206959	-97.19642623	1	18,295	167	13.15	8.53	5.45	3.88	2.80	2.12	1.64	8.95	1,391
11/18/2020	Taxiway	Twy B	A1	10 Right	100	2	33.206959	-97.19642623	2	23,426	214	16.11	10.69	7.00	5.00	3.61	2.78	2.09	11.17	1,454
11/18/2020	Taxiway	Twy B	A1	10 Right	100	3	33.206959	-97.19642623	3	29,738	272	19.39	13.11	8.76	6.31	4.61	3.54	2.76	13.63	1,534
11/18/2020	Taxiway	Twy B	A1	10 Right	300	1	33.206424	-97.19629103	4	17,864	163	15.65	14.13	13.01	4.59	3.70	3.01	2.32	14.14	1,141
11/18/2020	Taxiway	Twy B	A1	10 Right	300	2	33.206424	-97.19629103	5	23,093	211	19.43	17.51	16.10	5.99	4.81	3.88	3.00	17.59	1,189
11/18/2020	Taxiway	Twy B	A1	10 Right	300	3	33.206424	-97.19629103	6	29,743	272	23.80	21.43	19.70	7.72	6.19	4.91	3.78	21.53	1,250
11/18/2020	Taxiway	Twy B	A1	10 Right	300	1	33.206424	-97.19629105	1	9,140	84	8.82	7.96	7.43	2.32	1.89	1.51	1.18	7.91	1,036
11/18/2020	Taxiway	Twy B	A1	10 Right	300	2	33.206424	-97.19629105	2	12,090	111	11.22	10.24	9.50	2.99	2.48	1.96	1.50	10.20	1,078
11/18/2020	Taxiway	Twy B	A1	10 Right	300	3	33.206424	-97.19629105	3	15,064	138	13.79	12.55	11.62	3.87	3.11	2.53	1.96	12.44	1,092
11/18/2020	Taxiway	Twy B	A2	10 Right	500	1	33.205890	-97.19614906	4	9,120	83	4.74	3.78	3.34	2.83	2.42	1.81	1.45	3.75	1,924
11/18/2020	Taxiway	Twy B	A2	10 Right	500	2	33.205890	-97.19614906	5	12,022	110	6.20	5.02	4.44	3.78	3.22	2.41	1.93	4.98	1,939
11/18/2020	Taxiway	Twy B	A2	10 Right	500	3	33.205890	-97.19614906	6	14,695	134	7.58	6.15	5.42	4.62	3.92	2.94	2.37	6.08	1,939
11/18/2020	Taxiway	Twy B	A2	10 Right	700	1	33.205357	-97.19600692	7	9,493	87	6.87	4.23	3.17	2.42	1.77	1.33	0.96	4.48	1,382
11/18/2020	Taxiway	Twy B	A2	10 Right	700	2	33.205357	-97.19600692	8	12,090	111	8.50	5.40	4.06	3.07	2.26	1.75	1.27	5.69	1,422
11/18/2020	Taxiway	Twy B	A2	10 Right	700	3	33.205357	-97.19600692	9	14,956	137	10.36	6.64	4.99	3.81	2.81	2.12	1.58	7.00	1,444
11/18/2020	Taxiway	Twy B	A2	10 Right	900	1	33.204822	-97.19586308	10	9,402	86	4.10	3.38	2.94	2.49	2.07	1.68	1.31	3.38	2,293
11/18/2020	Taxiway	Twy B	A2	10 Right	900	2	33.204822	-97.19586308	11	11,824	108	5.00	4.22	3.68	3.12	2.61	2.10	1.64	4.19	2,365
11/18/2020	Taxiway	Twy B	A2	10 Right	900	3	33.204822	-97.19586308	12	14,731	135	6.23	5.19	4.56	3.87	3.22	2.63	2.07	5.16	2,365
11/18/2020	Taxiway	Twy B	A2	10 Right	900	1	33.204822	-97.19586276	1	17,201	157	7.26	6.06	5.31	4.52	3.76	3.04	2.39	5.99	2,369
11/18/2020	Taxiway	Twy B	A2	10 Right	900	2	33.204822	-97.19586276	2	22,855	209	9.26	7.89	6.94	5.91	4.90	3.98	3.11	7.78	2,468
11/18/2020	Taxiway	Twy B	A2	10 Right	900	3	33.204822	-97.19586276	3	29,516	270	11.78	9.96	8.75	7.42	6.17	5.02	3.93	9.79	2,506
11/18/2020	Taxiway	Twy B	A2	10 Right	1,100	1	33.204289	-97.19571822	4	17,499	160	8.25	6.77	5.90	5.01	4.12	3.35	2.67	6.98	2,121
11/18/2020	Taxiway	Twy B	A2	10 Right	1,100	2	33.204289	-97.19571822	5	23,074	211	10.40	8.67	7.61	6.41	5.23	4.22	3.40	8.92	2,219
11/18/2020	Taxiway	Twy B	A2	10 Right	1,100	3	33.204289	-97.19571822	6	29,651	271	13.11	10.89	9.50	8.03	6.58	5.35	4.16	11.14	2,262
11/18/2020	Taxiway	Twy B	A2	10 Right	1,299	1	33.203755	-97.19557365	7	17,253	158	9.42	8.34	8.27	5.83	4.77	3.84	3.10	7.46	1,832
11/18/2020	Taxiway	Twy B	A2	10 Right	1,299	2	33.203755	-97.19557365	8	23,228	212	11.84	10.60	10.46	7.33	5.98	4.88	3.82	9.47	1,962
11/18/2020	Taxiway	Twy B	A2	10 Right	1,299	3	33.203755	-97.19557365	9	29,442	269	14.59	13.06	12.88	9.05	7.37	5.94	4.71	11.65	2,018
11/18/2020	Taxiway	Twy B	B	10 Right	1,500	1	33.203221	-97.19562943	10	17,883	164	22.65	13.45	7.87	5.63	4.13	3.05	2.32	14.07	790
11/18/2020	Taxiway	Twy B	B	10 Right	1,500	2	33.203221	-97.19562943	11	23,518	215	28.50	17.43	10.45	7.47	5.47	4.00	3.09	18.11	825
11/18/2020	Taxiway	Twy B	B	10 Right	1,500	3	33.203221	-97.19562943	12	29,680	271	34.31	21.44	13.17	9.44	6.94	5.07	3.94	22.20	865
11/18/2020	Taxiway	Twy B	B	10 Right	1,500	1	33.203221	-97.1956293	1	9,132	84	11.48	6.45	3.67	2.65	2.00	1.52	1.15	6.89	795
11/18/2020	Taxiway	Twy B	B	10 Right	1,500	2	33.203221	-97.1956293	2	12,170	111	15.24	8.87	5.10	3.63	2.70	2.03	1.54	9.40	799
11/18/2020	Taxiway	Twy B	B	10 Right	1,500	3	33.203221	-97.1956293	3	14,977	137	18.76	11.08	6.46	4.58	3.44	2.54	1.91	11.66	798
11/18/2020	Taxiway	Twy B	B	10 Right	1,700	1	33.202727	-97.19590612	4	9,167	84	18.85	8.13	4.32	2.88	2.09	1.60	1.24	8.85	486
11/18/2020	Taxiway	Twy B	B	10 Right	1,700	2	33.202727	-97.19590612	5	12,276	112	24.30	11.02	5.96	3.93	2.81	2.18	1.66	11.89	505
11/18/2020	Taxiway	Twy B	B	10 Right	1,700	3	33.202727	-97.19590612	6	14,644	134	28.14	13.21	7.25	4.74	3.37	2.60	1.96	14.16	520
11/18/2020	Taxiway	Twy B	B	10 Right	1,900	1	33.202210	-97.19599608	7	9,397	86	10.36	6.42	3.61	2.45	1.83	1.43	1.12	6.56	907
11/18/2020	Taxiway	Twy B	B	10 Right	1,900	2	33.202210	-97.19599608	8	12,102	111	12.86	8.14	4.70	3.22	2.39	1.85	1.47	8.30	941
11/18/2020	Taxiway	Twy B	B	10 Right	1,900	3	33.202210	-97.19599608	9	15,004	137	15.48	9.89	5.84	3.98	2.98	2.32	1.90	10.09	969
11/18/2020	Taxiway	Twy B	C	10 Right	2,100	1	33.201703	-97.19576123	10	9,334	85	4.11	3.42	2.90	2.41	1.95	1.58	1.22	3.56	2,271
11/18/2020	Taxiway	Twy B	C	10 Right	2,100	2	33.201703	-97.19576123	11	11,864	109	5.05	4.35	3.69	3.06	2.49	2.02	1.58	4.51	2,349
11/18/2020	Taxiway	Twy B	C	10 Right	2,100	3	33.201703	-97.19576123	12	14,845	136	6.31	5.41	4.59	3.82	3.09	2.50	1.94	5.60	2,353
11/18/2020	Taxiway	Twy B	C	10 Right	2,100	1	33.201703	-97.19576111	1	17,415	159	7.33	6.32	5.33	4.43	3.58	2.89	2.28	6.50	2,376
11/18/2020	Taxiway	Twy B	C	10 Right	2,100	2	33.201703	-97.19576111	2	23,196	212	9.52	8.32	7.01	5.81	4.69	3.78	2.97	8.53	2,437
11/18/2020	Taxiway	Twy B	C	10 Right	2,100	3	33.201703	-97.19576111	3	29,516	270	11.89	10.42	8.76	7.29	5.88	4.72	3.69	10.61	2,482

Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/18/2020	Taxiway	Twy B	C	10 Right	2,300	1	33.201196	-97.19555503	4	18,086	165	7.28	6.26	5.36	4.45	3.66	2.95	2.33	6.48	2,484
11/18/2020	Taxiway	Twy B	C	10 Right	2,300	2	33.201196	-97.19555503	5	23,307	213	9.21	7.92	6.80	5.61	4.60	3.74	2.94	8.22	2,531
11/18/2020	Taxiway	Twy B	C	10 Right	2,300	3	33.201196	-97.19555503	6	29,651	271	11.43	9.93	8.46	6.98	5.74	4.65	3.68	10.24	2,594
11/18/2020	Taxiway	Twy B	C	10 Right	2,500	1	33.200657	-97.19565123	7	17,388	159	15.48	5.07	4.24	3.52	2.88	2.41	1.96	11.01	1,123
11/18/2020	Taxiway	Twy B	C	10 Right	2,500	2	33.200657	-97.19565123	8	23,394	214	19.19	7.11	5.81	4.73	3.84	3.18	2.63	13.69	1,219
11/18/2020	Taxiway	Twy B	C	10 Right	2,500	3	33.200657	-97.19565123	9	29,616	271	22.84	9.34	7.52	6.06	4.85	4.00	3.27	16.27	1,297
11/18/2020	Taxiway	Twy B	C	10 Right	2,700	1	33.200116	-97.19574336	10	18,113	166	8.57	7.24	6.20	5.13	4.06	3.27	2.61	7.54	2,114
11/18/2020	Taxiway	Twy B	C	10 Right	2,700	2	33.200116	-97.19574336	11	23,156	212	10.71	9.16	7.84	6.48	5.11	4.12	3.28	9.48	2,162
11/18/2020	Taxiway	Twy B	C	10 Right	2,700	3	33.200116	-97.19574336	12	29,751	272	13.49	11.52	9.89	8.15	6.44	5.16	4.14	11.82	2,205
11/18/2020	Taxiway	Twy B	C	10 Right	2,900	1	33.199574	-97.1958372	13	18,117	166	8.11	6.67	5.91	5.24	3.67	2.95	2.33	6.57	2,234
11/18/2020	Taxiway	Twy B	C	10 Right	2,900	2	33.199574	-97.1958372	14	23,212	212	10.18	8.46	7.46	6.62	4.61	3.71	2.90	8.36	2,280
11/18/2020	Taxiway	Twy B	C	10 Right	2,900	3	33.199574	-97.1958372	15	29,727	272	12.77	10.59	9.33	8.29	5.78	4.65	3.68	10.46	2,328
11/18/2020	Taxiway	Twy B	C	10 Right	3,101	1	33.199031	-97.1959308	16	17,729	162	7.49	6.19	5.24	4.32	3.62	2.32	1.78	6.16	2,367
11/18/2020	Taxiway	Twy B	C	10 Right	3,101	2	33.199031	-97.1959308	17	22,606	207	9.43	7.86	6.71	5.54	4.59	3.02	2.32	7.89	2,397
11/18/2020	Taxiway	Twy B	C	10 Right	3,101	3	33.199031	-97.1959308	18	29,482	270	11.95	10.00	8.59	7.09	5.88	3.93	3.04	10.07	2,467
11/18/2020	Taxiway	Twy B	C	10 Right	3,300	1	33.198488	-97.19602455	19	18,014	165	11.40	7.50	5.69	4.21	3.05	2.28	1.74	7.56	1,580
11/18/2020	Taxiway	Twy B	C	10 Right	3,300	2	33.198488	-97.19602455	20	23,042	211	14.28	9.55	7.24	5.36	3.90	2.94	2.25	9.54	1,614
11/18/2020	Taxiway	Twy B	C	10 Right	3,300	3	33.198488	-97.19602455	21	29,521	270	18.06	12.07	9.13	6.77	4.97	3.75	2.86	11.86	1,635
11/18/2020	Taxiway	Twy B	C	10 Right	3,500	1	33.197946	-97.19611954	22	17,835	163	9.18	7.37	6.37	5.28	4.30	3.50	2.72	7.93	1,943
11/18/2020	Taxiway	Twy B	C	10 Right	3,500	2	33.197946	-97.19611954	23	22,966	210	11.46	9.35	8.06	6.68	5.46	4.41	3.46	10.04	2,004
11/18/2020	Taxiway	Twy B	C	10 Right	3,500	3	33.197946	-97.19611954	24	29,561	270	14.33	11.67	10.07	8.37	6.84	5.56	4.41	12.50	2,063
11/18/2020	Taxiway	Twy B	C	10 Right	3,701	1	33.197404	-97.19620885	25	18,025	165	12.02	10.24	8.71	7.14	5.52	4.01	2.77	10.22	1,500
11/18/2020	Taxiway	Twy B	C	10 Right	3,701	2	33.197404	-97.19620885	26	23,114	211	15.09	12.90	10.98	9.02	6.94	5.05	3.30	12.81	1,532
11/18/2020	Taxiway	Twy B	C	10 Right	3,701	3	33.197404	-97.19620885	27	29,532	270	18.56	16.04	13.67	11.19	8.63	6.24	4.07	15.81	1,591
11/18/2020	Taxiway	Twy B	C	10 Right	3,900	1	33.196863	-97.1963038	28	18,081	165	11.72	8.75	7.14	5.64	4.30	3.31	2.45	11.12	1,543
11/18/2020	Taxiway	Twy B	C	10 Right	3,900	2	33.196863	-97.1963038	29	23,082	211	14.43	10.98	8.93	7.06	5.42	4.19	3.11	13.96	1,600
11/18/2020	Taxiway	Twy B	C	10 Right	3,900	3	33.196863	-97.1963038	30	29,474	270	17.62	13.52	11.01	8.72	6.70	5.22	3.86	17.29	1,673
11/18/2020	Taxiway	Twy B	C	10 Right	4,100	1	33.196322	-97.19639762	31	17,975	164	8.63	6.21	4.85	3.71	2.78	2.08	1.44	7.53	2,083
11/18/2020	Taxiway	Twy B	C	10 Right	4,100	2	33.196322	-97.19639762	32	23,156	212	10.88	7.94	6.22	4.79	3.58	2.63	1.87	9.53	2,128
11/18/2020	Taxiway	Twy B	C	10 Right	4,100	3	33.196322	-97.19639762	33	29,564	270	13.51	9.98	7.86	6.07	4.61	3.50	2.49	11.92	2,188
11/18/2020	Taxiway	Twy B	C	10 Right	4,300	1	33.195776	-97.19648806	34	17,665	162	5.77	5.14	4.32	3.48	2.73	2.10	1.54	5.13	3,062
11/18/2020	Taxiway	Twy B	C	10 Right	4,300	2	33.195776	-97.19648806	35	23,121	211	7.61	6.71	5.68	4.59	3.61	2.75	1.99	6.73	3,038
11/18/2020	Taxiway	Twy B	C	10 Right	4,300	3	33.195776	-97.19648806	36	29,569	270	9.68	8.54	7.21	5.84	4.61	3.53	2.56	8.52	3,055
11/18/2020	Taxiway	Twy H	A	10 Left	0	1	33.200056	-97.19551798	1	8,961	82	26.30	17.12	5.09	3.43	2.37	1.77	1.34	14.83	341
11/18/2020	Taxiway	Twy H	A	10 Left	0	2	33.200056	-97.19551798	2	12,352	113	35.45	23.38	7.57	4.88	3.36	2.49	1.89	20.76	348
11/18/2020	Taxiway	Twy H	A	10 Left	0	3	33.200056	-97.19551798	3	14,890	136	42.03	27.89	9.55	6.00	4.09	3.03	2.28	24.89	354
11/18/2020	Taxiway	Twy H	A	10 Left	200	1	33.200044	-97.19486852	4	8,914	82	27.50	15.35	6.86	3.62	2.33	1.85	1.48	16.00	324
11/18/2020	Taxiway	Twy H	A	10 Left	200	2	33.200044	-97.19486852	5	12,221	112	37.50	21.54	9.89	5.13	3.28	2.55	2.01	22.31	326
11/18/2020	Taxiway	Twy H	A	10 Left	200	3	33.200044	-97.19486852	6	15,001	137	45.22	26.69	12.50	6.38	4.07	3.21	2.56	27.19	332
11/18/2020	Taxiway	Twy H	A	10 Left	400	1	33.200032	-97.19421692	7	9,053	83	19.14	10.51	4.72	2.70	1.87	1.48	1.19	10.95	473
11/18/2020	Taxiway	Twy H	A	10 Left	400	2	33.200032	-97.19421692	8	12,244	112	25.02	14.34	6.65	3.81	2.58	2.04	1.69	14.78	489
11/18/2020	Taxiway	Twy H	A	10 Left	400	3	33.200032	-97.19421692	9	15,128	138	30.00	17.59	8.39	4.78	3.23	2.48	2.15	18.04	504
11/18/2020	Taxiway	Twy H	A	10 Left	600	1	33.200019	-97.19356638	10	9,342	85	23.81	12.63	5.51	3.02	2.01	1.53	1.21	13.01	392
11/18/2020	Taxiway	Twy H	A	10 Left	600	2	33.200019	-97.19356638	11	12,186	111	30.24	16.83	7.54	4.10	2.69	2.15	1.62	17.00	403
11/18/2020	Taxiway	Twy H	A	10 Left	600	3	33.200019	-97.19356638	12	14,941	137	36.37	20.92	9.61	5.17	3.42	2.63	2.08	20.80	411
11/18/2020	Taxiway	Twy H	A	10 Left	800	1	33.200012	-97.19291389	13	9,231	84	30.49	15.86	6.40	3.20	2.14	1.65	1.31	16.26	303
11/18/2020	Taxiway	Twy H	A	10 Left	800	2	33.200012	-97.19291389	14	12,379	113	39.56	21.69	9.08	4.52	2.97	2.31	1.91	22.02	313
11/18/2020	Taxiway	Twy H	A	10 Left	800	3	33.200012	-97.19291389	15	14,858	136	46.15	26.15	11.24	5.50	3.64	2.78	2.30	26.36	322
11/18/2020	Taxiway	Twy H	A	10 Left	1,000	1	33.200003	-97.19226217	16	9,231	84	11.54	8.43	5.28	3.35	2.25	1.69	1.32	8.78	800
11/18/2020	Taxiway	Twy H	A	10 Left	1,000	2	33.200003	-97.19226217	17	12,384	113	15.68	11.43	7.20	4.57	3.07	2.31	1.80	11.73	790
11/18/2020	Taxiway	Twy H	A	10 Left	1,000	3	33.200003	-97.19226217	18	14,731	135	18.80	13.78	8.69	5.48	3.69	2.78	2.16	14.01	784
11/18/2020	Taxiway	Twy H	A	10 Right	100	1	33.200001	-97.19520252	1	9,212	84	26.09	14.53	5.56	2.78	2.06	1.69	1.42	15.27	353
11/18/2020	Taxiway	Twy H	A	10 Right	100	2	33.200001	-97.19520252	2	12,305	113	33.58	19.44	7.76	3.82	2.83	2.28	1.94	20.28	366
11/18/2020	Taxiway	Twy H	A	10 Right	100	3	33.200001	-97.19520252	3	14,842	136	39.54	23.36	9.57	4.68	3.43	2.77	2.34	24.25	375
11/18/2020	Taxiway	Twy H	A	10 Right	300	1	33.199994	-97.19455068	4	9,096	83	20.07	10.26	4.61	2.82	2.04	1.64	1.27	10.69	453
11/18/2020	Taxiway	Twy H	A	10 Right	300	2	33.199994	-97.19455068	5	12,106	111	25.57	13.61	6.33	3.85	2.78	2.22	1.71	14.08	473
11/18/2020	Taxiway	Twy H	A	10 Right	300	3	33.199994	-97.19455068	6	14,874	136	30.25	16.55	7.89	4.82	3.46	2.77	2.13	17.07	492
11/18/2020	Taxiway	Twy H	A	10 Right	500	1	33.199990	-97.19389924	7	9,255	85	20.69	10.94	4.93	2.79	1.92	1.49	1.17	11.16	447
11/18/2020	Taxiway	Twy H	A	10 Right	500	2	33.199990	-97.19389924	8	12,022	110	26.32	14.46	6.73	3.81	2.58	1.97	1.59	14.66	457
11/18/2020	Taxiway	Twy H	A	10 Right	500	3	33.199990	-97.19389924	9	15,104	138	32.20	18.31	8.80	4.94	3.30	2.55	2.06	18.44	469
11/18/2020	Taxiway	Twy H	A	10 Right	700	1	33.199978	-97.19324772	10	9,267	85	26.12	13.54	5.73	3.26	2.32	1.89	1.52	14.03	355
11/18/2020	Taxiway	Twy H	A	10 Right	700	2	33.199978	-97.19324772	11	12,181	111	33.04	17.80	7.70	4.33	3.10	2.54	2.02	18.29	369
11/18/2020	Taxiway	Twy H	A	10 Right	700	3	33.199978	-97.19324772	12	14,961	137	39.00	21.74	9.62	5.34	3.79	3.05	2.49	22.22	384

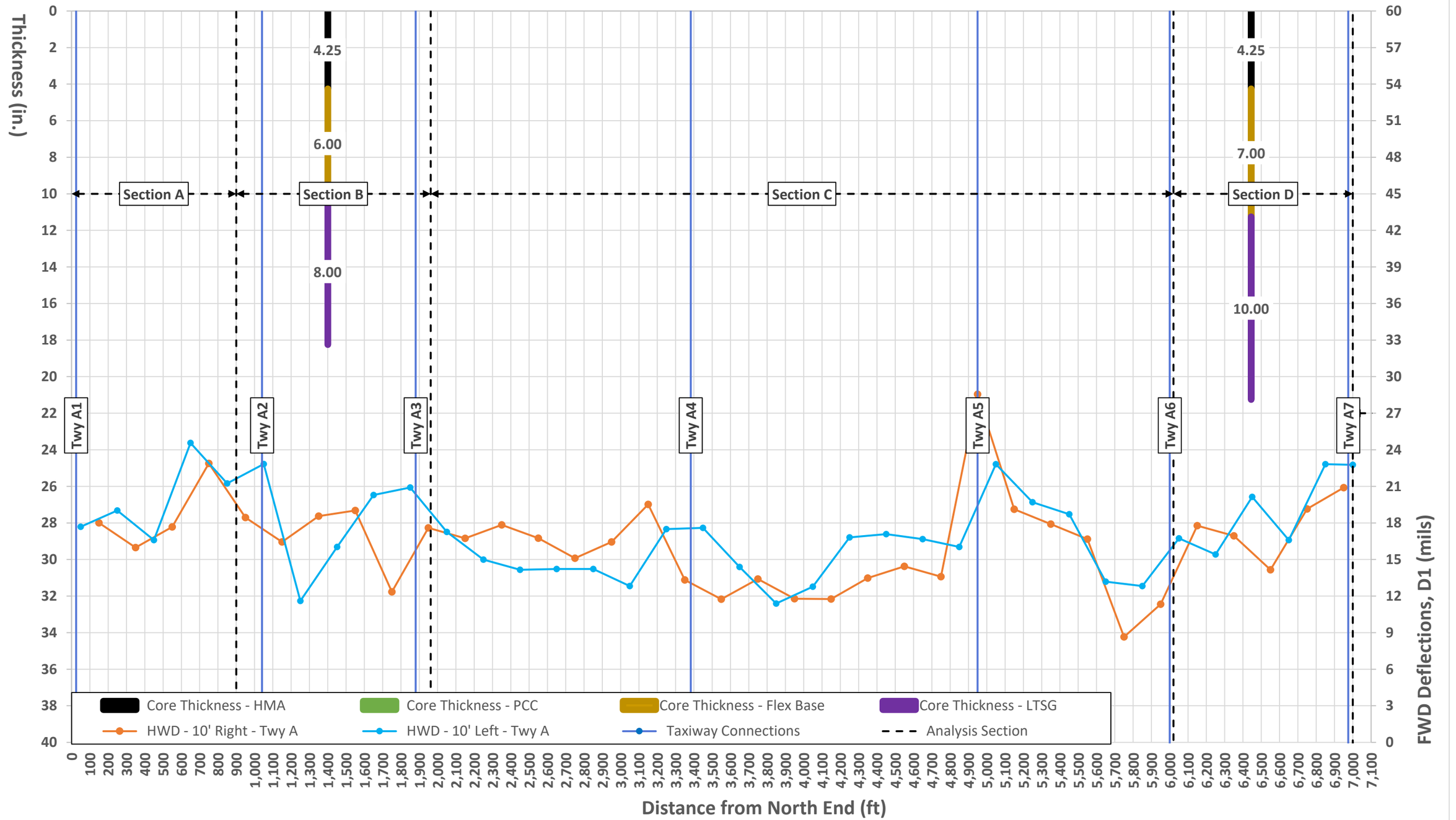
Location and Testing Information												Deflection Data								
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Drop ID	Measured Load (lbs)	Stress	D1	D2	D3	D4	D5	D6	D7	D8	ISM
11/18/2020	Taxiway	Twy H	A	10 Right	900	1	33.199965	-97.19259704	13	9,326	85	20.24	9.96	4.26	2.57	1.83	1.46	1.11	10.42	461
11/18/2020	Taxiway	Twy H	A	10 Right	900	2	33.199965	-97.19259704	14	12,138	111	25.88	13.07	5.74	3.44	2.43	1.93	1.49	13.58	469
11/18/2020	Taxiway	Twy H	A	10 Right	900	3	33.199965	-97.19259704	15	15,099	138	31.59	16.35	7.36	4.36	3.07	2.41	1.87	16.85	478
11/18/2020	Taxiway	Twy J	A	10 Left	0	1	33.198565	-97.1957789	1	9,315	85	29.29	14.22	4.35	2.12	1.64	1.39	1.12	15.86	318
11/18/2020	Taxiway	Twy J	A	10 Left	0	2	33.198565	-97.1957789	2	12,252	112	37.84	18.98	6.12	2.91	2.29	1.97	1.57	21.05	324
11/18/2020	Taxiway	Twy J	A	10 Left	0	3	33.198565	-97.1957789	3	15,096	138	46.17	23.70	7.98	3.68	2.93	2.50	2.02	26.02	327
11/18/2020	Taxiway	Twy J	A	10 Left	200	1	33.198567	-97.19512717	4	9,397	86	13.48	7.10	3.81	2.61	1.93	1.46	1.04	8.11	697
11/18/2020	Taxiway	Twy J	A	10 Left	200	2	33.198567	-97.19512717	5	12,173	111	17.47	9.49	5.15	3.51	2.52	1.91	1.46	10.76	697
11/18/2020	Taxiway	Twy J	A	10 Left	200	3	33.198567	-97.19512717	6	14,898	136	21.22	11.83	6.46	4.39	3.13	2.37	1.83	13.32	702
11/18/2020	Taxiway	Twy J	A	10 Left	400	1	33.198557	-97.19447676	7	9,204	84	22.65	12.39	6.00	3.67	2.61	2.05	1.53	12.78	406
11/18/2020	Taxiway	Twy J	A	10 Left	400	2	33.198557	-97.19447676	8	12,138	111	29.55	16.61	8.10	4.94	3.53	2.73	2.16	17.16	411
11/18/2020	Taxiway	Twy J	A	10 Left	400	3	33.198557	-97.19447676	9	14,869	136	35.87	20.54	10.13	6.09	4.37	3.37	2.72	21.15	415
11/18/2020	Taxiway	Twy J	A	10 Left	600	1	33.198545	-97.19382418	10	9,180	84	22.22	11.90	5.39	3.13	2.21	1.74	1.42	12.64	413
11/18/2020	Taxiway	Twy J	A	10 Left	600	2	33.198545	-97.19382418	11	12,292	112	29.37	16.31	7.52	4.31	3.01	2.43	1.91	16.96	419
11/18/2020	Taxiway	Twy J	A	10 Left	600	3	33.198545	-97.19382418	12	14,925	137	35.23	19.89	9.30	5.27	3.69	2.93	2.37	20.63	424
11/18/2020	Taxiway	Twy J	A	10 Left	800	1	33.198537	-97.19317405	13	8,961	82	24.78	12.83	5.20	2.63	1.69	1.37	1.09	13.59	362
11/18/2020	Taxiway	Twy J	A	10 Left	800	2	33.198537	-97.19317405	14	12,371	113	34.07	18.24	7.59	3.80	2.46	2.05	1.63	19.19	363
11/18/2020	Taxiway	Twy J	A	10 Left	800	3	33.198537	-97.19317405	15	14,838	136	40.61	22.08	9.33	4.65	3.04	2.52	2.02	23.07	365
11/18/2020	Taxiway	Twy J	A	10 Left	1,000	1	33.198526	-97.19252189	16	9,397	86	16.54	11.44	6.75	3.28	1.94	1.50	1.13	11.42	568
11/18/2020	Taxiway	Twy J	A	10 Left	1,000	2	33.198526	-97.19252189	17	12,205	112	21.24	14.76	8.74	4.26	2.57	2.00	1.52	14.67	575
11/18/2020	Taxiway	Twy J	A	10 Left	1,000	3	33.198526	-97.19252189	18	15,123	138	26.31	18.31	10.86	5.30	3.24	2.56	1.90	18.17	575
11/18/2020	Taxiway	Twy J	A	10 Right	100	1	33.198521	-97.19545579	1	8,704	80	26.72	14.45	6.74	3.44	1.84	1.38	1.08	15.85	326
11/18/2020	Taxiway	Twy J	A	10 Right	100	2	33.198521	-97.19545579	2	12,392	113	38.17	21.38	10.15	5.12	2.83	2.09	1.60	23.30	325
11/18/2020	Taxiway	Twy J	A	10 Right	100	3	33.198521	-97.19545579	3	15,052	138	46.56	26.49	12.71	6.32	3.57	2.67	2.06	28.67	323
11/18/2020	Taxiway	Twy J	A	10 Right	300	1	33.198513	-97.1948053	4	9,532	87	27.36	14.90	6.85	3.99	2.76	2.13	1.63	14.98	348
11/18/2020	Taxiway	Twy J	A	10 Right	300	2	33.198513	-97.1948053	5	12,038	110	33.98	19.06	8.88	5.08	3.53	2.69	2.10	19.02	354
11/18/2020	Taxiway	Twy J	A	10 Right	300	3	33.198513	-97.1948053	6	14,909	136	41.94	24.03	11.39	6.48	4.49	3.44	2.71	23.94	355
11/18/2020	Taxiway	Twy J	A	10 Right	500	1	33.198502	-97.19415407	7	9,251	85	20.36	10.97	5.45	3.52	2.52	1.97	1.56	11.22	454
11/18/2020	Taxiway	Twy J	A	10 Right	500	2	33.198502	-97.19415407	8	12,022	110	26.11	14.53	7.26	4.61	3.27	2.56	2.01	14.84	460
11/18/2020	Taxiway	Twy J	A	10 Right	500	3	33.198502	-97.19415407	9	15,052	138	32.48	18.59	9.37	5.83	4.19	3.27	2.56	18.77	463
11/18/2020	Taxiway	Twy J	A	10 Right	700	1	33.198493	-97.19350213	10	8,969	82	33.13	17.61	7.02	3.43	2.35	1.92	1.54	17.65	271
11/18/2020	Taxiway	Twy J	A	10 Right	700	2	33.198493	-97.19350213	11	12,178	111	44.76	24.66	10.15	4.91	3.37	2.69	2.24	24.56	272
11/18/2020	Taxiway	Twy J	A	10 Right	700	3	33.198493	-97.19350213	12	14,826	136	53.92	30.28	12.74	6.11	4.20	3.38	2.82	30.16	275
11/18/2020	Taxiway	Twy J	A	10 Right	900	1	33.198482	-97.19284936	13	9,263	85	25.18	12.95	5.44	2.87	1.94	1.52	1.21	13.19	368
11/18/2020	Taxiway	Twy J	A	10 Right	900	2	33.198482	-97.19284936	14	12,189	112	33.22	17.83	7.67	4.04	2.68	2.13	1.70	18.02	367
11/18/2020	Taxiway	Twy J	A	10 Right	900	3	33.198482	-97.19284936	15	14,945	137	40.46	22.49	9.89	5.13	3.41	2.69	2.16	22.68	369

Appendix C.3
Deflection Charts

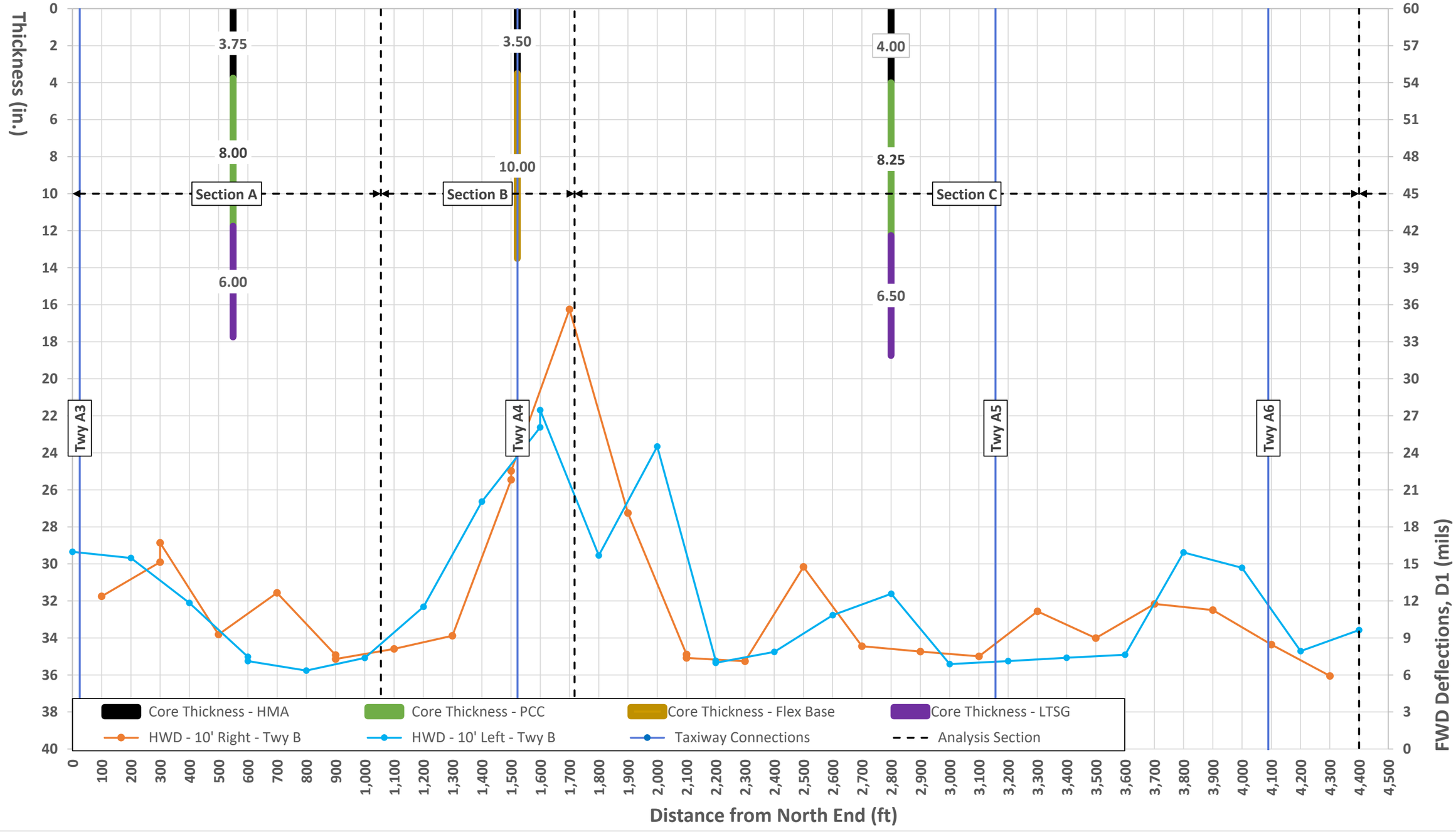
DTO - Summary of Pavement Evaluation Data - Runway 18L/36R



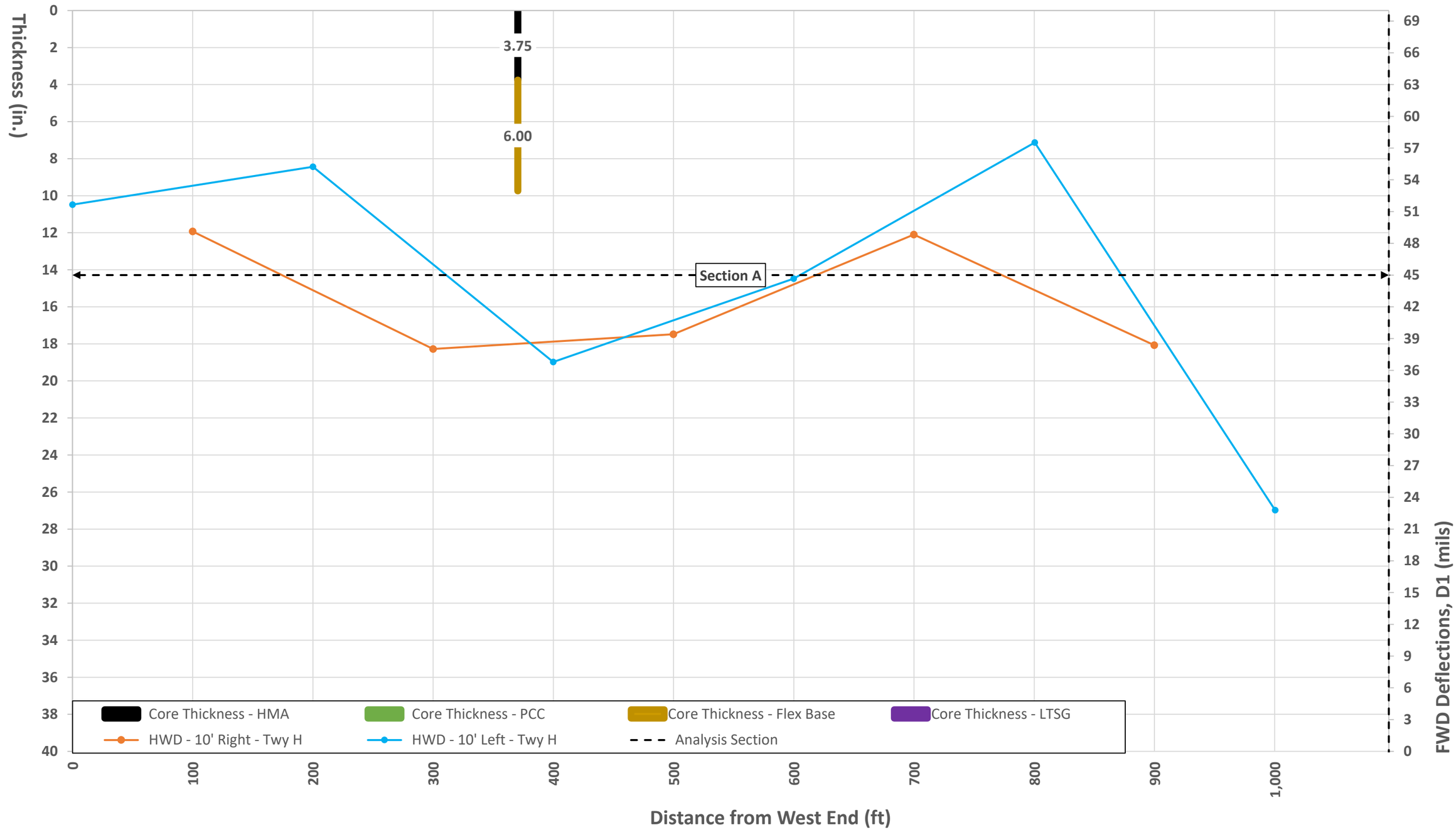
DTO - Summary of Pavement Evaluation Data - Taxiway A



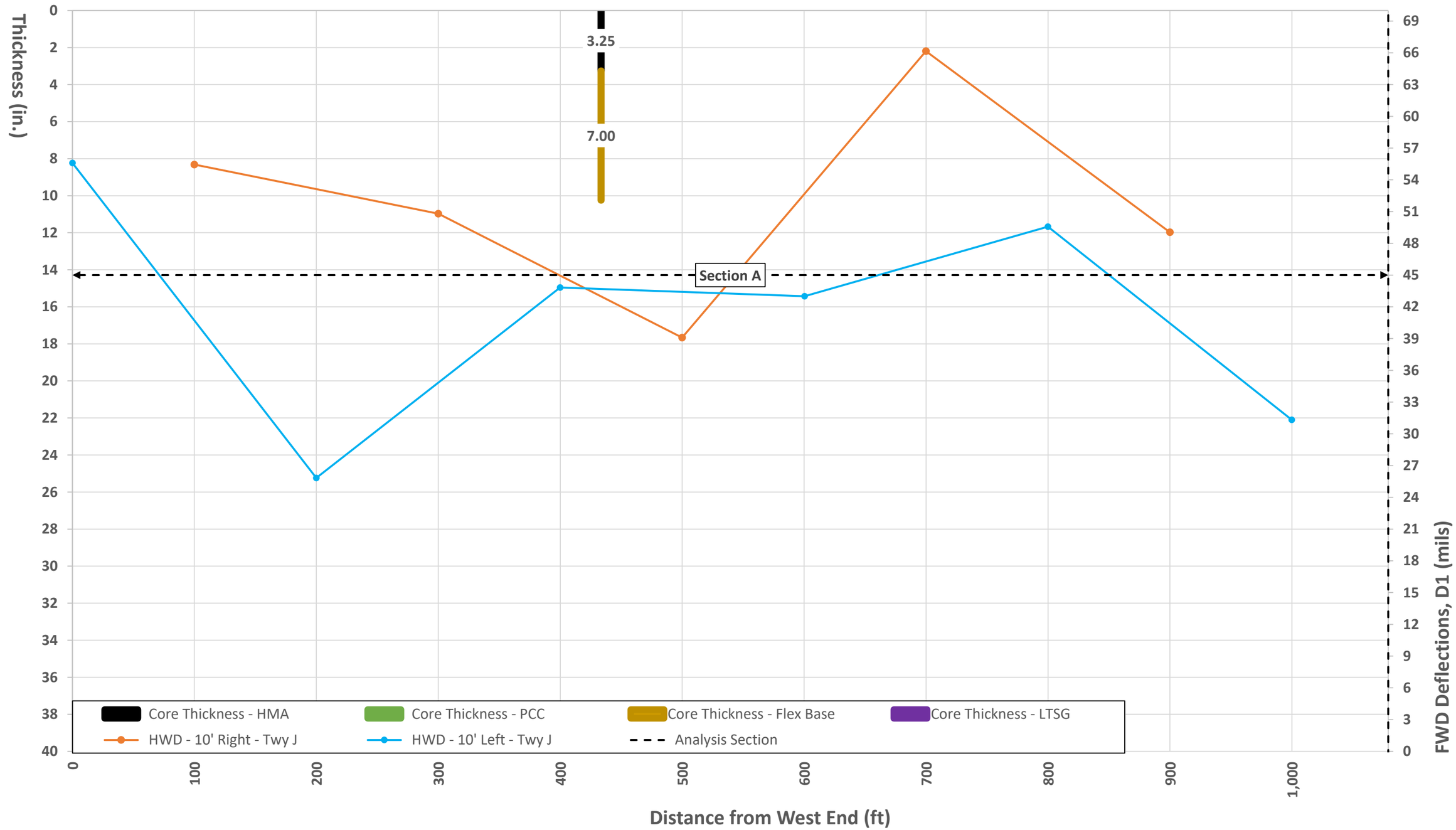
DTO - Summary of Pavement Evaluation Data - Taxiway B



DTO - Summary of Pavement Evaluation Data - Taxiway H



DTO - Summary of Pavement Evaluation Data - Taxiway J



Appendix D.1
Backcalculation Summary Tables

Location and Testing Information									Pavement Section				Modulus Values			
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Surface	Base	Subbase	Pavement Thickness (in)	Surface Modulus (psi)	Base Modulus (psi)	Subbase Modulus (psi)	Subgrade Modulus (psi)
11/17/2020	Apron	Apron HMA	A	NA	60	2	33.203814	-97.19393896	4.75	10.75	6.00	15.50	951,868	100,000	13,111	17,061
11/17/2020	Apron	Apron HMA	A	NA	180	2	33.203820	-97.19432833	4.75	10.75	6.00	15.50	1,661,963	58,268	169,606	23,685
11/17/2020	Apron	Apron HMA	A	NA	300	2	33.203827	-97.19471882	4.75	10.75	6.00	15.50	807,131	100,000	73,526	18,255
11/17/2020	Apron	Apron HMA	A	NA	420	2	33.203838	-97.19510743	4.75	10.75	6.00	15.50	2,000,000	46,042	52,674	19,574
11/17/2020	Apron	Apron HMA	A	NA	20	2	33.203684	-97.19380532	4.75	10.75	6.00	15.50	854,202	100,000	85,509	18,284
11/17/2020	Apron	Apron HMA	A	NA	140	2	33.203689	-97.19419628	4.75	10.75	6.00	15.50	1,130,666	100,000	12,728	32,370
11/17/2020	Apron	Apron HMA	A	NA	260	2	33.203696	-97.19458675	4.75	10.75	6.00	15.50	771,222	92,933	70,649	26,154
11/17/2020	Apron	Apron HMA	A	NA	380	2	33.203704	-97.1949794	4.75	10.75	6.00	15.50	886,627	60,193	28,109	18,551
11/17/2020	Apron	Apron HMA	A	NA	60	2	33.203570	-97.19390282	4.75	10.75	6.00	15.50	1,712,066	100,000	17,407	18,865
11/17/2020	Apron	Apron HMA	A	NA	165	2	33.203564	-97.19425296	4.75	10.75	6.00	15.50	1,023,162	76,802	8,962	24,374
11/17/2020	Apron	Apron HMA	A	NA	20	2	33.203436	-97.19381162	4.75	10.75	6.00	15.50	1,808,643	34,058	32,340	26,443
11/17/2020	Apron	Apron HMA	A	NA	95	2	33.203438	-97.19405629	4.75	10.75	6.00	15.50	1,619,172	100,000	40,643	23,444
11/17/2020	Apron	Apron HMA	A	NA	75	2	33.203310	-97.19399068	4.75	10.75	6.00	15.50	2,000,000	44,470	25,004	19,576
11/17/2020	Apron	Apron HMA	A	NA	20	2	33.203203	-97.19382357	4.75	10.75	6.00	15.50	1,047,384	100,000	62,913	14,955
11/17/2020	Apron	Apron HMA	A	NA	95	2	33.203214	-97.19406511	4.75	10.75	6.00	15.50	2,000,000	53,810	62,040	21,346
11/18/2020	Apron	Apron HMA	A	NA	75	2	33.203093	-97.19399561	4.75	10.75	6.00	15.50	2,000,000	73,369	1,246	38,525
11/17/2020	Apron	Apron PCC	B	NA	8	2	33.203558	-97.19516112	11.00	6.00	6.00	17.00	6,990,100	21,400	21,800	25,800
11/17/2020	Apron	Apron PCC	B	NA	52	2	33.203555	-97.19502001	11.00	6.00	6.00	17.00	6,169,000	42,700	42,700	33,500
11/17/2020	Apron	Apron PCC	B	NA	95	2	33.203554	-97.19487903	11.00	6.00	6.00	17.00	9,000,000	52,600	52,600	30,500
11/17/2020	Apron	Apron PCC	B	NA	139	2	33.203553	-97.19473627	11.00	6.00	6.00	17.00	8,788,200	67,400	67,400	29,300
11/17/2020	Apron	Apron PCC	B	NA	182	2	33.203550	-97.19459442	11.00	6.00	6.00	17.00	8,014,300	52,000	52,000	26,700
11/17/2020	Apron	Apron PCC	B	NA	23	2	33.203410	-97.19497523	11.00	6.00	6.00	17.00	9,000,000	52,600	52,600	30,000
11/17/2020	Apron	Apron PCC	B	NA	66	2	33.203409	-97.1948342	11.00	6.00	6.00	17.00	5,394,600	58,300	57,900	32,700
11/17/2020	Apron	Apron PCC	B	NA	109	2	33.203407	-97.19469362	11.00	6.00	6.00	17.00	7,146,100	52,600	52,600	23,800
11/17/2020	Apron	Apron PCC	B	NA	153	2	33.203406	-97.19455298	11.00	6.00	6.00	17.00	7,693,400	100,000	108,200	41,800
11/17/2020	Apron	Apron PCC	B	NA	66	2	33.203267	-97.19483518	11.00	6.00	6.00	17.00	9,000,000	100,000	92,400	33,700
11/17/2020	Apron	Apron PCC	B	NA	110	2	33.203264	-97.19469342	11.00	6.00	6.00	17.00	9,000,000	97,300	87,800	35,500
11/17/2020	Apron	Apron PCC	B	NA	152	2	33.203263	-97.19455395	11.00	6.00	6.00	17.00	7,017,000	86,500	98,600	42,500
11/17/2020	Apron	Apron PCC	B	NA	196	2	33.203261	-97.19441015	11.00	6.00	6.00	17.00	9,000,000	52,600	52,600	31,400
11/17/2020	Apron	Apron PCC	B	NA	37	2	33.203127	-97.19493159	11.00	6.00	6.00	17.00	9,000,000	55,400	87,800	35,600
11/17/2020	Apron	Apron PCC	B	NA	81	2	33.203125	-97.19479086	11.00	6.00	6.00	17.00	9,000,000	47,500	47,500	32,000
11/17/2020	Apron	Apron PCC	B	NA	124	2	33.203124	-97.19464869	11.00	6.00	6.00	17.00	9,000,000	31,100	103,600	41,300
11/17/2020	Apron	Apron PCC	B	NA	167	2	33.203123	-97.19450542	11.00	6.00	6.00	17.00	5,669,400	18,500	65,700	34,400
11/17/2020	Apron	Apron PCC	B	NA	37	2	33.202927	-97.19493587	11.00	6.00	6.00	17.00	9,000,000	61,400	97,300	36,100
11/17/2020	Apron	Apron PCC	B	NA	81	2	33.202926	-97.19479517	11.00	6.00	6.00	17.00	9,000,000	68,000	68,000	30,000
11/17/2020	Apron	Apron PCC	B	NA	124	2	33.202925	-97.19465415	11.00	6.00	6.00	17.00	6,246,100	24,700	11,800	39,500
11/17/2020	Apron	Apron PCC	B	NA	168	2	33.202925	-97.19465415	11.00	6.00	6.00	17.00	8,294,100	65,500	65,500	27,600
11/17/2020	Apron	Apron PCC	B	NA	167	2	33.202929	-97.19452782	11.00	6.00	6.00	17.00	9,000,000	61,400	50,000	26,900
11/17/2020	Apron	Apron PCC	B	NA	211	2	33.202926	-97.19438323	11.00	6.00	6.00	17.00	9,000,000	32,200	32,200	22,900
11/17/2020	Apron	Apron PCC	B	NA	263	2	33.202924	-97.19420938	11.00	6.00	6.00	17.00	8,119,500	61,500	58,300	36,200
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	0	2	33.211590	-97.19771088	4.00	18.00	8.00	22.00	824,942	49,115	17,285	17,257
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	50	2	33.211590	-97.19771094	4.00	18.00	8.00	22.00	857,725	48,841	14,706	17,365
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	250	2	33.211043	-97.19772165	4.00	18.00	8.00	22.00	1,902,915	76,407	18,135	21,782
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	450	2	33.210495	-97.19773424	4.00	18.00	8.00	22.00	1,089,032	62,952	39,877	25,073
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	650	2	33.209949	-97.19774761	4.00	18.00	8.00	22.00	869,891	96,048	44,458	15,543
11/16/2020	Runway	Rwy 18L-36R	A	10 Left	850	2	33.209403	-97.1977599	4.00	18.00	8.00	22.00	2,000,000	81,481	31,681	20,466
11/16/2020	Runway	Rwy 18L-36R	B1	10 Left	1,050	2	33.208855	-97.19777324	6.00	12.00	6.00	18.00	282,269	18,843	42,692	13,500
11/16/2020	Runway	Rwy 18L-36R	B1	10 Left	1,048	2	33.208863	-97.19777322	6.00	12.00	6.00	18.00	310,460	16,622	38,753	15,589
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,250	2	33.208308	-97.19778397	6.00	12.00	6.00	18.00	356,516	15,212	50,796	16,779
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,450	2	33.207761	-97.19779776	6.00	12.00	6.00	18.00	347,605	14,943	28,836	17,705
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,650	2	33.207213	-97.19780995	6.00	12.00	6.00	18.00	315,817	28,980	36,323	19,296
11/16/2020	Runway	Rwy 18L-36R	B2	10 Left	1,850	2	33.206666	-97.1978236	6.00	12.00	6.00	18.00	518,677	29,297	150,127	17,631
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,050	2	33.206118	-97.19783519	4.50	7.50	7.00	12.00	727,548	642,690	84,745	21,898
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,050	2	33.206118	-97.1978335	4.50	7.50	7.00	12.00	754,438	1,255,722	8,280	29,295

Location and Testing Information									Pavement Section				Modulus Values			
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Surface	Base	Subbase	Pavement Thickness (in)	Surface Modulus (psi)	Base Modulus (psi)	Subbase Modulus (psi)	Subgrade Modulus (psi)
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,250	2	33.205570	-97.1978455	4.50	7.50	7.00	12.00	593,624	4,600,150	32,620	23,990
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,450	2	33.205023	-97.19785633	4.50	7.50	7.00	12.00	253,548	5,768,648	96,746	18,312
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,650	2	33.204475	-97.19786999	4.50	7.50	7.00	12.00	1,864,814	1,860,711	2,134	49,873
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	2,850	2	33.203927	-97.19788191	4.50	7.50	7.00	12.00	328,155	6,081,371	139,930	23,486
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,050	2	33.203381	-97.1978937	4.50	7.50	7.00	12.00	474,033	4,670,937	116,993	22,077
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,250	2	33.202835	-97.19790409	4.50	7.50	7.00	12.00	911,651	4,922,994	3,803	39,621
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,450	2	33.202288	-97.19791821	4.50	7.50	7.00	12.00	199,144	185,176	149,052	17,122
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,650	2	33.201742	-97.19793025	4.50	7.50	7.00	12.00	366,896	4,327,590	8,190	25,639
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	3,850	2	33.201194	-97.19794098	4.50	7.50	7.00	12.00	348,293	3,224,734	49,140	24,210
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,050	2	33.200645	-97.19795439	4.50	7.50	7.00	12.00	1,601,899	928,154	143,511	32,981
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,250	2	33.200096	-97.1979646	4.50	7.50	7.00	12.00	224,295	918,967	18,216	22,673
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,450	2	33.199547	-97.19797721	4.50	7.50	7.00	12.00	416,186	4,713,611	13,841	24,850
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,650	2	33.198999	-97.19798833	4.50	7.50	7.00	12.00	570,580	1,011,554	40,859	17,855
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	4,850	2	33.198455	-97.19800039	4.50	7.50	7.00	12.00	650,901	3,176,448	8,770	19,266
11/16/2020	Runway	Rwy 18L-36R	C	10 Left	5,050	2	33.197908	-97.19801245	4.50	7.50	7.00	12.00	580,394	7,283,058	125,496	19,863
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,250	2	33.197361	-97.19802438	10.50	7.00	4.00	17.50	287,136	4,190,247	142,805	18,287
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,450	2	33.196813	-97.19803487	10.50	7.00	4.00	17.50	273,824	6,318,468	18,282	29,062
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,650	2	33.196267	-97.19804752	10.50	7.00	4.00	17.50	447,136	81,545	111,983	26,410
11/16/2020	Runway	Rwy 18L-36R	D	10 Left	5,850	2	33.195720	-97.19805803	10.50	7.00	4.00	17.50	2,000,000	1,726,132	59,225	25,067
11/17/2020	Runway	Rwy 18L-36R	D	10 Left	6,050	2	33.195174	-97.19807218	10.50	7.00	4.00	17.50	301,319	4,844,350	19,087	78,495
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,250	2	33.194626	-97.19808198	4.00	9.00	7.00	13.00	1,252,554	66,347	93,767	67,453
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,250	2	33.194625	-97.19808267	4.00	9.00	7.00	13.00	1,591,375	79,581	15,731	75,819
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,450	2	33.194078	-97.19809395	4.00	9.00	7.00	13.00	1,499,829	75,486	99,007	78,837
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,650	2	33.193530	-97.19810541	4.00	9.00	7.00	13.00	1,789,910	100,000	9,862	59,741
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	6,850	2	33.192983	-97.19811722	4.00	9.00	7.00	13.00	797,777	100,000	74,102	23,850
11/17/2020	Runway	Rwy 18L-36R	E	10 Left	7,001	2	33.192571	-97.19812472	4.00	9.00	7.00	13.00	813,322	100,000	59,948	21,467
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	150	2	33.211314	-97.19777645	4.00	18.00	8.00	22.00	1,811,001	68,513	45,411	21,218
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	350	2	33.210767	-97.19778856	4.00	18.00	8.00	22.00	1,482,306	47,233	48,911	20,257
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	550	2	33.210219	-97.1977993	4.00	18.00	8.00	22.00	1,417,803	45,590	23,148	24,264
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	750	2	33.209672	-97.19781054	4.00	18.00	8.00	22.00	751,301	60,219	12,445	20,896
11/17/2020	Runway	Rwy 18L-36R	A	10 Right	950	2	33.209126	-97.19782204	4.00	18.00	8.00	22.00	503,850	100,000	16,850	24,823
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,150	2	33.208580	-97.19783496	4.00	18.00	8.00	22.00	63,705	36,343	28,491	9,736
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,350	2	33.208033	-97.19784821	4.00	18.00	8.00	22.00	180,511	10,726	59,322	13,250
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,550	2	33.207487	-97.19785823	4.00	18.00	8.00	22.00	329,308	22,492	32,690	17,202
11/17/2020	Runway	Rwy 18L-36R	B2	10 Right	1,750	2	33.206939	-97.19787165	4.00	18.00	8.00	22.00	993,755	13,060	198,221	16,343
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	1,950	2	33.206391	-97.19788456	4.50	7.50	7.00	12.00	527,877	3,084,136	29,690	27,680
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	1,950	2	33.206392	-97.19788473	4.50	7.50	7.00	12.00	275,879	3,527,215	174,543	28,360
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,150	2	33.205845	-97.19789763	4.50	7.50	7.00	12.00	819,200	6,589,185	153,436	23,067
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,350	2	33.205296	-97.19790521	4.50	7.50	7.00	12.00	409,747	4,142,205	112,183	23,539
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,550	2	33.204749	-97.1979211	4.50	7.50	7.00	12.00	274,349	2,292,351	39,891	23,676
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,750	2	33.204204	-97.19793348	4.50	7.50	7.00	12.00	779,249	4,995,942	97,396	20,490
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	2,950	2	33.203659	-97.19794534	4.50	7.50	7.00	12.00	214,577	6,332,463	113,101	23,941
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,150	2	33.203113	-97.19795949	4.50	7.50	7.00	12.00	498,146	6,272,285	2,619	43,064
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,350	2	33.202563	-97.19797092	4.50	7.50	7.00	12.00	738,385	1,450,301	4,822	28,478
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,550	2	33.202015	-97.19798257	4.50	7.50	7.00	12.00	468,947	1,887,700	34,985	20,533
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,751	2	33.201467	-97.1979921	4.50	7.50	7.00	12.00	436,479	6,692,464	107,616	19,428
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	3,951	2	33.200921	-97.1980064	4.50	7.50	7.00	12.00	482,089	2,309,100	47,575	18,022
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,150	2	33.200375	-97.19801729	4.50	7.50	7.00	12.00	344,946	5,012,359	10,595	23,403
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,350	2	33.199828	-97.19802883	4.50	7.50	7.00	12.00	417,359	2,766,963	72,837	35,863
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,550	2	33.199281	-97.19804253	4.50	7.50	7.00	12.00	544,733	2,090,934	71,935	18,227
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,749	2	33.198734	-97.19805197	4.50	7.50	7.00	12.00	785,795	182,704	173,617	17,178
11/17/2020	Runway	Rwy 18L-36R	C	10 Right	4,950	2	33.198185	-97.19806378	4.50	7.50	7.00	12.00	466,629	6,042,653	106,763	17,670
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,151	2	33.197637	-97.19807847	10.50	7.00	4.00	17.50	412,715	2,404,099	7,683	22,521
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,350	2	33.197093	-97.1980912	10.50	7.00	4.00	17.50	312,822	3,322,677	127,712	18,829

Location and Testing Information									Pavement Section				Modulus Values			
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Surface	Base	Subbase	Pavement Thickness (in)	Surface Modulus (psi)	Base Modulus (psi)	Subbase Modulus (psi)	Subgrade Modulus (psi)
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,550	2	33.196545	-97.19810268	10.50	7.00	4.00	17.50	300,682	6,955,302	119,142	31,617
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,750	2	33.195999	-97.19811344	10.50	7.00	4.00	17.50	443,729	8,515,605	185,170	25,087
11/17/2020	Runway	Rwy 18L-36R	D	10 Right	5,950	2	33.195452	-97.19812392	10.50	7.00	4.00	17.50	599,084	1,516,523	59,725	87,738
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,150	2	33.194903	-97.1981412	4.00	9.00	7.00	13.00	2,000,000	13,359	15,987	58,331
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,350	2	33.194357	-97.19815304	4.00	9.00	7.00	13.00	1,509,363	29,812	15,581	44,849
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,350	2	33.194357	-97.19815239	4.00	9.00	7.00	13.00	892,495	97,599	21,500	44,240
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,551	2	33.193809	-97.19816354	4.00	9.00	7.00	13.00	861,653	81,294	21,287	19,597
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,751	2	33.193264	-97.19817867	4.00	9.00	7.00	13.00	1,008,760	80,124	60,157	48,128
11/17/2020	Runway	Rwy 18L-36R	E	10 Right	6,951	2	33.192716	-97.1981918	4.00	9.00	7.00	13.00	2,000,000	10,182	50,639	51,149
11/18/2020	Taxiway	Twy A	A	10 Left	50	2	33.211566	-97.1963974	4.00	18.00	8.00	22.00	1,863,776	59,621	22,465	19,095
11/18/2020	Taxiway	Twy A	A	10 Left	250	2	33.211019	-97.19640929	4.00	18.00	8.00	22.00	940,975	55,112	65,077	20,543
11/18/2020	Taxiway	Twy A	A	10 Left	450	2	33.210471	-97.19641891	4.00	18.00	8.00	22.00	520,232	100,000	30,731	21,996
11/18/2020	Taxiway	Twy A	A	10 Left	650	2	33.209923	-97.19643042	4.00	18.00	8.00	22.00	1,251,850	25,870	131,042	17,097
11/18/2020	Taxiway	Twy A	A	10 Left	850	2	33.209376	-97.1964431	4.00	18.00	8.00	22.00	1,150,673	58,077	8,052	20,442
11/18/2020	Taxiway	Twy A	B	10 Left	1,050	2	33.208828	-97.19645847								
11/18/2020	Taxiway	Twy A	B	10 Left	1,250	2	33.208279	-97.19647207								
11/18/2020	Taxiway	Twy A	B	10 Left	1,451	2	33.207735	-97.19648871	4.00	13.00	8.00	17.00	1,392,880	69,314	70,329	23,224
11/18/2020	Taxiway	Twy A	B	10 Left	1,650	2	33.207189	-97.19650153	4.00	13.00	8.00	17.00	1,180,315	57,153	22,502	22,230
11/18/2020	Taxiway	Twy A	B	10 Left	1,850	2	33.206641	-97.19651518	4.00	13.00	8.00	17.00	1,291,036	50,509	15,204	25,507
11/18/2020	Taxiway	Twy A	C	10 Left	2,050	2	33.206094	-97.19652722	5.00	16.00	8.00	21.00	599,447	65,360	50,391	20,031
11/18/2020	Taxiway	Twy A	C	10 Left	2,250	2	33.205546	-97.19653587	5.00	16.00	8.00	21.00	1,044,780	69,540	59,845	18,426
11/18/2020	Taxiway	Twy A	C	10 Left	2,450	2	33.204998	-97.19654518	5.00	16.00	8.00	21.00	1,082,876	73,064	53,009	21,368
11/18/2020	Taxiway	Twy A	C	10 Left	2,650	2	33.204452	-97.19655768	5.00	16.00	8.00	21.00	1,508,228	48,767	160,247	18,823
11/18/2020	Taxiway	Twy A	C	10 Left	2,850	2	33.203904	-97.19656879	5.00	16.00	8.00	21.00	867,827	100,000	21,053	19,385
11/18/2020	Taxiway	Twy A	C	10 Left	3,050	2	33.203358	-97.19658346	5.00	16.00	8.00	21.00	1,164,664	100,000	55,709	16,637
11/18/2020	Taxiway	Twy A	C	10 Left	3,250	2	33.202812	-97.19659931	5.00	16.00	8.00	21.00	758,499	70,237	28,918	16,974
11/18/2020	Taxiway	Twy A	C	10 Left	3,450	2	33.202266	-97.19661396	5.00	16.00	8.00	21.00	1,157,656	50,257	31,501	17,515
11/18/2020	Taxiway	Twy A	C	10 Left	3,650	2	33.201719	-97.19662461	5.00	16.00	8.00	21.00	1,274,322	76,595	32,618	19,594
11/18/2020	Taxiway	Twy A	C	10 Left	3,850	2	33.201171	-97.19663768	5.00	16.00	8.00	21.00	1,175,837	95,860	65,981	28,568
11/18/2020	Taxiway	Twy A	C	10 Left	4,050	2	33.200623	-97.19664836	5.00	16.00	8.00	21.00	1,138,990	74,967	65,393	26,888
11/18/2020	Taxiway	Twy A	C	10 Left	4,250	2	33.200074	-97.19666141	5.00	16.00	8.00	21.00	935,059	40,076	48,106	30,662
11/18/2020	Taxiway	Twy A	C	10 Left	4,450	2	33.199526	-97.19667381	5.00	16.00	8.00	21.00	600,468	49,430	64,853	30,788
11/18/2020	Taxiway	Twy A	C	10 Left	4,650	2	33.198979	-97.19668237	5.00	16.00	8.00	21.00	913,844	45,901	20,543	37,072
11/18/2020	Taxiway	Twy A	C	10 Left	4,850	2	33.198432	-97.19669436	5.00	16.00	8.00	21.00	795,237	74,698	50,780	17,319
11/18/2020	Taxiway	Twy A	C	10 Left	5,050	2	33.197884	-97.19670556	5.00	16.00	8.00	21.00	1,001,740	41,312	33,532	10,225
11/18/2020	Taxiway	Twy A	C	10 Left	5,250	2	33.197338	-97.19672033	5.00	16.00	8.00	21.00	1,609,722	47,000	23,093	11,181
11/18/2020	Taxiway	Twy A	C	10 Left	5,451	2	33.196790	-97.19673079	5.00	16.00	8.00	21.00	1,160,967	42,071	68,333	13,823
11/18/2020	Taxiway	Twy A	C	10 Left	5,650	2	33.196244	-97.19674164	5.00	16.00	8.00	21.00	1,111,588	55,807	19,971	67,811
11/18/2020	Taxiway	Twy A	C	10 Left	5,850	2	33.195697	-97.19675339	5.00	16.00	8.00	21.00	1,234,995	73,197	23,880	36,355
11/18/2020	Taxiway	Twy A	D	10 Left	6,050	2	33.195148	-97.19676299	4.25	7.00	10.00	11.25	808,340	100,000	6,734	59,618
11/18/2020	Taxiway	Twy A	D	10 Left	6,251	2	33.194601	-97.19677773	4.25	7.00	10.00	11.25	1,108,770	100,000	20,837	38,466
11/18/2020	Taxiway	Twy A	D	10 Left	6,450	2	33.194054	-97.19679112	4.25	7.00	10.00	11.25	634,123	100,000	11,985	31,707
11/18/2020	Taxiway	Twy A	D	10 Left	6,650	2	33.193507	-97.19680239	4.25	7.00	10.00	11.25	863,196	100,000	32,169	25,944
11/18/2020	Taxiway	Twy A	D	10 Left	6,850	2	33.192959	-97.19681109	4.25	7.00	10.00	11.25	828,293	94,630	21,336	18,165
11/18/2020	Taxiway	Twy A	D	10 Left	7,000	2	33.192549	-97.19681913	4.25	7.00	10.00	11.25	2,000,000	17,301	137,172	13,111
11/18/2020	Taxiway	Twy A	B	10 Left	1,250	2	33.208280	-97.19647243								
11/18/2020	Taxiway	Twy A	B	10 Left	1,450	2	33.207733	-97.19648669	4.00	13.00	8.00	17.00	1,657,737	84,470	62,609	21,912
11/18/2020	Taxiway	Twy A	A	10 Right	150	2	33.211298	-97.19647047	4.00	18.00	8.00	22.00	1,313,406	66,239	22,540	19,966
11/18/2020	Taxiway	Twy A	A	10 Right	350	2	33.210749	-97.19648572	4.00	18.00	8.00	22.00	1,455,006	71,096	116,572	16,005
11/18/2020	Taxiway	Twy A	A	10 Right	550	2	33.210201	-97.1964962	4.00	18.00	8.00	22.00	1,173,618	78,146	21,441	18,288
11/18/2020	Taxiway	Twy A	A	10 Right	750	2	33.209654	-97.19650864	4.00	18.00	8.00	22.00	970,728	60,651	5,390	19,420
11/18/2020	Taxiway	Twy A	B	10 Right	950	2	33.209107	-97.19652188	4.00	13.00	8.00	17.00	692,913	86,953	51,812	19,569
11/18/2020	Taxiway	Twy A	B	10 Right	1,150	2	33.208559	-97.19653293	4.00	13.00	8.00	17.00	994,552	90,053	49,941	22,215
11/18/2020	Taxiway	Twy A	B	10 Right	1,350	2	33.208013	-97.19654583	4.00	13.00	8.00	17.00	714,016	87,874	49,242	18,955

Location and Testing Information									Pavement Section				Modulus Values			
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Surface	Base	Subbase	Pavement Thickness (in)	Surface Modulus (psi)	Base Modulus (psi)	Subbase Modulus (psi)	Subgrade Modulus (psi)
11/18/2020	Taxiway	Twy A	B	10 Right	1,550	2	33.207466	-97.1965561	4.00	13.00	8.00	17.00	1,168,400	76,357	8,017	32,622
11/18/2020	Taxiway	Twy A	B	10 Right	1,750	2	33.206919	-97.19656744	4.00	13.00	8.00	17.00	509,791	100,000	71,870	28,867
11/18/2020	Taxiway	Twy A	B	10 Right	1,950	2	33.206372	-97.19657852	4.00	13.00	8.00	17.00	1,421,521	53,795	78,854	21,661
11/18/2020	Taxiway	Twy A	C	10 Right	2,150	2	33.205824	-97.19659131	5.00	16.00	8.00	21.00	940,465	70,224	29,850	16,729
11/18/2020	Taxiway	Twy A	C	10 Right	2,350	2	33.205277	-97.19660224	5.00	16.00	8.00	21.00	999,213	68,157	20,540	14,980
11/18/2020	Taxiway	Twy A	C	10 Right	2,550	2	33.204730	-97.19661465	5.00	16.00	8.00	21.00	974,970	53,325	35,191	21,727
11/18/2020	Taxiway	Twy A	C	10 Right	2,750	2	33.204183	-97.19662792	5.00	16.00	8.00	21.00	1,102,049	66,495	52,560	18,873
11/18/2020	Taxiway	Twy A	C	10 Right	2,950	2	33.203635	-97.19663876	5.00	16.00	8.00	21.00	867,950	82,482	37,995	13,958
11/18/2020	Taxiway	Twy A	C	10 Right	3,150	2	33.203087	-97.1966513	5.00	16.00	8.00	21.00	581,650	63,818	35,896	15,112
11/18/2020	Taxiway	Twy A	C	10 Right	3,350	2	33.202540	-97.1966615	5.00	16.00	8.00	21.00	959,186	89,439	59,586	21,666
11/18/2020	Taxiway	Twy A	C	10 Right	3,550	2	33.201992	-97.19667323	5.00	16.00	8.00	21.00	1,875,523	55,516	105,836	29,446
11/18/2020	Taxiway	Twy A	C	10 Right	3,750	2	33.201445	-97.19668685	5.00	16.00	8.00	21.00	1,605,612	53,399	114,493	21,624
11/18/2020	Taxiway	Twy A	C	10 Right	3,950	2	33.200899	-97.19670014	5.00	16.00	8.00	21.00	1,300,026	90,970	52,521	26,777
11/18/2020	Taxiway	Twy A	C	10 Right	4,150	2	33.200350	-97.19671155	5.00	16.00	8.00	21.00	2,000,000	55,128	54,706	32,475
11/18/2020	Taxiway	Twy A	C	10 Right	4,350	2	33.199803	-97.19671993	5.00	16.00	8.00	21.00	1,348,250	54,563	51,848	30,968
11/18/2020	Taxiway	Twy A	C	10 Right	4,550	2	33.199256	-97.19672934	5.00	16.00	8.00	21.00	1,375,128	77,568	9,499	28,799
11/18/2020	Taxiway	Twy A	C	10 Right	4,750	2	33.198708	-97.1967437	5.00	16.00	8.00	21.00	2,000,000	49,286	34,433	25,638
11/18/2020	Taxiway	Twy A	C	10 Right	4,950	2	33.198161	-97.19675701	5.00	16.00	8.00	21.00	950,463	38,043	4,000	11,104
11/18/2020	Taxiway	Twy A	C	10 Right	5,150	2	33.197614	-97.19676851	5.00	16.00	8.00	21.00	964,828	67,114	33,939	10,894
11/18/2020	Taxiway	Twy A	C	10 Right	5,350	2	33.197067	-97.19678226	5.00	16.00	8.00	21.00	1,149,276	75,444	3,973	23,879
11/18/2020	Taxiway	Twy A	C	10 Right	5,550	2	33.196520	-97.19679542	5.00	16.00	8.00	21.00	1,089,793	52,707	29,606	21,489
11/18/2020	Taxiway	Twy A	C	10 Right	5,750	2	33.195976	-97.19680905	5.00	16.00	8.00	21.00	1,326,713	74,526	118,783	111,567
11/18/2020	Taxiway	Twy A	C	10 Right	5,950	2	33.195429	-97.19682029	5.00	16.00	8.00	21.00	1,385,521	100,000	53,898	18,433
11/18/2020	Taxiway	Twy A	D	10 Right	6,150	2	33.194881	-97.19683402	4.25	7.00	10.00	11.25	1,153,490	100,000	15,233	36,159
11/18/2020	Taxiway	Twy A	D	10 Right	6,350	2	33.194332	-97.19684558	4.25	7.00	10.00	11.25	706,240	100,000	15,228	39,175
11/18/2020	Taxiway	Twy A	D	10 Right	6,550	2	33.193785	-97.19685468	4.25	7.00	10.00	11.25	886,063	100,000	18,703	37,916
11/18/2020	Taxiway	Twy A	D	10 Right	6,750	2	33.193237	-97.19686492	4.25	7.00	10.00	11.25	651,066	100,000	26,908	22,075
11/18/2020	Taxiway	Twy A	D	10 Right	6,950	2	33.192688	-97.19687814	4.25	7.00	10.00	11.25	612,836	100,000	35,124	16,826
11/17/2020	Taxiway	Twy A1	A	10 Left	0	2	33.211686	-97.19750391	4.00	18.00	8.00	22.00	1,808,247	68,744	28,047	18,055
11/17/2020	Taxiway	Twy A1	A	10 Left	100	2	33.211680	-97.1971792	4.00	18.00	8.00	22.00	1,750,826	63,043	130,086	17,138
11/17/2020	Taxiway	Twy A1	A	10 Left	201	2	33.211674	-97.19685184	4.00	18.00	8.00	22.00	1,616,911	56,900	26,884	18,736
11/17/2020	Taxiway	Twy A1	A	10 Right	50	2	33.211630	-97.19734074	4.00	18.00	8.00	22.00	1,749,011	100,000	53,875	27,031
11/17/2020	Taxiway	Twy A1	A	10 Right	150	2	33.211626	-97.19701586	4.00	18.00	8.00	22.00	1,935,723	76,738	41,684	23,112
11/17/2020	Taxiway	Twy A1	A	10 Right	250	2	33.211624	-97.19669031	4.00	18.00	8.00	22.00	1,933,581	83,210	53,817	24,358
11/17/2020	Taxiway	Twy A2	A	10 Left	0	2	33.208934	-97.19756132	4.00	13.00	8.00	17.00	834,133	26,688	35,142	12,497
11/17/2020	Taxiway	Twy A2	A	10 Left	101	2	33.208928	-97.19723445	4.00	13.00	8.00	17.00	1,658,946	29,388	48,805	12,297
11/17/2020	Taxiway	Twy A2	B	10 Left	201	2	33.208922	-97.19690935	4.00	13.00	8.00	17.00	690,523	100,000	60,463	21,810
11/17/2020	Taxiway	Twy A2	A	10 Right	50	2	33.208875	-97.19739621	4.00	13.00	8.00	17.00	1,479,245	53,518	6,751	13,267
11/17/2020	Taxiway	Twy A2	B	10 Right	150	2	33.208874	-97.19706923	4.00	13.00	8.00	17.00	776,989	62,818	34,489	25,765
11/17/2020	Taxiway	Twy A2	B	10 Right	251	2	33.208872	-97.19674207	4.00	13.00	8.00	17.00	1,149,905	68,440	47,683	27,157
11/17/2020	Taxiway	Twy A3	A	10 Left	0	2	33.206592	-97.19761347	4.00	8.50	6.00	12.50	129,957	2,481,991	77,911	19,018
11/17/2020	Taxiway	Twy A3	A	10 Left	100	2	33.206587	-97.19728885	4.00	8.50	6.00	12.50	226,413	5,749,126	114,881	20,976
11/17/2020	Taxiway	Twy A3	A	10 Left	200	2	33.206580	-97.19696263	4.00	8.50	6.00	12.50	1,294,881	5,874,914	1,538	58,602
11/17/2020	Taxiway	Twy A3	A	10 Right	50	2	33.206549	-97.19745858	4.00	8.50	6.00	12.50	698,914	2,774,878	89,496	28,690
11/17/2020	Taxiway	Twy A3	A	10 Right	150	2	33.206541	-97.19713191	4.00	8.50	6.00	12.50	198,541	1,343,523	101,462	23,238
11/17/2020	Taxiway	Twy A3	A	10 Right	250	2	33.206531	-97.19680679	4.00	8.50	6.00	12.50	626,906	4,660,640	94,414	21,627
11/17/2020	Taxiway	Twy A4	A	10 Left	0	2	33.202458	-97.19770534	4.25	8.50	6.00	12.75	174,626	1,606,634		17,513
11/17/2020	Taxiway	Twy A4	A	10 Left	101	2	33.202456	-97.19737968	4.25	8.50	6.00	12.75	413,847	2,749,160		34,506
11/17/2020	Taxiway	Twy A4	A	10 Left	201	2	33.202451	-97.19705475	4.25	8.50	6.00	12.75	2,000,000	3,295,159		19,865
11/17/2020	Taxiway	Twy A4	A	10 Right	50	2	33.202409	-97.19754785	4.25	8.50	6.00	12.75	218,254	8,275,039		23,258
11/17/2020	Taxiway	Twy A4	A	10 Right	151	2	33.202405	-97.19722176	4.25	8.50	6.00	12.75	153,839	2,133,101		25,690
11/17/2020	Taxiway	Twy A4	A	10 Right	251	2	33.202400	-97.19689582	4.25	8.50	6.00	12.75	1,396,496	5,145,102		29,994
11/17/2020	Taxiway	Twy A5	A	10 Left	0	2	33.198139	-97.19780183	5.00	6.00	6.00	11.00	201,845	65,104		8,254
11/17/2020	Taxiway	Twy A5	A	10 Left	100	2	33.198132	-97.19747698	5.00	6.00	6.00	11.00	306,448	7,313		6,958

Location and Testing Information									Pavement Section				Modulus Values			
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Surface	Base	Subbase	Pavement Thickness (in)	Surface Modulus (psi)	Base Modulus (psi)	Subbase Modulus (psi)	Subgrade Modulus (psi)
11/17/2020	Taxiway	Twy A5	A	10 Left	200	2	33.198127	-97.19715182	5.00	6.00	6.00	11.00	288,313	4,819		8,820
11/17/2020	Taxiway	Twy A5	A	10 Right	50	2	33.198089	-97.19763982	5.00	6.00	6.00	11.00	180,599	10,671		6,876
11/17/2020	Taxiway	Twy A5	A	10 Right	150	2	33.198083	-97.19731417	5.00	6.00	6.00	11.00	226,497	14,383		5,776
11/17/2020	Taxiway	Twy A5	A	10 Right	250	2	33.198079	-97.19698877	5.00	6.00	6.00	11.00	490,606	100,000		7,421
11/17/2020	Taxiway	Twy A6	A	10 Left	0	2	33.195317	-97.19786198	3.50	8.00	6.00	11.50	286,848	1,456,665		71,832
11/17/2020	Taxiway	Twy A6	A	10 Left	100	2	33.195311	-97.19753807	3.50	8.00	6.00	11.50	197,338	3,055,626		43,466
11/17/2020	Taxiway	Twy A6	A	10 Left	200	2	33.195309	-97.1972133	3.50	8.00	6.00	11.50	1,115,642	4,168,689		46,907
11/17/2020	Taxiway	Twy A6	A	10 Right	50	2	33.195271	-97.19770728	3.50	8.00	6.00	11.50	307,028	4,374,084		38,720
11/17/2020	Taxiway	Twy A6	A	10 Right	150	2	33.195270	-97.19738229	3.50	8.00	6.00	11.50	104,482	1,604,769		41,213
11/17/2020	Taxiway	Twy A6	A	10 Right	251	2	33.195268	-97.19705587	3.50	8.00	6.00	11.50	297,256	3,031,973		48,830
11/17/2020	Taxiway	Twy A7	A	10 Left	0	2	33.192571	-97.19792325	4.25	6.00	7.00	10.25	1,233,466	50,249	31,030	27,051
11/17/2020	Taxiway	Twy A7	A	10 Left	100	2	33.192566	-97.19759725	4.25	6.00	7.00	10.25	1,748,610	25,564	154,694	48,442
11/17/2020	Taxiway	Twy A7	A	10 Left	200	2	33.192562	-97.1972722	4.25	6.00	7.00	10.25	449,327	100,000	12,731	26,629
11/17/2020	Taxiway	Twy A7	A	10 Right	50	2	33.192526	-97.19776311	4.25	6.00	7.00	10.25	420,655	100,000	93,869	27,544
11/17/2020	Taxiway	Twy A7	A	10 Right	150	2	33.192522	-97.19743873	4.25	6.00	7.00	10.25	495,902	100,000	17,936	60,222
11/17/2020	Taxiway	Twy A7	A	10 Right	245	2	33.192516	-97.1971299	4.25	6.00	7.00	10.25	318,392	100,000	140,497	17,114
11/18/2020	Taxiway	Twy B	A1	10 Left	0	2	33.207244	-97.19645153	4.00	13.00	8.00	17.00	981,458	86,871	52,524	26,740
11/18/2020	Taxiway	Twy B	A1	10 Left	200	2	33.206710	-97.19630491	4.00	13.00	8.00	17.00	1,908,530	73,714	35,073	23,357
11/18/2020	Taxiway	Twy B	A2	10 Left	400	2	33.206175	-97.19616746	3.75	8.00	6.00	11.75	170,775	2,367,986	49,960	22,996
11/18/2020	Taxiway	Twy B	A2	10 Left	600	2	33.205642	-97.19602677	3.75	8.00	6.00	11.75	538,815	8,109,507	56,386	18,951
11/18/2020	Taxiway	Twy B	A2	10 Left	600	2	33.205642	-97.19602681	3.75	8.00	6.00	11.75	451,655	8,900,003	99,381	19,983
11/18/2020	Taxiway	Twy B	A2	10 Left	800	2	33.205106	-97.19588246	3.75	8.00	6.00	11.75	486,261	9,000,000	132,030	19,558
11/18/2020	Taxiway	Twy B	A2	10 Left	1,000	2	33.204573	-97.19573528	3.75	8.00	6.00	11.75	1,083,423	6,547,157	5,130	14,768
11/18/2020	Taxiway	Twy B	A2	10 Left	1,201	2	33.204037	-97.19559228	3.75	8.00	6.00	11.75	164,357	3,557,606	54,979	20,028
11/18/2020	Taxiway	Twy B	B	10 Left	1,400	2	33.203502	-97.19545705	4.00	12.00		16.00	1,695,341	67,249		18,241
11/18/2020	Taxiway	Twy B	B	10 Left	1,600	2	33.202991	-97.19568741	4.00	12.00		16.00	845,976	45,102		18,389
11/18/2020	Taxiway	Twy B	B	10 Left	1,600	2	33.202989	-97.19568768	4.00	12.00		16.00	670,941	43,411		18,795
11/18/2020	Taxiway	Twy B	B	10 Left	1,800	2	33.202488	-97.19593608	4.00	12.00		16.00	1,070,092	77,283		34,588
11/18/2020	Taxiway	Twy B	B	10 Left	2,000	2	33.201963	-97.19582278	4.00	12.00		16.00	2,000,000	20,420		21,016
11/18/2020	Taxiway	Twy B	C	10 Left	2,200	2	33.201483	-97.19552107	4.00	8.25	6.00	12.25	1,393,931	4,910,024	42,157	20,683
11/18/2020	Taxiway	Twy B	C	10 Left	2,200	2	33.201482	-97.19552123	4.00	8.25	6.00	12.25	854,765	6,310,821	57,225	21,603
11/18/2020	Taxiway	Twy B	C	10 Left	2,400	2	33.200936	-97.19553879	4.00	8.25	6.00	12.25	530,818	4,731,054	36,149	15,042
11/18/2020	Taxiway	Twy B	C	10 Left	2,600	2	33.200393	-97.1956337	4.00	8.25	6.00	12.25	378,674	1,549,917	79,278	22,104
11/18/2020	Taxiway	Twy B	C	10 Left	2,800	2	33.199854	-97.19572861	4.00	8.25	6.00	12.25	241,668	1,492,177	38,544	22,033
11/18/2020	Taxiway	Twy B	C	10 Left	3,000	2	33.199312	-97.1958218	4.00	8.25	6.00	12.25	1,715,143	4,762,117	75,313	19,239
11/18/2020	Taxiway	Twy B	C	10 Left	3,200	2	33.198771	-97.19591641	4.00	8.25	6.00	12.25	1,542,295	2,362,042	52,099	24,857
11/18/2020	Taxiway	Twy B	C	10 Left	3,400	2	33.198229	-97.19600902	4.00	8.25	6.00	12.25	926,848	3,249,630	32,781	27,544
11/18/2020	Taxiway	Twy B	C	10 Left	3,600	2	33.197687	-97.19610177	4.00	8.25	6.00	12.25	2,000,000	2,947,024	25,288	18,699
11/18/2020	Taxiway	Twy B	C	10 Left	3,800	2	33.197144	-97.19619513	4.00	8.25	6.00	12.25	101,776	2,296,023	36,753	17,864
11/18/2020	Taxiway	Twy B	C	10 Left	4,000	2	33.196602	-97.19628919	4.00	8.25	6.00	12.25	210,238	768,985	69,254	20,505
11/18/2020	Taxiway	Twy B	C	10 Left	4,200	2	33.196060	-97.19638315	4.00	8.25	6.00	12.25	1,004,149	2,193,213	41,897	27,204
11/18/2020	Taxiway	Twy B	C	10 Left	4,400	2	33.195525	-97.19653525	4.00	8.25	6.00	12.25	977,487	409,184	54,889	39,890
11/18/2020	Taxiway	Twy B	A1	10 Right	100	2	33.206959	-97.19642623	4.00	13.00	8.00	17.00	588,948	100,000	5,049	48,880
11/18/2020	Taxiway	Twy B	A1	10 Right	300	2	33.206424	-97.19629103	4.00	13.00	8.00	17.00	858,802	100,000	56,900	9,151
11/18/2020	Taxiway	Twy B	A1	10 Right	300	2	33.206424	-97.19629105	4.00	13.00	8.00	17.00	1,125,646	100,000	53,071	8,434
11/18/2020	Taxiway	Twy B	A2	10 Right	500	2	33.205890	-97.19614906	3.75	8.00	6.00	11.75	384,535	7,140,719	73,142	14,269
11/18/2020	Taxiway	Twy B	A2	10 Right	700	2	33.205357	-97.19600692	3.75	8.00	6.00	11.75	133,738	1,856,869	96,905	23,830
11/18/2020	Taxiway	Twy B	A2	10 Right	900	2	33.204822	-97.19586308	3.75	8.00	6.00	11.75	615,576	7,991,374	77,534	17,255
11/18/2020	Taxiway	Twy B	A2	10 Right	900	2	33.204822	-97.19586276	3.75	8.00	6.00	11.75	716,637	8,664,760	35,355	17,855
11/18/2020	Taxiway	Twy B	A2	10 Right	1,100	2	33.204289	-97.19571822	3.75	8.00	6.00	11.75	538,957	7,194,995	98,662	16,517
11/18/2020	Taxiway	Twy B	A2	10 Right	1,299	2	33.203755	-97.19557365	3.75	8.00	6.00	11.75	1,639,760	3,554,158	21,694	9,424
11/18/2020	Taxiway	Twy B	B	10 Right	1,500	2	33.203221	-97.19562943	4.00	12.00		16.00	580,447	78,719		20,879
11/18/2020	Taxiway	Twy B	B	10 Right	1,500	2	33.203221	-97.1956293	4.00	12.00		16.00	477,388	73,353		22,267
11/18/2020	Taxiway	Twy B	B	10 Right	1,700	2	33.202727	-97.19590612	4.00	12.00		16.00	136,600	45,644		20,483

Location and Testing Information									Pavement Section				Modulus Values			
Date	Runway /Taxiway	Location	Section ID	Offset ID	DMI (ft)	Load Filter	Latitude	Longitude	Surface	Base	Subbase	Pavement Thickness (in)	Surface Modulus (psi)	Base Modulus (psi)	Subbase Modulus (psi)	Subgrade Modulus (psi)
11/18/2020	Taxiway	Twy B	B	10 Right	1,900	2	33.202210	-97.19599608	4.00	12.00		16.00	951,487	72,333		24,462
11/18/2020	Taxiway	Twy B	C	10 Right	2,100	2	33.201703	-97.19576123	4.00	8.25	6.50	12.25	720,009	4,914,795	50,452	21,903
11/18/2020	Taxiway	Twy B	C	10 Right	2,100	2	33.201703	-97.19576111	4.00	8.25	6.50	12.25	1,881,335	2,395,837	53,039	22,739
11/18/2020	Taxiway	Twy B	C	10 Right	2,300	2	33.201196	-97.19555503	4.00	8.25	6.50	12.25	1,296,529	3,488,264	94,076	23,187
11/18/2020	Taxiway	Twy B	C	10 Right	2,500	2	33.200657	-97.19565123	4.00	8.25	6.50	12.25	54,135	5,695,109	177,572	29,117
11/18/2020	Taxiway	Twy B	C	10 Right	2,700	2	33.200116	-97.19574336	4.00	8.25	6.50	12.25	803,594	3,733,172	41,748	20,703
11/18/2020	Taxiway	Twy B	C	10 Right	2,900	2	33.199574	-97.1958372	4.00	8.25	6.50	12.25	923,012	3,623,907	34,801	22,636
11/18/2020	Taxiway	Twy B	C	10 Right	3,101	2	33.199031	-97.1959308	4.00	8.25	6.50	12.25	976,383	2,934,270	43,826	25,935
11/18/2020	Taxiway	Twy B	C	10 Right	3,300	2	33.198488	-97.19602455	4.00	8.25	6.50	12.25	268,070	806,557	115,467	28,999
11/18/2020	Taxiway	Twy B	C	10 Right	3,500	2	33.197946	-97.19611954	4.00	8.25	6.50	12.25	478,020	4,614,409	65,978	19,044
11/18/2020	Taxiway	Twy B	C	10 Right	3,701	2	33.197404	-97.19620885	4.00	8.25	6.50	12.25	502,293	2,050,103	34,997	15,838
11/18/2020	Taxiway	Twy B	C	10 Right	3,900	2	33.196863	-97.1963038	4.00	8.25	6.50	12.25	298,171	2,430,873	28,049	21,021
11/18/2020	Taxiway	Twy B	C	10 Right	4,100	2	33.196322	-97.19639762	4.00	8.25	6.50	12.25	1,122,783	909,909	30,161	35,288
11/18/2020	Taxiway	Twy B	C	10 Right	4,300	2	33.195776	-97.19648806	4.00	8.25	6.50	12.25	964,682	4,799,766	32,106	33,028
11/18/2020	Taxiway	Twy H	A	10 Left	0	2	33.200056	-97.19551798	3.75	6.00	7.00	9.75	741,662	5,492		15,239
11/18/2020	Taxiway	Twy H	A	10 Left	200	2	33.200044	-97.19486852	3.75	6.00	7.00	9.75	461,865	13,672		12,286
11/18/2020	Taxiway	Twy H	A	10 Left	400	2	33.200032	-97.19421692	3.75	6.00	7.00	9.75	572,371	29,846		17,563
11/18/2020	Taxiway	Twy H	A	10 Left	600	2	33.200019	-97.19356638	3.75	6.00	7.00	9.75	487,125	19,179		15,715
11/18/2020	Taxiway	Twy H	A	10 Left	800	2	33.200012	-97.19291389	3.75	6.00	7.00	9.75	430,310	9,609		13,782
11/18/2020	Taxiway	Twy H	A	10 Left	1,000	2	33.200003	-97.19226217	3.75	6.00	7.00	9.75	1,367,600	100,000		15,848
11/18/2020	Taxiway	Twy H	A	10 Right	100	2	33.200001	-97.19520252	3.75	6.00	7.00	9.75	597,374	8,918		16,094
11/18/2020	Taxiway	Twy H	A	10 Right	300	2	33.199994	-97.19455068	3.75	6.00	7.00	9.75	211,156	57,746		17,302
11/18/2020	Taxiway	Twy H	A	10 Right	500	2	33.199990	-97.19389924	3.75	6.00	7.00	9.75	440,468	30,582		17,072
11/18/2020	Taxiway	Twy H	A	10 Right	700	2	33.199978	-97.19324772	3.75	6.00	7.00	9.75	374,403	20,021		14,732
11/18/2020	Taxiway	Twy H	A	10 Right	900	2	33.199965	-97.19259704	3.75	6.00	7.00	9.75	329,746	32,855		19,564
11/18/2020	Taxiway	Twy J	A	10 Left	0	2	33.198565	-97.1957789	3.25	7.00	7.00	10.25	581,731	7,400		20,197
11/18/2020	Taxiway	Twy J	A	10 Left	200	2	33.198567	-97.19512717	3.25	7.00	7.00	10.25	276,049	100,000		22,141
11/18/2020	Taxiway	Twy J	A	10 Left	400	2	33.198557	-97.19447676	3.25	7.00	7.00	10.25	431,230	40,704		13,635
11/18/2020	Taxiway	Twy J	A	10 Left	600	2	33.198545	-97.19382418	3.25	7.00	7.00	10.25	592,074	28,402		15,272
11/18/2020	Taxiway	Twy J	A	10 Left	800	2	33.198537	-97.19317405	3.25	7.00	7.00	10.25	664,175	12,852		16,441
11/18/2020	Taxiway	Twy J	A	10 Left	1,000	2	33.198526	-97.19252189	3.25	7.00	7.00	10.25	348,637	100,000		13,831
11/18/2020	Taxiway	Twy J	A	10 Right	100	2	33.198521	-97.19545579	3.25	7.00	7.00	10.25	639,434	14,145		12,626
11/18/2020	Taxiway	Twy J	A	10 Right	300	2	33.198513	-97.1948053	3.25	7.00	7.00	10.25	513,768	24,488		12,635
11/18/2020	Taxiway	Twy J	A	10 Right	500	2	33.198502	-97.19415407	3.25	7.00	7.00	10.25	231,020	68,122		14,887
11/18/2020	Taxiway	Twy J	A	10 Right	700	2	33.198493	-97.19350213	3.25	7.00	7.00	10.25	555,435	8,722		12,089
11/18/2020	Taxiway	Twy J	A	10 Right	900	2	33.198482	-97.19284936	3.25	7.00	7.00	10.25	608,185	16,283		15,513

Appendix D.2
LTE Summary Tables

Location and Testing Information															Analysis	
Date	Test Type	LV-AP	Test Direction	Runway /Taxiway	Location	Section ID	Offset ID	Location ID	DMI (ft)	Load Filter	Latitude	Longitude	Measured Load (lbs)	Stress	LTE	Avg LTE
11/17/2020	LTE	Approach	NS	Apron	Apron PCC	B	NA	1	0	1	33.203575	-97.19505884	18,184	166	9.0%	9.6%
11/17/2020	LTE	Leave	NS	Apron	Apron PCC	B	NA	2	1	1	33.203571	-97.19505646	18,343	168	19.9%	27.6%
11/17/2020	LTE	Leave	NS	Apron	Apron PCC	B	NA	3	469	1	33.203392	-97.19486863	18,224	167	86.5%	85.8%
11/17/2020	LTE	Approach	NS	Apron	Apron PCC	B	NA	4	470	1	33.203390	-97.19486986	18,474	169	85.3%	85.4%
11/17/2020	LTE	Approach	NS	Apron	Apron PCC	B	NA	5	590	1	33.203143	-97.1946855	18,319	168	13.1%	15.8%
11/17/2020	LTE	Leave	NS	Apron	Apron PCC	B	NA	6	591	1	33.203138	-97.19468388	18,414	168	70.6%	74.1%
11/17/2020	LTE	Leave	NS	Apron	Apron PCC	B	NA	7	692	1	33.202941	-97.19449823	18,549	170	82.9%	82.9%
11/17/2020	LTE	Approach	NS	Apron	Apron PCC	B	NA	8	694	1	33.202938	-97.19449904	18,593	170	81.3%	81.6%
11/17/2020	LTE	Approach	NS	Apron	Apron PCC	B	NA	9	1,258	1	33.203495	-97.19439	18,308	167	9.5%	9.5%
11/17/2020	LTE	Leave	NS	Apron	Apron PCC	B	NA	10	1,259	1	33.203493	-97.19438958	18,554	170	6.3%	6.6%
11/17/2020	LTE	Leave	NS	Apron	Apron PCC	B	NA	11	1,364	1	33.203244	-97.19426015	18,200	166	83.6%	83.6%
11/17/2020	LTE	Approach	NS	Apron	Apron PCC	B	NA	12	1,366	1	33.203239	-97.19425878	18,165	166	83.7%	83.3%
11/17/2020	LTE	Approach	EW	Apron	Apron PCC	B	NA	13	0	1	33.203550	-97.19509836	17,721	162	7.6%	7.9%
11/17/2020	LTE	Leave	EW	Apron	Apron PCC	B	NA	14	2	1	33.203551	-97.19509438	17,185	157	62.8%	65.7%
11/17/2020	LTE	Approach	EW	Apron	Apron PCC	B	NA	15	204	1	33.203404	-97.19448339	18,041	165	18.7%	20.0%
11/17/2020	LTE	Leave	EW	Apron	Apron PCC	B	NA	16	205	1	33.203404	-97.19447948	18,173	166	88.5%	88.6%
11/17/2020	LTE	Approach	EW	Apron	Apron PCC	B	NA	17	823	1	33.203301	-97.1949581	18,030	165	23.4%	25.1%
11/17/2020	LTE	Leave	EW	Apron	Apron PCC	B	NA	18	824	1	33.203301	-97.19495495	18,379	168	34.4%	39.0%
11/17/2020	LTE	Approach	EW	Apron	Apron PCC	B	NA	19	919	1	33.203154	-97.19472464	17,867	163	87.9%	88.4%
11/17/2020	LTE	Leave	EW	Apron	Apron PCC	B	NA	20	921	1	33.203152	-97.19472054	18,165	166	89.3%	88.9%
11/17/2020	LTE	Approach	EW	Apron	Apron PCC	B	NA	21	1,832	1	33.203006	-97.19491465	17,930	164	80.9%	82.5%
11/17/2020	LTE	Leave	EW	Apron	Apron PCC	B	NA	22	1,833	1	33.203005	-97.19491169	17,943	164	79.1%	79.9%
11/17/2020	LTE	Approach	EW	Apron	Apron PCC	B	NA	23	2,046	1	33.202998	-97.19421816	18,018	165	88.3%	89.3%
11/17/2020	LTE	Leave	EW	Apron	Apron PCC	B	NA	24	2,663	1	33.202998	-97.19421816	17,959	164	83.8%	83.2%

APPENDIX F.2: COMFAA OUTPUT FILES (KSA CALCULATED).

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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 7.50 (Subgrade Category is C(6))
Evaluation pavement thickness = 19.60 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	18.67
2	D-50	50,000	95.00	80.0	9,962	53,531	15.47
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	9.68
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	13.02
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	8.41
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	7.60

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	D-100	1,582	18.67	107,602	26.14	0.5966	32.9
2	D-50	>5,000,000	19.39	50,866	16.57	0.0009	13.2
3	Dual Wheel 20	>5,000,000	14.62	34,006	14.31	0.0000	9.9
4	Single Wheel 25	>5,000,000	19.39	25,534	14.45	0.0000	10.1
5	Single Wheel 12.5	>5,000,000	15.39	20,287	11.62	0.0000	6.5

6	Single Wheel 5	>5,000,000	13.51	10,527	11.75	0.0000	6.7
					Total CDF =	0.5975	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	D-100	100,000	95.00	140.0	25.04	30.2
2	D-50	50,000	95.00	80.0	16.38	12.9
3	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
4	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
5	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
6	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRi
g
1,D-100,100000.000,30.2,280,18.67,1.57992E+003,2.64822E+003,18.67,107602.283,32.9,19.6,C,7.50,1.00,
F
2,D-50,50000.000,12.9,9962,15.47,5.35314E+004,6.00779E+007,19.39,50866.031,13.2,19.6,C,7.50,1.00,F
3,Dual Wheel
20,20000.000,5.2,8402,9.68,3.28649E+004,1.01423E+304,14.62,34006.378,9.9,19.6,C,7.50,1.00,F
4,Single Wheel
25,25000.000,9.9,6210,13.02,1.57590E+004,1.03534E+009,19.39,25533.921,10.1,19.6,C,7.50,1.00,F
5,Single Wheel
12.5,12500.000,4.0,16172,8.41,4.10393E+004,1.01423E+304,15.39,20286.521,6.5,19.6,C,7.50,1.00,F
6,Single Wheel
5,5000.000,3.2,27302,7.60,6.70364E+004,1.01423E+304,13.51,10526.883,6.7,19.6,C,7.50,1.00,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is rigid
Equivalent coverages computed with the AC 150/5320-6C/D edge stress design method.
Maximum gross weight computed with the AC 150/5320-6C/D edge stress design method.

k Value = 183.0 lbs/in^3 (Subgrade Category is C(147))
flexural strength = 550.0 psi
Evaluation pavement thickness = 11.00 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	11.70
2	D-50	50,000	95.00	80.0	9,962	53,531	9.21
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	5.82
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	7.30
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	4.93
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	4.59

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(147)
1	D-100	1,589	11.70	88,844	9.81	6.5172	27.1
2	D-50	>5,000,000	12.01	42,138	6.33	0.0360	10.6
3	Dual Wheel 20	>5,000,000	11.66	17,892	4.30	0.0000	4.7
4	Single Wheel 25	>5,000,000	11.86	21,180	5.46	0.0003	7.8

5	Single Wheel 12.5	>5,000,000	11.55	11,209	3.66	0.0000	3.3
6	Single Wheel 5	>5,000,000	11.50	4,524	3.34	0.0000	2.7
					Total CDF =	6.5535	

Results Table 3. Rigid ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(147)
1	D-100	100,000	95.00	140.0	10.47	31.1
2	D-50	50,000	95.00	80.0	6.96	13.0
3	Dual Wheel 20	20,000	95.00	65.0	4.58	5.4
4	Single Wheel 25	25,000	95.00	100.0	5.90	9.2
5	Single Wheel 12.5	12,500	95.00	50.0	3.85	3.7
6	Single Wheel 5	5,000	100.00	45.0	3.49	3.0

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

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Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRi
g
1,D-100,100000.000,31.1,280,11.70,1.57992E+003,2.42425E+002,11.70,88843.831,27.1,11.0,C,183.00,1.00
,R
2,D-50,50000.000,13.0,9962,9.21,5.35314E+004,1.48494E+006,12.01,42137.587,10.6,11.0,C,183.00,1.00,R
3,Dual Wheel
20,20000.000,5.4,8402,5.82,3.28649E+004,8.95568E+010,11.66,17892.169,4.7,11.0,C,183.00,1.00,R
4,Single Wheel
25,25000.000,9.2,6210,7.30,1.57590E+004,4.99856E+007,11.86,21180.396,7.8,11.0,C,183.00,1.00,R
5,Single Wheel
12.5,12500.000,3.7,16172,4.93,4.10393E+004,4.38645E+013,11.55,11208.894,3.3,11.0,C,183.00,1.00,R
6,Single Wheel
5,5000.000,3.0,27302,4.59,6.70364E+004,2.31594E+015,11.50,4524.389,2.7,11.0,C,183.00,1.00,R
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Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 16.50 (Subgrade Category is A(15))
Evaluation pavement thickness = 17.50 in
Pass to Traffic Cycle (PtoTC) Ratio = 10.00 (non-standard)
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	2,800	157,992	14.49
2	D-50	50,000	95.00	80.0	99,620	5,353,144	9.69
3	Dual Wheel 20	20,000	95.00	65.0	84,020	3,286,494	5.58
4	Single Wheel 25	25,000	95.00	100.0	62,100	1,575,895	9.15
5	Single Wheel 12.5	12,500	95.00	50.0	161,720	4,103,925	4.81
6	Single Wheel 5	5,000	100.00	45.0	273,020	6,703,637	4.28

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on A(15)
1	D-100	157,992	14.49	133,152	16.13	0.0020	36.4

2	D-50	>5,000,000	12.06	85,296	11.36	0.0000	18.1
3	Dual Wheel 20	>5,000,000	7.19	78,221	12.09	0.0000	20.5
4	Single Wheel 25	>5,000,000	14.11	38,455	9.53	0.0000	12.7
5	Single Wheel 12.5	>5,000,000	7.17	74,369	9.80	0.0000	13.4
6	Single Wheel 5	>5,000,000	6.27	38,913	9.58	0.0000	12.8
					Total CDF =	0.0020	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on A(15)
1	D-100	100,000	95.00	140.0	13.35	25.0
2	D-50	50,000	95.00	80.0	7.99	8.9
3	Dual Wheel 20	20,000	95.00	65.0	4.79	3.2
4	Single Wheel 25	25,000	95.00	100.0	7.69	8.3
5	Single Wheel 12.5	12,500	95.00	50.0	4.02	2.3
6	Single Wheel 5	5,000	100.00	45.0	3.43	1.6

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

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Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,25.0,28000,14.49,1.57992E+005,7.74290E+007,14.49,133152.084,36.4,17.5,A,16.50,10.00,F
2,D-50,50000.000,8.9,996200,9.69,5.35314E+006,1.01423E+304,12.06,85296.030,18.1,17.5,A,16.50,10.00,F
3,Dual Wheel 20,20000.000,3.2,840200,5.58,3.28649E+006,1.01423E+304,7.19,78220.997,20.5,17.5,A,16.50,10.00,F
4,Single Wheel 25,25000.000,8.3,621000,9.15,1.57590E+006,1.01423E+304,14.11,38454.907,12.7,17.5,A,16.50,10.00,F
5,Single Wheel
12.5,12500.000,2.3,1617200,4.81,4.10393E+006,1.01423E+304,7.17,74369.417,13.4,17.5,A,16.50,10.00,F
6,Single Wheel 5,5000.000,1.6,2730200,4.28,6.70364E+006,1.01423E+304,6.27,38912.584,12.8,17.5,A,16.50,10.00,F
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Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 6.90 (Subgrade Category is C(6))
Evaluation pavement thickness = 28.00 in
Pass to Traffic Cycle (PtoTC) Ratio = 6.00 (non-standard)
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	2,800	94,795	25.97
2	D-50	50,000	95.00	80.0	99,620	3,211,887	19.36
3	Dual Wheel 20	20,000	95.00	65.0	84,020	1,971,896	12.05
4	Single Wheel 25	25,000	95.00	100.0	62,100	945,537	16.83
5	Single Wheel 12.5	12,500	95.00	50.0	161,720	2,462,355	10.75
6	Single Wheel 5	5,000	100.00	45.0	273,020	4,022,182	9.91

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	D-100	94,795	25.97	113,792	27.00	0.1498	35.2
2	D-50	>5,000,000	24.44	63,244	19.00	0.0000	17.4
3	Dual Wheel 20	>5,000,000	15.40	60,397	19.65	0.0000	18.6
4	Single Wheel 25	>5,000,000	26.49	27,938	15.11	0.0000	11.0

5	Single Wheel 12.5	>5,000,000	16.32	36,811	15.65	0.0000	11.8
6	Single Wheel 5	>5,000,000	14.79	17,929	15.34	0.0000	11.3
					Total CDF =	0.1498	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	D-100	100,000	95.00	140.0	25.04	30.2
2	D-50	50,000	95.00	80.0	16.38	12.9
3	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
4	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
5	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
6	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,30.2,16800,25.97,9.47954E+004,6.32879E+005,25.97,113791.571,35.2,28.0,C,6.90,6.00,F
2,D-50,50000.000,12.9,597720,19.36,3.21189E+006,1.01423E+304,24.44,63244.030,17.4,28.0,C,6.90,6.00,F
3,Dual Wheel
20,20000.000,5.2,504120,12.05,1.97190E+006,1.01423E+304,15.40,60397.307,18.6,28.0,C,6.90,6.00,F
4,Single Wheel
25,25000.000,9.9,372600,16.83,9.45537E+005,1.01423E+304,26.49,27938.296,11.0,28.0,C,6.90,6.00,F
5,Single Wheel
12.5,12500.000,4.0,970320,10.75,2.46236E+006,8.80677E+198,16.32,36810.956,11.8,28.0,C,6.90,6.00,F
6,Single Wheel
5,5000.000,3.2,1638120,9.91,4.02218E+006,1.01423E+304,14.79,17928.736,11.3,28.0,C,6.90,6.00,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is rigid
Equivalent coverages computed with the AC 150/5320-6C/D edge stress design method.
Maximum gross weight computed with the AC 150/5320-6C/D edge stress design method.

k Value = 200.0 lbs/in^3 (Subgrade Category is C(147))
flexural strength = 550.0 psi
Evaluation pavement thickness = 11.20 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	11.58
2	D-50	50,000	95.00	80.0	9,962	53,531	9.12
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	5.75
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	7.24
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	4.88
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	4.54

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(147)
1	D-100	1,591	11.58	93,797	10.11	2.8145	28.9
2	D-50	>5,000,000	11.75	45,593	6.61	0.0201	11.7
3	Dual Wheel 20	>5,000,000	11.56	18,822	4.42	0.0000	5.0
4	Single Wheel 25	>5,000,000	11.67	22,828	5.65	0.0002	8.4

5	Single Wheel 12.5	>5,000,000	11.50	11,772	3.74	0.0000	3.5
6	Single Wheel 5	>5,000,000	11.47	4,732	3.41	0.0000	2.9
					Total CDF =	2.8348	

Results Table 3. Rigid ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(147)
1	D-100	100,000	95.00	140.0	10.47	31.1
2	D-50	50,000	95.00	80.0	6.96	13.0
3	Dual Wheel 20	20,000	95.00	65.0	4.58	5.4
4	Single Wheel 25	25,000	95.00	100.0	5.90	9.2
5	Single Wheel 12.5	12,500	95.00	50.0	3.85	3.7
6	Single Wheel 5	5,000	100.00	45.0	3.49	3.0

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,31.1,280,11.58,1.57992E+003,5.61356E+002,11.58,93796.980,28.9,11.2,C,200.00,1.00,R
2,D-50,50000.000,13.0,9962,9.12,5.35314E+004,2.66118E+006,11.75,45593.216,11.7,11.2,C,200.00,1.00,R
3,Dual Wheel 20,20000.000,5.4,8402,5.75,3.28649E+004,2.28431E+011,11.56,18821.652,5.0,11.2,C,200.00,1.00,R
4,Single Wheel
25,25000.000,9.2,6210,7.24,1.57590E+004,9.35343E+007,11.67,22827.555,8.4,11.2,C,200.00,1.00,R
5,Single Wheel
12.5,12500.000,3.7,16172,4.88,4.10393E+004,1.28019E+014,11.50,11772.200,3.5,11.2,C,200.00,1.00,R
6,Single Wheel 5,5000.000,3.0,27302,4.54,6.70364E+004,7.96714E+015,11.47,4732.223,2.9,11.2,C,200.00,1.00,R
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is rigid
Equivalent coverages computed with the AC 150/5320-6C/D edge stress design method.
Maximum gross weight computed with the AC 150/5320-6C/D edge stress design method.

k Value = 210.0 lbs/in^3 (Subgrade Category is C(147))
flexural strength = 550.0 psi
Evaluation pavement thickness = 9.30 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	11.51
2	D-50	50,000	95.00	80.0	9,962	53,531	9.06
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	5.72
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	7.21
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	4.85
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	4.51

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(147)
1	D-100	1,582	11.51	66,137	8.34	424.7737	19.2
2	D-50	>5,000,000	12.50	28,456	5.09	0.6388	6.7
3	Dual Wheel 20	>5,000,000	11.38	13,460	3.67	0.0000	3.4
4	Single Wheel 25	>5,000,000	12.04	14,175	4.53	0.0100	5.2

5	Single Wheel 12.5	>5,000,000	11.04	8,492	3.22	0.0000	2.5
6	Single Wheel 5	>5,000,000	10.87	3,498	2.97	0.0000	2.1

Total CDF = 425.4226

Results Table 3. Rigid ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(147)
1	D-100	100,000	95.00	140.0	10.47	31.1
2	D-50	50,000	95.00	80.0	6.96	13.0
3	Dual Wheel 20	20,000	95.00	65.0	4.58	5.4
4	Single Wheel 25	25,000	95.00	100.0	5.90	9.2
5	Single Wheel 12.5	12,500	95.00	50.0	3.85	3.7
6	Single Wheel 5	5,000	100.00	45.0	3.49	3.0

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,31.1,280,11.51,1.57992E+003,3.71945E+000,11.51,66137.023,19.2,9.3,C,210.00,1.00,R
2,D-50,50000.000,13.0,9962,9.06,5.35314E+004,8.37942E+004,12.50,28455.705,6.7,9.3,C,210.00,1.00,R
3,Dual Wheel 20,20000.000,5.4,8402,5.72,3.28649E+004,1.10717E+009,11.38,13460.017,3.4,9.3,C,210.00,1.00,R
4,Single Wheel 25,25000.000,9.2,6210,7.21,1.57590E+004,1.57175E+006,12.04,14175.152,5.2,9.3,C,210.00,1.00,R
5,Single Wheel
12.5,12500.000,3.7,16172,4.85,4.10393E+004,2.16610E+011,11.04,8491.916,2.5,9.3,C,210.00,1.00,R
6,Single Wheel 5,5000.000,3.0,27302,4.51,6.70364E+004,6.96567E+012,10.87,3498.461,2.1,9.3,C,210.00,1.00,R
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 5.30 (Subgrade Category is C(6))
Evaluation pavement thickness = 16.40 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	23.45
2	D-50	50,000	95.00	80.0	9,962	53,531	19.63
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	12.14
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	15.80
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	10.96
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	10.06

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	D-100	3,180	24.88	51,345	16.49	16.6878	13.1
2	D-50	109,999	20.35	35,438	13.10	16.3465	8.3
3	Dual Wheel 20	>5,000,000	16.96	18,847	10.01	0.0000	4.8
4	Single Wheel 25	953,115	19.50	17,692	12.03	0.5554	7.0

5	Single Wheel 12.5	>5,000,000	17.19	11,381	8.70	0.0000	3.6
6	Single Wheel 5	>5,000,000	16.73	4,805	7.94	0.0000	3.0
					Total CDF =	33.5897	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	D-100	100,000	95.00	140.0	25.04	30.2
2	D-50	50,000	95.00	80.0	16.38	12.9
3	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
4	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
5	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
6	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,30.2,280,23.45,1.57992E+003,9.46755E+001,24.88,51344.886,13.1,16.4,C,5.30,1.00,F
2,D-50,50000.000,12.9,9962,19.63,5.35314E+004,3.27479E+003,20.35,35438.078,8.3,16.4,C,5.30,1.00,F
3,Dual Wheel 20,20000.000,5.2,8402,12.14,3.28649E+004,2.55853E+009,16.96,18846.601,4.8,16.4,C,5.30,1.00,F
4,Single Wheel 25,25000.000,9.9,6210,15.80,1.57590E+004,2.83752E+004,19.50,17691.819,7.0,16.4,C,5.30,1.00,F
5,Single Wheel
12.5,12500.000,4.0,16172,10.96,4.10393E+004,1.92307E+010,17.19,11381.120,3.6,16.4,C,5.30,1.00,F
6,Single Wheel 5,5000.000,3.2,27302,10.06,6.70364E+004,1.22247E+015,16.73,4805.232,3.0,16.4,C,5.30,1.00,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet x 10 (CDF .15).Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 6.40 (Subgrade Category is C(6))
Evaluation pavement thickness = 28.00 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.75 (non-standard)
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	2,800	27,649	25.58
2	D-50	50,000	95.00	80.0	99,620	936,800	19.58
3	Dual Wheel 20	20,000	95.00	65.0	84,020	575,136	12.17
4	Single Wheel 25	25,000	95.00	100.0	62,100	275,782	16.62
5	Single Wheel 12.5	12,500	95.00	50.0	161,720	718,187	10.87
6	Single Wheel 5	5,000	100.00	45.0	273,020	1,173,136	9.90

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	D-100	27,649	25.58	116,753	27.41	0.1495	36.2
2	D-50	>5,000,000	25.67	58,203	18.05	0.0000	15.7
3	Dual Wheel 20	>5,000,000	16.13	55,349	18.75	0.0000	17.0
4	Single Wheel 25	>5,000,000	27.58	25,766	14.51	0.0000	10.2

5	Single Wheel 12.5	>5,000,000	17.30	32,757	14.76	0.0000	10.5
6	Single Wheel 5	>5,000,000	15.46	16,404	14.67	0.0000	10.4
					Total CDF =	0.1495	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	D-100	100,000	95.00	140.0	25.04	30.2
2	D-50	50,000	95.00	80.0	16.38	12.9
3	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
4	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
5	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
6	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,30.2,4900,25.58,2.76487E+004,1.84957E+005,25.58,116753.487,36.2,28.0,C,6.40,1.75,F
2,D-50,50000.000,12.9,174335,19.58,9.36800E+005,1.01423E+304,25.67,58203.245,15.7,28.0,C,6.40,1.75,F
3,Dual Wheel
20,20000.000,5.2,147035,12.17,5.75136E+005,1.01423E+304,16.13,55349.088,17.0,28.0,C,6.40,1.75,F
4,Single Wheel
25,25000.000,9.9,108675,16.62,2.75782E+005,1.01423E+304,27.58,25766.062,10.2,28.0,C,6.40,1.75,F
5,Single Wheel
12.5,12500.000,4.0,283010,10.87,7.18187E+005,5.76899E+201,17.30,32756.880,10.5,28.0,C,6.40,1.75,F
6,Single Wheel 5,5000.000,3.2,477785,9.90,1.17314E+006,1.01423E+304,15.46,16403.841,10.4,28.0,C,6.40,1.75,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet x 10 (CDF .15).Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 8.30 (Subgrade Category is B(10))
Evaluation pavement thickness = 28.20 in
Pass to Traffic Cycle (PtoTC) Ratio = 10.00 (non-standard)
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	2,800	157,992	23.56
2	D-50	50,000	95.00	80.0	99,620	5,353,144	17.31
3	Dual Wheel 20	20,000	95.00	65.0	84,020	3,286,494	10.76
4	Single Wheel 25	25,000	95.00	100.0	62,100	1,575,895	15.33
5	Single Wheel 12.5	12,500	95.00	50.0	161,720	4,103,925	9.40
6	Single Wheel 5	5,000	100.00	45.0	273,020	6,703,637	8.46

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on B(10)
1	D-100	157,992	23.56	135,219	21.50	0.0020	39.6
2	D-50	>5,000,000	21.64	79,003	15.43	0.0000	20.4
3	Dual Wheel 20	>5,000,000	13.77	75,053	16.18	0.0000	22.4
4	Single Wheel 25	>5,000,000	23.66	35,525	12.39	0.0000	13.1

5	Single Wheel 12.5	>5,000,000	14.02	50,546	12.00	0.0000	12.3
6	Single Wheel 5	>5,000,000	12.42	25,774	11.81	0.0000	11.9
					Total CDF =	0.0020	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on B(10)
1	D-100	100,000	95.00	140.0	17.70	26.9
2	D-50	50,000	95.00	80.0	11.33	11.0
3	Dual Wheel 20	20,000	95.00	65.0	7.06	4.3
4	Single Wheel 25	25,000	95.00	100.0	10.40	9.3
5	Single Wheel 12.5	12,500	95.00	50.0	5.97	3.0
6	Single Wheel 5	5,000	100.00	45.0	5.20	2.3

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,26.9,28000,23.56,1.57992E+005,7.77547E+007,23.56,135218.855,39.6,28.2,B,8.30,10.00,F
2,D-50,50000.000,11.0,996200,17.31,5.35314E+006,1.01423E+304,21.64,79003.245,20.4,28.2,B,8.30,10.00,F
3,Dual Wheel
20,20000.000,4.3,840200,10.76,3.28649E+006,1.01423E+304,13.77,75052.753,22.4,28.2,B,8.30,10.00,F
4,Single Wheel
25,25000.000,9.3,621000,15.33,1.57590E+006,1.01423E+304,23.66,35525.394,13.1,28.2,B,8.30,10.00,F
5,Single Wheel
12.5,12500.000,3.0,1617200,9.40,4.10393E+006,1.01423E+304,14.02,50546.017,12.3,28.2,B,8.30,10.00,F
6,Single Wheel
5,5000.000,2.3,2730200,8.46,6.70364E+006,1.01423E+304,12.42,25774.478,11.9,28.2,B,8.30,10.00,F
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This file name = PCN Results Flexible 3-17-2021 15;11;25.txt
Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 7.90 (Subgrade Category is C(6))
Evaluation pavement thickness = 11.20 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	17.94
2	D-50	50,000	95.00	80.0	9,962	53,531	14.97
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	9.23
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	12.56
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	8.28
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	7.29

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	D-100	4,462	19.71	40,422	14.22	32.3604	9.8
2	D-50	90,203	15.36	30,149	11.86	54.2340	6.8
3	Dual Wheel 20	>5,000,000	12.30	17,041	9.40	0.0126	4.3
4	Single Wheel 25	301,327	14.76	14,402	10.85	4.7794	5.7

5	Single Wheel 12.5	>5,000,000	12.27	10,423	8.33	0.0004	3.3
6	Single Wheel 5	>5,000,000	11.68	4,600	7.77	0.0000	2.9
					Total CDF =	91.3868	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	D-100	100,000	95.00	140.0	25.04	30.2
2	D-50	50,000	95.00	80.0	16.38	12.9
3	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
4	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
5	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
6	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,30.2,280,17.94,1.57992E+003,4.88227E+001,19.71,40422.308,9.8,11.2,C,7.90,1.00,F
2,D-50,50000.000,12.9,9962,14.97,5.35314E+004,9.87045E+002,15.36,30148.680,6.8,11.2,C,7.90,1.00,F
3,Dual Wheel 20,20000.000,5.2,8402,9.23,3.28649E+004,2.60387E+006,12.30,17040.780,4.3,11.2,C,7.90,1.00,F
4,Single Wheel 25,25000.000,9.9,6210,12.56,1.57590E+004,3.29727E+003,14.76,14402.488,5.7,11.2,C,7.90,1.00,F
5,Single Wheel
12.5,12500.000,4.0,16172,8.28,4.10393E+004,1.14149E+008,12.27,10423.024,3.3,11.2,C,7.90,1.00,F
6,Single Wheel 5,5000.000,3.2,27302,7.29,6.70364E+004,1.25575E+012,11.68,4600.399,2.9,11.2,C,7.90,1.00,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 10.30 (Subgrade Category is B(10))
Evaluation pavement thickness = 13.20 in
Pass to Traffic Cycle (PtoTC) Ratio = 10.00 (non-standard)
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	15,799	17.87
2	D-50	50,000	95.00	80.0	9,962	535,314	13.54
3	Dual Wheel 20	20,000	95.00	65.0	8,402	328,649	8.31
4	Single Wheel 25	25,000	95.00	100.0	6,210	157,590	11.99
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	410,393	7.10
6	Single Wheel 5	5,000	100.00	45.0	27,302	670,364	6.35

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on B(10)
1	D-100	16,756	17.94	61,441	13.01	32.9606	14.5
2	D-50	>5,000,000	14.94	41,710	10.08	1.8859	8.7
3	Dual Wheel 20	>5,000,000	11.55	24,534	8.12	0.0000	5.7
4	Single Wheel 25	>5,000,000	14.78	19,946	9.29	0.1099	7.4

5	Single Wheel 12.5	>5,000,000	11.56	16,307	6.82	0.0000	4.0
6	Single Wheel 5	>5,000,000	10.13	8,494	6.78	0.0000	3.9
					Total CDF =	34.9564	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on B(10)
1	D-100	100,000	95.00	140.0	17.70	26.9
2	D-50	50,000	95.00	80.0	11.33	11.0
3	Dual Wheel 20	20,000	95.00	65.0	7.06	4.3
4	Single Wheel 25	25,000	95.00	100.0	10.40	9.3
5	Single Wheel 12.5	12,500	95.00	50.0	5.97	3.0
6	Single Wheel 5	5,000	100.00	45.0	5.20	2.3

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,26.9,2800,17.87,1.57992E+004,4.79337E+002,17.94,61440.813,14.5,13.2,B,10.30,10.00,F
2,D-50,50000.000,11.0,99620,13.54,5.35314E+005,2.83855E+005,14.94,41709.709,8.7,13.2,B,10.30,10.00,F
3,Dual Wheel 20,20000.000,4.3,84020,8.31,3.28649E+005,1.01423E+304,11.55,24534.183,5.7,13.2,B,10.30,10.00,F
4,Single Wheel
25,25000.000,9.3,62100,11.99,1.57590E+005,1.43362E+006,14.78,19946.349,7.4,13.2,B,10.30,10.00,F
5,Single Wheel
12.5,12500.000,3.0,161720,7.10,4.10393E+005,1.01423E+304,11.56,16306.502,4.0,13.2,B,10.30,10.00,F
6,Single Wheel 5,5000.000,2.3,273020,6.35,6.70364E+005,1.01423E+304,10.13,8493.643,3.9,13.2,B,10.30,10.00,F
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This file name = PCN Results Flexible 3-17-2021 15;43;38.txt
Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet x 10 (CDF .15).Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 7.10 (Subgrade Category is C(6))
Evaluation pavement thickness = 28.00 in
Pass to Traffic Cycle (PtoTC) Ratio = 10.00 (non-standard)
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	2,800	157,992	26.10
2	D-50	50,000	95.00	80.0	99,620	5,353,144	19.26
3	Dual Wheel 20	20,000	95.00	65.0	84,020	3,286,494	12.03
4	Single Wheel 25	25,000	95.00	100.0	62,100	1,575,895	16.89
5	Single Wheel 12.5	12,500	95.00	50.0	161,720	4,103,925	10.73
6	Single Wheel 5	5,000	100.00	45.0	273,020	6,703,637	10.00

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	D-100	157,992	26.10	112,874	26.88	0.1473	34.8
2	D-50	>5,000,000	24.04	65,495	19.42	0.0000	18.2
3	Dual Wheel 20	>5,000,000	15.09	62,371	19.99	0.0000	19.3
4	Single Wheel 25	>5,000,000	26.06	28,867	15.36	0.0000	11.4

5	Single Wheel 12.5	>5,000,000	15.99	38,308	15.96	0.0000	12.3
6	Single Wheel 5	>5,000,000	14.67	18,215	15.46	0.0000	11.5
					Total CDF =	0.1473	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	D-100	100,000	95.00	140.0	25.04	30.2
2	D-50	50,000	95.00	80.0	16.38	12.9
3	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
4	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
5	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
6	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,30.2,28000,26.10,1.57992E+005,1.07236E+006,26.10,112873.577,34.8,28.0,C,7.10,10.00,F
2,D-50,50000.000,12.9,996200,19.26,5.35314E+006,1.01423E+304,24.04,65494.947,18.2,28.0,C,7.10,10.00,F
3,Dual Wheel
20,20000.000,5.2,840200,12.03,3.28649E+006,1.01423E+304,15.09,62370.910,19.3,28.0,C,7.10,10.00,F
4,Single Wheel
25,25000.000,9.9,621000,16.89,1.57590E+006,1.01423E+304,26.06,28866.935,11.4,28.0,C,7.10,10.00,F
5,Single Wheel
12.5,12500.000,4.0,1617200,10.73,4.10393E+006,1.01423E+304,15.99,38307.921,12.3,28.0,C,7.10,10.00,F
6,Single Wheel
5,5000.000,3.2,2730200,10.00,6.70364E+006,1.01423E+304,14.67,18214.642,11.5,28.0,C,7.10,10.00,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 4.20 (Subgrade Category is C(6))
Evaluation pavement thickness = 21.00 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	27.05
2	D-50	50,000	95.00	80.0	9,962	53,531	23.02
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	14.13
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	18.03
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	12.82
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	11.87

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	D-100	2,456	28.07	61,657	18.51	9.1923	16.5
2	D-50	151,988	24.15	39,506	14.05	5.0322	9.5
3	Dual Wheel 20	>5,000,000	20.99	20,024	10.41	0.0000	5.2
4	Single Wheel 25	3,579,712	23.36	20,196	12.85	0.0629	8.0

5	Single Wheel 12.5	>5,000,000	21.41	12,022	8.94	0.0000	3.9
6	Single Wheel 5	>5,000,000	21.02	4,990	8.09	0.0000	3.2
					Total CDF =	14.2874	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	D-100	100,000	95.00	140.0	25.04	30.2
2	D-50	50,000	95.00	80.0	16.38	12.9
3	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
4	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
5	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
6	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,30.2,280,27.05,1.57992E+003,1.71874E+002,28.07,61657.032,16.5,21.0,C,4.20,1.00,F
2,D-50,50000.000,12.9,9962,23.02,5.35314E+004,1.06379E+004,24.15,39505.653,9.5,21.0,C,4.20,1.00,F
3,Dual Wheel 20,20000.000,5.2,8402,14.13,3.28649E+004,1.01423E+304,20.99,20023.872,5.2,21.0,C,4.20,1.00,F
4,Single Wheel 25,25000.000,9.9,6210,18.03,1.57590E+004,2.50550E+005,23.36,20195.575,8.0,21.0,C,4.20,1.00,F
5,Single Wheel
12.5,12500.000,4.0,16172,12.82,4.10393E+004,5.96457E+013,21.41,12021.726,3.9,21.0,C,4.20,1.00,F
6,Single Wheel 5,5000.000,3.2,27302,11.87,6.70364E+004,4.26397E+031,21.02,4989.804,3.2,21.0,C,4.20,1.00,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is rigid
Equivalent coverages computed with the AC 150/5320-6C/D edge stress design method.
Maximum gross weight computed with the AC 150/5320-6C/D edge stress design method.

k Value = 218.0 lbs/in^3 (Subgrade Category is C(147))
flexural strength = 550.0 psi
Evaluation pavement thickness = 10.40 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	11.46
2	D-50	50,000	95.00	80.0	9,962	53,531	9.02
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	5.69
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	7.19
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	4.83
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	4.48

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(147)
1	D-100	1,586	11.46	82,859	9.44	18.4687	24.9
2	D-50	>5,000,000	11.94	38,631	6.03	0.0725	9.6
3	Dual Wheel 20	>5,000,000	11.40	16,729	4.14	0.0000	4.3
4	Single Wheel 25	>5,000,000	11.72	19,246	5.22	0.0008	7.1

5	Single Wheel 12.5	>5,000,000	11.24	10,482	3.55	0.0000	3.1
6	Single Wheel 5	>5,000,000	11.15	4,256	3.24	0.0000	2.6
					Total CDF =	18.5420	

Results Table 3. Rigid ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(147)
1	D-100	100,000	95.00	140.0	10.47	31.1
2	D-50	50,000	95.00	80.0	6.96	13.0
3	Dual Wheel 20	20,000	95.00	65.0	4.58	5.4
4	Single Wheel 25	25,000	95.00	100.0	5.90	9.2
5	Single Wheel 12.5	12,500	95.00	50.0	3.85	3.7
6	Single Wheel 5	5,000	100.00	45.0	3.49	3.0

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,31.1,280,11.46,1.57992E+003,8.55460E+001,11.46,82859.420,24.9,10.4,C,218.00,1.00,R
2,D-50,50000.000,13.0,9962,9.02,5.35314E+004,7.38787E+005,11.94,38630.847,9.6,10.4,C,218.00,1.00,R
3,Dual Wheel 20,20000.000,5.4,8402,5.69,3.28649E+004,3.12998E+010,11.40,16728.761,4.3,10.4,C,218.00,1.00,R
4,Single Wheel
25,25000.000,9.2,6210,7.19,1.57590E+004,1.91224E+007,11.72,19246.478,7.1,10.4,C,218.00,1.00,R
5,Single Wheel
12.5,12500.000,3.7,16172,4.83,4.10393E+004,1.17821E+013,11.24,10482.109,3.1,10.4,C,218.00,1.00,R
6,Single Wheel 5,5000.000,3.0,27302,4.48,6.70364E+004,5.85794E+014,11.15,4255.653,2.6,10.4,C,218.00,1.00,R
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is rigid
Equivalent coverages computed with the AC 150/5320-6C/D edge stress design method.
Maximum gross weight computed with the AC 150/5320-6C/D edge stress design method.

k Value = 203.0 lbs/in^3 (Subgrade Category is C(147))
flexural strength = 550.0 psi
Evaluation pavement thickness = 10.10 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	11.56
2	D-50	50,000	95.00	80.0	9,962	53,531	9.10
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	5.74
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	7.23
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	4.87
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	4.53

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(147)
1	D-100	1,585	11.56	77,085	9.08	53.2937	22.9
2	D-50	>5,000,000	12.21	34,997	5.71	0.1532	8.6
3	Dual Wheel 20	>5,000,000	11.47	15,619	3.99	0.0000	4.0
4	Single Wheel 25	>5,000,000	11.91	17,416	4.98	0.0018	6.4

5	Single Wheel 12.5	>5,000,000	11.25	9,808	3.44	0.0000	2.9
6	Single Wheel 5	>5,000,000	11.14	3,996	3.15	0.0000	2.4
					Total CDF =	53.4487	

Results Table 3. Rigid ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(147)
1	D-100	100,000	95.00	140.0	10.47	31.1
2	D-50	50,000	95.00	80.0	6.96	13.0
3	Dual Wheel 20	20,000	95.00	65.0	4.58	5.4
4	Single Wheel 25	25,000	95.00	100.0	5.90	9.2
5	Single Wheel 12.5	12,500	95.00	50.0	3.85	3.7
6	Single Wheel 5	5,000	100.00	45.0	3.49	3.0

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,31.1,280,11.56,1.57992E+003,2.96456E+001,11.56,77085.370,22.9,10.1,C,203.00,1.00,R
2,D-50,50000.000,13.0,9962,9.10,5.35314E+004,3.49505E+005,12.21,34997.012,8.6,10.1,C,203.00,1.00,R
3,Dual Wheel 20,20000.000,5.4,8402,5.74,3.28649E+004,1.00165E+010,11.47,15619.134,4.0,10.1,C,203.00,1.00,R
4,Single Wheel
25,25000.000,9.2,6210,7.23,1.57590E+004,8.60112E+006,11.91,17415.862,6.4,10.1,C,203.00,1.00,R
5,Single Wheel
12.5,12500.000,3.7,16172,4.87,4.10393E+004,3.02682E+012,11.25,9807.733,2.9,10.1,C,203.00,1.00,R
6,Single Wheel 5,5000.000,3.0,27302,4.53,6.70364E+004,1.27683E+014,11.14,3996.463,2.4,10.1,C,203.00,1.00,R
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This file name = PCN Results Flexible 3-17-2021 19;56;07.txt
Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 2.50 (Subgrade Category is D(3))
Evaluation pavement thickness = 11.10 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	36.47
2	D-50	50,000	95.00	80.0	9,962	53,531	31.31
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	19.34
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	24.04
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	17.32
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	16.22

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on D(3)
1	D-100	23,985	43.67	9,689	9.47	404.8380	2.1
2	D-50	75,247	31.80	8,606	8.87	4372.2752	1.8
3	Dual Wheel 20	513,857	21.65	6,254	8.00	393.0768	1.5
4	Single Wheel 25	145,164	27.28	4,140	8.61	667.1995	1.7

5	Single Wheel 12.5	1,433,183	20.46	3,678	7.76	175.9888	1.4
6	Single Wheel 5	3,108,368	19.19	1,673	7.55	132.5456	1.3
					Total CDF =	6145.9238	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on D(3)
1	D-100	100,000	95.00	140.0	37.60	32.6
2	D-50	50,000	95.00	80.0	25.70	15.2
3	Dual Wheel 20	20,000	95.00	65.0	16.28	6.1
4	Single Wheel 25	25,000	95.00	100.0	21.15	10.3
5	Single Wheel 12.5	12,500	95.00	50.0	14.30	4.7
6	Single Wheel 5	5,000	100.00	45.0	13.05	3.9

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,32.6,280,36.47,1.57992E+003,3.90261E+000,43.67,9689.127,2.1,11.1,D,2.50,1.00,F
2,D-50,50000.000,15.2,9962,31.31,5.35314E+004,1.22434E+001,31.80,8605.924,1.8,11.1,D,2.50,1.00,F
3,Dual Wheel 20,20000.000,6.1,8402,19.34,3.28649E+004,8.36095E+001,21.65,6254.092,1.5,11.1,D,2.50,1.00,F
4,Single Wheel 25,25000.000,10.3,6210,24.04,1.57590E+004,2.36196E+001,27.28,4140.134,1.7,11.1,D,2.50,1.00,F
5,Single Wheel
12.5,12500.000,4.7,16172,17.32,4.10393E+004,2.33192E+002,20.46,3678.499,1.4,11.1,D,2.50,1.00,F
6,Single Wheel 5,5000.000,3.9,27302,16.22,6.70364E+004,5.05761E+002,19.19,1672.718,1.3,11.1,D,2.50,1.00,F
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This file name = PCN Results Rigid 3-17-2021 15;47;29.txt
Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is rigid
Equivalent coverages computed with the AC 150/5320-6C/D edge stress design method.
Maximum gross weight computed with the AC 150/5320-6C/D edge stress design method.

k Value = 289.0 lbs/in^3 (Subgrade Category is B(295))
flexural strength = 550.0 psi
Evaluation pavement thickness = 9.40 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	11.11
2	D-50	50,000	95.00	80.0	9,962	53,531	8.65
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	5.51
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	7.00
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	4.65
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	4.32

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on B(295)
1	D-100	1,583	11.11	72,173	8.16	127.3496	20.1
2	D-50	>5,000,000	11.85	31,957	5.00	0.2266	7.0
3	Dual Wheel 20	>5,000,000	11.00	14,758	3.58	0.0000	3.5
4	Single Wheel 25	>5,000,000	11.53	15,901	4.54	0.0043	5.8

5	Single Wheel 12.5	>5,000,000	10.74	9,200	3.14	0.0000	2.6
6	Single Wheel 5	>5,000,000	10.61	3,787	2.89	0.0000	2.2

Total CDF = 127.5805

Results Table 3. Rigid ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on B(295)
1	D-100	100,000	95.00	140.0	9.77	29.7
2	D-50	50,000	95.00	80.0	6.43	12.1
3	Dual Wheel 20	20,000	95.00	65.0	4.25	5.0
4	Single Wheel 25	25,000	95.00	100.0	5.60	9.0
5	Single Wheel 12.5	12,500	95.00	50.0	3.61	3.5
6	Single Wheel 5	5,000	100.00	45.0	3.27	2.9

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,29.7,280,11.11,1.57992E+003,1.24062E+001,11.11,72172.907,20.1,9.4,B,289.00,1.00,R
2,D-50,50000.000,12.1,9962,8.65,5.35314E+004,2.36269E+005,11.85,31956.980,7.0,9.4,B,289.00,1.00,R
3,Dual Wheel 20,20000.000,5.0,8402,5.51,3.28649E+004,4.20726E+009,11.00,14757.664,3.5,9.4,B,289.00,1.00,R
4,Single Wheel 25,25000.000,9.0,6210,7.00,1.57590E+004,3.69018E+006,11.53,15901.449,5.8,9.4,B,289.00,1.00,R
5,Single Wheel
12.5,12500.000,3.5,16172,4.65,4.10393E+004,1.22895E+012,10.74,9200.336,2.6,9.4,B,289.00,1.00,R
6,Single Wheel 5,5000.000,2.9,27302,4.32,6.70364E+004,4.78350E+013,10.61,3787.392,2.2,9.4,B,289.00,1.00,R
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 11.50 (Subgrade Category is B(10))
Evaluation pavement thickness = 11.80 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	13.86
2	D-50	50,000	95.00	80.0	9,962	53,531	11.16
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	6.66
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	9.74
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	5.70
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	5.11

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on B(10)
1	D-100	1,693	13.94	76,310	14.88	4.6082	19.0
2	D-50	870,364	12.55	45,445	10.69	0.3037	9.8
3	Dual Wheel 20	>5,000,000	10.55	23,725	7.94	0.0000	5.4
4	Single Wheel 25	3,084,707	12.54	22,121	9.78	0.0252	8.2

5	Single Wheel 12.5	>5,000,000	10.42	16,026	6.76	0.0000	3.9
6	Single Wheel 5	>5,000,000	9.10	8,405	6.75	0.0000	3.9
					Total CDF =	4.9371	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on B(10)
1	D-100	100,000	95.00	140.0	17.70	26.9
2	D-50	50,000	95.00	80.0	11.33	11.0
3	Dual Wheel 20	20,000	95.00	65.0	7.06	4.3
4	Single Wheel 25	25,000	95.00	100.0	10.40	9.3
5	Single Wheel 12.5	12,500	95.00	50.0	5.97	3.0
6	Single Wheel 5	5,000	100.00	45.0	5.20	2.3

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,26.9,280,13.86,1.57992E+003,3.42848E+002,13.94,76309.562,19.0,11.8,B,11.50,1.00,F
2,D-50,50000.000,11.0,9962,11.16,5.35314E+004,1.76290E+005,12.55,45444.632,9.8,11.8,B,11.50,1.00,F
3,Dual Wheel 20,20000.000,4.3,8402,6.66,3.28649E+004,1.01423E+304,10.55,23724.528,5.4,11.8,B,11.50,1.00,F
4,Single Wheel 25,25000.000,9.3,6210,9.74,1.57590E+004,6.24800E+005,12.54,22121.465,8.2,11.8,B,11.50,1.00,F
5,Single Wheel
12.5,12500.000,3.0,16172,5.70,4.10393E+004,1.01423E+304,10.42,16026.488,3.9,11.8,B,11.50,1.00,F
6,Single Wheel 5,5000.000,2.3,27302,5.11,6.70364E+004,1.01423E+304,9.10,8404.694,3.9,11.8,B,11.50,1.00,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 7.80 (Subgrade Category is C(6))
Evaluation pavement thickness = 15.70 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	18.13
2	D-50	50,000	95.00	80.0	9,962	53,531	15.09
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	9.34
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	12.64
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	8.31
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	7.36

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	D-100	1,772	18.34	78,910	21.68	3.7967	22.7
2	D-50	508,371	16.67	45,435	15.36	0.4485	11.4
3	Dual Wheel 20	>5,000,000	14.28	23,631	11.54	0.0000	6.4
4	Single Wheel 25	4,774,251	16.55	22,506	13.57	0.0141	8.9

5	Single Wheel 12.5	>5,000,000	15.21	13,310	9.41	0.0000	4.3
6	Single Wheel 5	>5,000,000	13.09	7,189	9.71	0.0000	4.5
					Total CDF =		4.2593

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	D-100	100,000	95.00	140.0	25.04	30.2
2	D-50	50,000	95.00	80.0	16.38	12.9
3	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
4	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
5	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
6	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,30.2,280,18.13,1.57992E+003,4.16127E+002,18.34,78910.090,22.7,15.7,C,7.80,1.00,F
2,D-50,50000.000,12.9,9962,15.09,5.35314E+004,1.19356E+005,16.67,45434.706,11.4,15.7,C,7.80,1.00,F
3,Dual Wheel 20,20000.000,5.2,8402,9.34,3.28649E+004,1.01423E+304,14.28,23630.623,6.4,15.7,C,7.80,1.00,F
4,Single Wheel 25,25000.000,9.9,6210,12.64,1.57590E+004,1.12090E+006,16.55,22506.072,8.9,15.7,C,7.80,1.00,F
5,Single Wheel
12.5,12500.000,4.0,16172,8.31,4.10393E+004,1.01423E+304,15.21,13310.108,4.3,15.7,C,7.80,1.00,F
6,Single Wheel 5,5000.000,3.2,27302,7.36,6.70364E+004,3.00909E+287,13.09,7188.736,4.5,15.7,C,7.80,1.00,F
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Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is rigid
Equivalent coverages computed with the AC 150/5320-6C/D edge stress design method.
Maximum gross weight computed with the AC 150/5320-6C/D edge stress design method.

k Value = 116.0 lbs/in^3 (Subgrade Category is C(147))
flexural strength = 550.0 psi
Evaluation pavement thickness = 9.50 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	12.21
2	D-50	50,000	95.00	80.0	9,962	53,531	9.71
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	6.12
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	7.60
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	5.18
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	4.82

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(147)
1	D-100	1,582	12.21	61,733	8.04	1069.9346	17.7
2	D-50	>5,000,000	13.46	25,522	4.80	1.4484	5.9
3	Dual Wheel 20	>5,000,000	12.07	12,539	3.53	0.0001	3.1
4	Single Wheel 25	>5,000,000	12.83	13,019	4.35	0.0186	4.8

5	Single Wheel 12.5	>5,000,000	11.64	7,950	3.13	0.0000	2.4
6	Single Wheel 5	>5,000,000	11.44	3,295	2.89	0.0000	2.0

Total CDF =1071.4017

Results Table 3. Rigid ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(147)
1	D-100	100,000	95.00	140.0	10.47	31.1
2	D-50	50,000	95.00	80.0	6.96	13.0
3	Dual Wheel 20	20,000	95.00	65.0	4.58	5.4
4	Single Wheel 25	25,000	95.00	100.0	5.90	9.2
5	Single Wheel 12.5	12,500	95.00	50.0	3.85	3.7
6	Single Wheel 5	5,000	100.00	45.0	3.49	3.0

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,31.1,280,12.21,1.57992E+003,1.47665E+000,12.21,61732.669,17.7,9.5,C,116.00,1.00,R
2,D-50,50000.000,13.0,9962,9.71,5.35314E+004,3.69579E+004,13.46,25521.927,5.9,9.5,C,116.00,1.00,R
3,Dual Wheel 20,20000.000,5.4,8402,6.12,3.28649E+004,3.24293E+008,12.07,12539.349,3.1,9.5,C,116.00,1.00,R
4,Single Wheel 25,25000.000,9.2,6210,7.60,1.57590E+004,8.45899E+005,12.83,13019.153,4.8,9.5,C,116.00,1.00,R
5,Single Wheel
12.5,12500.000,3.7,16172,5.18,4.10393E+004,5.33862E+010,11.64,7950.191,2.4,9.5,C,116.00,1.00,R
6,Single Wheel 5,5000.000,3.0,27302,4.82,6.70364E+004,1.36603E+012,11.44,3295.449,2.0,9.5,C,116.00,1.00,R
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This file name = PCN Results Rigid 3-17-2021 15;49;44.txt
Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - Full Fleet.Ext
Units = English

Evaluation pavement type is rigid
Equivalent coverages computed with the AC 150/5320-6C/D edge stress design method.
Maximum gross weight computed with the AC 150/5320-6C/D edge stress design method.

k Value = 143.0 lbs/in^3 (Subgrade Category is C(147))
flexural strength = 550.0 psi
Evaluation pavement thickness = 9.90 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00

Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	D-100	100,000	95.00	140.0	280	1,580	11.96
2	D-50	50,000	95.00	80.0	9,962	53,531	9.46
3	Dual Wheel 20	20,000	95.00	65.0	8,402	32,865	5.99
4	Single Wheel 25	25,000	95.00	100.0	6,210	15,759	7.46
5	Single Wheel 12.5	12,500	95.00	50.0	16,172	41,039	5.06
6	Single Wheel 5	5,000	100.00	45.0	27,302	67,036	4.71

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(147)
1	D-100	1,583	11.96	69,135	8.55	225.0348	20.2
2	D-50	>5,000,000	12.89	29,862	5.23	0.4548	7.1
3	Dual Wheel 20	>5,000,000	11.85	14,131	3.77	0.0000	3.6
4	Single Wheel 25	>5,000,000	12.44	15,178	4.67	0.0055	5.6

5	Single Wheel 12.5	>5,000,000	11.53	8,880	3.29	0.0000	2.7
6	Single Wheel 5	>5,000,000	11.37	3,663	3.03	0.0000	2.2

Total CDF = 225.4951

Results Table 3. Rigid ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(147)
1	D-100	100,000	95.00	140.0	10.47	31.1
2	D-50	50,000	95.00	80.0	6.96	13.0
3	Dual Wheel 20	20,000	95.00	65.0	4.58	5.4
4	Single Wheel 25	25,000	95.00	100.0	5.90	9.2
5	Single Wheel 12.5	12,500	95.00	50.0	3.85	3.7
6	Single Wheel 5	5,000	100.00	45.0	3.49	3.0

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,D-100,100000.000,31.1,280,11.96,1.57992E+003,7.02080E+000,11.96,69134.796,20.2,9.9,C,143.00,1.00,R
2,D-50,50000.000,13.0,9962,9.46,5.35314E+004,1.17716E+005,12.89,29862.111,7.1,9.9,C,143.00,1.00,R
3,Dual Wheel 20,20000.000,5.4,8402,5.99,3.28649E+004,1.70950E+009,11.85,14131.467,3.6,9.9,C,143.00,1.00,R
4,Single Wheel 25,25000.000,9.2,6210,7.46,1.57590E+004,2.84325E+006,12.44,15177.521,5.6,9.9,C,143.00,1.00,R
5,Single Wheel
12.5,12500.000,3.7,16172,5.06,4.10393E+004,4.17270E+011,11.53,8880.257,2.7,9.9,C,143.00,1.00,R
6,Single Wheel 5,5000.000,3.0,27302,4.71,6.70364E+004,1.31909E+013,11.37,3663.074,2.2,9.9,C,143.00,1.00,R
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This file name = PCN Results Flexible 3-17-2021 19;57;07.txt
Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - GA Fleet (25% Total).Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 5.30 (Subgrade Category is C(6))
Evaluation pavement thickness = 8.50 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	Dual Wheel 20	20,000	95.00	65.0	2,100	8,214	11.16
2	Single Wheel 25	25,000	95.00	100.0	1,552	3,938	14.30
3	Single Wheel 12.5	12,500	95.00	50.0	4,043	10,260	10.05
4	Single Wheel 5	5,000	100.00	45.0	6,826	16,760	9.27

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	Dual Wheel 20	45,433	12.35	11,118	7.15	19.6712	2.5
2	Single Wheel 25	5,504	14.67	8,390	8.28	77.8475	3.3
3	Single Wheel 12.5	142,218	11.71	6,582	6.62	7.8490	2.1
4	Single Wheel 5	531,195	11.12	2,923	6.19	3.4329	1.8
					Total CDF =	108.8006	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
2	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
3	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
4	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,Dual Wheel 20,20000.000,5.2,2100,11.16,8.21428E+003,4.17579E+002,12.35,11117.930,2.5,8.5,C,5.30,1.00,F
2,Single Wheel 25,25000.000,9.9,1552,14.30,3.93847E+003,5.05921E+001,14.67,8389.839,3.3,8.5,C,5.30,1.00,F
3,Single Wheel 12.5,12500.000,4.0,4043,10.05,1.02598E+004,1.30715E+003,11.71,6581.599,2.1,8.5,C,5.30,1.00,F
4,Single Wheel 5,5000.000,3.2,6826,9.27,1.67603E+004,4.88228E+003,11.12,2923.185,1.8,8.5,C,5.30,1.00,F
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This file name = PCN Results Flexible 3-17-2021 19;57;45.txt
Library file name = \\KSA-MCK-SERVER1\Projects\Projects\DENT045\600 Pavement Management Plan (PMP)\11 COMFAA\DENT045 COMFAA - GA Fleet (25% Total).Ext
Units = English

Evaluation pavement type is flexible and design procedure is CBR.
Alpha Values are those approved by the ICAO in 2007.

CBR = 5.10 (Subgrade Category is C(6))
Evaluation pavement thickness = 8.40 in
Pass to Traffic Cycle (PtoTC) Ratio = 1.00
Maximum number of wheels per gear = 2
Maximum number of gears per aircraft = 2

No aircraft have 4 or more wheels per gear. The FAA recommends a reference section assuming 3 inches of HMA and 6 inches of crushed aggregate for equivalent thickness calculations.

Results Table 1. Input Traffic Data

No.	Aircraft Name	Gross Weight	Percent Gross Wt	Tire Press	Annual Deps	20-yr Coverages	6D Thick
1	Dual Wheel 20	20,000	95.00	65.0	2,100	8,214	11.46
2	Single Wheel 25	25,000	95.00	100.0	1,552	3,938	14.63
3	Single Wheel 12.5	12,500	95.00	50.0	4,043	10,260	10.29
4	Single Wheel 5	5,000	100.00	45.0	6,826	16,760	9.57

Results Table 2. PCN Values

No.	Aircraft Name	Critical Aircraft Total Equiv. Covs.	Thickness for Total Equiv. Covs.	Maximum Allowable Gross Weight	ACN Thick at Max. Allowable Gross Weight	CDF	PCN on C(6)
1	Dual Wheel 20	42,376	12.63	10,505	6.91	26.7206	2.3
2	Single Wheel 25	5,779	15.07	7,769	7.97	93.9515	3.1
3	Single Wheel 12.5	124,618	11.92	6,209	6.43	11.3489	2.0
4	Single Wheel 5	396,630	11.32	2,753	6.01	5.8249	1.7
					Total CDF =	137.8459	

Results Table 3. Flexible ACN at Indicated Gross Weight and Strength

No.	Aircraft Name	Gross Weight	% GW on Main Gear	Tire Pressure	ACN Thick	ACN on C(6)
1	Dual Wheel 20	20,000	95.00	65.0	10.40	5.2
2	Single Wheel 25	25,000	95.00	100.0	14.30	9.9
3	Single Wheel 12.5	12,500	95.00	50.0	9.12	4.0
4	Single Wheel 5	5,000	100.00	45.0	8.10	3.2

Results Table 4. Summary Output for Copy and Paste Into the Support Spread Sheet

```
Num,Plane,GWin,ACNin,ADout,6Dt,COV20yr,COVtoF,CDFt,GWcdf,PCNcdf,EVALt,SUBcode,KorCBR,PtoTC,FlexOrRig
1,Dual Wheel 20,20000.000,5.2,2100,11.46,8.21428E+003,3.07413E+002,12.63,10505.413,2.3,8.4,C,5.10,1.00,F
2,Single Wheel 25,25000.000,9.9,1552,14.63,3.93847E+003,4.19202E+001,15.07,7769.156,3.1,8.4,C,5.10,1.00,F
3,Single Wheel 12.5,12500.000,4.0,4043,10.29,1.02598E+004,9.04038E+002,11.92,6209.225,2.0,8.4,C,5.10,1.00,F
4,Single Wheel 5,5000.000,3.2,6826,9.57,1.67603E+004,2.87734E+003,11.32,2753.107,1.7,8.4,C,5.10,1.00,F
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APPENDIX G: QUICK GUIDE TO ROUTINE MAINTENANCE

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Quick Guide for Maintenance and Repair of Common Pavement Surface Problems		
Problem	Probable Cause	Repair
Crack and Joint Sealer missing or not bounded to slab	-Faces of joints (cracks) not clean when filled - Incorrect application temperature of sealer - Wrong kind of seal material - Improper joint width	- Remove old material sealer if extensive areas affected; clean (preferably by sandblasting) joints and cracks; reseal properly.
Random Cracking	- Uncontrolled shrinkage (improper joint spacing) - Overstressed slabs - Slab support lost - Subgrade settlement - Bitumen too hard or overheated in mix	- Clean and seal newly formed cracks; replace sub base to establish support; - If pavement being overloaded, probably will require overlay
Or breakup	**Rigid Pavement** - Overworked finishing operation - Inadequate curing **Flexible Pavement** - Overheated binder - Poor aggregate gradation - Insufficient binder - Incorrect binder or aggregate - Fuel spillage - Stripping	**Rigid Pavement** - Remove and replace panel - Resurface with thin bonded concrete - Resurface area with a bituminous concrete **Flexible Pavement** - Apply seal coat - Overlay
Joint (1) faulting or (2) spalling	**Faulting (1)** - Variable support for un-bonded slabs - Loss of load-transfer capability **Spalling (2)** - Incompressible matter in joint spaces - Excessive joint finishing	**Faulting (1)** - Remove problem slab; replace slab (dowel to existing pavement). **Spalling (2)** - Clean joint; refill with bituminous-sand mix; reseal.
Pumping	- Saturated pavement foundation - Lack of sub base	- Prevent entrance of water (correct the drainage problem) - Pump slurry under slabs to reseal - Replace slabs and slab foundation - Install drainage.
Surface irregularities (rutting, wash boarding, birdbaths, undulations)	**Rigid Pavement** - Poor placing control - Broken slabs - Poor finishing **Flexible Pavement** - Non-uniform settlement from inadequate compaction of pavement components or fill - Unstable mix (poor aggregate gradation, too rich, etc.) - Poor laying control	**Rigid Pavement** - Patch local areas - Overlay if widespread **Flexible Pavement** - Patch local areas - Apply leveling course - Roto-mill.

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Quick Guide for Maintenance and Repair of Common Pavement Surface Problems		
Problem	**Probable Cause**	**Repair**
Bleeding of bituminous binder	- Too much binder in mix (overly rich mix)	- Scrape off excess material; blot with sand. NOTE: Bleeding is usually an indication that other surface deformities (rutting, wash boarding, etc.) will occur.
Potholes	- Water entering pavement structures - Segregation in base course material	- Remove and replace base (and sub base if required); replace surface and seal.
Oxidation of bituminous binder	- Lack of timely seal coat - Binder overheated in mixing - Wrong grade of asphalt for climate	- Apply seal coat - Heater planer - Resurface.
Map cracking, crazing, alligator cracking	Rigid Pavement - Excessive surface finishing - Alkali-Aggregate Reactivity Flexible Pavement - Overload - Oxidized binder - Under designed surface course (too thin)	Rigid Pavement - If surface deforms or breaks - resurface, grind. Flexible Pavement - Overlay - Apply seal coat.
Popouts at joints	- Dowel misaligned	- Fill popout hole with bituminous concrete or bituminous sand mix (if recurring, may require replacement of slabs).
Slab blowup	- Incompressible material in joints preventing slab from expanding - Alkali-Aggregate Reactivity	- Replace slab in blowup area; clean and reseal joints.
Slipperiness	Rigid Pavement - Improper finish (too smooth) - Improper type of curing membrane - Excessive curing membrane - Polished aggregate - Rubber deposits Flexible Pavement - Overly rich mix - Poorly designed mix - Polished aggregate - Improperly applied seal coat - Wrong kind of seal coat - Rubber deposits	Rigid Pavement - If finish too smooth, resurfacing required to provide texture - Wire broom to remove curing membrane - Grooving - Remove rubber. Flexible Pavement - Apply textured seal coat - Grooving - Remove rubber.

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APPENDIX H: COMMON AIRCRAFT CLASSIFICATION NUMBERS (ACN) QUICK REFERENCE

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Transport Canada
Technical Evaluation Engineering

Aircraft Classification Numbers (ACN's)

AIRCRAFT CLASSIFICATION NUMBERS (ACN's)

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
A300B, B2	1353 840	46.5	1.16	39 21	44 23	54 27	69 36	35 19	43 22	51 26	58 31	89 140
A300B4-200	1627 1236	46.5	1.28	50 35	57 38	69 46	86 60	46 32	56 38	66 45	75 51	89 140
A300B4-200 (Optional Bogie)	1627 1236		1.16	47 33	52 36	64 42	82 56	41 28	49 33	59 40	68 47	
A300B4-600R	1693 1275		1.35	54 37	61 41	74 49	92 64	51 34	61 41	71 48	80 55	
A300B4-600R (Optional Bogie)	1693 1275		1.21	50 35	56 38	69 45	88 60	44 30	54 36	64 43	74 50	
A300C4	1627 1216		1.24	48 33	55 36	67 43	85 57	44 30	53 35	63 42	72 48	
A310-200, 200C	1509 800		1.46	45 20	50 21	61 24	77 32	43 19	51 21	59 25	67 29	
A310-300	1480 1108		1.19	44 30	50 33	61 39	77 52	40 27	48 32	57 38	65 44	
A310-300	1549 1118		1.48	48 31	54 34	65 40	82 53	46 30	55 35	64 41	72 47	
A310-300	1617 1118		1.29	50 31	57 34	69 40	86 53	47 28	56 33	66 39	75 45	
A310-322 SR, BB	1500 1064		1.45	44 29	49 31	60 36	77 48	42 27	50 31	59 37	67 42	
A310-324	1540 800		1.24	44 19	49 20	60 23	77 31	41 18	50 20	59 24	67 28	
A310-325	1608 1100		1.38	48 30	54 32	66 38	84 50	46 27	55 32	64 38	73 44	
A318-100	607 382		0.89	29 17	31 18	35 20	41 23	31 18	34 19	36 21	38 22	
A319-100	632 382		0.89	30 17	32 18	36 19	42 23	31 17	34 19	37 20	39 22	
A319-100	690 382		1.07	35 18	36 18	40 20	46 23	37 18	40 20	42 21	45 23	
A319-100	744 382		1.38	39 18	40 18	45 20	50 23	44 20	46 21	49 22	51 24	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
A320-100	667 390		1.21	35 19	36 19	40 21	46 24	38 30	41 22	43 25	45 25	
A320-200	725 402		1.03	37 19	39 19	44 21	50 25	40 20	43 21	45 23	48 24	
A320-200	744 422		1.14	39 20	40 21	45 22	51 26	42 22	45 23	48 25	50 26	
A320-200	759 441		1.44	41 22	42 22	47 24	53 28	46 24	49 26	51 27	53 29	
A300-200 (Optional Bogie)	725 402		1.22	20 10	22 10	26 11	35 15	19 9	23 10	27 12	31 14	
A320-212 (optional 4-Wheel Bogie)	764 490		1.22	21 12	23 13	28 15	38 20	21 11	24 13	29 16	33 18	
A321-100	769 461		1.28	42 23	44 24	49 26	55 30	47 26	50 27	52 29	54 30	
A321-100	818 461		1.36	45 23	48 24	53 26	59 30	51 26	54 28	57 29	59 31	
A321-200	877 461		1.46	49 23	52 24	58 26	63 30	56 26	59 28	62 29	64 31	
A330-200	2137 1650		1.34	57 42	62 44	72 50	98 67	48 37	56 40	66 47	78 55	
A330-200	2264 1650		1.42	62 42	67 45	78 50	106 67	53 37	61 41	73 48	85 55	
A330-300	2088 1638		1.31	55 41	60 44	70 50	94 66	46 36	54 39	64 46	75 54	
A330-300	2137 1657		1.33	57 41	61 44	71 50	96 66	47 37	55 40	65 46	77 54	
A330-300	2264 1697		1.42	62 44	68 47	79 53	107 70	54 39	62 43	74 50	86 58	
A340-200	2559 1657		1.32	56 33	61 35	71 39	96 50	47 31	55 32	65 36	76 42	
A340-200	2706 1697		1.42	62 35	67 37	78 41	106 53	53 33	62 34	73 39	85 45	
A340-300	2559 1706		1.32	56 34	61 36	70 40	96 52	47 32	54 33	65 38	76 44	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
A340-300	2706 1765		1.42	62 37	68 39	79 44	107 57	54 34	62 36	74 42	86 48	
A340-500, 600	3590 1750		1.42	70 29	76 31	90 34	121 42	60 29	70 28	83 32	97 37	
A380-800 (6 Wheel Main Gear)	5514 2758		1.47	71 29	79 31	99 35	136 48	53 25	61 26	76 29	94 34	
A380-800 (4 Wheel Wing Gear)	5514 2758		1.47	62 27	68 28	80 31	108 39	55 25	64 26	76 30	88 35	
Antonov AN- 24	207 130		0.42	6 4	8 5	11 6	13 7	8 5	9 5	11 6	11 7	
Antonov AN-124-100	3844 2000		1.03	51 20	60 23	77 27	107 40	35 17	48 18	73 23	100 32	
Antonov AN-225	5884 4500		1.13	63 41	75 48	95 62	132 88	45 30	61 39	89 55	125 75	
ATR 42 (Aerospatiale)	182 110		0.72	9 5	10 5	11 6	13 7	10 6	11 6	12 7	12 7	
ATR 72 (Aerospatiale)	211 125		0.79	11 6	12 6	14 7	15 8	13 7	14 7	14 8	15 8	
Aurora (CP-140) (P-3 Orion)	600 275		1.31	35 14	38 14	42 16	45 18	41 16	43 17	45 18	46 19	
B-52 (Bomber)	2170 1500		1.65	80 49	86 53	97 60	116 72	103 62	114 70	126 77	136 85	
B1-B Bomber (Rockwell)	2123 1400		1.65	77 43	87 47	102 57	121 72	77 43	90 50	102 58	113 65	
B707-120, 120B	1150 700	46.7	1.17	32 17	35 18	42 21	55 27	28 16	34 17	40 20	47 24	86 142
B707-320, 320B, 320C, 420	1484 800	46.7	1.24	45 20	51 22	62 25	78 33	42 19	50 21	59 25	67 29	88 142
B717-100, 200, 300	543 310		1.10	32 16	34 17	38 19	40 22	36 18	38 20	40 21	41 21	
B720, 720B	1045 700	46.4	1.01	28 17	30 18	37 21	49 28	24 15	29 17	35 20	41 24	
B727-100, 100C	756 450	45.2	1.14	41 23	43 23	49 25	54 30	45 24	48 26	51 28	53 29	86 -

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
B727-200	770 450	46.2	1.15	42 23	44 23	50 25	55 30	47 25	50 26	52 28	54 29	
B727-200 (Advanced)	934 450	46.7	1.19	53 23	57 23	64 26	69 30	60 25	63 26	66 28	69 30	
B727-200F (Advanced)	907 450		1.15	52 23	54 23	61 25	66 30	57 25	60 26	63 28	66 29	
B737-100	445 260	46.2	1.02	23 12	23 12	26 14	30 16	25 13	26 14	28 15	29 16	77 -
B737-200, 200C, Advanced	572 300	46.4	1.26	31 15	32 15	37 16	41 19	35 17	37 18	39 19	41 20	77 -
B737-300	623 325	45.9	1.40	35 16	37 17	41 18	45 21	40 19	42 20	44 21	46 22	
B737-400	670 350		1.28	38 18	40 18	45 20	49 23	43 20	45 21	47 22	49 23	
B737-500	596 320		1.34	33 16	35 16	39 18	43 21	38 18	40 19	42 20	43 21	
B737-600	645 357		1.30	35 18	36 18	40 19	45 22	39 20	41 21	44 22	45 23	
B737-700	690 370		1.39	38 18	40 19	44 20	49 23	43 21	46 22	48 23	50 24	
B737-800	777 406		1.47	44 21	46 21	51 23	56 26	51 24	53 25	56 26	57 27	
B737-900	777 420		1.47	44 21	46 22	51 24	56 28	51 24	53 26	56 27	57 28	
B747-100, 100B, 100SF	3350 1700	23.4	1.55	49 21	54 22	65 25	86 32	46 20	54 22	64 25	73 29	112 147
B747-100SR	2690 1600	24.1	1.04	36 19	38 20	46 22	64 29	29 16	35 18	43 21	50 25	
B747-200B, 200C 200F, 200M	3720 1750	23.1	1.38	55 22	62 23	76 26	98 34	51 20	61 22	72 26	82 30	112 147
B747-300, 300M, 300SR	3720 1760	22.7	1.31	55 22	62 23	76 26	98 34	50 19	60 22	71 25	82 30	
B747-400, 400F, 400M	3905 1800		1.38	59 23	66 24	82 27	105 35	54 20	65 23	77 27	88 31	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
B747-400D	2729		1.04	36	39	47	65	30	36	43	51	112
(Domestic)	1782			22	23	26	34	18	20	24	29	147
B747-SP	3127	22.9	1.26	45	50	61	81	40	48	58	67	110
	1500			18	19	21	28	16	18	21	25	137
B757-200 Series	1134	45.2	1.24	34	38	47	60	32	39	45	52	86
	570			14	15	17	23	13	15	18	20	114
B757-300	1200		1.24	36	41	51	64	35	42	49	56	
	640			16	17	20	27	15	17	21	24	
B767-200	1410	46.3	1.31	39	42	50	68	34	41	48	56	
	800			19	20	23	29	18	19	22	26	
B767-200 ER	1726	46.3	1.31	50	56	68	90	45	54	64	74	
	830			20	21	24	31	18	20	24	27	
B767-300	1566	46.3	1.38	44	49	59	79	40	48	57	65	
	860			21	22	25	33	19	22	25	29	
B767-300 ER	1784		1.38	53	59	72	94	48	57	68	78	
	890			22	23	26	35	20	23	26	31	
B777-200	2433		1.38	51	58	71	99	40	50	65	81	
	1400			25	27	31	43	23	23	28	35	
B777-200 ER	2822		1.38	63	71	90	121	53	69	89	108	
	1425			25	27	32	44	23	25	31	39	
B777-200 X	3278		1.38	78	90	114	148	61	80	104	126	
	1600			29	32	38	53	27	27	34	43	
B777-300	2945		1.48	68	76	97	129	54	69	89	109	
	1600			30	32	38	53	27	28	35	43	
B777-300 X	3190		1.48	76	86	110	143	61	79	101	122	
	1600			30	32	38	53	27	28	35	43	
BAC-111 Series	390		0.97	23	24	27	29	26	27	28	29	
400	220			11	12	13	15	13	14	14	15	
BAC-111 Series	440	45.0	0.57	23	28	29	32	26	28	29	31	
475	230			9	11	13	16	11	13	14	14	
BAC-111 Series	467	45.0	1.10	29	31	33	35	33	34	35	36	dvostruki
500	250			13	14	16	18	15	16	17	18	kotač
BAe-146-100	376		0.84	18	20	23	26	21	22	24	25	
	230			10	11	12	15	11	12	13	14	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
BAe-146-200	416		0.97	22	23	26	29	24	26	27	29	
	235			11	12	13	15	12	13	14	15	
BAe-146-300	436		1.10	24	25	28	31	27	28	30	31	
	245			12	12	14	16	13	14	15	16	
BAe-ATP	232		0.85	12	13	14	16	13	14	15	16	
	140			6	7	8	9	7	8	8	9	
Beech 1900C,	76		0.67	3	4	4	5	4	5	5	5	
1900D	56			2	3	3	4	3	3	3	4	
Beech 2000	65		0.54	2	3	4	4	3	4	4	4	
Starship	56			2	2	3	4	3	3	3	3	
Beech 35, 36	16		0.28	---	---	---	---	---	---	---	---	
Series (Bonanza)	10			---	---	---	---	---	---	---	---	
Beech 55, 56,	25		0.39	---	---	---	---	---	---	---	---	
58 Series (Baron)	16			---	---	---	---	---	---	---	---	
Beech Jet 400,	73		0.86	6	7	7	7	6	6	6	7	
400A	56			5	5	5	5	5	5	5	5	
Beech King Air	56		0.73	2	3	3	4	3	3	4	4	
100, 200 Series	56			2	3	3	4	3	3	4	4	
Beech King Air 300,	67		0.73	3	3	4	4	4	4	4	4	
300C, 350, 350C	56			2	3	3	4	3	3	3	4	
Beech King Air 90	49		0.38	---	---	---	---	---	---	---	---	
Series	27			---	---	---	---	---	---	---	---	
Beech Queen Air,	40		0.33	---	---	---	---	---	---	---	---	
65, 70, 80 Series	25			---	---	---	---	---	---	---	---	
Bombardier BD-700	432		1.21	26	28	30	32	30	31	32	33	
(Global Express)	220			11	12	13	15	13	14	15	15	
C-141B Starlifter	1553		1.31	52	60	73	88	51	61	70	78	
(Lockheed)	600			15	16	18	24	14	16	19	22	
C-17A	2602		0.95	54	61	73	94	54	49	57	71	
(Globemaster III)	2000			38	42	50	65	41	38	40	48	
C-5A Galaxy	3421		0.73	27	30	35	46	25	28	33	39	
(Lockheed)	1500			10	11	12	15	10	11	12	13	
C123K Provider	267		0.69	20	22	24	25	21	21	22	22	
(Fairchild/Republic)	180			13	15	16	17	14	14	15	15	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
Canadair CL-215,	196		0.55	12	15	17	18	14	14	15	15	
415	130			8	10	11	12	9	10	10	10	
Canadair CL-41A	49		0.37	---	---	---	---	---	---	---	---	
(CT-114 Tutor)	24			---	---	---	---	---	---	---	---	
Canadair Regional	236		1.12	13	14	16	17	16	16	17	18	
Jet - 100, 200 Srs	135			7	7	8	9	8	9	9	9	
Canadair Regional	335		1.24	18	19	21	24	21	22	23	24	
Jet - 700 Series	195			10	10	11	13	11	12	12	13	
Canadair Regional	367		1.24	20	21	24	26	23	25	26	27	
Jet - 900, ER Srs	215			11	11	12	14	12	13	14	14	
Cessna 114B	15		0.35	---	---	---	---	---	---	---	---	
(Commander)	10			---	---	---	---	---	---	---	---	
Cessna 152	8		0.20	---	---	---	---	---	---	---	---	
	5			---	---	---	---	---	---	---	---	
Cessna 172	11		0.19	---	---	---	---	---	---	---	---	
(Skyhawk)	7			---	---	---	---	---	---	---	---	
Cessna 180	13		0.21	---	---	---	---	---	---	---	---	
(Skywagon)	8			---	---	---	---	---	---	---	---	
Cessna 182	14		0.25	---	---	---	---	---	---	---	---	
(Skylane)	9			---	---	---	---	---	---	---	---	
Cessna 185	15		0.25	---	---	---	---	---	---	---	---	
(Skywagon)	8			---	---	---	---	---	---	---	---	
Cessna 208	36		0.60	---	---	---	---	---	---	---	---	
(Caravan)	18			---	---	---	---	---	---	---	---	
Cessna 210	18		0.38	---	---	---	---	---	---	---	---	
(Centurion)	11			---	---	---	---	---	---	---	---	
Cessna 310	25		0.42	---	---	---	---	---	---	---	---	
	16			---	---	---	---	---	---	---	---	
Cessna 337	21		0.38	---	---	---	---	---	---	---	---	
(Skymaster)	14			---	---	---	---	---	---	---	---	
Cessna 401	28		0.45	---	---	---	---	---	---	---	---	
	20			---	---	---	---	---	---	---	---	
Cessna 402C, 414A	31		0.48	---	---	---	---	---	---	---	---	
(Chancellor)	19			---	---	---	---	---	---	---	---	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
Cessna 421	34		0.55	---	---	---	---	---	---	---	---	
(Golden Eagle)	22			---	---	---	---	---	---	---	---	
Cessna 441	44		0.66	---	---	---	---	---	---	---	---	
(Conquest II)	26			---	---	---	---	---	---	---	---	
Cessna 501	56		0.69	4	5	5	5	5	5	5	5	
(Citation I - Eagle)	56			4	5	5	5	5	5	5	5	
Cessna 525	47		0.68	---	---	---	---	---	---	---	---	
(Citation Jet)	29			---	---	---	---	---	---	---	---	
Cessna 550	64		0.69	5	5	6	6	5	5	5	5	
(Citation II)	56			4	5	5	5	5	5	5	5	
Cessna 550	67		0.69	5	6	6	6	5	6	6	6	
(Citation Bravo)	56			4	5	5	5	5	5	5	5	
Cessna 560	72		0.69	5	6	6	7	6	6	6	6	
(Citation V)	56			4	5	5	5	5	5	5	5	
Cessna 561 XL	90		1.05	8	8	8	9	8	8	8	8	
(Citation Excel)	56			5	5	5	5	5	5	5	5	
Cessna 650	99		1.02	6	6	7	7	7	7	7	7	
(Citation III, VI)	56			3	3	3	4	3	4	4	4	
Cessna 650	104		1.16	6	7	7	8	7	8	8	8	
(Citation VII)	62			3	3	4	4	4	4	4	5	
Cessna 750	160		1.16	10	11	12	12	12	12	13	13	
(Citation X)	96			5	6	6	7	6	7	7	7	
Cessna Conquest	45		0.59	---	---	---	---	---	---	---	---	
	26			---	---	---	---	---	---	---	---	
Cessna T303	23		0.40	---	---	---	---	---	---	---	---	
(Crusader)	15			---	---	---	---	---	---	---	---	
CF-18	249		1.38	21	20	20	20	21	21	21	21	
	110			9	9	9	9	9	9	9	9	
Challenger CL 600,	192		0.90	10	11	13	14	12	13	13	14	
601	131			6	7	8	9	8	8	8	9	
Challenger CL 600,	192		1.50	11	12	13	14	14	14	14	15	
601	131			7	7	8	9	9	9	9	10	
Challenger CL	201		1.42	12	12	14	14	14	15	15	15	
601-3R	131			7	7	8	9	9	9	9	9	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
Challenger CL 604	212 140		1.42	12 7	13 8	14 9	15 10	15 9	15 10	16 10	16 10	
Concorde	1824 1000	48.0	1.29	65 28	72 31	81 37	97 44	60 27	71 30	81 35	91 41	68 167
Convair 240	190 125		0.64	7 5	9 5	10 6	12 7	9 5	10 6	10 6	11 7	
Convair 340, 440, 540	222 140		0.47	7 4	9 5	11 6	14 8	9 5	10 6	11 7	12 7	
Convair 580	280 150		0.59	11 5	13 6	15 7	19 9	13 6	14 7	16 8	17 8	
Convair 600	210 140		0.73	9 5	10 6	11 7	14 8	10 6	11 7	12 8	13 8	
Convair 640	245 140		0.52	8 4	11 5	12 6	15 8	10 5	12 6	13 7	14 7	
Convair 880	860 400		1.03	27 10	31 10	36 12	44 16	26 9	31 11	36 13	40 14	
Convair 990	1135 600	48.5	1.28	40 17	46 18	53 22	64 28	41 17	47 19	54 23	60 26	
Dassault Falcon 10	84 56		0.93	5 3	5 3	6 4	6 4	6 4	6 4	6 4	6 4	
Dassault Falcon 20	128 75		0.92	8 4	9 4	9 5	10 5	10 5	10 5	10 6	10 6	
Dassault Falcon 50	173 90		0.93	9 4	10 5	12 5	13 6	11 5	12 5	12 6	13 6	
Dassault Falcon 900	202 103		1.30	11 5	12 5	14 6	15 7	14 6	14 7	15 7	15 7	
DC-10-10, 10CF, 15	2037 1035	46.85	1.34	57 25	62 26	74 29	101 37	49 23	58 24	69 28	81 32	137 162
DC-10-20, 20CF, 30CF, 40CF	2485 1640	37.7	1.14	60 36	67 38	81 44	110 61	49 30	59 34	72 41	85 48	137 162
DC-10-30, 30 ER, 40	2593 1220	37.9	1.22	59 24	65 25	79 27	107 35	50 21	59 23	72 26	84 30	137 162
DC-3	147 80	46.8	0.31	7 4	7 4	10 5	12 7	8 4	8 5	9 5	9 5	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
DC-4	335 200	46.75	0.53	12 6	15 8	17 9	21 11	14 7	16 8	17 9	19 10	
DC-6, 6B	480 300		0.73	20 11	23 13	25 14	30 17	22 12	24 14	26 15	28 16	
DC-7 (All Models)	640 400		0.89	34 19	36 20	42 23	46 27	37 21	40 23	42 24	44 26	
DC-8-10, 20 Series	1226 600		1.01	36 15	41 15	49 18	62 23	32 14	39 15	46 17	53 20	
DC-8-43, 55, 61, 71	1470 800	46.5	1.30	47 21	54 23	64 27	79 35	45 20	54 23	63 27	71 31	
DC-8-61F, 63F	1557 1001		1.32	51 28	59 31	69 37	85 47	50 27	59 31	68 37	77 42	
DC-8-62, 62F, 63, 72, 73	1593 800	46.5	1.35	52 21	59 23	70 26	87 34	50 20	59 23	69 27	77 31	81 140
DC-9-10, 15	404 300	46.2	0.93	22 15	23 16	26 18	29 21	24 17	26 18	27 19	28 20	
DC-9-21	445 300	47.15	1.02	25 15	26 16	30 18	32 21	28 17	29 18	31 20	32 20	
DC-9-30, 32	485 300	46.2	1.05	27 15	29 16	33 18	35 21	31 17	32 18	34 19	35 20	dvostruki kotač
DC-9-41, 50, 51	543 300	46.65	1.17	31 15	33 16	37 18	40 20	35 17	37 18	39 19	40 20	
DHC1 Chipmunk	10 7		0.21	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
DHC2 Beaver	24 14		0.17	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
DHC3 Otter	36 20		0.20	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
DHC4 Caribou	130 90		0.28	3 2	3 2	5 3	7 4	4 2	4 3	5 3	6 4	
DHC5 Buffalo	187 115		0.41	6 3	8 4	10 5	12 7	8 4	9 5	10 6	11 6	
DHC6 Twin Otter Series 300	56 56		0.26	3 3	3 3	3 3	5 5	3 3	3 3	3 3	4 4	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
DHC7 Dash 7	209		0.74	10	12	13	15	12	13	14	14	
	120			5	6	7	8	6	7	7	8	
DHC8 Dash 8	147		0.44	5	6	8	9	6	7	8	8	
	90			3	3	4	5	3	4	4	5	
DHC8 Dash 8	154		0.90	8	8	9	11	9	10	10	11	
Series 100	98			5	5	5	6	5	6	6	6	
DHC8 Dash 8	183		0.80	9	9	11	12	10	11	11	12	
Series 300	110			5	5	6	7	5	6	6	7	
DHC8 Dash 8	279		0.90	15	16	18	20	17	18	19	20	
Series 400	150			7	8	8	10	8	9	9	10	
DHC8 Dash 8	279		1.42	15	16	18	20	18	19	20	21	
Series 400	150			8	8	8	10	9	9	10	10	
DHS-2 Conair	116		0.62	8	10	10	11	9	9	10	10	
Firecat	80			6	7	7	8	6	6	7	7	
Dornier 228 Series	63		0.90	5	6	6	6	6	6	6	6	
	56			5	5	5	5	5	5	5	5	
Dornier 328 Jet	155		1.13	8	8	10	11	10	10	11	11	
	93			4	5	5	6	5	6	6	6	
Dornier 328-110	138		0.80	7	7	8	10	8	8	9	9	
(Turboprop)	90			4	4	5	6	5	5	5	6	
Dornier SA227, Metro	74		0.73	3	4	4	5	4	5	5	5	
Merlin, Expediter	56			2	3	3	4	3	3	4	4	
Douglas A-26	120		0.48	7	8	10	11	8	9	9	9	
Invader	90			5	6	7	8	6	6	7	7	
Douglas B-26	156		0.48	9	11	13	14	10	11	11	12	
Invader	105			6	7	9	9	7	7	8	8	
Embraer EMB-110	59		0.62	4	5	5	5	5	5	5	5	
(Bandeirante)	56			4	5	5	5	4	4	5	5	
Embraer EMB-120	119		0.76	5	6	7	8	7	7	7	8	
(Brasilia)	71			3	3	4	4	4	4	4	4	
Embraer ERJ-145	217		0.90	12	13	15	16	14	15	15	16	
	110			5	6	6	7	6	7	7	7	
Fokker 100	452		0.94	25	27	31	33	28	30	32	33	
	243			12	13	14	16	13	14	15	16	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
Fokker 50	205 125		0.59	9 5	11 6	13 7	14 8	11 6	12 7	13 7	13 8	
Fokker 60	226 131		0.62	10 5	13 6	14 7	16 9	13 6	14 7	14 8	15 8	
Fokker 70	410 225		0.81	22 10	24 11	27 13	30 15	24 12	26 13	27 13	29 14	
Fokker F27 Friendship	205 120		0.57	9 5	11 5	13 6	14 8	11 6	12 6	13 7	13 7	
Fokker F28 Fellowship	325 175		0.53	14 6	17 8	20 9	23 11	17 8	18 9	20 9	21 10	
Gulfstream II	294 163		1.04	17 8	18 9	20 10	22 11	20 10	21 10	21 11	22 11	
Gulfstream III	312 170		1.21	19 9	20 9	22 10	23 12	22 11	23 11	24 12	24 12	
Gulfstream IV	334 189		1.21	20 10	22 11	24 12	25 13	24 12	25 13	25 13	26 14	
Gulfstream V	405 215		1.37	26 12	28 13	30 14	31 15	31 14	32 15	33 16	33 16	
Hercules C-130, 082, 182, 282, 382	778 360		0.67	29 12	34 14	37 16	43 17	33 14	36 15	39 16	42 18	
Hercules L-100 (Commercial)	693 340		0.74	27 12	30 14	33 15	38 16	30 14	33 15	35 16	38 17	
HS/BAe 125 (All Series to 600)	112 61		0.83	6 3	6 3	7 3	8 4	7 3	7 4	8 4	8 4	
HS/BAe 700	114 62		0.88	6 3	7 3	7 3	8 4	7 4	8 4	8 4	8 4	
HS/BAe 748	227 120		0.51	9 4	11 5	14 6	16 7	11 5	13 6	14 6	14 7	
Ilyushin IL-18	625 350		0.80	16 7	17 8	21 9	29 12	13 6	16 7	20 9	23 11	
Ilyushin IL-62, 62M	1648 651	47.0	1.65	52 16	58 17	68 19	83 24	51 18	59 18	68 20	77 22	
Ilyushin IL-76T	1677 822	23.5	0.64	24 9	27 10	34 12	45 16	29 11	33 13	30 15	34 14	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
Ilyushin IL-76TD	1775 920		0.66	27 11	30 12	37 14	49 19	32 13	35 15	32 18	37 16	
Ilyushin IL-86	2054 1089	31.2	0.88	34 15	36 16	43 18	61 23	26 13	31 14	38 16	46 19	
Jetstream 31, 32 (BAe)	69 56		0.39	3 3	4 3	5 4	6 5	4 4	5 4	5 4	5 4	
Jetstream 41 (BAe)	107 63		0.83	5 3	5 3	6 3	7 4	6 3	6 3	7 4	7 4	
KC-10 (McDonnell Douglas)	2593 1800		1.22	59 38	65 40	79 46	107 64	50 32	59 36	72 43	84 51	
KC-135 Stratotanker (Boeing)	1342 800		1.38	38 20	41 21	49 24	64 31	35 19	41 21	48 24	55 28	
L-1011-1 Tristar	1913 1070	47.4	1.35	52 26	56 27	66 30	90 38	45 24	52 25	62 29	72 33	132 178
L-1011-100, 200 Tristar	2073 1090	46.8	1.35	57 26	63 28	75 31	101 39	49 24	58 26	69 29	81 34	132 178
L-1011-250 Tristar	2269 1108		1.35	64 27	71 28	86 31	114 40	56 25	66 26	79 30	91 35	
L-1011-500 Tristar	2295 1070	46.2	1.35	65 26	72 27	87 30	116 38	56 24	67 25	80 29	93 33	132 178
Learjet 24F	62 56		0.79	3 3	3 3	4 4	4 4	4 3	4 4	4 4	4 4	
Learjet 25D, 25F	69 56		0.79	3 3	4 3	4 3	5 4	4 3	5 4	5 4	5 4	
Learjet 25G	75 56		0.79	4 3	4 3	5 3	5 4	5 3	5 4	5 4	5 4	
Learjet 28, 29 (Longhorn)	69 56		0.79	3 3	4 3	4 3	5 4	4 3	5 4	5 4	5 4	
Learjet 31A, 35A, 36A	83 56		0.79	4 3	5 3	5 3	6 4	5 3	5 3	6 4	6 4	
Learjet 45	91 59		0.79	5 3	5 3	6 3	7 4	6 3	6 4	6 4	7 4	
Learjet 55B, 55C	97 58		1.24	6 3	6 3	7 3	7 4	7 4	7 4	7 4	8 4	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
Learjet 60	106 62		1.24	6 3	7 3	7 4	8 4	8 4	8 4	8 4	8 5	
Lockheed 188 Electra	503 255		0.95	27 12	29 13	33 14	36 17	30 13	32 14	34 15	36 16	
MD-11	2805 1200		1.38	67 24	74 25	90 27	119 34	58 22	69 23	83 26	96 30	
MD-81	628 350	47.75	1.14	36 18	38 19	43 21	46 24	41 20	43 21	45 23	47 24	
MD-82	670 350	47.55	1.14	39 18	41 18	46 20	49 24	43 20	46 21	48 22	50 24	
MD-83	716 355	47.4	1.14	42 18	45 19	50 21	53 24	47 20	50 22	52 23	54 24	
MD-87	628 335	47.9	1.14	36 17	38 18	43 20	46 23	41 19	43 20	45 22	47 23	
MD-88	670 350		1.14	39 18	41 19	46 21	50 24	44 20	46 21	48 23	50 24	
MD-90-30	699 392		1.14	41 20	43 21	48 24	52 27	46 23	48 24	50 26	52 27	
MD-90-30ER	739 392		1.14	44 20	47 21	52 24	55 27	49 23	52 24	54 26	56 27	
MD-90-50, 55	772 410		1.14	46 22	50 22	54 25	57 29	52 24	54 26	57 27	58 28	
Mitsubishi MU-2 Srs	52 32		0.48	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Aerostar	29 20		0.48	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Apache	21 13		0.29	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Archer II, III	12 7		0.17	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Arrow III, IV	14 8		0.21	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Aztec	30 18		0.42	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
Piper Cheyenne I, II	41 23		0.55	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Cheyenne III	50 31		0.69	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Commanche	21 13		0.29	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Cub (& Super Cub)	8 5		0.13	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Dakota	14 8		0.17	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Malibu, Mirage, Meridian	21 14		0.35	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Mojave	33 23		0.42	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Navajo	29 18		0.42	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Saratoga	16 10		0.38	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Saratoga II	16 11		0.27	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Seminole	17 11		0.25	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Seneca III, V	22 14		0.38	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Piper Warrior II,III	11 7		0.17	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Saab 2000	226 136		0.69	11 6	13 7	14 7	16 9	13 7	14 8	15 8	15 9	
Saab 340 A, B	131 81		0.82	6 4	7 4	8 4	9 5	7 4	8 5	8 5	9 5	
Shorts 330	102 66		0.55	6 4	8 5	9 6	9 6	7 5	8 5	8 5	8 5	
Shorts 360	121 77		0.54	7 5	9 6	10 7	11 7	9 6	9 6	9 6	9 6	

Aircraft	Weight Max/Min [kN]	Load on one main gear [%]	Tire Pressure [MPa]	Flexibile Pavement Subgrades CBR [%]				Rigid Pavement Subgrades k [MPa/m]				$\frac{S_T}{S_B}$ [cm]
				High	Medium	Low	V.Low	High	Medium	Low	V.Low	
				A	B	C	D	A	B	C	D	
				15	10	6	3	150	80	40	20	
Shorts Sherpa	114 80		0.54	7 5	8 6	10 7	10 7	8 6	8 6	9 6	9 6	
Shorts Skyvan	67 56		0.28	3 3	3 3	4 4	6 5	4 3	4 3	4 4	4 4	
Swearingen SJ 30-2	60 56		1.07	3 3	3 3	3 3	4 4	4 3	4 4	4 4	4 4	
T-33 Trainer (CT-133)(Lockheed)	54 38		0.42	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	
Transall C-160	500 285		0.38	8 4	10 5	13 6	18 8	10 5	10 6	10 6	13 6	
Trident 3	670 383	45.5	1.14	26 13	28 14	31 15	36 18	37 18	40 19	42 21	44 22	125 65
Tupolev TU-134	463 285	45.6	0.59	10 5	12 6	15 7	20 10	9 5	11 6	14 7	17 8	
Tupolev TU-154	961 525	45.1	0.93	19 9	22 9	28 11	37 16	18 7	24 9	30 12	36 15	
Tupolev TU-204, 214, 224, 234	1096 560		1.38	31 14	33 14	40 16	53 20	29 13	34 14	40 16	46 19	
VC10 Series	1590 785		1.01	48 19	54 21	66 24	83 31	41 18	50 19	60 22	69 26	

APPENDIX I: ENGINEERS OPINION OF PROBABLE CONSTRUCTION COSTS (EOPCC)

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Denton Enterprise Airport
Rehabiliation Recommencations
Pavement Mangement Program (PMP)
Opinion of Probable Construction Costs
June 3, 2021

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
	Short Term (0-5 Years)				
Bid Schedule #1: Runway 18L-36R Reconstruction (880'x150')					
1.01	Reconstruct 880'x150' Wide of Rwy 18L-36R Pavement	LS	1	$ 2,453,275.75	$ 2,453,275.75
				Subtotal of Bid Schedule #1:	**$ 2,453,276.00**
				10% Contingencies	**$ 245,327.60**
				Total with Contingencies	**$ 2,698,603.60**
Bid Schedule #2: Runway 18L-36R Middle 2 - Reconstruction (HMAC)					
2.01	Contractor Quality Control Program	LS	1	$ 20,000.00	$ 20,000.00
2.02	Installation and Removal of Silt Fence	LF	6,000	$ 7.50	$ 45,000.00
2.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
2.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
2.05	Mobilization	LS	1	$645,731	$ 645,731.00
2.06	Aphaltic Concrete Pavement Removal	SY	52,223	$ 15.00	$ 783,345.00
2.07	Unclassified Excavation	CY	9,234	$ 10.00	$ 92,340.00
2.08	Undercut and Replace Unsuitable Subgrade	CY	1,386	$ 25.00	$ 34,650.00
2.09	8" Lime-Treated Subgrade	SY	55,403	$ 5.00	$ 277,015.00
2.10	Lime for Subgrade (8%)	TON	1,463	$ 175.00	$ 256,025.00
2.11	12.25" HMA Surface Course	TON	37,185	$ 125.00	$ 4,648,125.00
2.12	Emulsified Asphalt Prime Coat	GAL	15,667	$ 3.00	$ 47,001.00
2.13	Emulsified Asphalt Tack Coat	GAL	23,501	$ 3.00	$ 70,503.00
2.14	White Taxiway Marking (Reflective)	SF	25,824	$ 1.00	$ 25,824.00
2.15	Yellow Taxiway Marking (Reflective)	SF	895	$ 1.00	$ 895.00
2.16	Black Taxiway Marking (Non-Reflective)	SF	7,238	$ 0.75	$ 5,428.50
2.17	Pavement Marking Removal	SF	226	$ 3.00	$ 678.00
2.18	Seeding	SY	4,667	$ 2.00	$ 9,334.00
2.19	Cool Weather Seeding	SY	4,667	$ 0.50	$ 2,333.50
2.20	Sodding	SY	2,667	$ 5.00	$ 13,335.00
2.21	Topsoiling (Obtained on Site)	CY	815	$ 10.00	$ 8,150.00
2.22	Vegatative Watering	MG	893	$ 25.00	$ 22,325.00
2.23	Field Office	LS	1	$ 12,000.00	$ 12,000.00
2.24	Barricades and Markings for Pavement Closures	LS	1	$ 25,000.00	$ 25,000.00
2.25	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
2.26	Relocated Runway Threshold	LS	1	$ 30,000.00	$ 30,000.00
2.27	Runway Closure	LS	1	$ 15,000.00	$ 15,000.00
				Subtotal of Bid Schedule #2:	**$ 7,103,038.00**
				15% Contingencies	**$ 1,065,455.70**
				Total with Contingencies	**$ 8,168,493.70**

*Cost Estimates based on preliminary estimates and are subject to change

Denton Enterprise Airport
Rehabiliation Recommencations
Pavement Mangement Program (PMP)
Opinion of Probable Construction Costs
June 3, 2021

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #3a: Runway 18L-36R End, Extension, Middle 1 - 2" HMAC Mill and Overlay					
3.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
3.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
3.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
3.04	Mobilization	LS	1	$195,101	$ 195,101.00
3.05	Cold Mill 2" of Existing HMAC Surface Course	SY	30,937	$ 15.00	$ 464,055.00
3.06	Cold Mill 4" of Existing HMAC Surface Course	SY	16,900	$ 20.00	$ 338,000.00
3.07	2" HMA Surface Course	TON	3,597	$ 125.00	$ 449,625.00
3.08	4" HMA Surface Course	TON	3,930	$ 125.00	$ 491,250.00
3.09	Emulsified Asphalt Prime Coat	GAL	14,352	$ 3.00	$ 43,056.00
3.10	White Taxiway Marking (Reflective)	SF	57,905	$ 1.00	$ 57,905.00
3.11	Yellow Taxiway Marking (Reflective)	SF	670	$ 1.00	$ 670.00
3.12	Black Taxiway Marking (Non-Reflective)	SF	11,256	$ 0.75	$ 8,442.00
3.13	Field Office	LS	1	$ 10,000.00	$ 10,000.00
3.14	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
3.15	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
3.16	Relocated Runway Threshold	LS	1	$ 30,000.00	$ 30,000.00
3.17	Runway Closure	LS	1	$ 15,000.00	$ 15,000.00
				Subtotal of Bid Schedule #3a:	**$ 2,146,104.00**
				15% Contingencies	**$ 321,915.60**
				Total with Contingencies	**$ 2,468,019.60**

Bid Schedule #3b: Runway 18L-36R End, Extension, Middle 1 - Reconstruction (HMAC)					
3.01	Contractor Quality Control Program	LS	1	$ 20,000.00	$ 20,000.00
3.02	Installation and Removal of Silt Fence	LF	6,500	$ 7.50	$ 48,750.00
3.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
3.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
3.05	Mobilization	LS	1	$620,714	$ 620,714.00
3.06	Aphaltic Concrete Pavement Removal	SY	47,837	$ 20.00	$ 956,740.00
3.07	Unclassified Excavation	CY	8,459	$ 10.00	$ 84,590.00
3.08	Undercut and Replace Unsuitable Subgrade	CY	1,269	$ 25.00	$ 31,725.00
3.09	8" Lime-Treated Subgrade	SY	50,751	$ 5.00	$ 253,755.00
3.10	Lime for Subgrade (8%)	TON	1,340	$ 175.00	$ 234,500.00
3.11	12.25" HMA Surface Course	TON	34,062	$ 125.00	$ 4,257,750.00
3.12	Emulsified Asphalt Prime Coat	GAL	15,226	$ 3.00	$ 45,678.00
3.13	Emulsified Asphalt Tack Coat	GAL	22,838	$ 3.00	$ 68,514.00
3.14	White Taxiway Marking (Reflective)	SF	57,905	$ 1.00	$ 57,905.00
3.15	Yellow Taxiway Marking (Reflective)	SF	670	$ 1.00	$ 670.00
3.16	Black Taxiway Marking (Non-Reflective)	SF	11,256	$ 0.75	$ 8,442.00
3.17	Sodding	SY	2,556	$ 5.00	$ 12,780.00
3.18	Topsoiling (Obtained on Site)	CY	2,556	$ 10.00	$ 25,560.00
3.19	Vegatative Watering	MG	191	$ 25.00	$ 4,775.00
3.20	Field Office	LS	1	$ 12,000.00	$ 12,000.00
3.21	Barricades and Markings for Pavement Closures	LS	1	$ 25,000.00	$ 25,000.00
3.22	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
3.23	Relocated Runway Threshold	LS	1	$ 30,000.00	$ 30,000.00
3.24	Runway Closure	LS	1	$ 15,000.00	$ 15,000.00
				Subtotal of Bid Schedule #3b:	**$ 6,827,848.00**
				15% Contingencies	**$ 1,024,177.20**
				Total with Contingencies	**$ 7,852,025.20**

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Denton Enterprise Airport
Rehabiliation Recommencations
Pavement Mangement Program (PMP)
Opinion of Probable Construction Costs
June 3, 2021

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #4a: Taxiway Alpha North and South Connector - Structural Overlay (HMAC)					
4.01	Contractor Quality Control Program	LS	1	$ 20,000.00	$ 20,000.00
4.02	Installation and Removal of Silt Fence	LF	3,361	$ 7.50	$ 25,207.50
4.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
4.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
4.05	Mobilization	LS	1	$119,423	$ 119,423.00
4.06	Cold Mill 3" of Existing HMAC Surface Course	SY	16,399	$ 20.00	$ 327,980.00
4.07	6" HMA Surface Course	TON	5,720	$ 125.00	$ 715,000.00
4.08	Emulsified Asphalt Prime Coat	GAL	4,920	$ 3.00	$ 14,760.00
4.09	Emulsified Asphalt Tack Coat	GAL	2,460	$ 3.00	$ 7,380.00
4.10	Yellow Taxiway Marking (Reflective)	SF	1,040	$ 1.00	$ 1,040.00
4.11	Black Taxiway Marking (Non-Reflective)	SF	1,998	$ 0.75	$ 1,498.50
4.12	Seeding	SY	3,735	$ 2.00	$ 7,470.00
4.13	Cool Weather Seeding	SY	3,735	$ 0.50	$ 1,867.50
4.14	Sodding	SY	498	$ 5.00	$ 2,490.00
4.15	Topsoiling (Obtained on Site)	CY	471	$ 10.00	$ 4,710.00
4.16	Vegatative Watering	MG	593	$ 25.00	$ 14,825.00
4.17	Field Office	LS	1	$ 12,000.00	$ 12,000.00
4.18	Barricades and Markings for Pavement Closures	LS	1	$ 25,000.00	$ 25,000.00
4.19	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #4a:	**$ 1,313,652.00**
				15% Contingencies	**$ 197,047.80**
				Total with Contingencies	**$ 1,510,699.80**

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #4b: Taxiway Alpha North and South Connector - Reconstruction (HMAC)					
4.01	Contractor Quality Control Program	LS	1	$ 20,000.00	$ 20,000.00
4.02	Installation and Removal of Silt Fence	LF	3,361	$ 7.50	$ 25,207.50
4.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
4.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
4.05	Mobilization	LS	1	$214,684	$ 214,684.00
4.06	Aphaltic Concrete Pavement Removal	SY	16,399	$ 20.00	$ 327,980.00
4.07	Unclassified Excavation	CY	2,734	$ 10.00	$ 27,340.00
4.08	Undercut and Replace Unsuitable Subgrade	CY	472	$ 25.00	$ 11,800.00
4.09	8" Lime-Treated Subgrade	SY	18,859	$ 5.00	$ 94,295.00
4.10	Lime for Subgrade (8%)	TON	498	$ 175.00	$ 87,150.00
4.11	12.25" HMA Surface Course	TON	11,677	$ 125.00	$ 1,459,625.00
4.12	Emulsified Asphalt Prime Coat	GAL	4,920	$ 3.00	$ 14,760.00
4.13	Emulsified Asphalt Tack Coat	GAL	7,380	$ 3.00	$ 22,140.00
4.14	Yellow Taxiway Marking (Reflective)	SF	1,040	$ 1.00	$ 1,040.00
4.15	Black Taxiway Marking (Non-Reflective)	SF	1,998	$ 0.75	$ 1,498.50
4.16	Sodding	SY	498	$ 5.00	$ 2,490.00
4.17	Topsoiling (Obtained on Site)	CY	56	$ 10.00	$ 560.00
4.18	Vegatative Watering	MG	38	$ 25.00	$ 950.00
4.19	Field Office	LS	1	$ 12,000.00	$ 12,000.00
4.20	Barricades and Markings for Pavement Closures	LS	1	$ 25,000.00	$ 25,000.00
4.21	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #4b:	**$ 2,361,520.00**
				15% Contingencies	**$ 354,228.00**
				Total with Contingencies	**$ 2,715,748.00**

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Denton Enterprise Airport
Rehabiliation Recommencations
Pavement Mangement Program (PMP)
Opinion of Probable Construction Costs
June 3, 2021

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #5: Taxiway Alpha North Extension and Middle - 2" HMAC Mill and Overlay					
5.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
5.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
5.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
5.04	Mobilization	LS	1	$88,026	$ 88,026.00
5.05	Cold Mill 2" of Existing HMAC Surface Course	SY	26,950	$ 15.00	$ 404,250.00
5.06	2" HMA Surface Course	TON	3,133	$ 125.00	$ 391,625.00
5.07	Emulsified Asphalt Prime Coat	GAL	8,085	$ 3.00	$ 24,255.00
5.08	Yellow Taxiway Marking (Reflective)	SF	2,781	$ 1.00	$ 2,781.00
5.09	Black Taxiway Marking (Non-Reflective)	SF	5,791	$ 0.75	$ 4,343.25
5.10	Field Office	LS	1	$ 10,000.00	$ 10,000.00
5.11	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
5.12	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #5:	**$ 968,281.00**
				15% Contingencies	**$ 145,242.15**
				Total with Contingencies	**$ 1,113,523.15**
Bid Schedule #6: Removal and Relocation of Taxiway A2 East					
6.01	Relocation of Existing Connecting Taxiway A2 East	LS	1	$ 578,425.50	$ 578,425.50
				Subtotal of Bid Schedule #6:	**$ 578,426.00**
				10% Contingencies	**$ 57,842.60**
				Total with Contingencies	**$ 636,268.60**

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Bid Schedule #7: Taxiway A3 - Reconstruction (HMAC)					
7.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
7.02	Installation and Removal of Silt Fence	LF	900	$ 7.50	$ 6,750.00
7.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
7.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
7.05	Mobilization	LS	1	$43,457	$ 43,457.00
7.06	Aphaltic Concrete Pavement Removal	SY	2,100	$ 20.00	$ 42,000.00
7.07	Unclassified Excavation	CY	350	$ 10.00	$ 3,500.00
7.08	Undercut and Replace Unsuitable Subgrade	CY	85	$ 25.00	$ 2,125.00
7.09	8" Lime-Treated Subgrade	SY	3,381	$ 5.00	$ 16,905.00
7.10	Lime for Subgrade (8%)	TON	90	$ 175.00	$ 15,750.00
7.11	12.25" HMA Surface Course	TON	2,094	$ 125.00	$ 261,750.00
7.12	Emulsified Asphalt Prime Coat	GAL	882	$ 3.00	$ 2,646.00
7.13	Emulsified Asphalt Tack Coat	GAL	1,323	$ 3.00	$ 3,969.00
7.14	Yellow Taxiway Marking (Reflective)	SF	421	$ 1.00	$ 421.00
7.15	Black Taxiway Marking (Non-Reflective)	SF	613	$ 0.75	$ 459.75
7.16	Pavement Marking Removal	SF	817	$ 3.00	$ 2,451.00
7.17	Seeding	SY	2,334	$ 2.00	$ 4,668.00
7.18	Cool Weather Seeding	SY	2,334	$ 0.50	$ 1,167.00
7.19	Sodding	SY	467	$ 5.00	$ 2,335.00
7.20	Topsoiling (Obtained on Site)	CY	312	$ 10.00	$ 3,120.00
7.21	Vegatative Watering	MG	382	$ 25.00	$ 9,550.00
7.22	Field Office	LS	1	$ 12,000.00	$ 12,000.00
7.23	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
7.24	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #7:	**$ 478,024.00**
				15% Contingencies	**$ 71,703.60**
				Total with Contingencies	**$ 549,727.60**

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Bid Schedule #8: Taxiway A4 - Reconstruction (HMAC)					
8.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
8.02	Installation and Removal of Silt Fence	LF	900	$ 7.50	$ 6,750.00
8.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
8.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
8.05	Mobilization	LS	1	$43,457	$ 43,457.00
8.06	Aphaltic Concrete Pavement Removal	SY	2,100	$ 20.00	$ 42,000.00
8.07	Unclassified Excavation	CY	350	$ 10.00	$ 3,500.00
8.08	Undercut and Replace Unsuitable Subgrade	CY	85	$ 25.00	$ 2,125.00
8.09	8" Lime-Treated Subgrade	SY	3,381	$ 5.00	$ 16,905.00
8.10	Lime for Subgrade (8%)	TON	90	$ 175.00	$ 15,750.00
8.11	12.25" HMA Surface Course	TON	2,094	$ 125.00	$ 261,750.00
8.12	Emulsified Asphalt Prime Coat	GAL	882	$ 3.00	$ 2,646.00
8.13	Emulsified Asphalt Tack Coat	GAL	1,323	$ 3.00	$ 3,969.00
8.14	Yellow Taxiway Marking (Reflective)	SF	421	$ 1.00	$ 421.00
8.15	Black Taxiway Marking (Non-Reflective)	SF	613	$ 0.75	$ 459.75
8.16	Pavement Marking Removal	SF	817	$ 3.00	$ 2,451.00
8.17	Seeding	SY	2,334	$ 2.00	$ 4,668.00
8.18	Cool Weather Seeding	SY	2,334	$ 0.50	$ 1,167.00
8.19	Sodding	SY	467	$ 5.00	$ 2,335.00
8.20	Topsoiling (Obtained on Site)	CY	312	$ 10.00	$ 3,120.00
8.21	Vegatative Watering	MG	382	$ 25.00	$ 9,550.00
8.22	Field Office	LS	1	$ 12,000.00	$ 12,000.00
8.23	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
8.24	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #8:	**$ 478,024.00**
				15% Contingencies	**$ 71,703.60**
				Total with Contingencies	**$ 549,727.60**

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Bid Schedule #9: Taxiway A5 West of Alpha - Reconstruction (HMAC)					
9.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
9.02	Installation and Removal of Silt Fence	LF	1,207	$ 7.50	$ 9,052.50
9.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
9.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
9.05	Mobilization	LS	1	$43,018	$ 43,018.00
9.06	Aphaltic Concrete Pavement Removal	SY	2,087	$ 20.00	$ 41,740.00
9.07	Unclassified Excavation	CY	348	$ 10.00	$ 3,480.00
9.08	Undercut and Replace Unsuitable Subgrade	CY	85	$ 25.00	$ 2,125.00
9.09	8" Lime-Treated Subgrade	SY	3,361	$ 5.00	$ 16,805.00
9.10	Lime for Subgrade (8%)	TON	89	$ 175.00	$ 15,575.00
9.11	12.25" HMA Surface Course	TON	2,081	$ 125.00	$ 260,125.00
9.12	Emulsified Asphalt Prime Coat	GAL	877	$ 3.00	$ 2,631.00
9.13	Emulsified Asphalt Tack Coat	GAL	1,315	$ 3.00	$ 3,945.00
9.14	Yellow Taxiway Marking (Reflective)	SF	610	$ 1.00	$ 610.00
9.15	Black Taxiway Marking (Non-Reflective)	SF	990	$ 0.75	$ 742.50
9.16	Pavement Marking Removal	SF	817	$ 3.00	$ 2,451.00
9.17	Seeding	SY	1,508	$ 2.00	$ 3,016.00
9.18	Cool Weather Seeding	SY	1,508	$ 0.50	$ 754.00
9.19	Sodding	SY	604	$ 5.00	$ 3,020.00
9.20	Topsoiling (Obtained on Site)	CY	235	$ 10.00	$ 2,350.00
9.21	Vegatative Watering	MG	270	$ 25.00	$ 6,750.00
9.22	Field Office	LS	1	$ 12,000.00	$ 12,000.00
9.23	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
9.24	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #9:	**$ 473,190.00**
				15% Contingencies	**$ 70,978.50**
				Total with Contingencies	**$ 544,168.50**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #10: Taxiway A6 East- Reconstruction (HMAC)					
10.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
10.02	Installation and Removal of Silt Fence	LF	900	$ 7.50	$ 6,750.00
10.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
10.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
10.05	Mobilization	LS	1	$43,457	$ 43,457.00
10.06	Aphaltic Concrete Pavement Removal	SY	2,100	$ 20.00	$ 42,000.00
10.07	Unclassified Excavation	CY	350	$ 10.00	$ 3,500.00
10.08	Undercut and Replace Unsuitable Subgrade	CY	85	$ 25.00	$ 2,125.00
10.09	8" Lime-Treated Subgrade	SY	3,381	$ 5.00	$ 16,905.00
10.10	Lime for Subgrade (8%)	TON	90	$ 175.00	$ 15,750.00
10.11	12.25" HMA Surface Course	TON	2,094	$ 125.00	$ 261,750.00
10.12	Emulsified Asphalt Prime Coat	GAL	882	$ 3.00	$ 2,646.00
10.13	Emulsified Asphalt Tack Coat	GAL	1,323	$ 3.00	$ 3,969.00
10.14	Yellow Taxiway Marking (Reflective)	SF	421	$ 1.00	$ 421.00
10.15	Black Taxiway Marking (Non-Reflective)	SF	613	$ 0.75	$ 459.75
10.16	Pavement Marking Removal	SF	817	$ 3.00	$ 2,451.00
10.17	Seeding	SY	2,334	$ 2.00	$ 4,668.00
10.18	Cool Weather Seeding	SY	2,334	$ 0.50	$ 1,167.00
10.19	Sodding	SY	467	$ 5.00	$ 2,335.00
10.20	Topsoiling (Obtained on Site)	CY	312	$ 10.00	$ 3,120.00
10.21	Vegatative Watering	MG	382	$ 25.00	$ 9,550.00
10.22	Field Office	LS	1	$ 12,000.00	$ 12,000.00
10.23	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
10.24	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #10:	**$ 478,024.00**
				15% Contingencies	**$ 71,703.60**
				Total with Contingencies	**$ 549,727.60**

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Bid Schedule #11a: Taxiway A7 - Structural Overlay (HMAC)					
11.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
11.02	Installation and Removal of Silt Fence	LF	900	$ 7.50	$ 6,750.00
11.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
11.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
11.05	Mobilization	LS	1	$20,910	$ 20,910.00
11.06	Cold Mill 3" of Existing HMAC Surface Course	SY	1,935	$ 20.00	$ 38,700.00
11.07	6" HMA Surface Course	TON	675	$ 125.00	$ 84,375.00
11.08	Emulsified Asphalt Prime Coat	GAL	581	$ 3.00	$ 1,743.00
11.09	Emulsified Asphalt Tack Coat	GAL	291	$ 3.00	$ 873.00
11.10	Yellow Taxiway Marking (Reflective)	SF	390	$ 1.00	$ 390.00
11.11	Black Taxiway Marking (Non-Reflective)	SF	572	$ 0.75	$ 429.00
11.12	Seeding	SY	2,333	$ 2.00	$ 4,666.00
11.13	Cool Weather Seeding	SY	2,333	$ 0.50	$ 1,166.50
11.14	Sodding	SY	467	$ 5.00	$ 2,335.00
11.15	Topsoiling (Obtained on Site)	CY	312	$ 10.00	$ 3,120.00
11.16	Vegatative Watering	MG	382	$ 25.00	$ 9,550.00
11.17	Field Office	LS	1	$ 12,000.00	$ 12,000.00
11.18	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
11.19	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #11a:	**$ 230,008.00**
				15% Contingencies	**$ 34,501.20**
				Total with Contingencies	**$ 264,509.20**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #11b: Taxiway A7 - Reconstruction (HMAC)					
11.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
11.02	Installation and Removal of Silt Fence	LF	900	$ 7.50	$ 6,750.00
11.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
11.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
11.05	Mobilization	LS	1	$34,610	$ 34,610.00
11.06	Aphaltic Concrete Pavement Removal	SY	1,935	$ 20.00	$ 38,700.00
11.07	Unclassified Excavation	CY	323	$ 10.00	$ 3,230.00
11.08	Undercut and Replace Unsuitable Subgrade	CY	64	$ 25.00	$ 1,600.00
11.09	8" Lime-Treated Subgrade	SY	2,559	$ 5.00	$ 12,795.00
11.10	Lime for Subgrade (8%)	TON	68	$ 175.00	$ 11,900.00
11.11	12.25" HMA Surface Course	TON	1,585	$ 125.00	$ 198,125.00
11.12	Emulsified Asphalt Prime Coat	GAL	668	$ 3.00	$ 2,004.00
11.13	Emulsified Asphalt Tack Coat	GAL	1,002	$ 3.00	$ 3,006.00
11.14	Yellow Taxiway Marking (Reflective)	SF	390	$ 1.00	$ 390.00
11.15	Black Taxiway Marking (Non-Reflective)	SF	572	$ 0.75	$ 429.00
11.16	Seeding	SY	2,333	$ 2.00	$ 4,666.00
11.17	Cool Weather Seeding	SY	2,333	$ 0.50	$ 1,166.50
11.18	Sodding	SY	467	$ 5.00	$ 2,335.00
11.19	Topsoiling (Obtained on Site)	CY	312	$ 10.00	$ 3,120.00
11.20	Vegatative Watering	MG	35	$ 25.00	$ 875.00
11.21	Field Office	LS	1	$ 12,000.00	$ 12,000.00
11.22	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
11.23	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #11b:	**$ 380,702.00**
				15% Contingencies	**$ 57,105.30**
				Total with Contingencies	**$ 437,807.30**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #12: Taxiway Bravo - Reconstruction (HMAC)					
12.01	Contractor Quality Control Program	LS	1	$ 20,000.00	$ 20,000.00
12.02	Installation and Removal of Silt Fence	LF	6,500	$ 7.50	$ 48,750.00
12.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
12.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
12.05	Mobilization	LS	1	$406,573	$ 406,573.00
12.06	Aphaltic Concrete Pavement Removal	SY	29,696	$ 20.00	$ 593,920.00
12.07	Unclassified Excavation	CY	4,950	$ 10.00	$ 49,500.00
12.08	Undercut and Replace Unsuitable Subgrade	CY	843	$ 25.00	$ 21,075.00
12.09	8" Lime-Treated Subgrade	SY	33,682	$ 5.00	$ 168,410.00
12.10	Lime for Subgrade (8%)	TON	890	$ 175.00	$ 155,750.00
12.11	12.25" HMA Surface Course	TON	22,414	$ 125.00	$ 2,801,750.00
12.12	Emulsified Asphalt Prime Coat	GAL	9,444	$ 3.00	$ 28,332.00
12.13	Emulsified Asphalt Tack Coat	GAL	14,165	$ 3.00	$ 42,495.00
12.14	Yellow Taxiway Marking (Reflective)	SF	3,987	$ 1.00	$ 3,987.00
12.15	Black Taxiway Marking (Non-Reflective)	SF	7,687	$ 0.75	$ 5,765.25
12.16	Seeding	SY	7,223	$ 2.00	$ 14,446.00
12.17	Cool Weather Seeding	SY	7,223	$ 0.50	$ 3,611.50
12.18	Sodding	SY	2,889	$ 5.00	$ 14,445.00
12.19	Topsoiling (Obtained on Site)	CY	1,124	$ 10.00	$ 11,240.00
12.20	Vegatative Watering	MG	1,290	$ 25.00	$ 32,250.00
12.21	Field Office	LS	1	$ 12,000.00	$ 12,000.00
12.22	Barricades and Markings for Pavement Closures	LS	1	$ 25,000.00	$ 25,000.00
12.23	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #12:	**$ 4,472,300.00**
				15% Contingencies	**$ 670,845.00**
				Total with Contingencies	**$ 5,143,145.00**

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Base Bid Schedule #13: Taxiway Charlie - Reconstruction (PCC)					
13.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
13.02	Installation and Removal of Silt Fence	LF	1,100	$ 7.50	$ 8,250.00
13.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
13.04	Mobilization	LS	1	$15,199	$ 15,199.00
13.05	Concrete Pavement Removal	SY	908	$ 20.00	$ 18,160.00
13.06	Unclassified Excavation	CY	101	$ 10.00	$ 1,010.00
13.07	Undercut and Replace Unsuitable Subgrade	CY	24	$ 25.00	$ 600.00
13.08	8" Lime-Treated Subgrade	SY	954	$ 5.00	$ 4,770.00
13.09	Lime for Subgrade (8%)	TON	26	$ 175.00	$ 4,550.00
13.10	6.5" Concrete Pavement	SY	908	$ 80.00	$ 72,640.00
13.11	Yellow Taxiway Marking (Reflective)	SF	236	$ 1.00	$ 236.00
13.12	Black Taxiway Marking (Non-Reflective)	SF	472	$ 0.75	$ 354.00
13.13	Sodding	SY	489	$ 5.00	$ 2,445.00
13.14	Topsoiling (Obtained on Site)	CY	55	$ 10.00	$ 550.00
13.15	Vegatative Watering	MG	37	$ 25.00	$ 925.00
13.16	Field Office	LS	1	$ 12,000.00	$ 12,000.00
13.17	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
13.18	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #13:	**$ 167,189.00**
				15% Contingencies	**$ 25,078.35**
				Total with Contingencies	**$ 192,267.35**
Base Bid Schedule #14: Taxiway Delta - Reconstruction (PCC)					
14.01	Contractor Quality Control Program	LS	1	$ 7,500.00	$ 7,500.00
14.02	Installation and Removal of Silt Fence	LF	700	$ 7.50	$ 5,250.00
14.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
14.04	Mobilization	LS	1	$23,235	$ 23,235.00
14.05	Concrete Pavement Removal	SY	1,643	$ 20.00	$ 32,860.00
14.06	Unclassified Excavation	CY	183	$ 10.00	$ 1,830.00
14.07	Undercut and Replace Unsuitable Subgrade	CY	44	$ 25.00	$ 1,100.00
14.08	8" Lime-Treated Subgrade	SY	1,726	$ 5.00	$ 8,630.00
14.09	Lime for Subgrade (8%)	TON	46	$ 175.00	$ 8,050.00
14.10	6.5" Concrete Pavement	SY	1,643	$ 80.00	$ 131,440.00
14.11	Yellow Taxiway Marking (Reflective)	SF	267	$ 1.00	$ 267.00
14.12	Black Taxiway Marking (Non-Reflective)	SF	545	$ 0.75	$ 408.75
14.13	Sodding	SY	312	$ 5.00	$ 1,560.00
14.14	Topsoiling (Obtained on Site)	CY	35	$ 10.00	$ 350.00
14.15	Vegatative Watering	MG	24	$ 25.00	$ 600.00
14.16	Field Office	LS	1	$ 12,000.00	$ 12,000.00
14.17	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
14.18	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #14:	**$ 255,581.00**
				15% Contingencies	**$ 38,337.15**
				Total with Contingencies	**$ 293,918.15**

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Base Bid Schedule #15: Taxiway Echo - Reconstruction (PCC)					
15.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
15.02	Installation and Removal of Silt Fence	LF	400	$ 7.50	$ 3,000.00
15.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
15.04	Mobilization	LS	1	$9,255	$ 9,255.00
15.05	Concrete Pavement Removal	SY	450	$ 20.00	$ 9,000.00
15.06	Unclassified Excavation	CY	50	$ 10.00	$ 500.00
15.07	Undercut and Replace Unsuitable Subgrade	CY	12	$ 25.00	$ 300.00
15.08	8" Lime-Treated Subgrade	SY	473	$ 5.00	$ 2,365.00
15.09	Lime for Subgrade (8%)	TON	13	$ 175.00	$ 2,275.00
15.10	6.5" Concrete Pavement	SY	450	$ 80.00	$ 36,000.00
15.11	Yellow Taxiway Marking (Reflective)	SF	100	$ 1.00	$ 100.00
15.12	Black Taxiway Marking (Non-Reflective)	SF	200	$ 0.75	$ 150.00
15.13	Sodding	SY	169	$ 5.00	$ 845.00
15.14	Topsoiling (Obtained on Site)	CY	19	$ 10.00	$ 190.00
15.15	Vegatative Watering	MG	13	$ 25.00	$ 325.00
15.16	Field Office	LS	1	$ 12,000.00	$ 12,000.00
15.17	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
15.18	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #15:	**$ 101,805.00**
				15% Contingencies	**$ 15,270.75**
				Total with Contingencies	**$ 117,075.75**
Bid Schedule #16a: Taxiway Foxtrot, Main 1, Main - 2 PCC Panel Replacement					
16.01	Mobilization and Barricades	LS	1	$3,000	$ 3,000.00
16.02	PCC Panel Replacement	LS	1	$ 30,000.00	$ 30,000.00
				Subtotal of Bid Schedule #16a:	**$ 33,000.00**
				15% Contingencies	**$ 4,950.00**
				Total with Contingencies	**$ 37,950.00**
Bid Schedule #16b: Taxiway Foxtrot, Main 1, Main 2 - Reconstruction (PCC)					
16.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
16.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
16.03	Mobilization	LS	1	$51,009	$ 51,009.00
16.04	Concrete Pavement Removal	SY	3,302	$ 20.00	$ 66,040.00
16.05	Unclassified Excavation	CY	367	$ 10.00	$ 3,670.00
16.06	Undercut and Replace Unsuitable Subgrade	CY	83	$ 25.00	$ 2,075.00
16.07	8" Lime-Treated Subgrade	SY	3,302	$ 5.00	$ 16,510.00
16.08	Lime for Subgrade (8%)	TON	88	$ 175.00	$ 15,400.00
16.09	11.5" Concrete Pavement	SY	3,302	$ 110.00	$ 363,220.00
16.10	Yellow Taxiway Marking (Reflective)	SF	269	$ 1.00	$ 269.00
16.11	Black Taxiway Marking (Non-Reflective)	SF	537	$ 0.75	$ 402.75
16.12	Field Office	LS	1	$ 12,000.00	$ 12,000.00
16.13	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
16.14	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #16b:	**$ 561,096.00**
				15% Contingencies	**$ 84,164.40**
				Total with Contingencies	**$ 645,260.40**

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Bid Schedule #17: Taxiway Hotel - Reconstruction (HMAC)					
17.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
17.02	Installation and Removal of Silt Fence	LF	200	$ 7.50	$ 1,500.00
17.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
17.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
17.05	Mobilization	LS	1	$40,015	$ 40,015.00
17.06	Aphaltic Concrete Pavement Removal	SY	2,810	$ 20.00	$ 56,200.00
17.07	Unclassified Excavation	CY	469	$ 10.00	$ 4,690.00
17.08	Undercut and Replace Unsuitable Subgrade	CY	74	$ 25.00	$ 1,850.00
17.09	8" Lime-Treated Subgrade	SY	2,951	$ 5.00	$ 14,755.00
17.10	Lime for Subgrade (8%)	TON	78	$ 175.00	$ 13,650.00
17.11	12.25" HMA Surface Course	TON	2,001	$ 125.00	$ 250,125.00
17.12	Emulsified Asphalt Prime Coat	GAL	843	$ 3.00	$ 2,529.00
17.13	Emulsified Asphalt Tack Coat	GAL	1,265	$ 3.00	$ 3,795.00
17.14	Yellow Taxiway Marking (Reflective)	SF	400	$ 1.00	$ 400.00
17.15	Black Taxiway Marking (Non-Reflective)	SF	800	$ 0.75	$ 600.00
17.16	Seeding	SY	445	$ 2.00	$ 890.00
17.17	Cool Weather Seeding	SY	445	$ 0.50	$ 222.50
17.18	Sodding	SY	223	$ 5.00	$ 1,115.00
17.19	Topsoiling (Obtained on Site)	CY	75	$ 10.00	$ 750.00
17.20	Vegatative Watering	MG	83	$ 25.00	$ 2,075.00
17.21	Field Office	LS	1	$ 12,000.00	$ 12,000.00
17.22	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
17.23	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #17:	**$ 440,162.00**
				15% Contingencies	**$ 66,024.30**
				Total with Contingencies	**$ 506,186.30**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #18: Taxiway Juliet - Reconstruction (HMAC)					
18.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
18.02	Installation and Removal of Silt Fence	LF	200	$ 7.50	$ 1,500.00
18.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
18.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
18.05	Mobilization	LS	1	$42,007	$ 42,007.00
18.06	Aphaltic Concrete Pavement Removal	SY	2,969	$ 20.00	$ 59,380.00
18.07	Unclassified Excavation	CY	495	$ 10.00	$ 4,950.00
18.08	Undercut and Replace Unsuitable Subgrade	CY	78	$ 25.00	$ 1,950.00
18.09	8" Lime-Treated Subgrade	SY	3,118	$ 5.00	$ 15,590.00
18.10	Lime for Subgrade (8%)	TON	83	$ 175.00	$ 14,525.00
18.11	12.25" HMA Surface Course	TON	2,115	$ 125.00	$ 264,375.00
18.12	Emulsified Asphalt Prime Coat	GAL	891	$ 3.00	$ 2,673.00
18.13	Emulsified Asphalt Tack Coat	GAL	1,337	$ 3.00	$ 4,011.00
18.14	Yellow Taxiway Marking (Reflective)	SF	423	$ 1.00	$ 423.00
18.15	Black Taxiway Marking (Non-Reflective)	SF	845	$ 0.75	$ 633.75
18.16	Seeding	SY	445	$ 2.00	$ 890.00
18.17	Cool Weather Seeding	SY	445	$ 0.50	$ 222.50
18.18	Sodding	SY	223	$ 5.00	$ 1,115.00
18.19	Topsoiling (Obtained on Site)	CY	75	$ 10.00	$ 750.00
18.20	Vegatative Watering	MG	83	$ 25.00	$ 2,075.00
18.21	Field Office	LS	1	$ 12,000.00	$ 12,000.00
18.22	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
18.23	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #18:	**$ 462,071.00**
				15% Contingencies	**$ 69,310.65**
				Total with Contingencies	**$ 531,381.65**

Bid Schedule #19: Taxiway Kilo - Reconstruction (PCC)					
19.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
19.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
19.03	Mobilization	LS	1	$45,410	$ 45,410.00
19.04	Concrete Pavement Removal	SY	3,743	$ 20.00	$ 74,860.00
19.05	Unclassified Excavation	CY	416	$ 10.00	$ 4,160.00
19.06	Undercut and Replace Unsuitable Subgrade	CY	94	$ 25.00	$ 2,350.00
19.07	8" Lime-Treated Subgrade	SY	3,743	$ 5.00	$ 18,715.00
19.08	Lime for Subgrade (8%)	TON	99	$ 175.00	$ 17,325.00
19.09	6.5" Concrete Pavement	SY	3,743	$ 80.00	$ 299,440.00
19.10	Yellow Taxiway Marking (Reflective)	SF	700	$ 1.00	$ 700.00
19.11	Black Taxiway Marking (Non-Reflective)	SF	1,400	$ 0.75	$ 1,050.00
19.12	Field Office	LS	1	$ 10,000.00	$ 10,000.00
19.13	Barricades and Markings for Pavement Closures	LS	1	$ 5,000.00	$ 5,000.00
19.14	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #19:	**$ 499,510.00**
				15% Contingencies	**$ 74,926.50**
				Total with Contingencies	**$ 574,436.50**

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Bid Schedule #20: Taxiway Mike - Reconstruction (PCC)					
20.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
20.02	Installation and Removal of Silt Fence	LF	800	$ 7.50	$ 6,000.00
20.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
20.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
20.05	Mobilization	LS	1	$21,826	$ 21,826.00
20.06	Concrete Pavement Removal	SY	1,435	$ 20.00	$ 28,700.00
20.07	Unclassified Excavation	CY	160	$ 10.00	$ 1,600.00
20.08	Undercut and Replace Unsuitable Subgrade	CY	38	$ 25.00	$ 950.00
20.09	8" Lime-Treated Subgrade	SY	1,507	$ 5.00	$ 7,535.00
20.10	Lime for Subgrade (8%)	TON	40	$ 175.00	$ 7,000.00
20.11	6.5" Concrete Pavement	SY	1,435	$ 80.00	$ 114,800.00
20.12	Yellow Taxiway Marking (Reflective)	SF	225	$ 1.00	$ 225.00
20.13	Black Taxiway Marking (Non-Reflective)	SF	450	$ 0.75	$ 337.50
20.14	Seeding	SY	445	$ 2.00	$ 890.00
20.15	Cool Weather Seeding	SY	445	$ 0.50	$ 222.50
20.16	Sodding	SY	356	$ 5.00	$ 1,780.00
20.17	Topsoiling (Obtained on Site)	CY	89	$ 10.00	$ 890.00
20.18	Vegatative Watering	MG	93	$ 25.00	$ 2,325.00
20.19	Field Office	LS	1	$ 12,000.00	$ 12,000.00
20.20	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
20.21	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #20:	**$ 240,081.00**
				15% Contingencies	**$ 36,012.15**
				Total with Contingencies	**$ 276,093.15**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #21: Taxiway November - Reconstruction (PCC)					
21.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
21.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
21.03	Mobilization	LS	1	$15,602	$ 15,602.00
21.04	Concrete Pavement Removal	SY	1,065	$ 20.00	$ 21,300.00
21.05	Unclassified Excavation	CY	119	$ 10.00	$ 1,190.00
21.06	Undercut and Replace Unsuitable Subgrade	CY	27	$ 25.00	$ 675.00
21.07	8" Lime-Treated Subgrade	SY	1,065	$ 5.00	$ 5,325.00
21.08	Lime for Subgrade (8%)	TON	29	$ 175.00	$ 5,075.00
21.09	6.5" Concrete Pavement	SY	1,065	$ 80.00	$ 85,200.00
21.10	Yellow Taxiway Marking (Reflective)	SF	700	$ 1.00	$ 700.00
21.11	Black Taxiway Marking (Non-Reflective)	SF	1,400	$ 0.75	$ 1,050.00
21.12	Field Office	LS	1	$ 10,000.00	$ 10,000.00
21.13	Barricades and Markings for Pavement Closures	LS	1	$ 5,000.00	$ 5,000.00
21.14	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #21:	**$ 171,617.00**
				15% Contingencies	**$ 25,742.55**
				Total with Contingencies	**$ 197,359.55**

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #22: Taxiway Oscar - Reconstruction (PCC)					
22.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
22.02	Installation and Removal of Silt Fence	LF	150	$ 7.50	$ 1,125.00
22.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
22.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
22.05	Mobilization	LS	1	$14,287	$ 14,287.00
22.06	Concrete Pavement Removal	SY	850	$ 20.00	$ 17,000.00
22.07	Unclassified Excavation	CY	95	$ 10.00	$ 950.00
22.08	Undercut and Replace Unsuitable Subgrade	CY	23	$ 25.00	$ 575.00
22.09	8" Lime-Treated Subgrade	SY	893	$ 5.00	$ 4,465.00
22.10	Lime for Subgrade (8%)	TON	24	$ 175.00	$ 4,200.00
22.11	6.5" Concrete Pavement	SY	850	$ 80.00	$ 68,000.00
22.12	Yellow Taxiway Marking (Reflective)	SF	155	$ 1.00	$ 155.00
22.13	Black Taxiway Marking (Non-Reflective)	SF	310	$ 0.75	$ 232.50
22.14	Seeding	SY	84	$ 2.00	$ 168.00
22.15	Cool Weather Seeding	SY	84	$ 0.50	$ 42.00
22.16	Sodding	SY	67	$ 5.00	$ 335.00
22.17	Topsoiling (Obtained on Site)	CY	17	$ 10.00	$ 170.00
22.18	Vegatative Watering	MG	18	$ 25.00	$ 450.00
22.19	Field Office	LS	1	$ 12,000.00	$ 12,000.00
22.20	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
22.21	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #22:	**$ 157,155.00**
				15% Contingencies	**$ 23,573.25**
				Total with Contingencies	**$ 180,728.25**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #23: Apron East of Bravo South - Reconstruction (HMAC)					
23.01	Contractor Quality Control Program	LS	1	$ 20,000.00	$ 20,000.00
23.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
23.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
23.04	Mobilization	LS	1	$175,370	$ 175,370.00
23.05	Aphaltic Concrete Pavement Removal	SY	18,320	$ 20.00	$ 366,400.00
23.06	Unclassified Excavation	CY	3,054	$ 10.00	$ 30,540.00
23.07	Undercut and Replace Unsuitable Subgrade	CY	458	$ 25.00	$ 11,450.00
23.08	8" Lime-Treated Subgrade	SY	18,320	$ 5.00	$ 91,600.00
23.09	Lime for Subgrade (8%)	TON	484	$ 175.00	$ 84,700.00
23.10	8" HMA Surface Course	TON	8,519	$ 125.00	$ 1,064,875.00
23.11	Emulsified Asphalt Prime Coat	GAL	5,496	$ 3.00	$ 16,488.00
23.12	Emulsified Asphalt Tack Coat	GAL	5,496	$ 3.00	$ 16,488.00
23.13	Yellow Taxiway Marking (Reflective)	SF	1,103	$ 1.00	$ 1,103.00
23.14	Black Taxiway Marking (Non-Reflective)	SF	2,350	$ 0.75	$ 1,762.50
23.15	Sodding	SY	1,036	$ 5.00	$ 5,180.00
23.16	Topsoiling (Obtained on Site)	CY	116	$ 10.00	$ 1,160.00
23.17	Vegatative Watering	MG	78	$ 25.00	$ 1,950.00
23.18	Field Office	LS	1	$ 12,000.00	$ 12,000.00
23.19	Barricades and Markings for Pavement Closures	LS	1	$ 15,000.00	$ 15,000.00
23.20	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #23:	**$ 1,929,067.00**
				15% Contingencies	**$ 289,360.05**
				Total with Contingencies	**$ 2,218,427.05**

Bid Schedule #24: Apron East of Bravo North - 2" HMAC Mill and Overlay					
24.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
24.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
24.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
24.04	Mobilization	LS	1	$36,289	$ 36,289.00
24.05	Aphaltic Concrete Pavement Removal	SY	8,910	$ 20.00	$ 178,200.00
24.06	2" HMA Surface Course	TON	1,036	$ 125.00	$ 129,500.00
24.07	Emulsified Asphalt Prime Coat	GAL	2,673	$ 3.00	$ 8,019.00
24.08	Yellow Taxiway Marking (Reflective)	SF	1,081	$ 1.00	$ 1,081.00
24.09	Black Taxiway Marking (Non-Reflective)	SF	450	$ 0.75	$ 337.50
24.10	Field Office	LS	1	$ 7,500.00	$ 7,500.00
24.11	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
24.12	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
24.13	Aircraft Tiedown Anchors	EA	21	$ 250.00	$ 5,250.00
				Subtotal of Bid Schedule #24:	**$ 399,177.00**
				15% Contingencies	**$ 59,876.55**
				Total with Contingencies	**$ 459,053.55**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #25: Terminal Apron - 2" HMAC Mill and Overlay					
25.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
25.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
25.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
25.04	Mobilization	LS	1	$31,552	$ 31,552.00
25.05	Cold Mill 2" of Existing HMAC Surface Course	SY	8,700	$ 15.00	$ 130,500.00
25.06	2" HMA Surface Course	TON	1,012	$ 125.00	$ 126,500.00
25.07	Emulsified Asphalt Prime Coat	GAL	2,610	$ 3.00	$ 7,830.00
25.08	Yellow Taxiway Marking (Reflective)	SF	75	$ 1.00	$ 75.00
25.09	Black Taxiway Marking (Non-Reflective)	SF	150	$ 0.75	$ 112.50
25.10	Field Office	LS	1	$ 7,500.00	$ 7,500.00
25.11	Barricades and Markings for Pavement Closures	LS	1	$ 20,000.00	$ 20,000.00
25.12	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #25:	**$ 347,070.00**
				15% Contingencies	**$ 52,060.50**
				Total with Contingencies	**$ 399,130.50**

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #26: FBO Apron - Reconstruction (HMAC)					
26.01	Contractor Quality Control Program	LS	1	$ 15,000.00	$ 15,000.00
26.02	Installation and Removal of Silt Fence	LF	200	$ 7.50	$ 1,500.00
26.03	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
26.04	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
26.05	Mobilization	LS	1	$52,655	$ 52,655.00
26.06	Aphaltic Concrete Pavement Removal	SY	3,810	$ 20.00	$ 76,200.00
26.07	Unclassified Excavation	CY	635	$ 10.00	$ 6,350.00
26.08	Undercut and Replace Unsuitable Subgrade	CY	96	$ 25.00	$ 2,400.00
26.09	8" Lime-Treated Subgrade	SY	3,810	$ 5.00	$ 19,050.00
26.10	Lime for Subgrade (8%)	TON	101	$ 175.00	$ 17,675.00
26.11	12.25" HMA Surface Course	TON	2,713	$ 125.00	$ 339,125.00
26.12	Emulsified Asphalt Prime Coat	GAL	1,143	$ 3.00	$ 3,429.00
26.13	Emulsified Asphalt Tack Coat	GAL	1,715	$ 3.00	$ 5,145.00
26.14	Yellow Taxiway Marking (Reflective)	SF	225	$ 1.00	$ 225.00
26.15	Black Taxiway Marking (Non-Reflective)	SF	525	$ 0.75	$ 393.75
26.16	Seeding	SY	445	$ 2.00	$ 890.00
26.17	Cool Weather Seeding	SY	445	$ 0.50	$ 222.50
26.18	Sodding	SY	223	$ 5.00	$ 1,115.00
26.19	Topsoiling (Obtained on Site)	CY	75	$ 10.00	$ 750.00
26.20	Vegatative Watering	MG	83	$ 25.00	$ 2,075.00
26.21	Field Office	LS	1	$ 12,000.00	$ 12,000.00
26.22	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
26.23	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #26:	**$ 579,201.00**
				15% Contingencies	**$ 86,880.15**
				Total with Contingencies	**$ 666,081.15**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #27: Fuel Area Self Serve - Routine PCC Maintenance/Patching/Panel Replacement					
27.01	Mobilization and Barricades	LS	1	$2,000	$ 2,000.00
27.02	Routine Maintenance/Patching	LS	1	$ 20,000.00	$ 20,000.00
				Subtotal of Bid Schedule #27:	**$ 22,000.00**
				15% Contingencies	**$ 3,300.00**
				Total with Contingencies	**$ 25,300.00**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal

Medium Term (5-10 Years)

Bid Schedule #28: Taxiway A1 - 2" HMAC Mill and Overlay

28.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
28.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
28.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
28.04	Mobilization	LS	1	$15,964	$ 15,964.00
28.05	Cold Mill 2" of Existing HMAC Surface Course	SY	1,765	$ 15.00	$ 26,475.00
28.06	2" HMA Surface Course	TON	206	$ 125.00	$ 25,750.00
28.07	Emulsified Asphalt Prime Coat	GAL	530	$ 3.00	$ 1,590.00
28.08	Yellow Taxiway Marking (Reflective)	SF	390	$ 1.00	$ 390.00
28.09	Black Taxiway Marking (Non-Reflective)	SF	572	$ 0.75	$ 429.00
28.10	Field Office	LS	1	$ 12,000.00	$ 12,000.00
28.11	Barricades and Markings for Pavement Closures	LS	1	$ 25,000.00	$ 25,000.00
28.12	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
28.13	Relocated Runway Threshold	LS	1	$ 30,000.00	$ 30,000.00
28.14	Runway Closure	LS	1	$ 15,000.00	$ 15,000.00
				Subtotal of Bid Schedule #28:	**$ 175,598.00**
				15% Contingencies	**$ 26,339.70**
				Total with Contingencies	**$ 201,937.70**

Bid Schedule #29: Taxiway A5 East of Alpha - 2" HMAC Mill and Overlay

29.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
29.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
29.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
29.04	Mobilization	LS	1	$8,659	$ 8,659.00
29.05	Aphaltic Concrete Pavement Removal	SY	1,285	$ 20.00	$ 25,700.00
29.06	2" HMA Surface Course	TON	150	$ 125.00	$ 18,750.00
29.07	Emulsified Asphalt Prime Coat	GAL	386	$ 3.00	$ 1,158.00
29.08	Yellow Taxiway Marking (Reflective)	SF	189	$ 1.00	$ 189.00
29.09	Black Taxiway Marking (Non-Reflective)	SF	378	$ 0.75	$ 283.50
29.10	Field Office	LS	1	$ 7,500.00	$ 7,500.00
29.11	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
29.12	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #29:	**$ 95,240.00**
				15% Contingencies	**$ 14,286.00**
				Total with Contingencies	**$ 109,526.00**

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Bid Schedule #30: Taxiway Golf HMAC - 2" HMAC Mill and Overlay					
30.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
30.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
30.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
30.04	Mobilization	LS	1	$23,765	$ 23,765.00
30.05	Cold Mill 2" of Existing HMAC Surface Course	SY	6,165	$ 15.00	$ 92,475.00
30.06	2" HMA Surface Course	TON	717	$ 125.00	$ 89,625.00
30.07	Emulsified Asphalt Prime Coat	GAL	1,850	$ 3.00	$ 5,550.00
30.08	Field Office	LS	1	$ 12,000.00	$ 12,000.00
30.09	Barricades and Markings for Pavement Closures	LS	1	$ 15,000.00	$ 15,000.00
30.10	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #30:	**$ 261,415.00**
				15% Contingencies	**$ 39,212.25**
				Total with Contingencies	**$ 300,627.25**
Bid Schedule #31: Apron North of Terminal - 2" HMAC Mill and Overlay					
31.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
31.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
31.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
31.04	Mobilization	LS	1	$18,396	$ 18,396.00
31.05	Cold Mill 2" of Existing HMAC Surface Course	SY	4,400	$ 15.00	$ 66,000.00
31.06	2" HMA Surface Course	TON	512	$ 125.00	$ 64,000.00
31.07	Emulsified Asphalt Prime Coat	GAL	1,320	$ 3.00	$ 3,960.00
31.08	Field Office	LS	1	$ 12,000.00	$ 12,000.00
31.09	Barricades and Markings for Pavement Closures	LS	1	$ 15,000.00	$ 15,000.00
31.10	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #31:	**$ 202,356.00**
				15% Contingencies	**$ 30,353.40**
				Total with Contingencies	**$ 232,709.40**
Bid Schedule #32: East Ramp - PCC Panel Replacement					
32.01	Mobilization and Barricades	LS	1	$3,500	$ 3,500.00
32.02	PCC Panel Replacement	LS	1	$ 35,000.00	$ 35,000.00
				Subtotal of Bid Schedule #32:	**$ 38,500.00**
				15% Contingencies	**$ 5,775.00**
				Total with Contingencies	**$ 44,275.00**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Long Term (10-20 Years)					
Bid Schedule #33a: Taxiway Quebec PCC Panel Replacement					
33.01	Mobilization and Barricades	LS	1	$3,500	$ 3,500.00
33.02	PCC Panel Replacement	LS	1	$ 35,000.00	$ 35,000.00
				Subtotal of Bid Schedule #33a:	**$ 38,500.00**
				15% Contingencies	**$ 5,775.00**
				Total with Contingencies	**$ 44,275.00**

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Bid Schedule #33b: Taxiway Quebec - Reconstruction (PCC)					
33.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
33.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
33.03	Mobilization	LS	1	$15,602	$ 15,602.00
33.04	Concrete Pavement Removal	SY	1,065	$ 20.00	$ 21,300.00
33.05	Unclassified Excavation	CY	119	$ 10.00	$ 1,190.00
33.06	Undercut and Replace Unsuitable Subgrade	CY	27	$ 25.00	$ 675.00
33.07	8" Lime-Treated Subgrade	SY	1,065	$ 5.00	$ 5,325.00
33.08	Lime for Subgrade (8%)	TON	29	$ 175.00	$ 5,075.00
33.09	6.5" Concrete Pavement	SY	1,065	$ 80.00	$ 85,200.00
33.10	Yellow Taxiway Marking (Reflective)	SF	700	$ 1.00	$ 700.00
33.11	Black Taxiway Marking (Non-Reflective)	SF	1,400	$ 0.75	$ 1,050.00
33.12	Field Office	LS	1	$ 10,000.00	$ 10,000.00
33.13	Barricades and Markings for Pavement Closures	LS	1	$ 5,000.00	$ 5,000.00
				Subtotal of Bid Schedule #33b:	**$ 171,617.00**
				15% Contingencies	**$ 25,742.55**
				Total with Contingencies	**$ 197,359.55**
Bid Schedule #34: Arpon East of Bravo North - Reconstruction (HMAC)					
34.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
34.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
34.03	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$ 2,500.00	$ 2,500.00
34.04	Mobilization	LS	1	$114,621	$ 114,621.00
34.05	Aphaltic Concrete Pavement Removal	SY	8,910	$ 20.00	$ 178,200.00
34.06	Unclassified Excavation	CY	1,485	$ 10.00	$ 14,850.00
34.07	Undercut and Replace Unsuitable Subgrade	CY	223	$ 25.00	$ 5,575.00
34.08	8" Lime-Treated Subgrade	SY	8,910	$ 5.00	$ 44,550.00
34.09	Lime for Subgrade (8%)	TON	236	$ 175.00	$ 41,300.00
34.10	12.25" HMA Surface Course	TON	6,345	$ 125.00	$ 793,125.00
34.11	Emulsified Asphalt Prime Coat	GAL	2,673	$ 3.00	$ 8,019.00
34.12	Emulsified Asphalt Tack Coat	GAL	4,010	$ 3.00	$ 12,030.00
34.13	Yellow Taxiway Marking (Reflective)	SF	1,081	$ 1.00	$ 1,081.00
34.14	Black Taxiway Marking (Non-Reflective)	SF	450	$ 0.75	$ 337.50
34.15	Sodding	SY	223	$ 5.00	$ 1,115.00
34.16	Topsoiling (Obtained on Site)	CY	25	$ 10.00	$ 250.00
34.17	Vegatative Watering	MG	1	$ 25.00	$ 25.00
34.18	Field Office	LS	1	$ 7,500.00	$ 7,500.00
34.19	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
34.20	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
34.21	Aircraft Tiedown Anchors	EA	21	$ 250.00	$ 5,250.00
				Subtotal of Bid Schedule #34:	**$ 1,260,829.00**
				15% Contingencies	**$ 189,124.35**
				Total with Contingencies	**$ 1,449,953.35**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #35a: Apron North of Terminal - PCC Panel Replacement					
35.01	Mobilization and Barricades	LS	1	$3,000	$ 3,000.00
35.02	PCC Panel Replacement	LS	1	$ 30,000.00	$ 30,000.00
				Subtotal of Bid Schedule #35a:	**$ 33,000.00**
				15% Contingencies	**$ 4,950.00**
				Total with Contingencies	**$ 37,950.00**
Bid Schedule #35b: Apron North of Terminal - Reconstruction (PCC)					
35.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
35.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
35.03	Mobilization	LS	1	$126,080	$ 126,080.00
35.04	Concrete Pavement Removal	SY	8,655	$ 20.00	$ 173,100.00
35.05	Unclassified Excavation	CY	962	$ 10.00	$ 9,620.00
35.06	Undercut and Replace Unsuitable Subgrade	CY	217	$ 25.00	$ 5,425.00
35.07	8" Lime-Treated Subgrade	SY	8,655	$ 5.00	$ 43,275.00
35.08	Lime for Subgrade (8%)	TON	229	$ 175.00	$ 40,075.00
35.09	11.5" Concrete Pavement	SY	8,655	$ 110.00	$ 952,050.00
35.10	Yellow Taxiway Marking (Reflective)	SF	700	$ 1.00	$ 700.00
35.11	Black Taxiway Marking (Non-Reflective)	SF	1,400	$ 0.75	$ 1,050.00
35.12	Field Office	LS	1	$ 10,000.00	$ 10,000.00
35.13	Barricades and Markings for Pavement Closures	LS	1	$ 5,000.00	$ 5,000.00
				Subtotal of Bid Schedule #35b:	**$ 1,386,875.00**
				15% Contingencies	**$ 208,031.25**
				Total with Contingencies	**$ 1,594,906.25**
Bid Schedule #36a: Apron East of Bravo South - PCC Panel Replacement					
36.01	Mobilization and Barricades	LS	1	$2,000	$ 2,000.00
36.02	PCC Panel Replacement	LS	1	$ 20,000.00	$ 20,000.00
				Subtotal of Bid Schedule #36a:	**$ 22,000.00**
				15% Contingencies	**$ 3,300.00**
				Total with Contingencies	**$ 25,300.00**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #36b: Apron East of Bravo South - Reconstruction (PCC)					
36.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
36.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
36.03	Mobilization	LS	1	$79,695	$ 79,695.00
36.04	Concrete Pavement Removal	SY	5,374	$ 20.00	$ 107,480.00
36.05	Unclassified Excavation	CY	598	$ 10.00	$ 5,980.00
36.06	Undercut and Replace Unsuitable Subgrade	CY	135	$ 25.00	$ 3,375.00
36.07	8" Lime-Treated Subgrade	SY	5,374	$ 5.00	$ 26,870.00
36.08	Lime for Subgrade (8%)	TON	142	$ 175.00	$ 24,850.00
36.09	11.5" Concrete Pavement	SY	5,374	$ 110.00	$ 591,140.00
36.10	Yellow Taxiway Marking (Reflective)	SF	700	$ 1.00	$ 700.00
36.11	Black Taxiway Marking (Non-Reflective)	SF	1,400	$ 0.75	$ 1,050.00
36.12	Field Office	LS	1	$ 10,000.00	$ 10,000.00
36.13	Barricades and Markings for Pavement Closures	LS	1	$ 5,000.00	$ 5,000.00
				Subtotal of Bid Schedule #36b:	**$ 876,640.00**
				15% Contingencies	**$ 131,496.00**
				Total with Contingencies	**$ 1,008,136.00**
Bid Schedule #37: East Ramp - Reconstruction (PCC)					
37.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
37.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
37.03	Mobilization	LS	1	$66,395	$ 66,395.00
37.04	Concrete Pavement Removal	SY	5,627	$ 20.00	$ 112,540.00
37.05	Unclassified Excavation	CY	626	$ 10.00	$ 6,260.00
37.06	Undercut and Replace Unsuitable Subgrade	CY	141	$ 25.00	$ 3,525.00
37.07	8" Lime-Treated Subgrade	SY	5,627	$ 5.00	$ 28,135.00
37.08	Lime for Subgrade (8%)	TON	149	$ 175.00	$ 26,075.00
37.09	6.5" Concrete Pavement	SY	5,627	$ 80.00	$ 450,160.00
37.10	Yellow Taxiway Marking (Reflective)	SF	700	$ 1.00	$ 700.00
37.11	Black Taxiway Marking (Non-Reflective)	SF	1,400	$ 0.75	$ 1,050.00
37.12	Field Office	LS	1	$ 10,000.00	$ 10,000.00
37.13	Barricades and Markings for Pavement Closures	LS	1	$ 5,000.00	$ 5,000.00
				Subtotal of Bid Schedule #37:	**$ 730,340.00**
				15% Contingencies	**$ 109,551.00**
				Total with Contingencies	**$ 839,891.00**
Bid Schedule #38a: Quebec Hangar Apron - PCC Panel Replacement					
38.01	Mobilization and Barricades	LS	1	$4,500	$ 4,500.00
38.02	PCC Panel Replacement	LS	1	$ 45,000.00	$ 45,000.00
				Subtotal of Bid Schedule #38a:	**$ 49,500.00**
				15% Contingencies	**$ 7,425.00**
				Total with Contingencies	**$ 56,925.00**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #38b: Quebec Hangar Apron - Reconstruction (PCC)					
38.01	Contractor Quality Control Program	LS	1	$ 10,000.00	$ 10,000.00
38.02	Rock Construction Exit	EA	1	$ 7,500.00	$ 7,500.00
38.03	Mobilization	LS	1	$79,695	$ 79,695.00
38.04	Concrete Pavement Removal	SY	5,374	$ 20.00	$ 107,480.00
38.05	Unclassified Excavation	CY	598	$ 10.00	$ 5,980.00
38.06	Undercut and Replace Unsuitable Subgrade	CY	135	$ 25.00	$ 3,375.00
38.07	8" Lime-Treated Subgrade	SY	5,374	$ 5.00	$ 26,870.00
38.08	Lime for Subgrade (8%)	TON	142	$ 175.00	$ 24,850.00
38.09	11.5" Concrete Pavement	SY	5,374	$ 110.00	$ 591,140.00
38.10	Yellow Taxiway Marking (Reflective)	SF	700	$ 1.00	$ 700.00
38.11	Black Taxiway Marking (Non-Reflective)	SF	1,400	$ 0.75	$ 1,050.00
38.12	Field Office	LS	1	$ 10,000.00	$ 10,000.00
38.13	Barricades and Markings for Pavement Closures	LS	1	$ 5,000.00	$ 5,000.00
				Subtotal of Bid Schedule #38b:	**$ 876,640.00**
				15% Contingencies	**$ 131,496.00**
				Total with Contingencies	**$ 1,008,136.00**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Short Term (0-5 Years)					
Bid Schedule #1: Taxiway Alpha HMAC - Crack Seal/Seal Coat					
1.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
1.02	Mobilization	LS	1	$19,216	$ 19,216.00
1.03	Crack Cleaning and Sealing	LF	32,145	$ 1.50	$ 48,217.50
1.04	Rapid Cure Seal Coat	SY	47,977	$ 2.50	$ 119,942.50
1.05	Field Office	LS	1	$ 6,000.00	$ 6,000.00
1.06	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
1.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #33a:	**$ 211,376.00**
				15% Contingencies	**$ 31,706.40**
				Total with Contingencies	**$ 243,082.40**
Bid Schedule #2: Taxiway A1 HMAC - Crack Seal/Seal Coat					
2.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
2.02	Mobilization	LS	1	$2,669	$ 2,669.00
2.03	Crack Cleaning and Sealing	LF	1,183	$ 1.50	$ 1,774.50
2.04	Rapid Cure Seal Coat	SY	1,765	$ 2.50	$ 4,412.50
2.05	Field Office	LS	1	$ 5,000.00	$ 5,000.00
2.06	Barricades and Markings for Pavement Closures	LS	1	$ 7,500.00	$ 7,500.00
2.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #33a:	**$ 29,356.00**
				15% Contingencies	**$ 4,403.40**
				Total with Contingencies	**$ 33,759.40**
Bid Schedule #3: Taxiway A7 HMAC - Crack Seal/Seal Coat					
3.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
3.02	Mobilization	LS	1	$2,729	$ 2,729.00
3.03	Crack Cleaning and Sealing	LF	1,297	$ 1.50	$ 1,945.50
3.04	Rapid Cure Seal Coat	SY	1,935	$ 2.50	$ 4,837.50
3.05	Field Office	LS	1	$ 5,000.00	$ 5,000.00
3.06	Barricades and Markings for Pavement Closures	LS	1	$ 7,500.00	$ 7,500.00
3.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #33a:	**$ 30,012.00**
				15% Contingencies	**$ 4,501.80**
				Total with Contingencies	**$ 34,513.80**
Bid Schedule #4: Taxiway Foxtrot Lead-in - Routine PCC Maintenance/Patching/Panel Replacement					
4.01	Mobilization and Barricades	LS	1	$474	$ 474.00
4.02	Routine Maintenance/Patching	SY	316	$ 15.00	$ 4,740.00
				Subtotal of Bid Schedule #31:	**$ 5,214.00**
				15% Contingencies	**$ 782.10**
				Total with Contingencies	**$ 5,996.10**

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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #5: Taxiway Golf HMAC - Crack Seal/Seal Coat					
5.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
5.02	Mobilization	LS	1	$4,566	$ 4,566.00
5.03	Crack Cleaning and Sealing	LF	4,160	$ 1.50	$ 6,240.00
5.04	Rapid Cure Seal Coat	SY	6,165	$ 2.50	$ 15,412.50
5.05	Field Office	LS	1	$ 6,000.00	$ 6,000.00
5.06	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
5.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #33a:	**$ 50,219.00**
				15% Contingencies	**$ 7,532.85**
				Total with Contingencies	**$ 57,751.85**
Bid Schedule #6: Taxiway Kilo - Routine PCC Maintenance/Patching/Panel Replacement					
6.01	Mobilization and Barricades	LS	1	$2,807	$ 2,807.00
6.02	Routine Maintenance/Patching	SY	3,742	$ 7.50	$ 28,065.00
				Subtotal of Bid Schedule #34:	**$ 30,872.00**
				15% Contingencies	**$ 4,630.80**
				Total with Contingencies	**$ 35,502.80**
Bid Schedule #7: Taxiway November - Routine PCC Maintenance/Patching/Panel Replacement					
7.01	Mobilization and Barricades	LS	1	$798	$ 798.00
7.02	Routine Maintenance/Patching	SY	1,064	$ 7.50	$ 7,980.00
				Subtotal of Bid Schedule #25:	**$ 8,778.00**
				15% Contingencies	**$ 1,316.70**
				Total with Contingencies	**$ 10,094.70**
Bid Schedule #8: Taxiway Quebec - Routine PCC Maintenance/Patching/Panel Replacement					
8.01	Mobilization and Barricades	LS	1	$3,312	$ 3,312.00
8.02	Routine Maintenance/Patching	SY	4,415	$ 7.50	$ 33,112.50
				Subtotal of Bid Schedule #38:	**$ 36,425.00**
				15% Contingencies	**$ 5,463.75**
				Total with Contingencies	**$ 41,888.75**
Bid Schedule #9: Arpon North of Terminal HMAC - Crack Seal/Seal Coat					
9.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
9.02	Mobilization	LS	1	$5,807	$ 5,807.00
9.03	Crack Cleaning and Sealing	LF	3,020	$ 1.50	$ 4,530.00
9.04	Rapid Cure Seal Coat	SY	4,220	$ 7.00	$ 29,540.00
9.05	Field Office	LS	1	$ 6,000.00	$ 6,000.00
9.06	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
9.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #26a:	**$ 63,877.00**
				15% Contingencies	**$ 9,581.55**
				Total with Contingencies	**$ 73,458.55**

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Maintenance Recommencations
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Opinion of Probable Construction Costs
June 3, 2021

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #10: Apron North of Terminal - Routine PCC Maintenance/Patching/Panel Replacement					
10.01	Mobilization and Barricades	LS	1	$6,492	$ 6,492.00
10.02	Routine Maintenance/Patching	SY	8,655	$ 7.50	$ 64,912.50
				Subtotal of Bid Schedule #39:	**$ 71,405.00**
				15% Contingencies	**$ 10,710.75**
				Total with Contingencies	**$ 82,115.75**
Bid Schedule #11: East Ramp - Routine PCC Maintenance/Patching/Panel Replacement					
11.01	Mobilization and Barricades	LS	1	$4,220	$ 4,220.00
11.02	Routine Maintenance/Patching	SY	5,626	$ 7.50	$ 42,195.00
				Subtotal of Bid Schedule #28:	**$ 46,415.00**
				15% Contingencies	**$ 6,962.25**
				Total with Contingencies	**$ 53,377.25**
Bid Schedule #12: Fuel Area_Self Serve - Routine PCC Maintenance/Patching/Panel Replacement					
12.01	Mobilization and Barricades	LS	1	$1,000	$ 1,000.00
12.02	Routine Maintenance/Patching	SY	1,055	$ 7.50	$ 7,912.50
				Subtotal of Bid Schedule #29:	**$ 8,913.00**
				15% Contingencies	**$ 1,336.95**
				Total with Contingencies	**$ 10,249.95**

*Cost Estimates based on preliminary design estimates and are subject to change

Denton Enterprise Airport
Maintenance Recommencations
Pavement Mangement Program (PMP)
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June 3, 2021

Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #13: Terminal Arpon HMAC - Crack Seal/Seal Coat					
13.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
13.02	Mobilization	LS	1	$9,343	$ 9,343.00
13.03	Crack Cleaning and Sealing	LF	5,811	$ 1.50	$ 8,716.50
13.04	Rapid Cure Seal Coat	SY	8,673	$ 7.00	$ 60,711.00
13.05	Field Office	LS	1	$ 6,000.00	$ 6,000.00
13.06	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
13.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #26a:	**$ 102,771.00**
				15% Contingencies	**$ 15,415.65**
				Total with Contingencies	**$ 118,186.65**
Bid Schedule #14: Quebec Hangar Apron 3A - Routine PCC Maintenance/Patching/Panel Replacement					
14.01	Mobilization and Barricades	LS	1	$1,125	$ 1,125.00
14.02	Routine Maintenance/Patching	SY	1,500	$ 7.50	$ 11,250.00
				Subtotal of Bid Schedule #41:	**$ 12,375.00**
				15% Contingencies	**$ 1,856.25**
				Total with Contingencies	**$ 14,231.25**

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Denton Enterprise Airport
Maintenance Recommencations
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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Medium Term (5-10 Years)					
Bid Schedule #15: Runway 18R-36L HMAC - Crack Seal/Seal Coat					
15.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
15.02	Mobilization	LS	1	$17,011	$ 17,011.00
15.03	Crack Cleaning and Sealing	LF	27,928	$ 1.50	$ 41,892.00
15.04	Rapid Cure Seal Coat	SY	41,684	$ 2.50	$ 104,210.00
15.05	Field Office	LS	1	$ 6,000.00	$ 6,000.00
15.06	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
15.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #26a:	**$ 187,113.00**
				15% Contingencies	**$ 28,066.95**
				Total with Contingencies	**$ 215,179.95**
Bid Schedule #16: Taxiway A2 West HMAC - Crack Seal/Seal Coat					
16.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
16.02	Mobilization	LS	1	$3,614	$ 3,614.00
16.03	Crack Cleaning and Sealing	LF	2,319	$ 1.50	$ 3,478.50
16.04	Rapid Cure Seal Coat	SY	3,461	$ 2.50	$ 8,652.50
16.05	Field Office	LS	1	$ 6,000.00	$ 6,000.00
16.06	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
16.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #26a:	**$ 39,745.00**
				15% Contingencies	**$ 5,961.75**
				Total with Contingencies	**$ 45,706.75**
Bid Schedule #17: Taxiway A6 West HMAC - Crack Seal/Seal Coat					
17.01	Contractor Quality Control Program	LS	1	$ 5,000.00	$ 5,000.00
17.02	Mobilization	LS	1	$3,614	$ 3,614.00
17.03	Crack Cleaning and Sealing	LF	2,319	$ 1.50	$ 3,478.50
17.04	Rapid Cure Seal Coat	SY	3,461	$ 2.50	$ 8,652.50
17.05	Field Office	LS	1	$ 6,000.00	$ 6,000.00
17.06	Barricades and Markings for Pavement Closures	LS	1	$ 10,000.00	$ 10,000.00
17.07	Safety Plan Compliance Document	LS	1	$ 3,000.00	$ 3,000.00
				Subtotal of Bid Schedule #26a:	**$ 39,745.00**
				15% Contingencies	**$ 5,961.75**
				Total with Contingencies	**$ 45,706.75**
Bid Schedule #18: Taxiways Golf - Routine PCC Maintenance/Patching/Panel Replacement					
18.01	Mobilization and Barricades	LS	1	$1,779	$ 1,779.00
18.02	Routine Maintenance/Patching	SY	2,371	$ 7.50	$ 17,782.50
				Subtotal of Bid Schedule #32:	**$ 19,562.00**
				15% Contingencies	**$ 2,934.30**
				Total with Contingencies	**$ 22,496.30**

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Denton Enterprise Airport
Maintenance Recommencations
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Item No.	Description	Units	Estimated Quantities	Estimated Unit Price	Subtotal
Bid Schedule #19: Taxiway Lima - Routine PCC Maintenance/Patching/Panel Replacement					
19.01	Mobilization and Barricades	LS	1	$3,372	$ 3,372.00
19.02	Routine Maintenance/Patching	SY	6,422	$ 5.25	$ 33,715.50
				Subtotal of Bid Schedule #35:	**$ 37,088.00**
				15% Contingencies	**$ 5,563.20**
				Total with Contingencies	**$ 42,651.20**
Bid Schedule #20: Taxiway Papa - Routine PCC Maintenance/Patching/Panel Replacement					
20.01	Mobilization and Barricades	LS	1	$3,811	$ 3,811.00
20.02	Routine Maintenance/Patching	SY	5,081	$ 7.50	$ 38,107.50
				Subtotal of Bid Schedule #37:	**$ 41,919.00**
				15% Contingencies	**$ 6,287.85**
				Total with Contingencies	**$ 48,206.85**
Bid Schedule #21: Apron East of Bravo South - Routine PCC Maintenance/Patching/Panel Replacement					
21.01	Mobilization and Barricades	LS	1	$4,032	$ 4,032.00
21.02	Routine Maintenance/Patching	SY	5,375	$ 7.50	$ 40,312.50
				Subtotal of Bid Schedule #40:	**$ 44,345.00**
				15% Contingencies	**$ 6,651.75**
				Total with Contingencies	**$ 50,996.75**
Bid Schedule #22: Quebec Hangar Apron - Routine PCC Maintenance/Patching/Panel Replacement					
14.01	Mobilization and Barricades	LS	1	$5,700	$ 5,700.00
14.02	Routine Maintenance/Patching	SY	7,600	$ 7.50	$ 57,000.00
				Subtotal of Bid Schedule #41:	**$ 62,700.00**
				15% Contingencies	**$ 9,405.00**
				Total with Contingencies	**$ 72,105.00**

*Cost Estimates based on preliminary design estimates and are subject to change

APPENDIX J: MONTHLY INSPECTION FORM

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Denton Enterprise Airport
Denton, Texas
Pavement Inspection

Airfield Pavement Inspection No. ____

Inspector: _____
Date of Inspection: _____
Date of Previous Inspection: _____

Signature: _____
Inspector

GENERAL INSPECTION REMARKS:

PAVEMENT AREA INSPECTED (HMAC/PCC)	DISTRESSES OBSERVED	SEVERITY OF DISTRESSES
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		

PCC Distresses:

Blow-up	"D" Cracking	Patch Large>5sf	Scaling, Map	Shrinkage Cracks
Corner Break	Joint Seal Damage	Popouts>3/SY	Settlement/Faulting	Joint Spalling
Long. / Trans. Cracking	Patch Small<5sf	Pumping	Shattered Slab	Corner Spalling

HMAC Distresses:

Alligator<2' (traffic relat.)	Depression	Oil Spillage	Rutting
Bleeding (skid)	Jet Blast Damage	Patching	PCC Shoving
Block Crack(1'x1'-10'x10')	PCC Joint Reflection	Polished Aggregate	Slippage Crack
Corrugation	Long/Trans. Cracking	Raveling	Swelling
Weathering			

Denton Enterprise Airport
Denton, Texas
Pavement Inspection

Airfield Pavement Inspection No. ____

Inspector: _____
Date of Inspection: _____
Date of Previous Inspection: _____

Signature: _____
Inspector

GENERAL INSPECTION REMARKS:

PAVEMENT AREA INSPECTED (HMAC/PCC)	DISTRESSES OBSERVED	SEVERITY OF DISTRESSES
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		
(HMAC/PCC)		

PCC Distresses:

Blow-up	"D" Cracking	Patch Large>5sf	Scaling, Map	Shrinkage Cracks
Corner Break	Joint Seal Damage	Popouts>3/SY	Settlement/Faulting	Joint Spalling
Long. / Trans. Cracking	Patch Small<5sf	Pumping	Shattered Slab	Corner Spalling

HMAC Distresses:

Alligator<2' (traffic relat.)	Depression	Oil Spillage	Rutting
Bleeding (skid)	Jet Blast Damage	Patching	PCC Shoving
Block Crack(1'x1'-10'x10')	PCC Joint Reflection	Polished Aggregate	Slippage Crack
Corrugation	Long/Trans. Cracking	Raveling	Swelling
Weathering			

Airport: ______________________ **City:** ____________ **Date:** ______________

Branch: ______________ **Last Con Date:** ____________ **Last Con Type:** ______________________

Section	Sample Unit	DC/S	Description	

DC/M	Distress	Low	Medium	High
41SF	Alligator<2' (traffic relat.)	Cracks, No Spall	Clear Pattern, light spall	Well defined pattern, spalled
42SF	Bleeding (skid)	No severities	No severities	No severities
43SF	Block Crack(1'x1'-10'x10')	<1/4",no spall,cracks	Mod spall>1/4", unsat. fill	Well defined severe spalll
44SF	Corrugation	RW<1/4",TW<1/2"	RW:4"-1/2",TW:1/2"-1"	RW>1/2", TW,A>1"
45SF	Depression	RW:1/6-1/2",TW 1/2"	RW:1/2"-1",TW:1"-2"	RW>1", TW,A>2"
46SF	Jet Blast Damage	No severities	No severities	No severities
47LF	PCC Joint Reflection	Light spall<1/4"	Mod spall>1/4",unsat. fill	Severe Spalling
48LF	Long/Trans. Cracking	<1/4",no spall	Mod spall>1/4",unsat. fill	Well defined, Severe Spalling
49SF	Oil Spillage	No severities	No severities	No severities
50SF	Patching	Patch Good Cond.	Patch deter.,affect ride	Patch in poor condition, replace
51SF	Polished Aggregate	No severities	No severities, Must be sig.	No severities, Must be sig.
52SF	Ravelling/ Weathering	Started wear,FOD	Worn away,FOD,Rough	Worn away, high FOD, Rough
53SF	Rutting	1/4"-1/2"	1/2"-1"	>1"
54SF	PCC Shoving	Slight, Low Ride Qual.	Significant, Mod. Rough	Large Shove, severe rough
55SF	Slippage Crack	No severities	No severities	No severities
56SF	Swelling	<3/4"	3/4"-1 1/2"	>1 1/2"

Airport: ____________________ **City:** ____________________ **Date**: ____________________

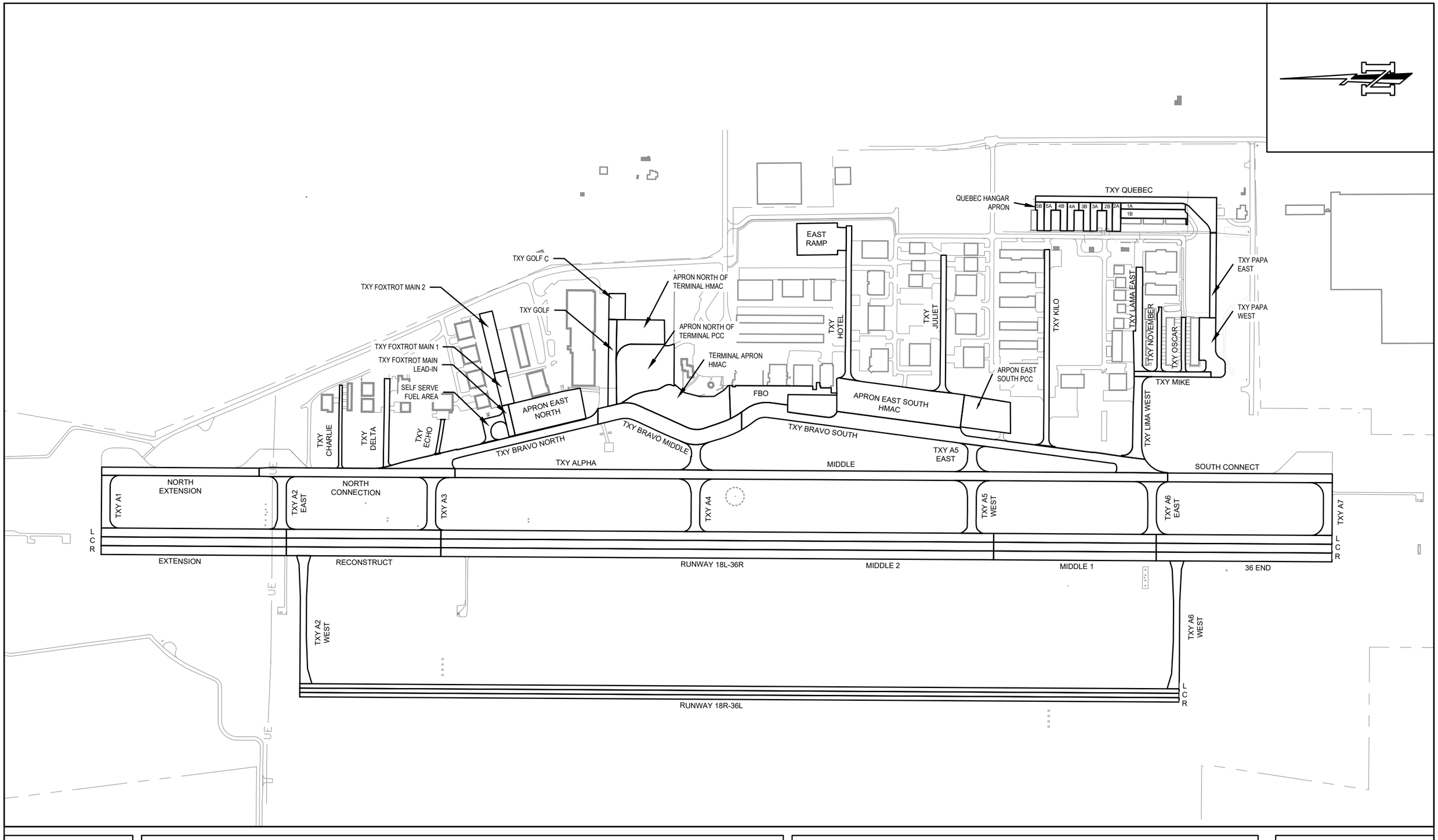
Branch: ____________________ **Last Con Type:** ____________________ **Last Con Type:** ____________________

Section	Sample Unit No.	Slab Size	No. Slab		Notes/Sketch

DC/M	Distress	Low	Medium	High
61SL	Blow-up	Buckling,Shatter.	Significant rough but not inoperative	Pavement inoperative
62SL	Corner Break	No or min. spall, Crk < 1/8",fill ok.	Mod spall 1/8-1", unsatisfactory fill	Sev. Spall,loose or miss, >1"severe cracks
63SL	Long, Trans, Diag Cracking	No or min. spall, Crk < 1/8",fill ok.	Mod spall, > 1/4", unsatisfactory fill	Well defined sever. Spalling
64SL	"D" Cracking	Light cracks, can't remove	Well defined patt., FOD	Consid area, well defined
65ALL	Joint Seal Damage	General good, performs well	Fair, Mod. Damage, < 2 yrs	Poor,Sever.,immed. Repair
66SL	Patch Small<5sf	Functions well, little deterioration	Deteriorated, mod spalled edges	Deteriorated needing replac.
67SL	Patch Large>5sf	Little Deterioration	mod spalled edge, some deterioration	Severe Spall, needs replac.
68SL	Popouts>3/SY	No severities		
69SL	Pumping	No severities		
70SL	Scaling, Map	Crazing most of slab, no scaling	Scaled>5%,some FOD	Severly scaled,high FOD>5%
71SL	Settlement/Faulting	RW,TW<1/4", Apr 1/8 - 1/2"	RW,TW>1/4"-1/2", Apr 1"	RW,TW:>1/2",A:>1"
72SL	Shattered Slab	4-5pcs. Low sev.	4-5pcs.Med sev.	4-5pcs high,6+med or high
73SL	Shrinkage Cracks	No severities		
74SL	Joint Spalling	>2', ≤3 pieces, L,M crks, little FOD	>2', pcs>3, crks L,M, 1 sm FOD,	>2',High FOD,Sever. Frayed
75SL	Corner Spalling	little or no FOD	crk, sm FOD	>1pcs H cracks,High FOD

EXHIBIT A: AIRPORT LAYOUT

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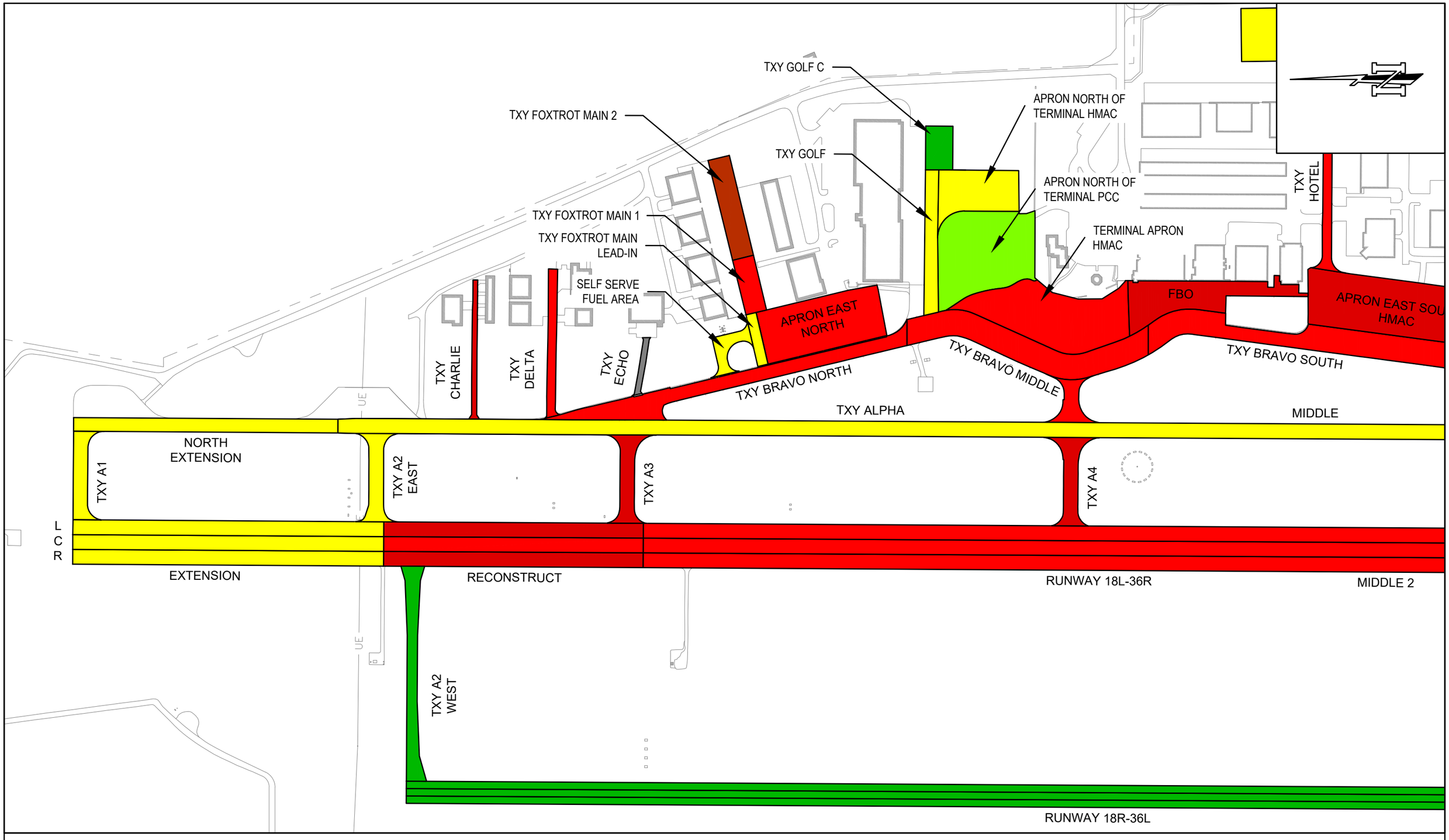
PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: AIRPORT LAYOUT

SHEET NO. EXHIBIT A

EXHIBIT B: AIRPORT VISUAL PCI SEVERITY LAYOUT AND MOVEMENT MAP

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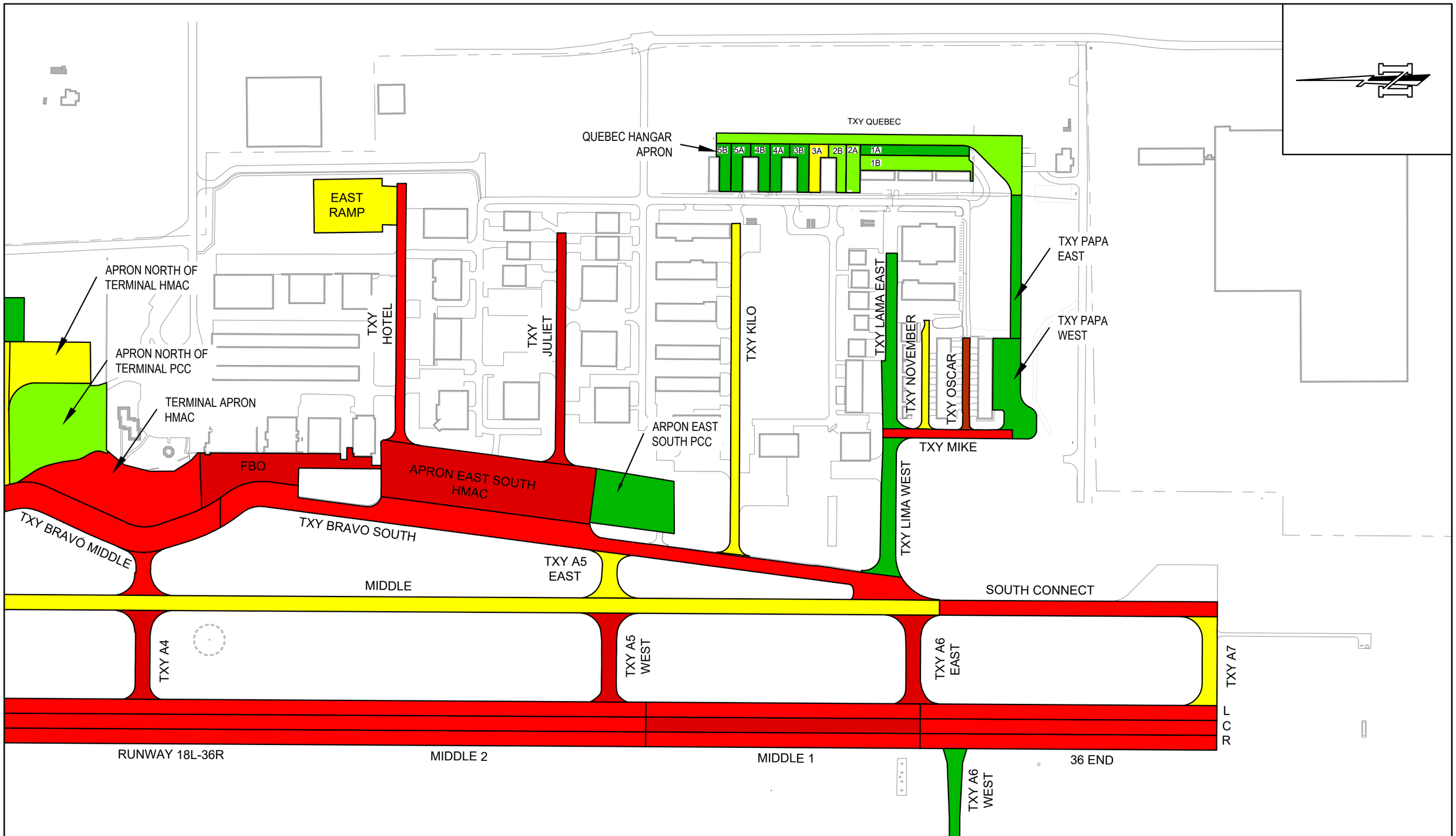


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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: AIRPORT VISUAL PCI SEVERITY LAYOUT

SHEET NO. EXHIBIT B1

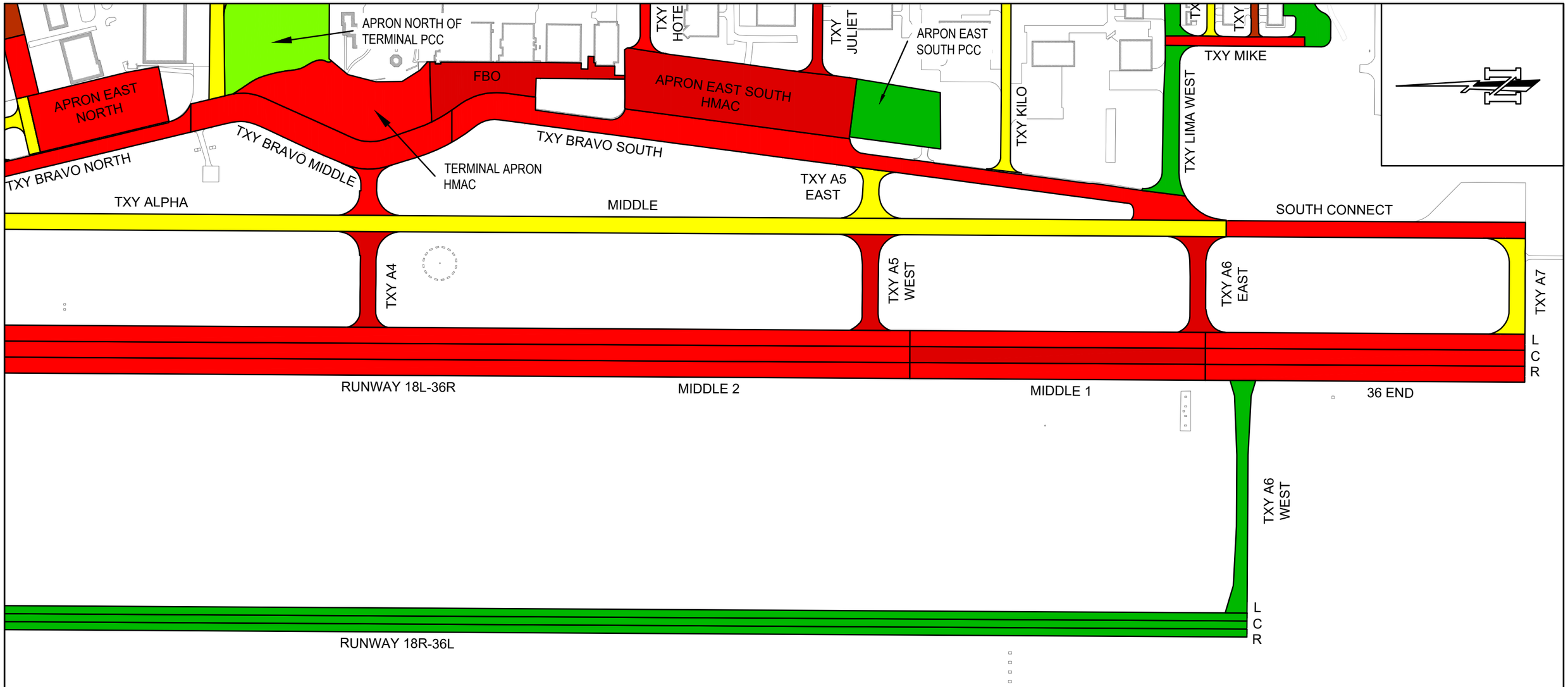


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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: AIRPORT VISUAL PCI SEVERITY LAYOUT

SHEET NO. EXHIBIT B2



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PROJECT NAME:
DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME:
AIRPORT VISUAL PCI
SEVERITY LAYOUT

SHEET NO.
EXHIBIT B3

LEGEND

- FULL FLEET MIX
- RESTRICT HEAVY AIRCRAFT
- FULL FLEET WITH CAUTION
- GENERAL AVIATION FLEET MIX

TXY QUEBEC
QUEBEC HANGAR APRON
5B 5A 4B 4A 3B 3A 2B 2A 1A 1B
EAST RAMP
TXY GOLF C
TXY FOXTROT MAIN 2
APRON NORTH OF TERMINAL HMAC
TXY GOLF
APRON NORTH OF TERMINAL PCC
TXY FOXTROT MAIN 1
TXY FOXTROT MAIN LEAD-IN
TERMINAL APRON HMAC
SELF SERVE FUEL AREA
APRON EAST NORTH
FBO
TXY HOTEL
TXY JULIET
TXY KILO
TXY LAMA EAST
TXY NOVEMBER
TXY OSCAR
TXY PAPA EAST
TXY PAPA WEST
ARPON EAST SOUTH PCC
APRON EAST SOUTH HMAC
TXY MIKE
TXY LIMA WEST
TXY CHARLIE
TXY DELTA
TXY ECHO
TXY BRAVO NORTH
TXY BRAVO MIDDLE
TXY BRAVO SOUTH
TXY ALPHA
MIDDLE
TXY A5 EAST
SOUTH CONNECT
NORTH EXTENSION
NORTH CONNECTION
TXY A1
TXY A2 EAST
TXY A3
TXY A4
TXY A5 WEST
TXY A6 EAST
TXY A7
L C R
EXTENSION
RECONSTRUCT
RUNWAY 18L-36R
MIDDLE 2
MIDDLE 1
36 END
TXY A2 WEST
TXY A6 WEST
RUNWAY 18R-36L
UE
UE

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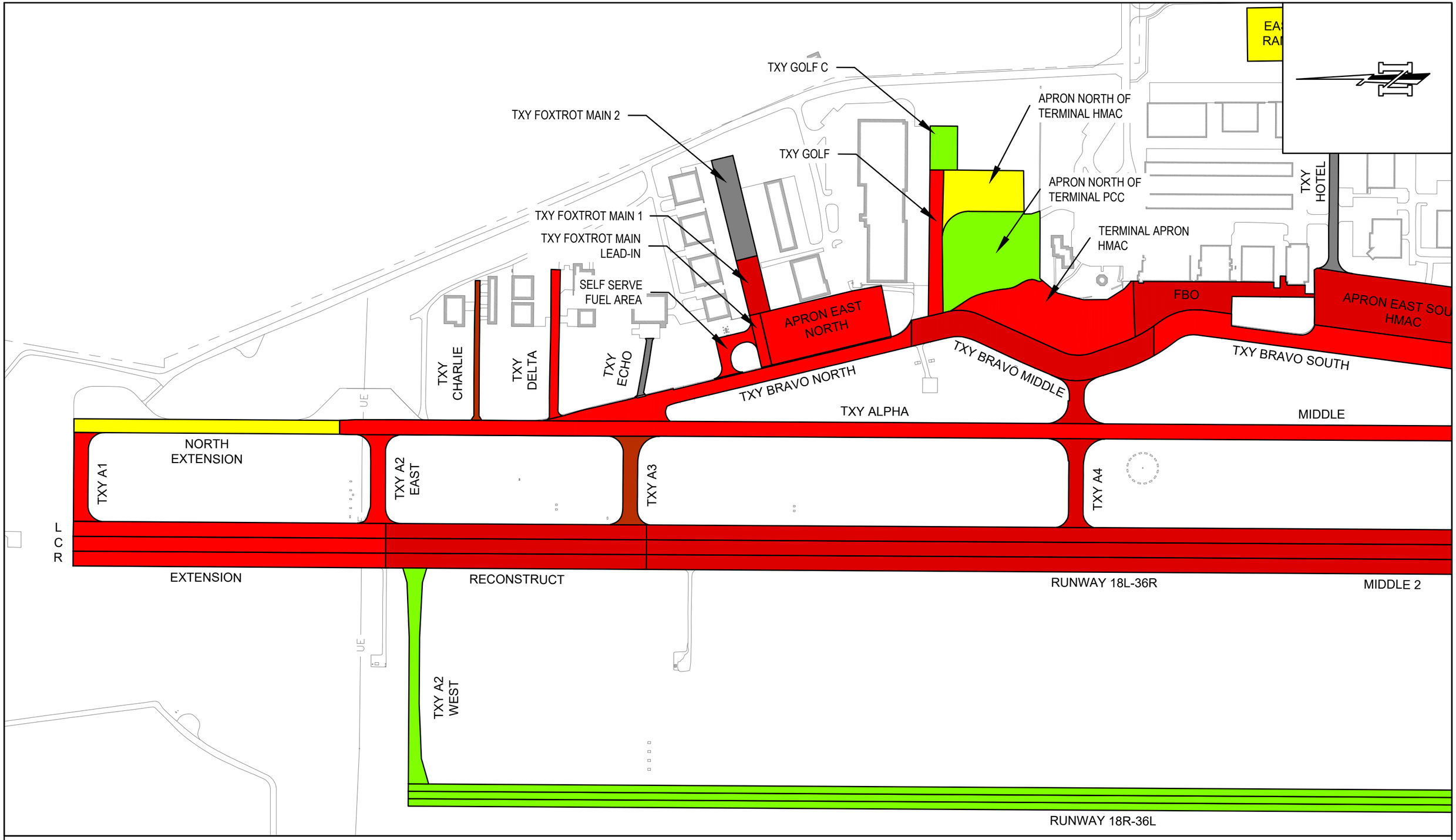
PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: AIRPORT MOVEMENT MAP

SHEET NO. EXHIBIT B4

EXHIBIT C: VISUAL PCI SEVERITY FORECAST FOR 5, 10, 20 YEARS LAYOUT

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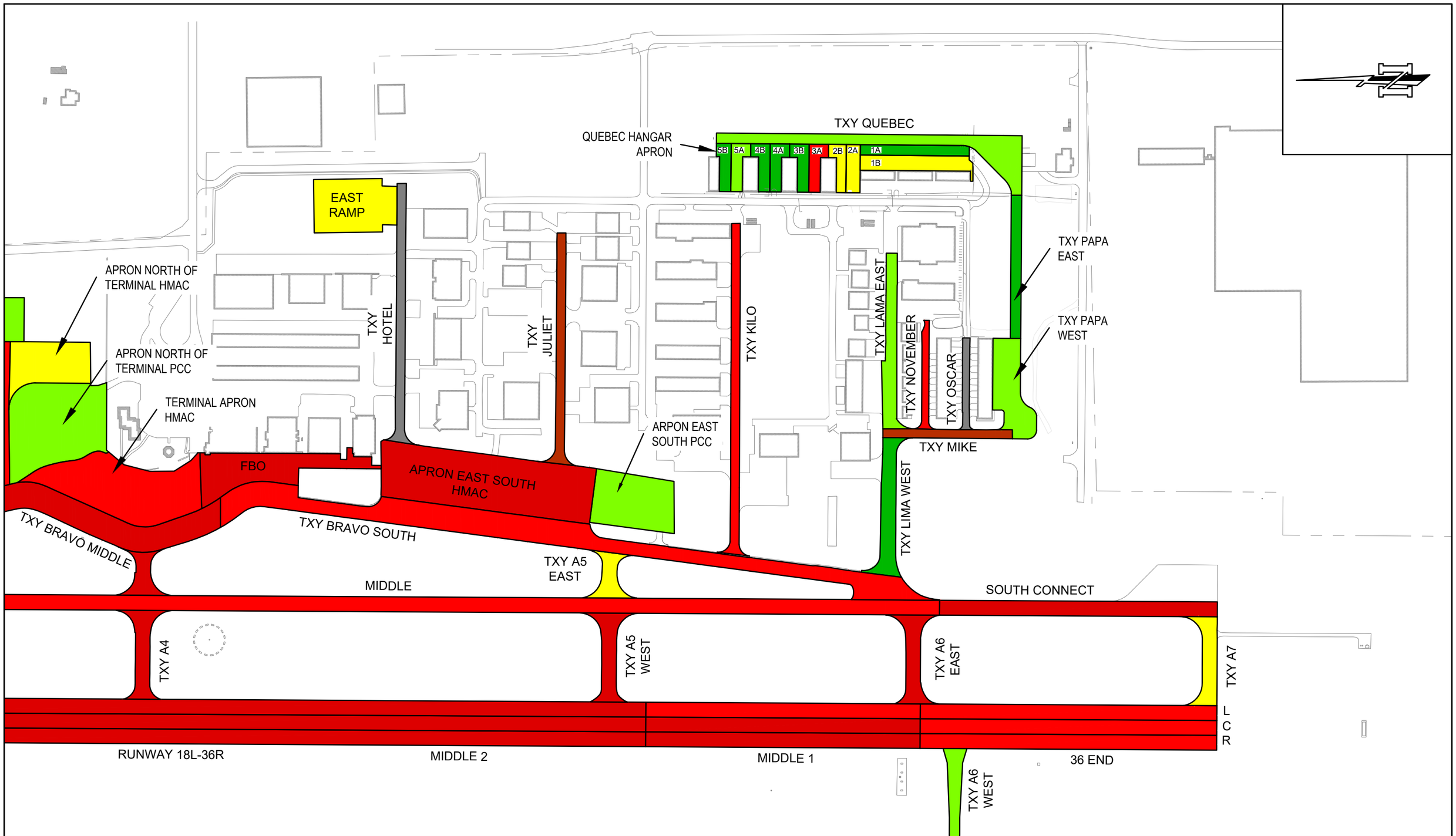


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PROJECT NAME: DENTON ENTERPRISE AIRPORT
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SHEET NAME: AIRPORT VISUAL PCI
SEVERITY LAYOUT 5 YEAR

SHEET NO. EXHIBIT C1

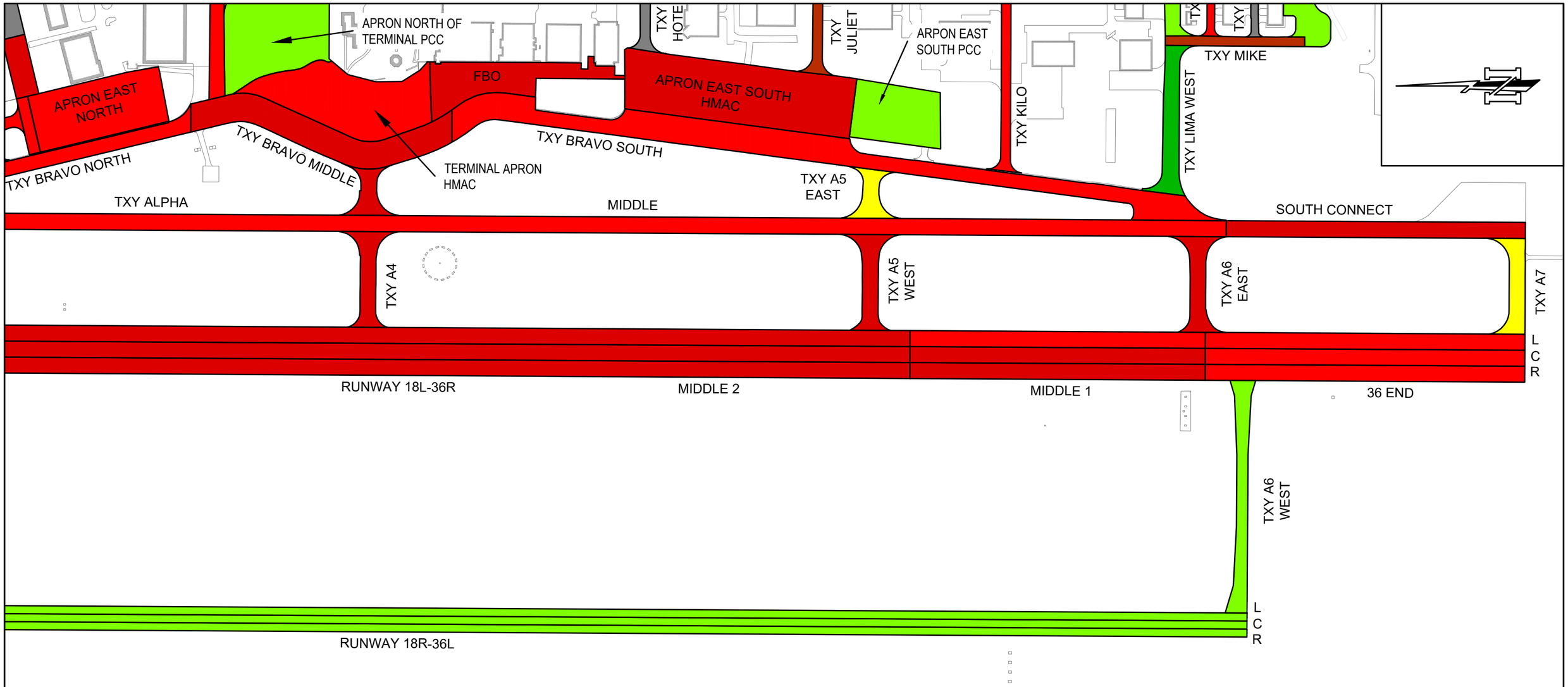


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SHEET NAME: AIRPORT VISUAL PCI
SEVERITY LAYOUT 5 YEAR

SHEET NO. EXHIBIT C2

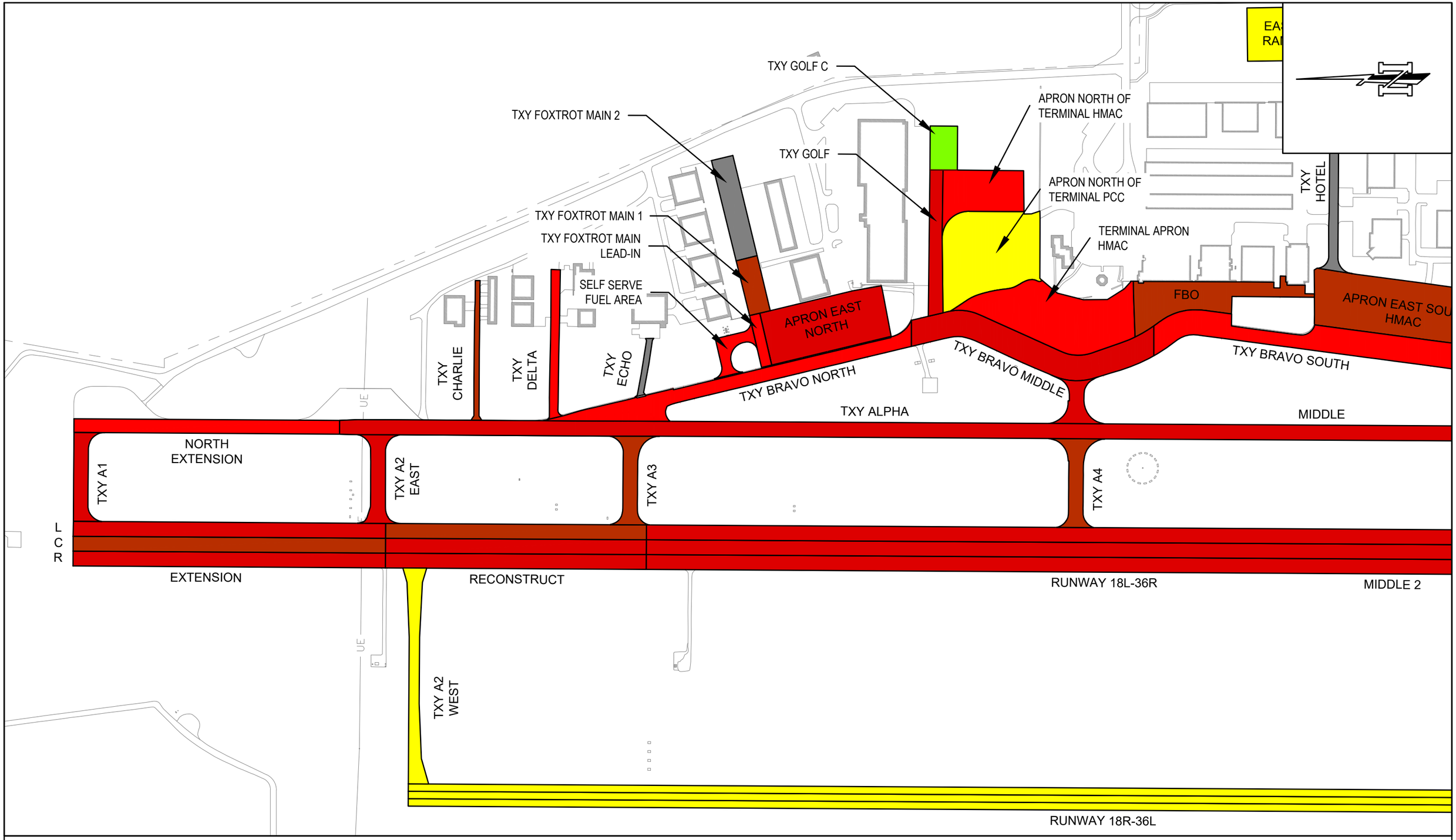


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PROJECT NAME:
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DENTON, TEXAS

SHEET NAME:
AIRPORT VISUAL PCI
SEVERITY LAYOUT 5 YEAR

SHEET NO.
EXHIBIT C3

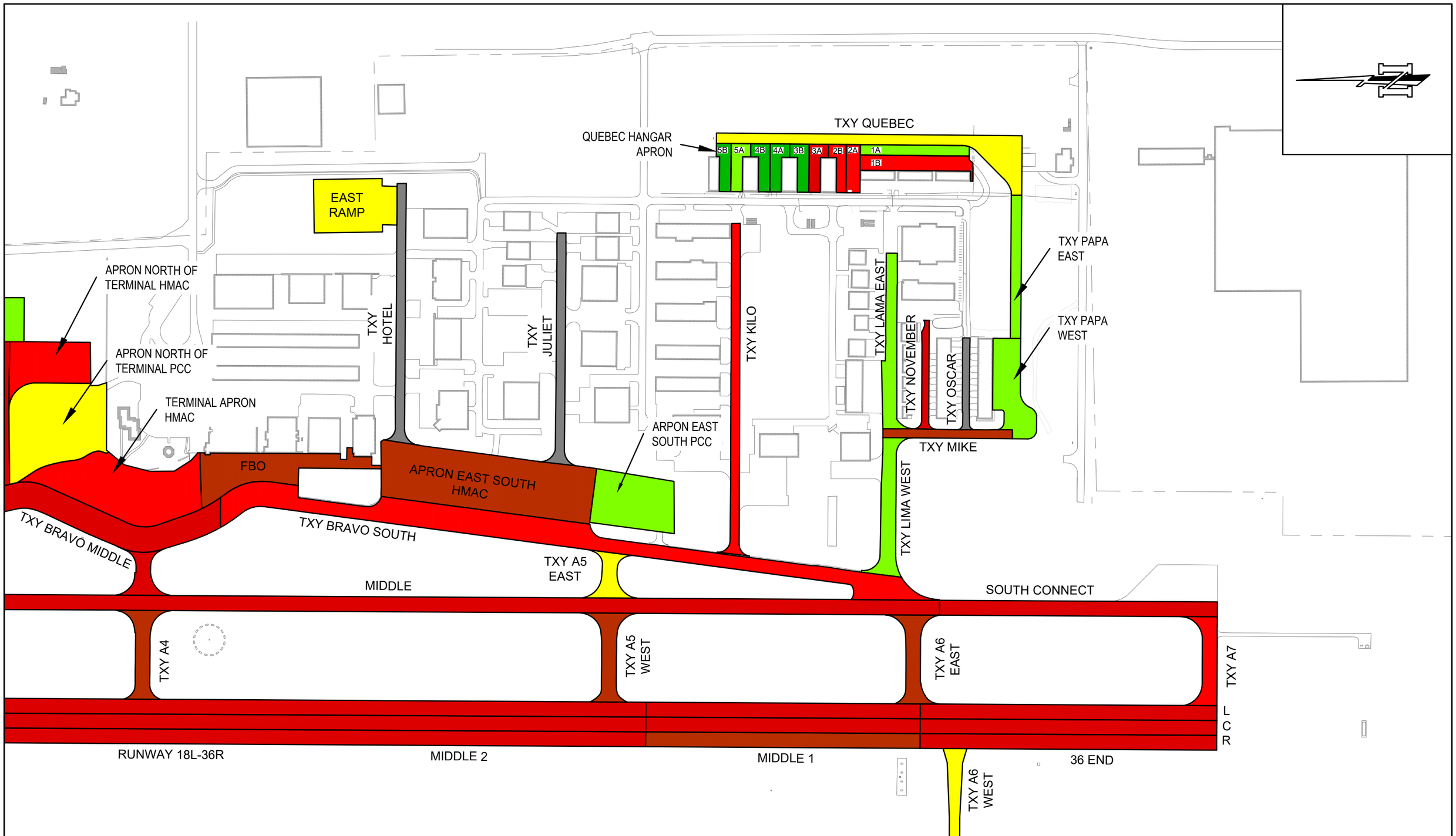


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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: AIRPORT VISUAL PCI
SEVERITY LAYOUT 10 YEAR

SHEET NO. EXHIBIT C4

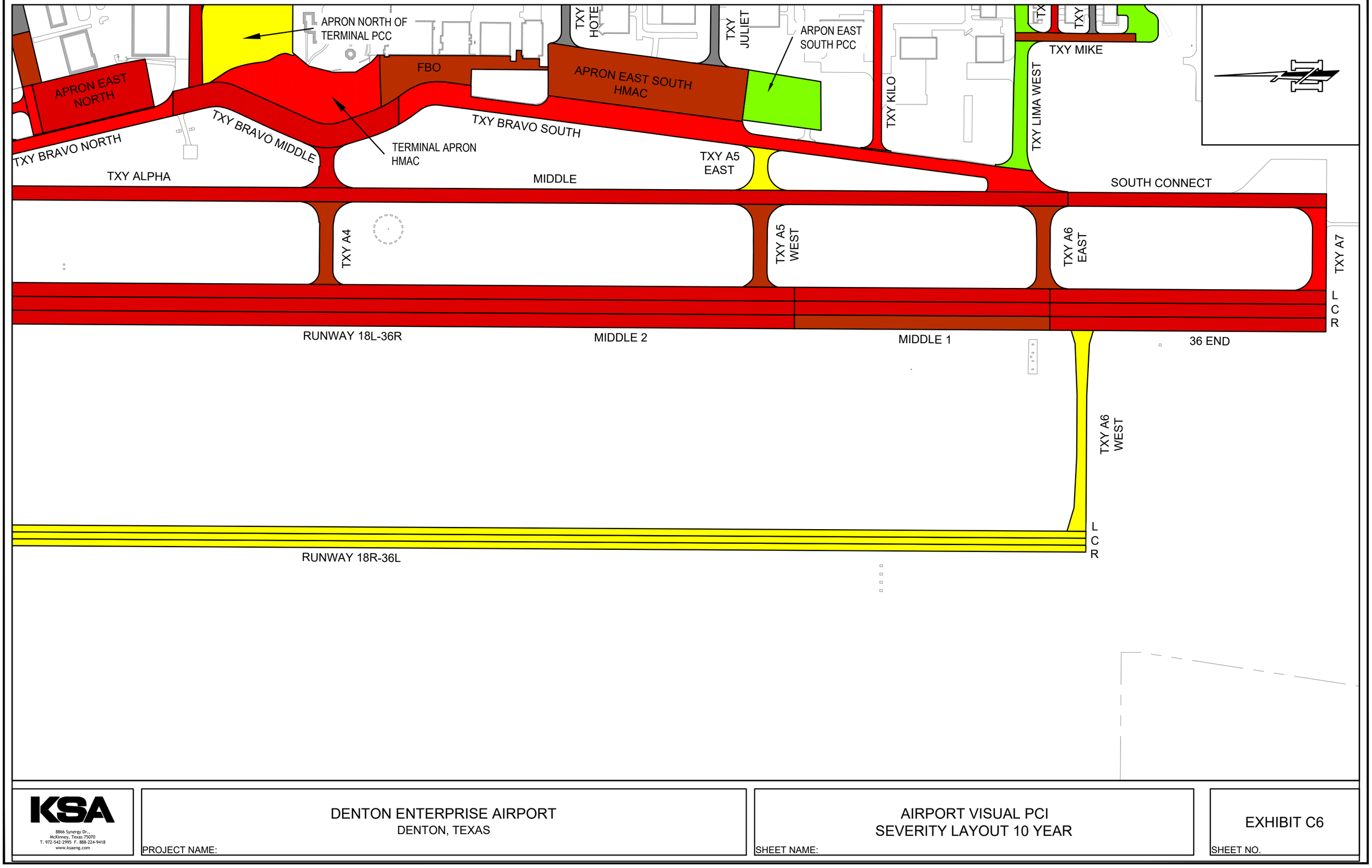


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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: AIRPORT VISUAL PCI
SEVERITY LAYOUT 10 YEAR

SHEET NO. EXHIBIT C5

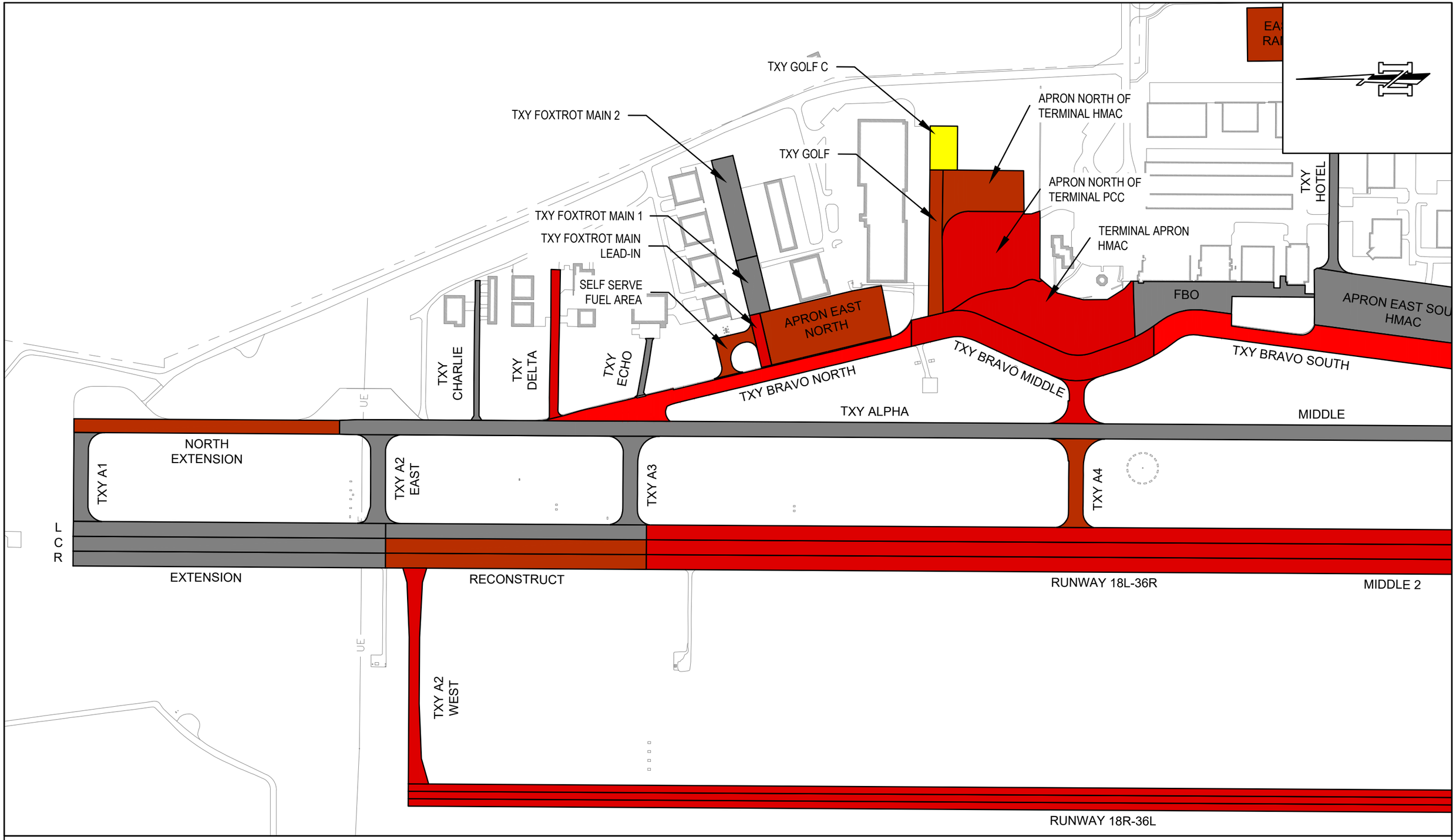


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PROJECT NAME:
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SHEET NAME:
AIRPORT VISUAL PCI
SEVERITY LAYOUT 10 YEAR

SHEET NO.
EXHIBIT C6

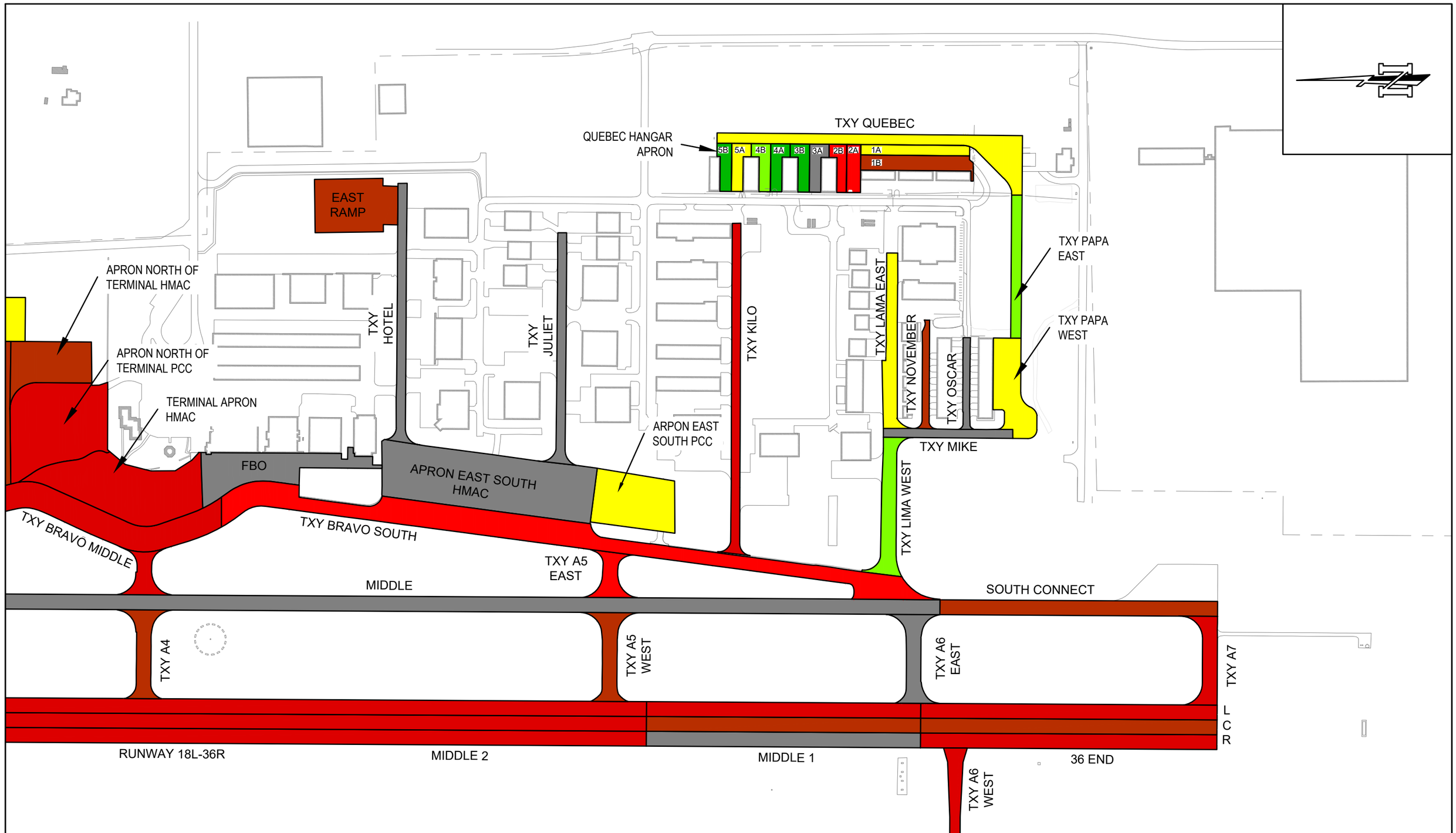


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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: AIRPORT VISUAL PCI
SEVERITY LAYOUT 20 YEAR

SHEET NO. EXHIBIT C7

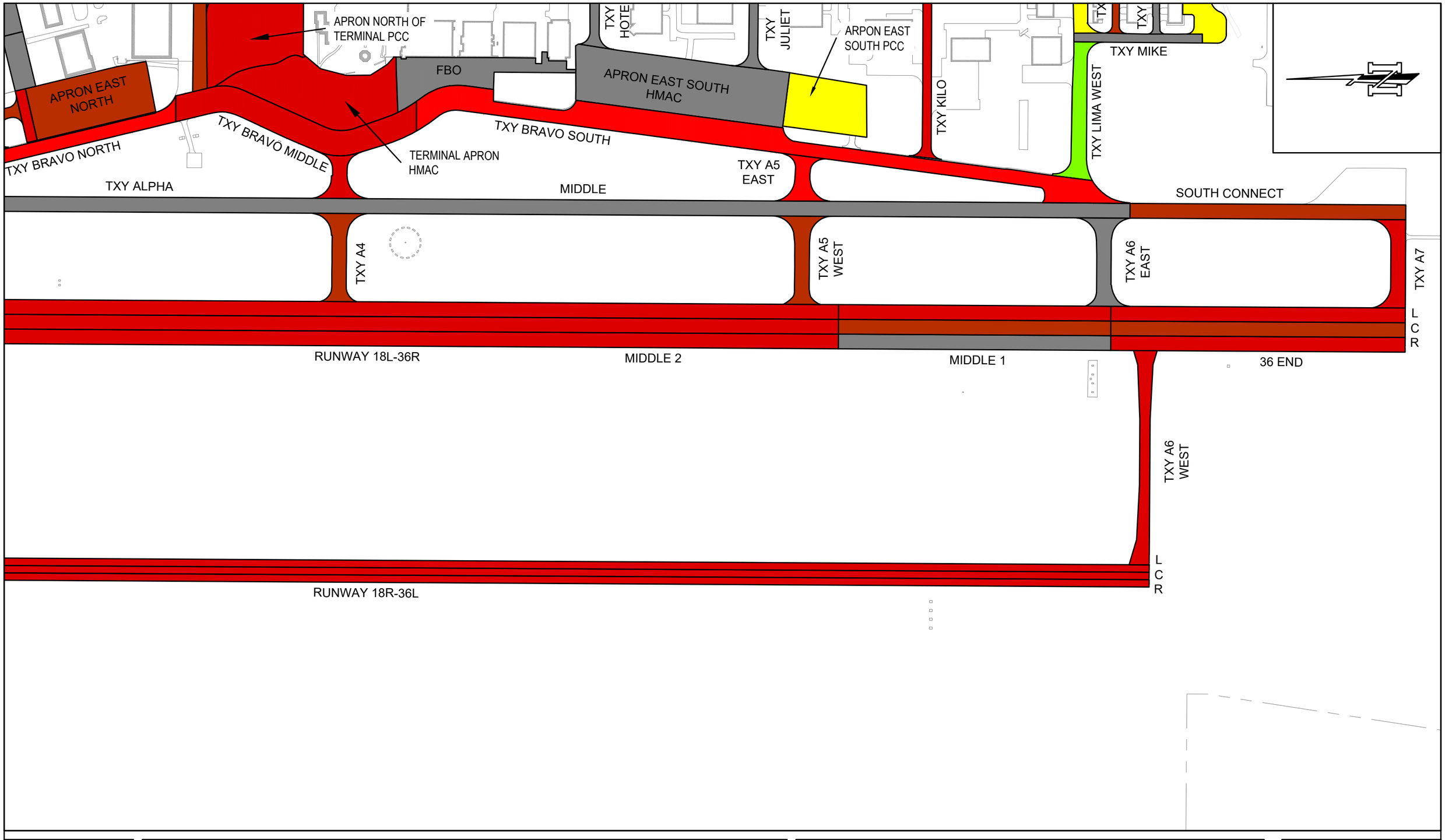


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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: AIRPORT VISUAL PCI
SEVERITY LAYOUT 20 YEAR

SHEET NO. EXHIBIT C8



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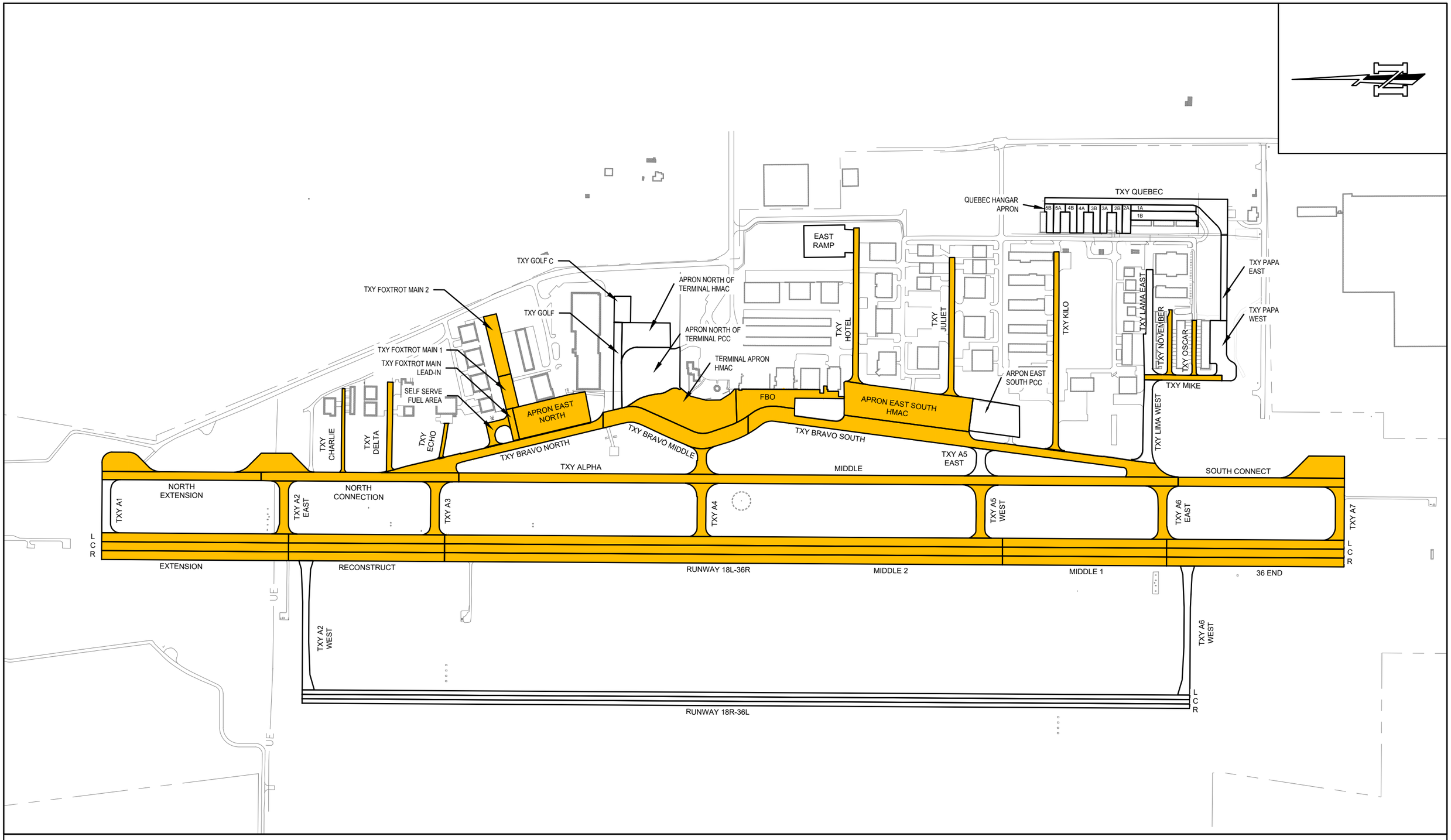
PROJECT NAME:
DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME:
AIRPORT VISUAL PCI
SEVERITY LAYOUT 20 YEAR

SHEET NO.
EXHIBIT C9

EXHIBIT D: VISUAL RECOMMENDED MAINTENANCE AND REHABILITATION PLAN

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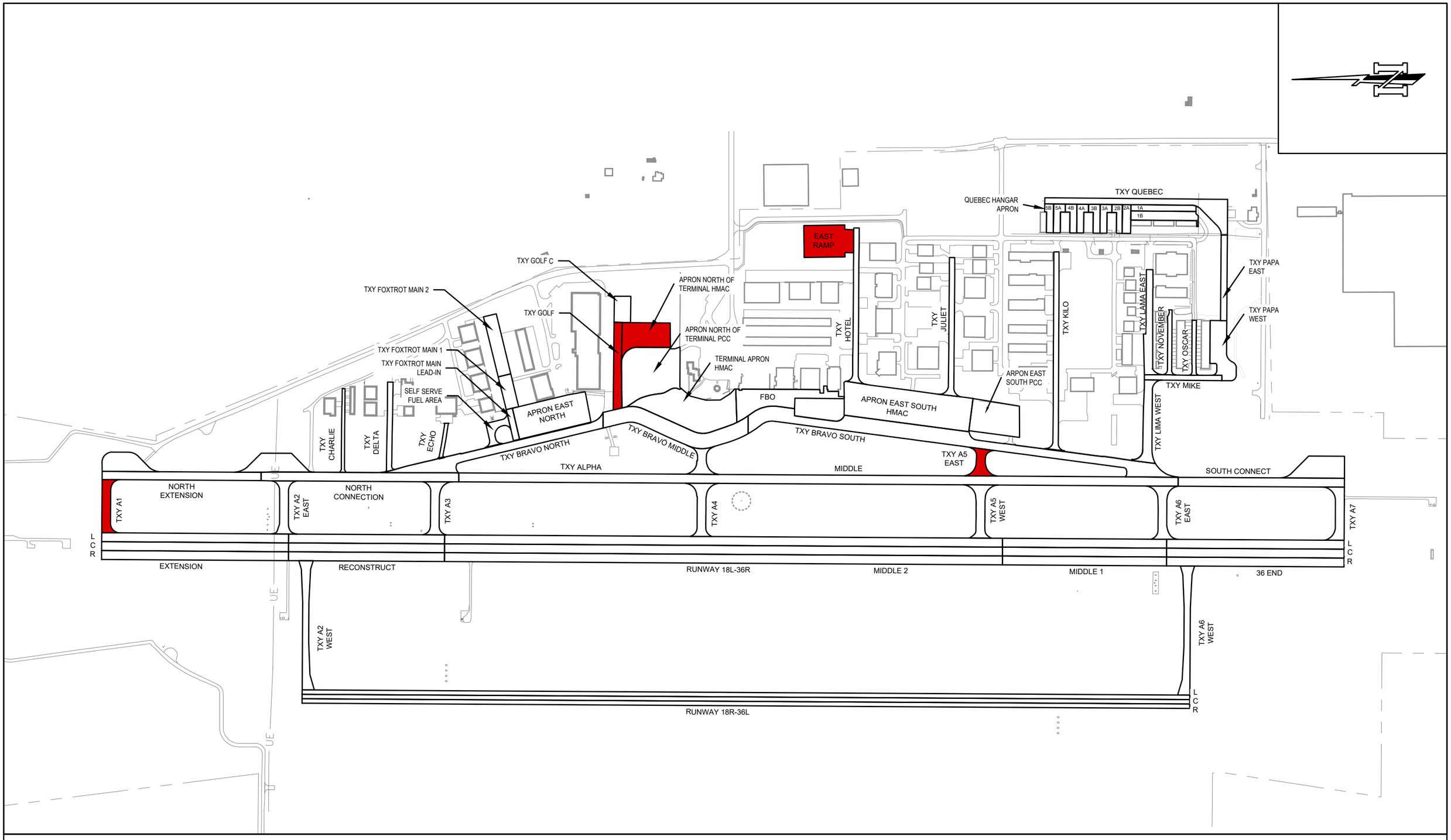
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PROJECT NAME:
DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME:
REHABILITATION PLAN
SHORT TERM (0-5 YEARS)

SHEET NO.
EXHIBIT D1



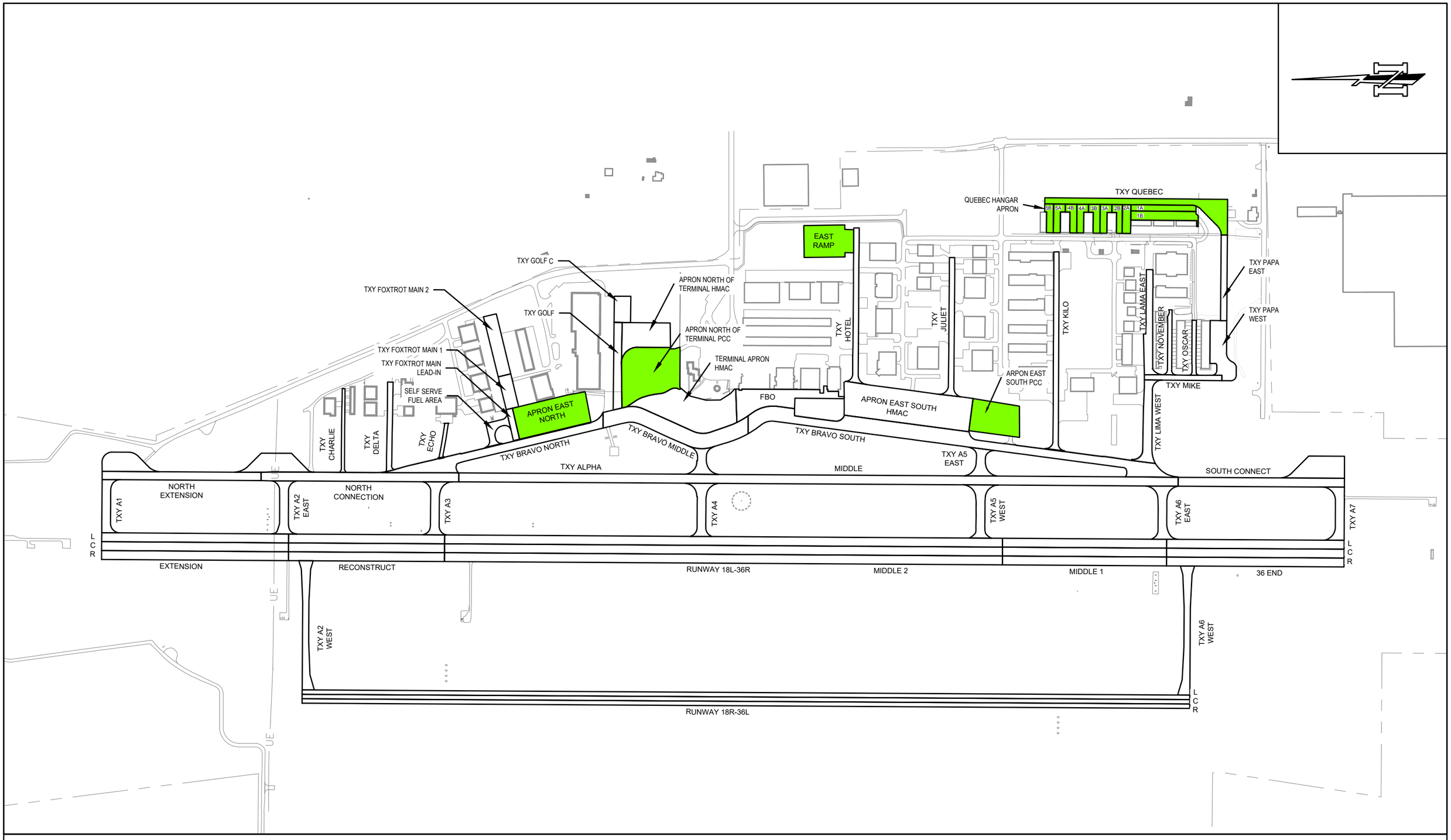
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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: REHABILITATION PLAN
MEDIUM TERM (5-10 YEARS)

SHEET NO. EXHIBIT D2



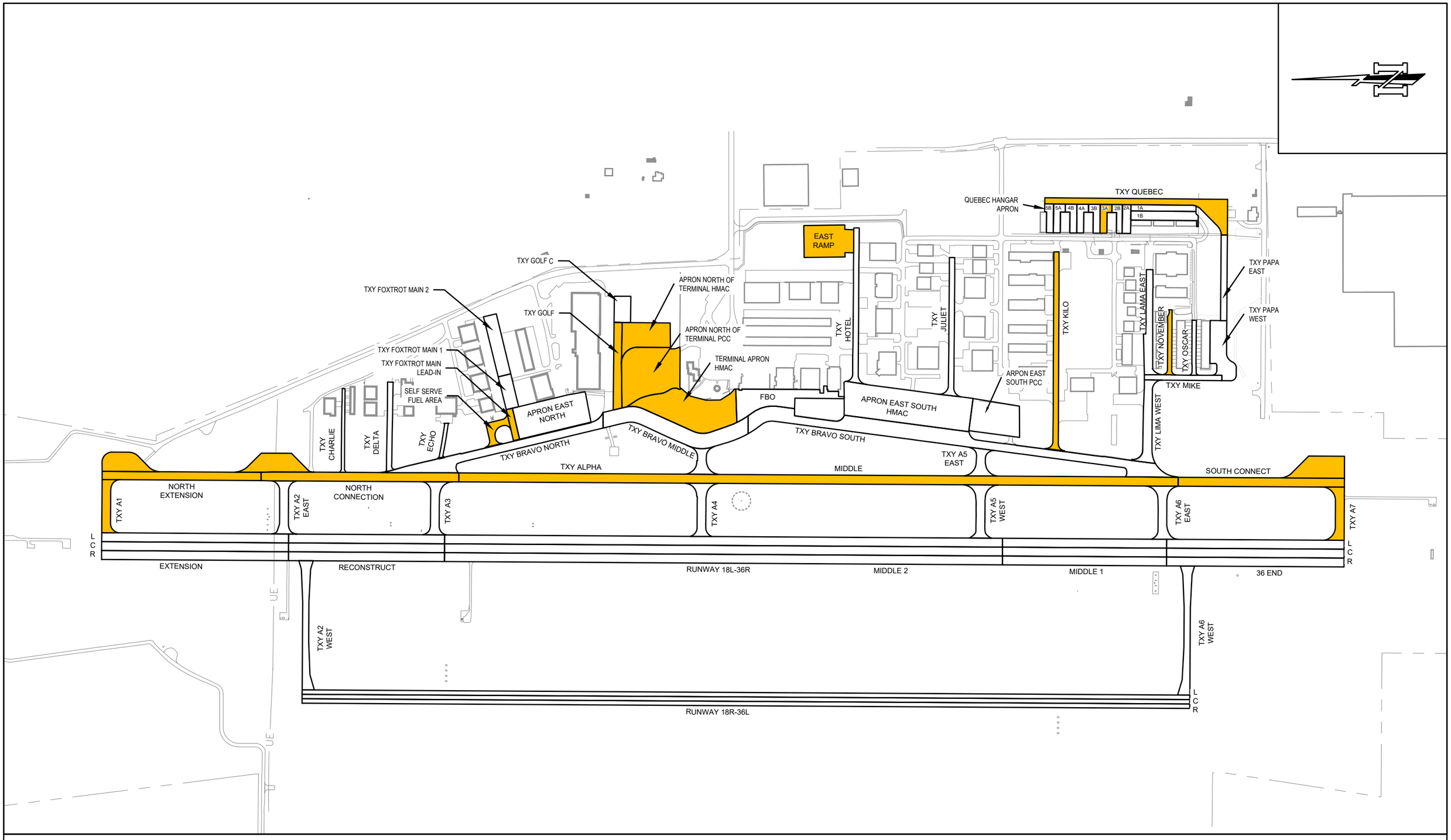
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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: REHABILITATION PLAN
LONG TERM (10-20 YEARS)

SHEET NO. EXHIBIT D3

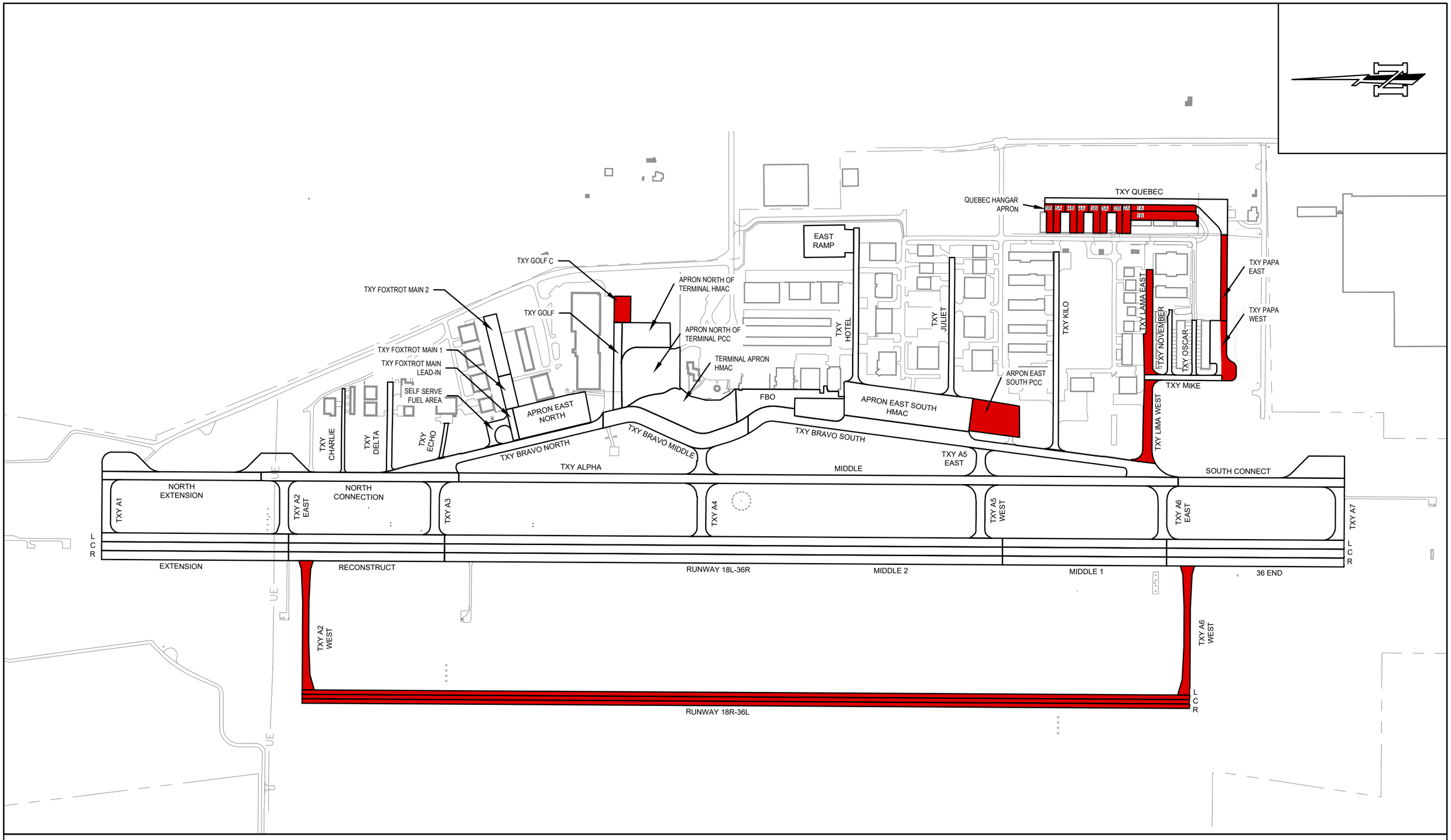


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PROJECT NAME:
DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME:
MAINTENANCE PLAN
SHORT TERM (0-5 YEARS)

SHEET NO.
EXHIBIT D4



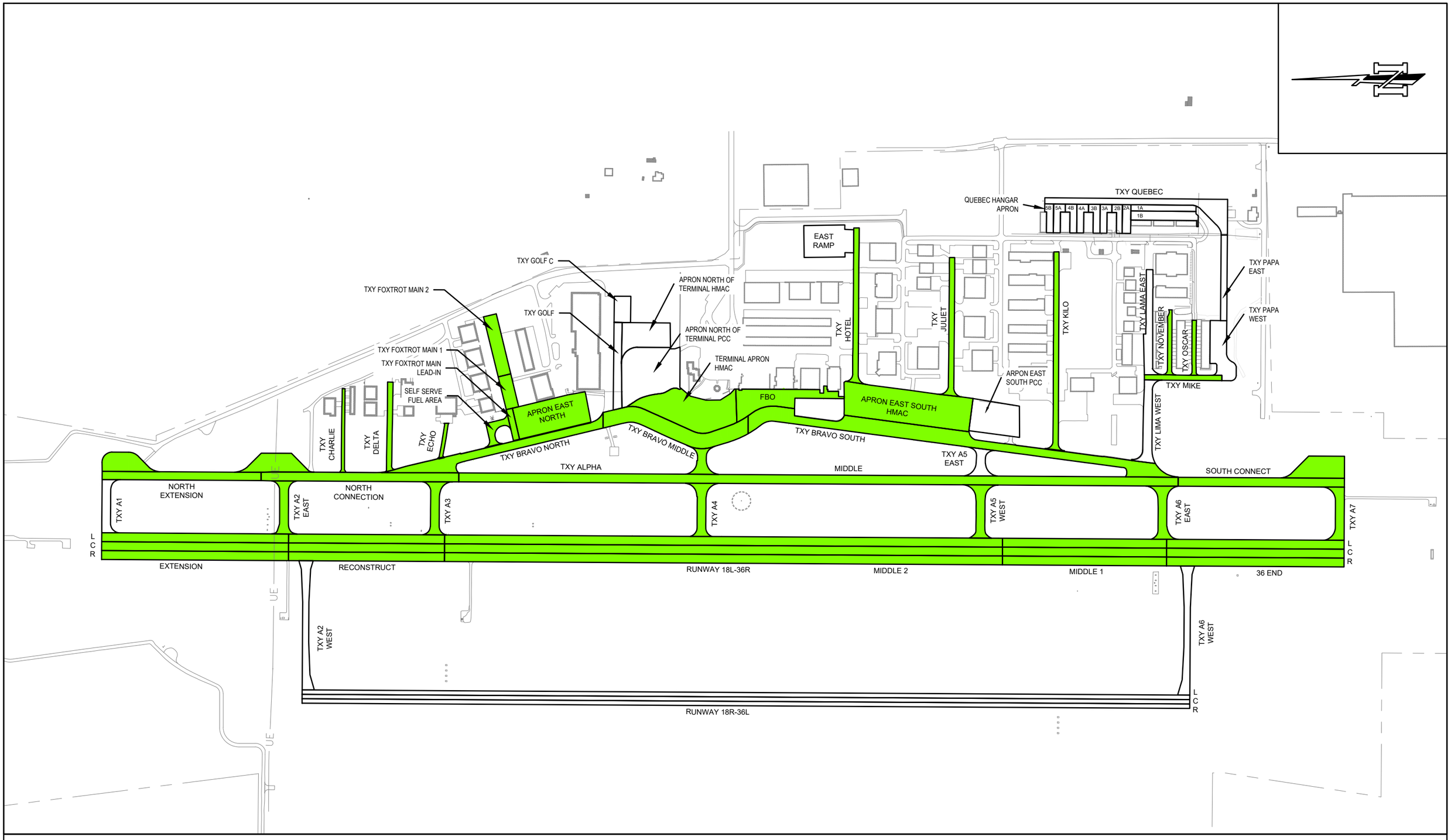
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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: MAINTENANCE PLAN
MEDIUM TERM (5-10 YEARS)

SHEET NO. EXHIBIT D5



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PROJECT NAME: DENTON ENTERPRISE AIRPORT
DENTON, TEXAS

SHEET NAME: MAINTENANCE PLAN
LONG TERM (10-20 YEARS)

SHEET NO. EXHIBIT D6