



A01SP-20. Longitudinal and transverse cracking (1).



A01SP-20. Longitudinal and transverse cracking (2).



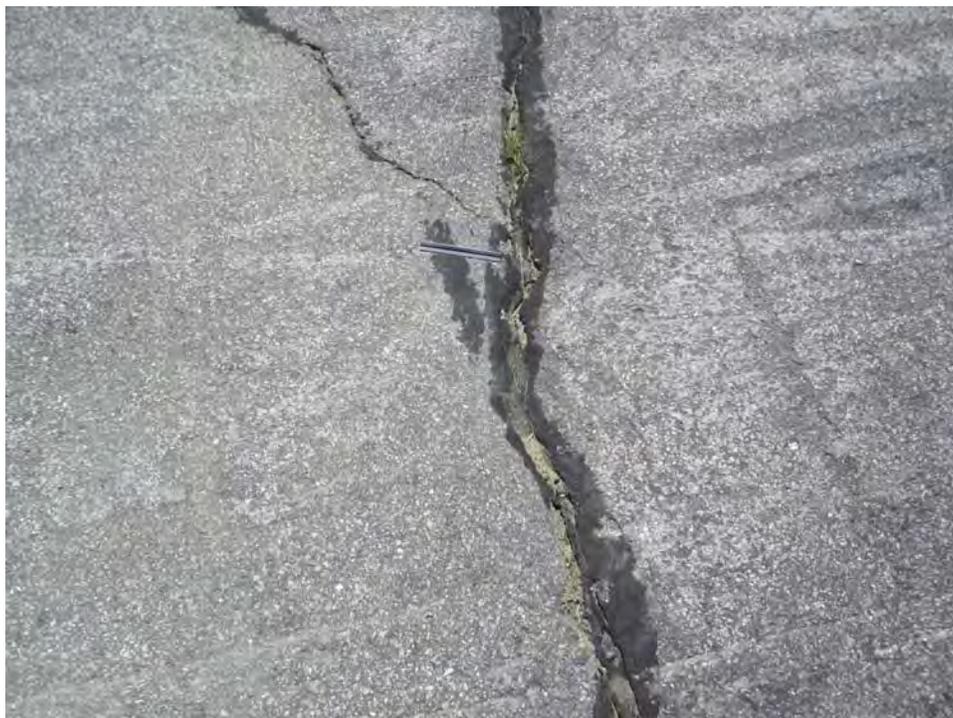
A01SP-20. Raveling.



A01SP-30. Overview.



A01SP-30. Alligator cracking.



A01SP-30. Longitudinal and transverse cracking.

MIDDLEBURY STATE AIRPORT PHOTOS



RW119MB-10. Overview.



RW119MB-10. Longitudinal and transverse cracking.



TW01MB-10. Overview.



TW01MB-10. Alligator cracking.



TW01MB-20. Overview.



TW01MB-30. Overview.



TW01MB-30. Alligator cracking.



TW01MB-40. Overview.



TW01MB-40. Longitudinal and transverse cracking.



TW01MB-50. Overview.



TW01MB-50. Alligator cracking.



TW01MB-60. Overview.



TW01MB-60. Alligator cracking.



TW01MB-60. Rutting and alligator cracking.



TW01MB-70. Overview.



TW01MB-70. Rutting and alligator cracking.



TW01MB-80. Overview.



TW01MB-80. Alligator cracking.



TW01MB-80. Patching.



TW01MB-90. Overview.



A01MB-10. Overview.



A01MB-10. Alligator cracking.



A02MB-10. Overview.



A02MB-10. Longitudinal and transverse cracking.



A02MB-20. Overview.



A02MB-20. Corner spall.



A03MB-10. Overview.



A03MB-10. Longitudinal and transverse cracking.

MORRISVILLE – STOWE STATE AIRPORT PHOTOS



RW119MV-10. Overview.



RW119MV-10. Alligator cracking.



RW119MV-10. Longitudinal and transverse cracking.



RW119MV-10. Patching (1).



RW119MV-10. Patching (2).



RW119MV-20. Overview.



RW119MV-20. Longitudinal and transverse cracking (1).



RW119MV-20. Longitudinal and transverse cracking (2).



TWBMV-10. Overview.



TWBMV-10. Longitudinal and transverse cracking.



TWCMV-10. Overview.



TWCMV-10. Alligator cracking.



TWCMV-10. Longitudinal and transverse cracking.



A01MV-10. Overview.



A01MV-10. Block cracking.



A01MV-20. Overview.



A01MV-20. Longitudinal, transverse and diagonal cracking.

NEWPORT STATE AIRPORT PHOTOS



RW1836NP-10. Longitudinal and transverse cracking.



RW1836NP-10. Patching.



RW1836NP-20. Overview.



RW1836NP-20. Depression.



RW1836NP-20. Longitudinal and transverse cracking.



RW523NP-10. Overview.



RW523NP-10. Block cracking.



RW523NP-20. Overview.



RW523NP-30. Overview.



RW523NP-30. Block cracking



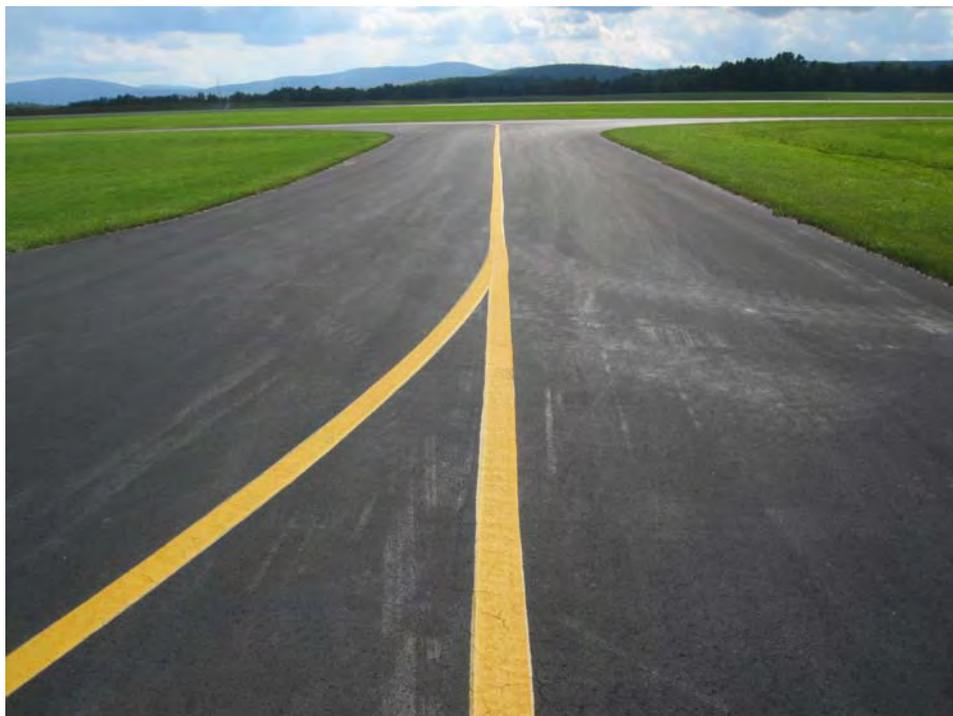
RW523NP-30. Raveling.



TW01NP-10. Overview.



TW01NP-10. Longitudinal and transverse cracking.



TW02NP-10. Overview.



TWBNP-10. Overview.



A01NP-10. Overview.



A01NP-10. Longitudinal and transverse cracking.



A01NP-20. Overview.



A01NP-30. Overview.



A01NP-30. Longitudinal and transverse cracking.



A01NP-40. Overview.



A01NP-40. Longitudinal and transverse cracking.



A01NP-50. Overview.



A01NP-60. Overview.



A01NP-60. Depression.



A01NP-60. Longitudinal and transverse cracking.



A01NP-60. Swelling.



A01NP-70. Overview.

RUTLAND STATE AIRPORT PHOTOS



RW119RT-10. Overview.



RW119RT-10. Longitudinal and transverse cracking.



RW119RT-20. Overview.



RW119RT-20. Longitudinal cracking and weathering.



RW1331RT-10. Overview.



RW1331RT-10. Longitudinal and transverse cracking.



RW1331RT-20. Overview.



RW1331RT-20. Longitudinal and transverse cracking.



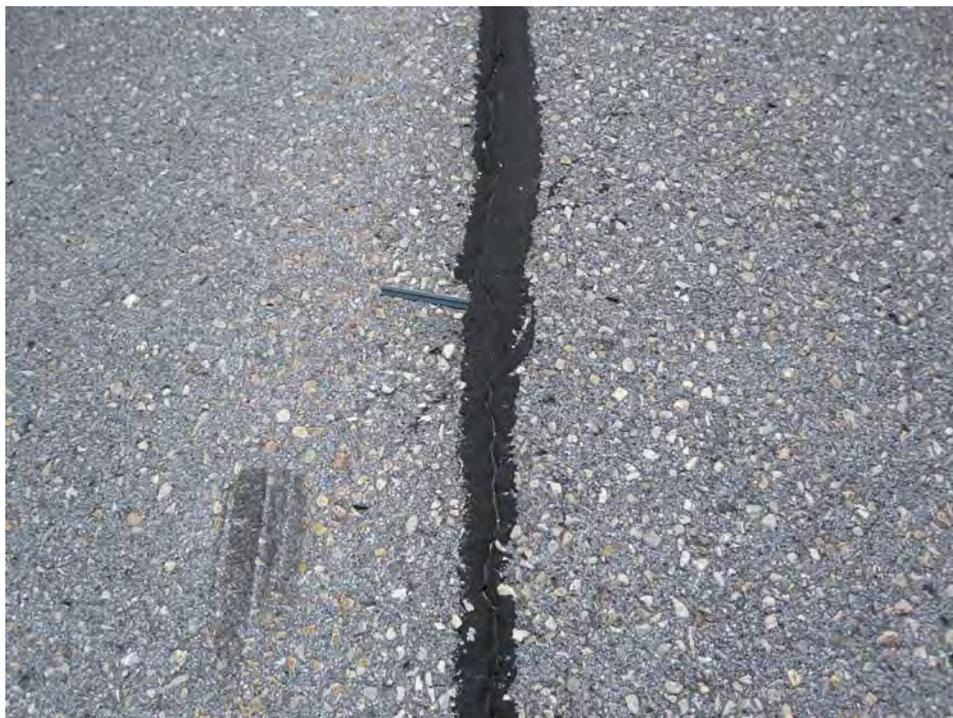
RW1331RT-30. Overview.



RW1331RT-30. Longitudinal and transverse cracking.



RW1331RT-40. Overview.



RW1331RT-40. Longitudinal and transverse cracking.



RW1331RT-50. Overview.



RW1331RT-50. Longitudinal and transverse cracking.



TWART-10. Overview.



TWBRT-10. Overview.



TWBRT-10. Longitudinal and transverse cracking.



TWBRT-20. Overview.



TWBRT-20. Longitudinal and transverse cracking.



TWCRT-10. Overview.



TWCRT-10. Longitudinal and transverse cracking.



TWDRT-10. Overview.



TWDRT-10. Longitudinal and transverse cracking.



TWDRT-20. Overview.



TWDRT-20. Longitudinal and transverse cracking.



TWERT-10. Overview.



TWERT-10. Longitudinal and transverse cracking.



TWERT-20. Overview.



TWFR-10. Overview.



TWFR-10. Patching.



TWGRT-10. Overview.



TWGRT-10. Longitudinal and transverse cracking.



A01RT-10. Overview.



A01RT-10. Longitudinal and transverse cracking.



A01RT-20. Overview.



A01RT-20. Block cracking.



A01RT-20. Raveling.



A01RT-30. Overview.



A01RT-30. Alligator cracking.



A01RT-40. Overview.



A01RT-40. Alligator cracking.



A01RT-50. Overview.



A01RT-50. Alligator cracking.



A01RT-60. Overview.



A02RT-10. Overview.



A02RT-10. Depression.



A03RT-10. Swelling.



A03RT-20. Overview.

WILLIAM H. MORSE STATE AIRPORT PHOTOS



RW1331BN-10. Overview.



RW1331BN-10. Longitudinal and transverse cracking (1).



RW1331BN-10. Longitudinal and transverse cracking (2).



RW1331BN-20. Overview.



RW1331BN-20. Longitudinal and transverse cracking.



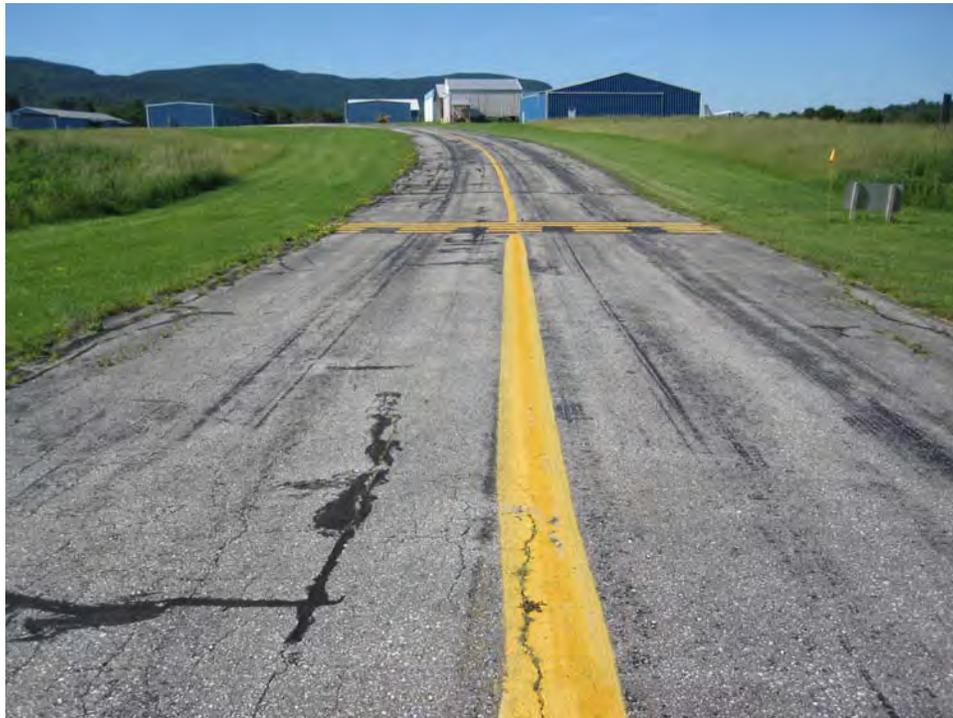
RW1331BN-20. Raveling.



TAABN-10. Overview.



TWABN-10. Longitudinal and transverse cracking.



TWBBN-10. Overview.



TWBBN-10. Alligator cracking.



A01BN-10. Overview.



A01BN-10. Longitudinal and transverse cracking.



A01BN-20. Overview.



A01BN-20. Longitudinal, transverse and diagonal cracking.



A01BN-30. Overview.



A01BN-30. Raveling.



A01BN-40. Overview (1).



A01BN-40. Overview (2).



A01BN-40. Raveling (1).



A01BN-40. Raveling (2).

APPENDIX C

RE-INSPECTION REPORTS

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: A01LD Name: APRON 01 Use: APRON Area: 90,000.00SqFt

Section: 10 of 2 From: TAXIWAY C To: 300' FROM HANGAR Last Const.: 06/01/1989
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 45,000.00SqFt Length: 290.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 9 Surveyed: 4

Conditions: PCI: 52

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 51

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING H 120.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 400.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 120.00 Ft Comments:u

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 51

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING H 85.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 400.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 125.00 Ft Comments:u
56 SWELLING L 15.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:
56 SWELLING L 30.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 450.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 34.00 Ft Comments:u

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 51

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING H 100.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 425.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: A01LD Name: APRON 01 Use: APRON Area: 90,000.00SqFt

Section: 20 of 2 From: 300' FROM HANGAR To: HANGAR Last Const.: 06/01/1989
Surface: AAC Family: VTAACAPRON12 Zone: Category: Rank: P
Area: 45,000.00SqFt Length: 300.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 9 Surveyed: 4

Conditions: PCI: 50

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 53

Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	104.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	350.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00 Ft	Comments:u
56 SWELLING	L	15.00 SqFt	Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 52

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	115.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	465.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:u
56 SWELLING	L	15.00 SqFt	Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 51

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	30.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	335.00 Ft	Comments:fs
52 RAVELING	L	30.00 SqFt	Comments:
57 WEATHERING	L	4,970.00 SqFt	Comments:
56 SWELLING	L	15.00 SqFt	Comments:

Sample Number: 09 Type: A Area: 5,000.00SqFt PCI = 31

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	20.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	559.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00 Ft	Comments:
50 PATCHING	L	80.00 SqFt	Comments:
56 SWELLING	H	80.00 SqFt	Comments:
52 RAVELING	H	10.00 SqFt	Comments:
53 RUTTING	M	20.00 SqFt	Comments:
57 WEATHERING	L	3,000.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: RW220LD Name: RUNWAY 2-20 Use: RUNWAY Area: 198,000.00SqFt

Section: 10 of 2 From: 2 APPROACH To: APRON AREA Last Const.: 06/01/1989
Surface: AAC Family: VTAACRW12 Zone: Category: Rank: P
Area: 124,800.00SqFt Length: 2,040.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 23 Surveyed: 6

Conditions: PCI: 48

Inspection Comments:

Sample Number: 03 Type: R Area: 5,400.00SqFt PCI = 56

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING H 100.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 350.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 56.00 Ft Comments:s
57 WEATHERING L 4,800.00 SqFt Comments:

Sample Number: 05 Type: R Area: 5,400.00SqFt PCI = 47

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING H 120.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 600.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 26.00 Ft Comments:u
57 WEATHERING L 4,800.00 SqFt Comments:

Sample Number: 09 Type: R Area: 5,400.00SqFt PCI = 32

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING H 100.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 479.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 279.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 4,800.00 Ft Comments:

Sample Number: 14 Type: R Area: 5,400.00SqFt PCI = 56

Sample Comments:

56 SWELLING M 6.00 SqFt Comments:
57 WEATHERING L 4,800.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING H 120.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 290.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 290.00 Ft Comments:fs

Sample Number: 17 Type: R Area: 5,400.00SqFt PCI = 42

Sample Comments:

56 SWELLING L 2.00 SqFt Comments:
45 DEPRESSION M 2.00 SqFt Comments:
57 WEATHERING L 4,800.00 SqFt Comments:
41 ALLIGATOR CRACKING M 6.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING H 120.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 400.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 120.00 Ft Comments:s

Sample Number: 21 Type: R Area: 5,400.00SqFt PCI = 54

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING H 120.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 400.00 Ft Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

48 LONGITUDINAL/TRANSVERSE CRACKING
57 WEATHERING

M
L

200.00 Ft
4,800.00 SqFt

Comments:

Comments:fs

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: RW220LD Name: RUNWAY 2-20 Use: RUNWAY Area: 198,000.00SqFt

Section: 20 of 2 From: APRON AREA To: 20 APPROACH Last Const.: 06/01/1989
Surface: AAC Family: VTAACRW12 Zone: Category: Rank: P
Area: 73,200.00SqFt Length: 1,220.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 14 Surveyed: 5

Conditions: PCI : 55

Inspection Comments:

Sample Number: 03 Type: R Area: 5,400.00SqFt PCI = 51

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	100.00	Ft	Comments:
57	WEATHERING	L	4,800.00	SqFt	Comments:
56	SWELLING	L	4.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	432.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	94.00	Ft	Comments:s

Sample Number: 06 Type: R Area: 5,400.00SqFt PCI = 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	340.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	340.00	Ft	Comments:s
57	WEATHERING	L	4,800.00	SqFt	Comments:

Sample Number: 08 Type: R Area: 5,400.00SqFt PCI = 53

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	185.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	550.00	Ft	Comments:fs-2ndy
57	WEATHERING	L	4,800.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,400.00SqFt PCI = 52

Sample Comments:

57	WEATHERING	L	4,800.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	40.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	450.00	Ft	Comments:fs-2ndy
48	LONGITUDINAL/TRANSVERSE CRACKING	L	180.00	Ft	Comments:s

Sample Number: 12 Type: R Area: 5,400.00SqFt PCI = 56

Sample Comments:

57	WEATHERING	L	4,800.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	460.00	Ft	Comments:fs-2ndy
48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft	Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: TWALD Name: TAXIWAY 01 Use: TAXIWAY Area: 42,066.00SqFt

Section: 10 of 3 From: TAXIWAY B To: T-HANGAR AREA Last Const.: 06/01/1989
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 755.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 6 Surveyed: 4

Conditions: PCI: 48

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 47

Sample Comments:

56 SWELLING	L	20.00	SqFt	Comments:
56 SWELLING	M	2.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	375.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:s
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	230.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	205.00	Ft	Comments:s
50 PATCHING	M	80.00	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
57 WEATHERING	L	4,020.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 47

Sample Comments:

50 PATCHING	L	320.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	70.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	410.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u
57 WEATHERING	L	4,600.00	SqFt	Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 40

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	180.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	270.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:u
56 SWELLING	L	80.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
45 DEPRESSION	H	4.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: TWALD Name: TAXIWAY 01 Use: TAXIWAY Area: 42,066.00SqFt

Section: 20 of 3 From: RW 20 APPROACH To: MAIN PARLLEL TAIWAY Last Const.: 06/01/1989

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 6,386.00SqFt Length: 150.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI: 52

Inspection Comments:

Sample Number: 01 Type: R Area: 6,385.00SqFt PCI = 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	35.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00 Ft	Comments:w
56	SWELLING	L	200.00 SqFt	Comments:
50	PATCHING	L	800.00 SqFt	Comments:
50	PATCHING	H	6.00 SqFt	Comments:
57	WEATHERING	L	5,500.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: TWALD Name: TAXIWAY 01 Use: TAXIWAY Area: 42,066.00SqFt

Section: 30 of 3 From: TWALD-10 To: SEE MAP Last Const.: 06/01/2004

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 5,680.00SqFt Length: 142.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI: 71

Inspection Comments:

Sample Number: 01 Type: R Area: 5,680.00SqFt PCI = 71

Sample Comments:

56 SWELLING	L	120.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	55.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.00 Ft	Comments:w

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: TWBLD Name: TAXIWAY B Use: TAXIWAY Area: 6,526.00SqFt

Section: 10 of 1 From: RW 2-20 To: APRON AREA NEAR OFFICE Last Const.: 06/01/1989
Surface: AAC Family: VTAACW12 Zone: Category: Rank: P
Area: 6,526.00SqFt Length: 200.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI: 54

Inspection Comments:

Sample Number: 01 Type: R Area: 6,786.00SqFt PCI = 54

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	50.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	310.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	310.00 Ft	Comments:u
50	PATCHING	L	485.00 SqFt	Comments:
57	WEATHERING	L	6,200.00 SqFt	Comments:
56	SWELLING	L	25.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: CDA Name: CALEDONIA COUNTY STATE AIRPORT

Branch: TWCLD Name: TAXIWAY C Use: TAXIWAY Area: 8,553.00SqFt

Section: 10 of 1 From: RW 2-20 To: CORNER OF APRON Last Const.: 06/01/1989

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 8,553.00SqFt Length: 305.00Ft Width: 25.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 57

Inspection Comments:

Sample Number: 01 Type: R Area: 4,217.00SqFt PCI = 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	25.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00 Ft	Comments:u
57	WEATHERING	L	3,500.00 SqFt	Comments:
56	SWELLING	M	5.00 SqFt	Comments:
56	SWELLING	L	25.00 SqFt	Comments:
50	PATCHING	L	250.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 3,750.00SqFt PCI = 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	45.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	45.00 Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:u
57	WEATHERING	L	3,750.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A01MP Name: APRON 01 Use: APRON Area: 31,225.00SqFt

Section: 10 of 1 From: TAXIWAY To: GRASS NEAR ROAD Last Const.: 06/01/1997
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 31,225.00SqFt Length: 260.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: MICRO SURFACED

Last Insp. Date: 06/11/2012 Total Samples: 6 Surveyed: 4

Conditions: PCI : 77

Inspection Comments:

Sample Number: 01 Type: R Area: 5,400.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 68.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:u

Sample Number: 03 Type: R Area: 5,100.00SqFt PCI = 73
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 196.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 64.00 Ft Comments:u

Sample Number: 04 Type: R Area: 5,100.00SqFt PCI = 69
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 264.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 176.00 Ft Comments:u

Sample Number: 06 Type: R Area: 5,100.00SqFt PCI = 85
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 24.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 160.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A02MP Name: APRON 02 Use: APRON Area: 75,450.00SqFt

Section: 10 of 3 From: TIE DOWNS To: HANGARS Last Const.: 06/01/1997
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 59,964.00SqFt Length: 550.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: MICRO SURFACED

Last Insp. Date: 06/11/2012 Total Samples: 11 Surveyed: 6

Conditions: PCI : 22

Inspection Comments:

Sample Number: 01 Type: R Area: 3,318.00SqFt PCI = 58
Sample Comments:
56 SWELLING L 15.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 224.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 216.00 Ft Comments:u
57 WEATHERING L 3,750.00 SqFt Comments:

Sample Number: 03 Type: R Area: 4,408.00SqFt PCI = 40
Sample Comments:
41 ALLIGATOR CRACKING M 185.00 SqFt Comments:
41 ALLIGATOR CRACKING L 68.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 94.00 Ft Comments:u
57 WEATHERING L 5,500.00 SqFt Comments:

Sample Number: 05 Type: R Area: 3,756.00SqFt PCI = 13
Sample Comments:
41 ALLIGATOR CRACKING M 1,600.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 168.00 Ft Comments:u
49 OIL SPILLAGE N 5.00 SqFt Comments:
52 RAVELING H 35.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 52.00 Ft Comments:w
57 WEATHERING L 4,500.00 SqFt Comments:

Sample Number: 07 Type: R Area: 6,000.00SqFt PCI = 13
Sample Comments:
41 ALLIGATOR CRACKING M 2,800.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 406.00 Ft Comments:u
52 RAVELING H 44.00 SqFt Comments:
49 OIL SPILLAGE N 15.00 SqFt Comments:
57 WEATHERING L 6,000.00 SqFt Comments:

Sample Number: 09 Type: R Area: 5,766.00SqFt PCI = 8
Sample Comments:
41 ALLIGATOR CRACKING M 2,000.00 SqFt Comments:
41 ALLIGATOR CRACKING L 2,500.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 173.00 Ft Comments:u
45 DEPRESSION M 150.00 SqFt Comments:
57 WEATHERING L 6,000.00 SqFt Comments:

Sample Number: 11 Type: R Area: 6,000.00SqFt PCI = 19
Sample Comments:
41 ALLIGATOR CRACKING M 1,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 112.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

48	LONGITUDINAL/TRANSVERSE CRACKING	M	23.00	Ft	Comments:w
45	DEPRESSION	M	50.00	SqFt	Comments:
57	WEATHERING	L	6,000.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A02MP Name: APRON 02 Use: APRON Area: 75,450.00SqFt

Section: 20 of 3 From: TIE DOWNS To: NORTH Last Const.: 06/03/1976
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 10,001.00SqFt Length: 87.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI : 43

Inspection Comments:

Sample Number: 01 Type: R Area: 5,100.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	164.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	367.00 Ft	Comments:u
57	WEATHERING	M	4,000.00 SqFt	Comments:
52	RAVELING	M	40.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 5,100.00SqFt PCI = 24

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	187.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	319.00 Ft	Comments:
52	RAVELING	H	30.00 SqFt	Comments:
57	WEATHERING	M	3,000.00 SqFt	Comments:
41	ALLIGATOR CRACKING	M	500.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A02MP Name: APRON 02 Use: APRON Area: 75,450.00SqFt

Section: 30 of 3 From: . To: . Last Const.: 06/01/2010
Surface: AAC Family: VTAACAPRON12 Zone: Category: Rank: P
Area: 5,485.00SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 100

Inspection Comments:

Sample Number: 01 Type: R Area: 5,485.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A03MP Name: APRON 03 Use: APRON Area: 53,385.00SqFt

Section: 10 of 3 From: GRASS To: HANGAR Last Const.: 06/01/1997
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 5,800.00SqFt Length: 100.00Ft Width: 58.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 40

Inspection Comments:

Sample Number: 01 Type: R Area: 5,800.00SqFt PCI = 40

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00 Ft	Comments:
56	SWELLING	L	35.00 SqFt	Comments:
50	PATCHING	H	500.00 SqFt	Comments:
50	PATCHING	M	400.00 SqFt	Comments:
50	PATCHING	L	1,925.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A03MP Name: APRON 03 Use: APRON Area: 53,385.00SqFt

Section: 20 of 3 From: FBO To: SOUTH Last Const.: 06/01/1997
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 14,914.00SqFt Length: 265.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 3 Surveyed: 2

Conditions: PCI: 79

Inspection Comments:

Sample Number: 01 Type: R Area: 7,000.00SqFt PCI = 70

Sample Comments:

50 PATCHING	M	80.00 SqFt	Comments:
50 PATCHING	L	720.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	29.00 Ft	Comments:u
56 SWELLING	L	6.00 SqFt	Comments:
57 WEATHERING	L	6,500.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 4,900.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:
57 WEATHERING	L	4,900.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A03MP Name: APRON 03 Use: APRON Area: 53,385.00SqFt

Section: 30 of 3 From: TAXIWAY 03 To: TAXIWAY 04 Last Const.: 06/01/2001
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 32,671.00SqFt Length: 450.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 6 Surveyed: 4

Conditions: PCI : 89

Inspection Comments:

Sample Number: 02 Type: R Area: 5,700.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,700.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,700.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 10.00 Ft Comments:w

48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft Comments:u

57 WEATHERING L 5,700.00 SqFt Comments:

Sample Number: 04 Type: R Area: 5,700.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 23.00 Ft Comments:u

57 WEATHERING L 5,700.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,600.00SqFt PCI = 86

Sample Comments:

57 WEATHERING L 5,600.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft Comments:s

48 LONGITUDINAL/TRANSVERSE CRACKING M 5.00 Ft Comments:fs

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A04MP Name: APRON 04 Use: APRON Area: 126,492.00SqFt

Section: 10 of 2 From: TAXIWAY NEAR INTERSECTION To: NEWER PAVEMENT Last Const.: 06/01/2010

Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P

Area: 124,012.00SqFt Length: 150.00Ft Width: 160.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 27 Surveyed: 6

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A04MP Name: APRON 04 Use: APRON Area: 126,492.00SqFt

Section: 20 of 2 From: FUEL PUMPS To: ASPHALT Last Const.: 06/01/1997
Surface: PCC Family: VTPCC12 Zone: Category: Rank: P
Area: 2,480.00SqFt Length: 62.00Ft Width: 40.00Ft
Slabs: 6 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 146.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 75

Inspection Comments:

Sample Number: 01 Type: R Area: 6.00Slabs PCI = 75

Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: A05MP Name: APRON 05 Use: APRON Area: 102,328.00SqFt

Section: 10 of 1 From: RUNWAY 5 THRESHOLD To: TWAMP-10 Last Const.: 06/01/2010

Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P

Area: 102,328.00SqFt Length: 350.00Ft Width: 300.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 23 Surveyed: 6

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 16 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 21 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: RW1735MP Name: RUNWAY 17-35 Use: RUNWAY Area: 514,817.00SqFt

Section: 10 of 3 From: RW 35 APPROACH To: 1675' FROM RW 35 Last Const.: 07/02/2001
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 167,169.00SqFt Length: 1,600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 33 Surveyed: 5

Conditions: PCI : 87

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 93.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 51.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 35.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 16.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 20 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 144.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 25.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 29 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 88.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: RW1735MP Name: RUNWAY 17-35 Use: RUNWAY Area: 514,817.00SqFt

Section: 20 of 3 From: 1675' FROM RW 35 To: 3175' FROM RW 35 Last Const.: 07/02/2001
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 160,000.00SqFt Length: 1,600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 32 Surveyed: 4

Conditions: PCI : 85

Inspection Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 3.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 141.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 163.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 96.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 32 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 125.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: RW1735MP Name: RUNWAY 17-35 Use: RUNWAY Area: 514,817.00SqFt

Section: 30 of 3 From: SOUTH OF RW 05 To: NORTH OF RW 05 Last Const.: 07/03/2001
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 187,648.00SqFt Length: 1,800.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 37 Surveyed: 5

Conditions: PCI : 86

Inspection Comments:

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 91.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 18 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 65.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 16.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 4.00 Ft Comments:fs
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 27 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 110.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 4.00 Ft Comments:

Sample Number: 35 Type: R Area: 5,000.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 36 Type: R Area: 5,000.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: RW523MP Name: RUNWAY 05-23 Use: RUNWAY Area: 234,085.00SqFt

Section: 10 of 1 From: RW 05 APPROACH To: RW 17-35 Last Const.: 06/01/2010

Surface: AC Family: VTACRW12 Zone: Category: Rank: S

Area: 234,085.00SqFt Length: 3,000.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 40 Surveyed: 7

Conditions: PCI: 100

Inspection Comments:

Sample Number: 03 Type: R Area: 6,525.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 08 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 13 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 18 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 23 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 28 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 36 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW01MP Name: TAXIWAY 01 Use: TAXIWAY Area: 8,352.00SqFt

Section: 10 of 1 From: RUNWAY 17-35 To: TIE DOWN APRON Last Const.: 06/01/2010
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 8,352.00SqFt Length: 163.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 3,900.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 02 Type: R Area: 4,423.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW02MP Name: TAXIWAY 02 Use: TAXIWAY Area: 10,063.00SqFt

Section: 10 of 1 From: TIE DOWN APRON To: RW Last Const.: 07/01/2001
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 10,063.00SqFt Length: 240.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI: 64

Inspection Comments:

Sample Number: 01 Type: R Area: 3,205.00SqFt PCI = 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:u
57	WEATHERING	L	3,400.00 SqFt	Comments:
56	SWELLING	L	5.00 SqFt	Comments:
52	RAVELING	M	7.00 SqFt	Comments:
50	PATCHING	L	365.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	3.00 Ft	Comments:w

Sample Number: 02 Type: R Area: 3,647.00SqFt PCI = 87

Sample Comments:

57	WEATHERING	L	3,600.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00 Ft	Comments:s

Sample Number: 03 Type: R Area: 3,147.00SqFt PCI = 37

Sample Comments:

41	ALLIGATOR CRACKING	H	80.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	65.00 Ft	Comments:w
52	RAVELING	H	4.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW03MP Name: TAXIWAY 03 Use: TAXIWAY Area: 15,055.00SqFt

Section: 10 of 1 From: APRON To: TRANSITION Last Const.: 07/01/2001
Surface: AAC Family: VTAACW12 Zone: Category: Rank: P
Area: 15,055.00SqFt Length: 250.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI : 82

Inspection Comments:

Sample Number: 01 Type: R Area: 4,265.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 30.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 2.00 Ft Comments:w
57 WEATHERING L 4,265.00 SqFt Comments:

Sample Number: 02 Type: R Area: 6,264.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 75.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 98.00 Ft Comments:u
57 WEATHERING L 6,264.00 SqFt Comments:

Sample Number: 03 Type: R Area: 4,558.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 15.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 21.00 Ft Comments:u
57 WEATHERING L 4,558.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW04MP Name: TAXIWAY 04 Use: TAXIWAY Area: 9,293.00SqFt

Section: 10 of 1 From: INTERSECTION OF RWS To: APRON BY SAMBEL'S Last Const.: 06/01/2011

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 9,293.00SqFt Length: 152.00Ft Width: 80.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 7 Surveyed: 2

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 3,710.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 02 Type: R Area: 3,912.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW05MP Name: TAXIWAY 05 Use: TAXIWAY Area: 14,753.00SqFt

Section: 10 of 1 From: APRON BY SAMBEL'S To: RW 05-23 Last Const.: 06/03/1979

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 14,753.00SqFt Length: 105.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 4 Surveyed: 3

Conditions: PCI : 84

Inspection Comments:

Sample Number: 01 Type: R Area: 3,541.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 6.00 Ft Comments:fs

48 LONGITUDINAL/TRANSVERSE CRACKING L 63.00 Ft Comments:u

57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 02 Type: R Area: 3,767.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 11.00 Ft Comments:fs

48 LONGITUDINAL/TRANSVERSE CRACKING L 11.00 Ft Comments:u

57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 03 Type: R Area: 3,621.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 18.00 Ft Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW06MP Name: TAXIWAY 06 Use: TAXIWAY Area: 23,068.00SqFt

Section: 10 of 1 From: TAXIWAY 02 To: TAXIWAY 03 Last Const.: 06/30/2001
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 23,068.00SqFt Length: 650.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 5 Surveyed: 4

Conditions: PCI : 90

Inspection Comments:

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,250.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:u

57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 04 Type: R Area: 3,500.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:u

57 WEATHERING L 3,500.00 SqFt Comments:

52 RAVELING H 1.00 SqFt Comments:

Sample Number: 05 Type: R Area: 3,617.00SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 73.00 Ft Comments:u

57 WEATHERING L 3,617.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW07MP Name: TAXIWAY 07 Use: TAXIWAY Area: 14,504.00SqFt

Section: 10 of 1 From: TAXIWAY 03 To: TAXIWAY 04 Last Const.: 07/01/2001
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 14,504.00SqFt Length: 400.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI : 83

Inspection Comments:

Sample Number: 01 Type: R Area: 5,637.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 15.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 135.00 Ft Comments:u
57 WEATHERING L 5,637.00 SqFt Comments:

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 146.00 Ft Comments:u
57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 03 Type: R Area: 3,500.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 106.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 4.00 Ft Comments:w
57 WEATHERING L 3,500.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW08MP Name: TAXIWAY 08 Use: TAXIWAY Area: 80,267.00SqFt

Section: 10 of 1 From: RUNWAY 35 THRESHOLD To: ~2200' ON CENTERLINE Last Const.: 06/01/2011

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 80,267.00SqFt Length: 2,200.00Ft Width: 35.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 22 Surveyed: 6

Conditions: PCI: 100

Inspection Comments:

Sample Number: 04 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 07 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 10 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 13 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 16 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 19 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TW09MP Name: TAXIWAY 09 Use: TAXIWAY Area: 68,455.00SqFt

Section: 10 of 1 From: TW04 To: RUNWAY 17 THRESHOLD Last Const.: 06/01/2010

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 68,455.00SqFt Length: 1,830.00Ft Width: 35.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 13 Surveyed: 5

Conditions: PCI: 100

Inspection Comments:

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 04 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 06 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 08 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 10 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MPV Name: E.F. KNAPP STATE AIRPORT

Branch: TWAMP Name: TAXIWAY A Use: TAXIWAY Area: 47,441.00SqFt

Section: 10 of 1 From: RW 05-23 To: PARALLEL TAXIWAY Last Const.: 06/03/1995
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 47,441.00SqFt Length: 1,250.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/11/2012 Total Samples: 10 Surveyed: 5

Conditions: PCI : 90

Inspection Comments:

Sample Number: 03 Type: R Area: 4,568.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 7.00 Ft Comments:w
57 WEATHERING L 4,568.00 SqFt Comments:

Sample Number: 04 Type: R Area: 4,900.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:u
57 WEATHERING L 4,900.00 SqFt Comments:

Sample Number: 05 Type: R Area: 4,900.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 35.00 Ft Comments:u
57 WEATHERING L 4,900.00 SqFt Comments:

Sample Number: 06 Type: R Area: 4,900.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 4,900.00 SqFt Comments:

Sample Number: 08 Type: R Area: 3,080.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 3,080.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: FSO Name: FRANKLIN COUNTY STATE AIRPORT

Branch: A01HG Name: APRON 01 Use: APRON Area: 227,408.00SqFt

Section: 10 of 4 From: TAXIWAYS To: BUILDINGS Last Const.: 06/02/1970
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 97,137.00SqFt Length: 657.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/14/2012 Total Samples: 21 Surveyed: 5

Conditions: PCI: 66

Inspection Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	161.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	315.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	9.00	Ft	Comments:w
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 62

Sample Comments:

57	WEATHERING	L	5,000.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	108.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	35.00	Ft	Comments:u
50	PATCHING	M	210.00	SqFt	Comments:
53	RUTTING	L	1.00	SqFt	Comments:

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	204.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	145.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	327.00	Ft	Comments:u
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 19 Type: R Area: 3,900.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	175.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	204.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	117.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:w
57	WEATHERING	L	3,900.00	SqFt	Comments:

Sample Number: 21 Type: R Area: 3,900.00SqFt PCI = 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	265.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	84.00	Ft	Comments:fs
57	WEATHERING	L	3,900.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft	Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: FSO Name: FRANKLIN COUNTY STATE AIRPORT

Branch: A01HG Name: APRON 01 Use: APRON Area: 227,408.00SqFt

Section: 20 of 4 From: MAIN APRON To: ACCESS ROAD Last Const.: 07/01/2000
Surface: AAC Family: VTAACAPRON12 Zone: Category: Rank: P
Area: 44,894.00SqFt Length: 240.00Ft Width: 160.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/14/2012 Total Samples: 9 Surveyed: 5

Conditions: PCI : 84

Inspection Comments:

Sample Number: 01 Type: R Area: 5,400.00SqFt PCI = 88

Sample Comments:

52 RAVELING	L	100.00 SqFt	Comments:
52 RAVELING	M	3.00 SqFt	Comments:
57 WEATHERING	L	2,100.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 5,400.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	53.00 Ft	Comments:u
52 RAVELING	L	100.00 SqFt	Comments:
57 WEATHERING	L	2,700.00 SqFt	Comments:

Sample Number: 05 Type: R Area: 4,640.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:u
52 RAVELING	L	100.00 SqFt	Comments:
57 WEATHERING	L	2,200.00 SqFt	Comments:

Sample Number: 07 Type: R Area: 4,800.00SqFt PCI = 85

Sample Comments:

49 OIL SPILLAGE	N	1.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00 Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:u
52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	L	2,400.00 SqFt	Comments:

Sample Number: 09 Type: A Area: 6,758.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	34.00 Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	335.00 Ft	Comments:u
52 RAVELING	M	10.00 SqFt	Comments:
52 RAVELING	L	200.00 SqFt	Comments:
57 WEATHERING	L	3,000.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: FSO Name: FRANKLIN COUNTY STATE AIRPORT

Branch: A01HG Name: APRON 01 Use: APRON Area: 227,408.00SqFt

Section: 30 of 4 From: FUELING AREA To: MAIN AORON Last Const.: 06/01/1970
Surface: PCC Family: VTPCC12 Zone: Category: Rank: P
Area: 2,484.00SqFt Length: 50.00Ft Width: 50.00Ft
Slabs: 8 Slab Width: 12.50Ft Slab Length: 25.00Ft Joint Length: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/14/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI: 73

Inspection Comments:

Sample Number: 01 Type: R Area: 8.00Slabs PCI = 73

Sample Comments:

65 JOINT SEAL DAMAGE H 8.00 Slabs Comments:
63 LINEAR CRACKING L 5.00 Slabs Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: FSO Name: FRANKLIN COUNTY STATE AIRPORT

Branch: A01HG Name: APRON 01 Use: APRON Area: 227,408.00SqFt

Section: 40 of 4 From: TAXIWAY C To: MAIN APRON Last Const.: 07/01/2004
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 82,893.00SqFt Length: 274.00Ft Width: 285.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/14/2012 Total Samples: 17 Surveyed: 5

Conditions: PCI : 92

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 16 Type: R Area: 4,820.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 24.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 24.00 Ft Comments:
57 WEATHERING L 4,820.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: FSO Name: FRANKLIN COUNTY STATE AIRPORT

Branch: RW119HG Name: RUNWAY 01-19 Use: RUNWAY Area: 184,989.00SqFt

Section: 10 of 1 From: RW 01 APPROACH To: RW 19 APPROACH Last Const.: 06/02/1970
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 184,989.00SqFt Length: 3,050.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/14/2012 Total Samples: 31 Surveyed: 7

Conditions: PCI: 57

Inspection Comments:

Sample Number: 02 Type: A Area: 6,000.00SqFt PCI = 38

Sample Comments:

41 ALLIGATOR CRACKING	M	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	121.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	853.00	Ft	Comments:s
57 WEATHERING	L	6,000.00	SqFt	Comments:

Sample Number: 04 Type: R Area: 6,000.00SqFt PCI = 54

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	120.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	1,350.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	124.00	Ft	Comments:u
57 WEATHERING	L	6,000.00	SqFt	Comments:

Sample Number: 08 Type: R Area: 6,000.00SqFt PCI = 54

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	13.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	950.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u
57 WEATHERING	L	5,500.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:

Sample Number: 13 Type: R Area: 6,000.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	645.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	M	24.00	Ft	Comments:fs
57 WEATHERING	L	6,000.00	SqFt	Comments:

Sample Number: 19 Type: R Area: 6,000.00SqFt PCI = 57

Sample Comments:

50 PATCHING	L	35.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	21.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	845.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft	Comments:u
57 WEATHERING	L	6,000.00	SqFt	Comments:

Sample Number: 25 Type: R Area: 6,000.00SqFt PCI = 58

Sample Comments:

50 PATCHING	L	240.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	36.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	655.00	Ft	Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

57 WEATHERING	L	6,000.00 SqFt	Comments:
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Sample Number: 30	Type: R	Area: 6,000.00SqFt	PCI = 59
Sample Comments:			
50 PATCHING	L	432.00 SqFt	Comments:
57 WEATHERING	L	5,478.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	548.00 Ft	Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: FSO Name: FRANKLIN COUNTY STATE AIRPORT

Branch: TWAHG Name: TAXIWAY C Use: TAXIWAY Area: 9,577.00SqFt

Section: 10 of 1 From: RUNWAY 1 To: APRON Last Const.: 07/01/2004

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 9,577.00SqFt Length: 300.00Ft Width: 35.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/14/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 92

Inspection Comments:

Sample Number: 01 Type: R Area: 4,451.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 34.00 Ft Comments:u

57 WEATHERING L 4,451.00 SqFt Comments:

Sample Number: 02 Type: R Area: 5,126.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,126.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: FSO Name: FRANKLIN COUNTY STATE AIRPORT

Branch: TWBHG Name: TAXIWAY A Use: TAXIWAY Area: 7,549.00SqFt

Section: 10 of 1 From: RW 1-19 To: MAIN APRON Last Const.: 06/02/1970
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 7,549.00SqFt Length: 220.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/14/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI : 37

Inspection Comments:

Sample Number: 01 Type: R Area: 3,985.00SqFt PCI = 27

Sample Comments:

41 ALLIGATOR CRACKING	M	240.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00 Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	263.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	35.00 Ft	Comments:fs
52 RAVELING	M	25.00 SqFt	Comments:
45 DEPRESSION	M	100.00 SqFt	Comments:
57 WEATHERING	L	3,985.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 3,642.00SqFt PCI = 48

Sample Comments:

41 ALLIGATOR CRACKING	M	30.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	140.00 Ft	Comments:u
50 PATCHING	M	135.00 SqFt	Comments:
50 PATCHING	L	145.00 SqFt	Comments:
57 WEATHERING	L	3,642.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: FSO Name: FRANKLIN COUNTY STATE AIRPORT

Branch: TWCHG Name: TAXIWAY B Use: TAXIWAY Area: 7,384.00SqFt

Section: 10 of 1 From: RW 1-19 To: MAIN APRON Last Const.: 06/02/1970
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 7,384.00SqFt Length: 220.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/14/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 39

Inspection Comments:

Sample Number: 01 Type: R Area: 4,122.00SqFt PCI = 42

Sample Comments:

41 ALLIGATOR CRACKING	M	115.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	178.00	Ft	Comments:u
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	4,072.00	SqFt	Comments:

Sample Number: 02 Type: R Area: 3,568.00SqFt PCI = 36

Sample Comments:

41 ALLIGATOR CRACKING	M	25.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft	Comments:u
52 RAVELING	M	50.00	SqFt	Comments:
52 RAVELING	L	120.00	SqFt	Comments:
57 WEATHERING	L	3,398.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
50 PATCHING	M	360.00	SqFt	Comments:
42 BLEEDING	N	240.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: A01SP Name: APRON 1 Use: APRON Area: 246,602.00SqFt

Section: 10 of 3 From: BULDINGS To: TAXIWAYS Last Const.: 07/01/2004
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 210,657.00SqFt Length: 802.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 42 Surveyed: 8

Conditions: PCI : 86

Inspection Comments:

Sample Number: 05 Type: R Area: 5,800.00SqFt PCI = 95
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 58.00 Ft Comments:u

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 40.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 187.00 Ft Comments:u

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 476.00 Ft Comments:u

Sample Number: 22 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 75.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 530.00 Ft Comments:u

Sample Number: 26 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 20.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 361.00 Ft Comments:u
56 SWELLING L 2.00 SqFt Comments:

Sample Number: 32 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 43.00 Ft Comments:u

Sample Number: 34 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 37.00 Ft Comments:u

Sample Number: 39 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 118.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: A01SP Name: APRON 1 Use: APRON Area: 246,602.00SqFt

Section: 20 of 3 From: MAIN APRON To: MAINTENANCE HANGAR Last Const.: 06/01/1995
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 20,925.00SqFt Length: 237.00Ft Width: 93.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 5 Surveyed: 4

Conditions: PCI : 36

Inspection Comments:

Sample Number: 02 Type: R Area: 3,567.00SqFt PCI = 32

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	12.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	450.00	Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:s
52	RAVELING	M	2,000.00	SqFt	Comments:

Sample Number: 03 Type: R Area: 4,650.00SqFt PCI = 33

Sample Comments:

52	RAVELING	H	10.00	SqFt	Comments:
52	RAVELING	M	3,000.00	SqFt	Comments:
57	WEATHERING	L	1,990.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:u

Sample Number: 04 Type: R Area: 4,650.00SqFt PCI = 40

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	450.00	Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft	Comments:u
52	RAVELING	M	2,000.00	SqFt	Comments:
57	WEATHERING	L	2,650.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 4,650.00SqFt PCI = 39

Sample Comments:

52	RAVELING	M	2,000.00	SqFt	Comments:
57	WEATHERING	L	2,650.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	498.00	Ft	Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: A01SP Name: APRON 1 Use: APRON Area: 246,602.00SqFt

Section: 30 of 3 From: T-HANGAR To: MAIN APRON Last Const.: 07/02/1981
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 15,020.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI: 31

Inspection Comments:

Sample Number: 01 Type: R Area: 5,160.00SqFt PCI = 32

Sample Comments:

50 PATCHING	L	675.00	SqFt	Comments:
57 WEATHERING	L	4,485.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	180.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	350.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	18.00	Ft	Comments:w
52 RAVELING	M	200.00	SqFt	Comments:

Sample Number: 02 Type: R Area: 5,160.00SqFt PCI = 28

Sample Comments:

50 PATCHING	L	675.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	320.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft	Comments:u
41 ALLIGATOR CRACKING	M	255.00	SqFt	Comments:
52 RAVELING	M	400.00	SqFt	Comments:
57 WEATHERING	L	4,085.00	SqFt	Comments:

Sample Number: 03 Type: R Area: 4,700.00SqFt PCI = 32

Sample Comments:

52 RAVELING	M	1,000.00	SqFt	Comments:
57 WEATHERING	L	3,700.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	180.00	Ft	Comments:u
41 ALLIGATOR CRACKING	M	92.00	SqFt	Comments:
56 SWELLING	L	106.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: RW1129SP Name: RUNWAY 11-19 Use: RUNWAY Area: 219,375.01SqFt

Section: 10 of 2 From: RW 11 APPROCH To: RW 05-23 Last Const.: 06/02/1987
Surface: AC Family: VTACRW12 Zone: Category: Rank: S
Area: 138,750.00SqFt Length: 1,850.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 25 Surveyed: 6

Conditions: PCI : 82

Inspection Comments:

Sample Number: 02 Type: R Area: 5,625.00SqFt PCI = 81
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 259.00 Ft Comments:s
57 WEATHERING L 5,625.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,625.00SqFt PCI = 81
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 265.00 Ft Comments:s
57 WEATHERING L 5,625.00 SqFt Comments:

Sample Number: 10 Type: R Area: 5,625.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 219.00 Ft Comments:s
57 WEATHERING L 5,625.00 SqFt Comments:

Sample Number: 14 Type: R Area: 5,625.00SqFt PCI = 81
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 260.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:u
57 WEATHERING L 5,625.00 SqFt Comments:

Sample Number: 18 Type: R Area: 5,625.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 208.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 4.00 Ft Comments:u
57 WEATHERING L 5,625.00 SqFt Comments:

Sample Number: 22 Type: R Area: 5,625.00SqFt PCI = 81
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 265.00 Ft Comments:s
57 WEATHERING L 5,625.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: RW1129SP Name: RUNWAY 11-19 Use: RUNWAY Area: 219,375.01SqFt

Section: 20 of 2 From: RW 05-23 To: RW 29 APPROACH Last Const.: 06/02/1987
Surface: AC Family: VTACRW12 Zone: Category: Rank: S
Area: 80,625.00SqFt Length: 1,075.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 14 Surveyed: 5

Conditions: PCI : 83

Inspection Comments:

Sample Number: 02 Type: R Area: 6,750.00SqFt PCI = 80
Sample Comments:
57 WEATHERING L 6,750.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 38.00 Ft Comments:fs

Sample Number: 03 Type: R Area: 5,625.00SqFt PCI = 78
Sample Comments:
57 WEATHERING L 5,625.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 220.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 15.00 Ft Comments:fs

Sample Number: 06 Type: R Area: 5,625.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 206.00 Ft Comments:s
57 WEATHERING L 5,625.00 SqFt Comments:

Sample Number: 09 Type: R Area: 5,625.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 99.00 Ft Comments:s
57 WEATHERING L 5,625.00 SqFt Comments:

Sample Number: 12 Type: R Area: 5,625.00SqFt PCI = 85
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 158.00 Ft Comments:s
57 WEATHERING L 5,625.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: RW523SP Name: RUNWAY 05-23 Use: RUNWAY Area: 578,100.01SqFt

Section: 10 of 3 From: RW 05 APPROACH To: INTERSECTION W/RW 11-29 Last Const.: 07/01/2000
Surface: AAC Family: VTAACRW12 Zone: Category: Rank: P
Area: 77,000.00SqFt Length: 695.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 16 Surveyed: 5

Conditions: PCI: 71

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 523.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 460.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 500.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 502.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 491.00 Ft Comments:s
50 PATCHING L 304.00 SqFt Comments:
57 WEATHERING L 4,696.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: RW523SP Name: RUNWAY 05-23 Use: RUNWAY Area: 578,100.01SqFt

Section: 20 of 3 From: WEST OF RW 11-29 To: EAST OF RW 11-29 Last Const.: 06/03/1987
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 37,000.00SqFt Length: 370.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 7 Surveyed: 4

Conditions: PCI : 79

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 259.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:u

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 303.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 287.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 06 Type: R Area: 6,000.00SqFt PCI = 80
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 313.00 Ft Comments:s
57 WEATHERING L 6,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: RW523SP Name: RUNWAY 05-23 Use: RUNWAY Area: 578,100.01SqFt

Section: 30 of 3 From: INTERSECTION W/RW 11-29 To: RW 23 APPROACH Last Const.: 07/01/2000

Surface: AAC Family: VTAACRW12 Zone: Category: Rank: P

Area: 464,100.01SqFt Length: 4,508.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 92 Surveyed: 9

Conditions: PCI: 60

Inspection Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 74

Sample Comments:

50 PATCHING	L	200.00 SqFt	Comments:
57 WEATHERING	L	4,800.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	269.00 Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:u

Sample Number: 20 Type: R Area: 5,000.00SqFt PCI = 52

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	15.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	410.00 Ft	Comments:2ndy
48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:s
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 29 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	15.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00 Ft	Comments:2ndy
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:s

Sample Number: 38 Type: R Area: 5,000.00SqFt PCI = 50

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	9.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	450.00 Ft	Comments:2ndy
48 LONGITUDINAL/TRANSVERSE CRACKING	H	30.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:s
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 47 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00 Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00 Ft	Comments:fs
57 WEATHERING	L	4,800.00 SqFt	Comments:
52 RAVELING	M	200.00 SqFt	Comments:

Sample Number: 56 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	350.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft	Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:u
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 65 Type: R Area: 5,000.00SqFt PCI = 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	49.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:fs
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 74 Type: R Area: 5,000.00SqFt PCI = 55

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:2ndy
48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	L	85.00	Ft	Comments:u
52	RAVELING	L	100.00	SqFt	Comments:

Sample Number: 83 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	151.00	Ft	Comments:2ndy
48	LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft	Comments:s
57	WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: TWASP Name: TAXIWAY A Use: TAXIWAY Area: 21,514.00SqFt

Section: 10 of 1 From: APRON AREA To: RW 05-23 Last Const.: 07/01/2004

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 21,514.00SqFt Length: 505.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 5 Surveyed: 4

Conditions: PCI : 97

Inspection Comments:

Sample Number: 01 Type: R Area: 4,633.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:u

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:u

Sample Number: 03 Type: R Area: 4,000.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:u

Sample Number: 04 Type: R Area: 4,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft Comments:u

42 BLEEDING N 5.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: VSF Name: HARTNESS STATE AIRPORT

Branch: TWBSP Name: TAXIWAY B Use: TAXIWAY Area: 9,514.00SqFt

Section: 10 of 1 From: MAIN APRON AREA To: TOWARDS RW 11-29 Last Const.: 07/01/2004

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 9,514.00SqFt Length: 200.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 94

Inspection Comments:

Sample Number: 01 Type: R Area: 4,726.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:u

Sample Number: 02 Type: R Area: 4,788.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 139.00 Ft Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: A01MB Name: APRON 01 Use: APRON Area: 37,597.00SqFt

Section: 10 of 1 From: PARALLEL TAXIWAY To: FBO Last Const.: 06/01/1997
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 37,597.00SqFt Length: 334.00Ft Width: 98.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: MICRO SURFACED .5"

Last Insp. Date: 06/12/2012 Total Samples: 7 Surveyed: 4

Conditions: PCI : 54

Inspection Comments:

Sample Number: 01 Type: R Area: 4,160.00SqFt PCI = 31

Sample Comments:

41 ALLIGATOR CRACKING	M	500.00	SqFt	Comments:
43 BLOCK CRACKING	L	750.00	SqFt	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	224.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	117.00	Ft	Comments:u

Sample Number: 02 Type: R Area: 4,900.00SqFt PCI = 45

Sample Comments:

43 BLOCK CRACKING	M	675.00	SqFt	Comments:
43 BLOCK CRACKING	L	525.00	SqFt	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:fs

Sample Number: 04 Type: R Area: 6,030.00SqFt PCI = 68

Sample Comments:

43 BLOCK CRACKING	L	1,500.00	SqFt	Comments:s
57 WEATHERING	L	5,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	1,000.00	SqFt	Comments:u

Sample Number: 07 Type: R Area: 5,850.00SqFt PCI = 61

Sample Comments:

43 BLOCK CRACKING	L	1,500.00	SqFt	Comments:
43 BLOCK CRACKING	L	1,500.00	SqFt	Comments:s
56 SWELLING	L	240.00	SqFt	Comments:u
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: A02MB Name: APRON 2 Use: APRON Area: 14,375.00SqFt

Section: 10 of 2 From: BLOCKS To: TAXIWAY Last Const.: 06/03/1990
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 12,775.00SqFt Length: 121.00Ft Width: 115.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI : 80

Inspection Comments:

Sample Number: 01 Type: R Area: 6,897.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 60.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 130.00 Ft Comments:s
57 WEATHERING L 3,450.00 SqFt Comments:

Sample Number: 02 Type: R Area: 5,418.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 2.00 Ft Comments:u
57 WEATHERING L 2,700.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 40.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: A02MB Name: APRON 2 Use: APRON Area: 14,375.00SqFt

Section: 20 of 2 From: FUEL PUMPS To: ASPHALT Last Const.: 06/03/1990
Surface: PCC Family: VTPCC12 Zone: Category: Rank: P
Area: 1,600.00SqFt Length: 40.00Ft Width: 40.00Ft
Slabs: 4 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 59

Inspection Comments:

Sample Number: 01 Type: R Area: 4.00Slabs PCI = 59

Sample Comments:

65 JOINT SEAL DAMAGE	H	4.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: A03MB Name: APRON 03 Use: APRON Area: 127,092.00SqFt

Section: 10 of 1 From: TAXIWAY AT RW 19 To: WEST Last Const.: 06/03/1990
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 127,092.00SqFt Length: 357.00Ft Width: 356.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 28 Surveyed: 7

Conditions: PCI : 95

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 51.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 63.00 Ft Comments:s

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 12 Type: R Area: 3,900.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:s

Sample Number: 22 Type: R Area: 3,900.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:fs

Sample Number: 24 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: RW119MB Name: RUNWAY 1-19 Use: RUNWAY Area: 126,250.00SqFt

Section: 10 of 1 From: RW 19 APPROACH To: RW 1 APPROACH Last Const.: 07/02/2000
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 126,250.00SqFt Length: 2,500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 25 Surveyed: 6

Conditions: PCI: 81

Inspection Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 120.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 124.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 152.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 5.00 Ft Comments:fs
57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 32.00 Ft Comments:u

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 42.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 6.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 99.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 14.00 Ft Comments:fs
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 139.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 19 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 129.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 5.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 16.00 Ft Comments:w

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 79

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 139.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 10.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 32.00 Ft Comments:u
42 BLEEDING N 4.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 10 of 9 From: RW 19 To: PARALLEL TW Last Const.: 06/01/1997

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 4,448.00SqFt Length: 78.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: MICRO SURFACED .5"

Last Insp. Date: 06/12/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI: 46

Inspection Comments:

Sample Number: 01 Type: R Area: 4,428.00SqFt PCI = 46

Sample Comments:

50 PATCHING	L	2,500.00 SqFt	Comments:
41 ALLIGATOR CRACKING	L	231.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 20 of 9 From: RW 10 To: APRON AREA Last Const.: 06/03/1990

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 17,017.00SqFt Length: 396.00Ft Width: 38.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 4 Surveyed: 3

Conditions: PCI: 97

Inspection Comments:

Sample Number: 01 Type: R Area: 6,529.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 22.00 Ft Comments:u

Sample Number: 02 Type: R Area: 3,990.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 19.00 Ft Comments:u

Sample Number: 03 Type: R Area: 3,800.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 30 of 9 From: REFUELING AREA To: MAIN APRON Last Const.: 06/01/1997

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 19,266.00SqFt Length: 507.00Ft Width: 38.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 4 Surveyed: 3

Conditions: PCI : 7

Inspection Comments:

Sample Number: 02 Type: R Area: 4,750.00SqFt PCI = 7

Sample Comments:

53 RUTTING	L	750.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	2,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 03 Type: R Area: 4,750.00SqFt PCI = 7

Sample Comments:

53 RUTTING	L	750.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	1,250.00	SqFt	Comments:

Sample Number: 04 Type: R Area: 4,750.00SqFt PCI = 5

Sample Comments:

41 ALLIGATOR CRACKING	M	1,250.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	2,500.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
53 RUTTING	L	800.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 40 of 9 From: PARALLEL To: FUELING AREA Last Const.: 06/03/1990
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 4,905.00SqFt Length: 103.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI: 62

Inspection Comments:

Sample Number: 01 Type: R Area: 4,905.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	287.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	28.00 Ft	Comments:w
57	WEATHERING	L	4,905.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 50 of 9 From: RW To: MAIN APRON Last Const.: 06/01/1997

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 3,862.00SqFt Length: 95.00Ft Width: 23.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: MICRO SURFACED

Last Insp. Date: 06/12/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI: 62

Inspection Comments:

Sample Number: 01 Type: R Area: 3,862.00SqFt PCI = 62

Sample Comments:

43 BLOCK CRACKING L 3,090.00 SqFt Comments:s

57 WEATHERING L 3,862.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 60 of 9 From: MAIN APRON AREA To: T-HANGARS Last Const.: 06/01/1997

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 12,616.00SqFt Length: 332.00Ft Width: 38.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: MICRO SURFACED .5"

Last Insp. Date: 06/12/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI : 20

Inspection Comments:

Sample Number: 01 Type: R Area: 4,408.00SqFt PCI = 24

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 225.00 Ft Comments:s

48 LONGITUDINAL/TRANSVERSE CRACKING L 240.00 Ft Comments:u

41 ALLIGATOR CRACKING M 1,400.00 SqFt Comments:

Sample Number: 02 Type: R Area: 4,408.00SqFt PCI = 23

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 124.00 Ft Comments:s

48 LONGITUDINAL/TRANSVERSE CRACKING L 27.00 Ft Comments:u

41 ALLIGATOR CRACKING M 1,500.00 SqFt Comments:

Sample Number: 03 Type: R Area: 3,800.00SqFt PCI = 12

Sample Comments:

41 ALLIGATOR CRACKING M 1,450.00 SqFt Comments:

41 ALLIGATOR CRACKING L 850.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 110.00 Ft Comments:s

48 LONGITUDINAL/TRANSVERSE CRACKING L 54.00 Ft Comments:u

48 LONGITUDINAL/TRANSVERSE CRACKING M 65.00 Ft Comments:fs

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 70 of 9 From: MID RW To: T-HANGARS Last Const.: 06/03/1965
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 8,640.00SqFt Length: 222.00Ft Width: 38.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: MICRO SURFACED

Last Insp. Date: 06/12/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 37

Inspection Comments:

Sample Number: 01 Type: R Area: 4,370.00SqFt PCI = 57

Sample Comments:

50 PATCHING	L	2,200.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.00 Ft	Comments:u
53 RUTTING	M	25.00 SqFt	Comments:
57 WEATHERING	L	1,000.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 4,270.00SqFt PCI = 17

Sample Comments:

41 ALLIGATOR CRACKING	M	1,000.00 SqFt	Comments:
53 RUTTING	M	150.00 SqFt	Comments:
57 WEATHERING	M	250.00 SqFt	Comments:
57 WEATHERING	L	1,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	110.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	84.00 Ft	Comments:
50 PATCHING	L	150.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 80 of 9 From: T-HANGAR AREA To: ACCESS ROAD Last Const.: 06/01/1997
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 21,046.00SqFt Length: 600.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 5 Surveyed: 4

Conditions: PCI: 29

Inspection Comments:

Sample Number: 01 Type: A Area: 4,375.00SqFt PCI = 14

Sample Comments:

41 ALLIGATOR CRACKING	M	500.00	SqFt	Comments:
50 PATCHING	L	700.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	1,200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	270.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	M	225.00	Ft	Comments:fs
53 RUTTING	L	200.00	SqFt	Comments:
53 RUTTING	M	25.00	SqFt	Comments:
57 WEATHERING	L	1,000.00	SqFt	Comments:

Sample Number: 02 Type: R Area: 4,375.00SqFt PCI = 36

Sample Comments:

41 ALLIGATOR CRACKING	M	250.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	75.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:fs

Sample Number: 03 Type: R Area: 4,375.00SqFt PCI = 38

Sample Comments:

41 ALLIGATOR CRACKING	L	200.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	624.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	M	127.00	Ft	Comments:fs

Sample Number: 04 Type: R Area: 4,375.00SqFt PCI = 23

Sample Comments:

41 ALLIGATOR CRACKING	M	180.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	142.00	Ft	Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: 6BO Name: MIDDLEBURY STATE AIRPORT

Branch: TW01MB Name: TAXIWAY 1 Use: TAXIWAY Area: 117,257.00SqFt

Section: 90 of 9 From: ACCESS ROAD To: RUNWAY 01 Last Const.: 07/01/2000
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 25,457.00SqFt Length: 700.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 5 Surveyed: 4

Conditions: PCI: 92

Inspection Comments:

Sample Number: 01 Type: R Area: 5,250.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,250.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:u

57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 04 Type: A Area: 5,250.00SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 70.00 Ft Comments:s

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u

57 WEATHERING L 5,250.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MVL Name: MORRISVILLE-STOWE STATE AIRPORT

Branch: A01MV Name: APRON 01 Use: APRON Area: 160,743.00SqFt

Section: 10 of 2 From: TAXIWAY C To: NORTH EDGE OF APRON Last Const.: 06/03/1987
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 157,893.00SqFt Length: 833.00Ft Width: 240.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 33 Surveyed: 7

Conditions: PCI: 35

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 27

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	450.00	Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	L	425.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	84.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:s
57	WEATHERING	L	200.00	SqFt	Comments:
41	ALLIGATOR CRACKING	M	600.00	SqFt	Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 25

Sample Comments:

49	OIL SPILLAGE	N	5.00	SqFt	Comments:
43	BLOCK CRACKING	M	5,000.00	SqFt	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:
41	ALLIGATOR CRACKING	M	300.00	SqFt	Comments:

Sample Number: 09 Type: R Area: 3,600.00SqFt PCI = 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	440.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	M	240.00	Ft	Comments:w
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 21

Sample Comments:

49	OIL SPILLAGE	N	11.00	SqFt	Comments:
43	BLOCK CRACKING	M	5,000.00	SqFt	Comments:fs
57	WEATHERING	L	5,000.00	SqFt	Comments:
41	ALLIGATOR CRACKING	M	300.00	SqFt	Comments:
45	DEPRESSION	L	300.00	SqFt	Comments:

Sample Number: 21 Type: R Area: 5,000.00SqFt PCI = 42

Sample Comments:

43	BLOCK CRACKING	M	5,000.00	SqFt	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 25 Type: R Area: 5,000.00SqFt PCI = 42

Sample Comments:

43	BLOCK CRACKING	M	5,000.00	SqFt	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 30 Type: R Area: 5,000.00SqFt PCI = 39

Sample Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

50	PATCHING	L	440.00	SqFt	Comments:
43	BLOCK CRACKING	M	4,560.00	SqFt	Comments:
57	WEATHERING	L	4,560.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MVL Name: MORRISVILLE-STOWE STATE AIRPORT

Branch: A01MV Name: APRON 01 Use: APRON Area: 160,743.00SqFt

Section: 20 of 2 From: FUELING AREA To: WEST Last Const.: 06/01/1987
Surface: PCC Family: VTPCC12 Zone: Category: Rank: P
Area: 2,850.00SqFt Length: 57.00Ft Width: 50.00Ft
Slabs: 4 Slab Width: 25.00Ft Slab Length: 28.00Ft Joint Length: 108.79Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 66

Inspection Comments:

Sample Number: 01 Type: R Area: 4.00Slabs PCI = 66

Sample Comments:

65 JOINT SEAL DAMAGE	M	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MVL Name: MORRISVILLE-STOWE STATE AIRPORT

Branch: RW119MV Name: RUNWAY 01-19 Use: RUNWAY Area: 280,875.00SqFt

Section: 10 of 2 From: RW 01 APPROACH To: 1000' FROM RW 01 Last Const.: 06/03/1983
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 77,250.00SqFt Length: 1,000.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 14 Surveyed: 5

Conditions: PCI : 38

Inspection Comments:

Sample Number: 02 Type: R Area: 5,625.00SqFt PCI = 13

Sample Comments:

43 BLOCK CRACKING	M	4,600.00	SqFt	Comments:
52 RAVELING	M	250.00	SqFt	Comments:
57 WEATHERING	L	5,375.00	SqFt	Comments:
45 DEPRESSION	L	650.00	SqFt	Comments:
45 DEPRESSION	M	100.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	1,021.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 5,625.00SqFt PCI = 40

Sample Comments:

43 BLOCK CRACKING	M	1,880.00	SqFt	Comments:
43 BLOCK CRACKING	L	3,625.00	SqFt	Comments:
45 DEPRESSION	L	185.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	20.00	SqFt	Comments:

Sample Number: 08 Type: R Area: 5,625.00SqFt PCI = 46

Sample Comments:

50 PATCHING	L	275.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
52 RAVELING	M	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	M	45.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	604.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	Comments:2ndy
45 DEPRESSION	L	200.00	SqFt	Comments:
45 DEPRESSION	M	50.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 5,625.00SqFt PCI = 45

Sample Comments:

50 PATCHING	L	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	51.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	102.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	121.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	708.00	Ft	Comments:s
45 DEPRESSION	L	100.00	SqFt	Comments:
57 WEATHERING	M	250.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
52 RAVELING	L	75.00	SqFt	Comments:

Sample Number: 14 Type: R Area: 5,625.00SqFt PCI = 45

Sample Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

41 ALLIGATOR CRACKING	M	15.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	125.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	316.00	Ft	Comments:s
45 DEPRESSION	L	250.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MVL Name: MORRISVILLE-STOWE STATE AIRPORT

Branch: RW119MV Name: RUNWAY 01-19 Use: RUNWAY Area: 280,875.00SqFt

Section: 20 of 2 From: 2710' FROM RW 19 To: RW 19 APPROACH Last Const.: 06/02/1983
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 203,625.00SqFt Length: 2,710.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: IN GOOD SHAPE EXEPT FPR CRACKING, SEALANT BULGES=BUMPY RIDE

Last Insp. Date: 06/12/2012 Total Samples: 36 Surveyed: 7

Conditions: PCI: 29

Inspection Comments:

Sample Number: 02 Type: R Area: 5,625.00SqFt PCI = 46

Sample Comments:

50 PATCHING	L	360.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	87.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	601.00	Ft	Comments:s
45 DEPRESSION	L	200.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	10.00	SqFt	Comments:

Sample Number: 08 Type: R Area: 5,625.00SqFt PCI = 29

Sample Comments:

41 ALLIGATOR CRACKING	M	25.00	SqFt	Comments:
45 DEPRESSION	L	250.00	SqFt	Comments:
43 BLOCK CRACKING	M	3,770.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.00	Ft	Comments:s
57 WEATHERING	L	5,625.00	SqFt	Comments:

Sample Number: 14 Type: R Area: 5,625.00SqFt PCI = 29

Sample Comments:

41 ALLIGATOR CRACKING	M	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.00	Ft	Comments:s
43 BLOCK CRACKING	M	3,770.00	SqFt	Comments:
45 DEPRESSION	L	200.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 20 Type: R Area: 5,625.00SqFt PCI = 31

Sample Comments:

41 ALLIGATOR CRACKING	M	50.00	SqFt	Comments:
45 DEPRESSION	L	150.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,680.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	550.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:u
57 WEATHERING	L	4,000.00	SqFt	Comments:
50 PATCHING	L	150.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:fs

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Sample Number: 26 Type: R Area: 5,626.00SqFt PCI = 30

Sample Comments:

41 ALLIGATOR CRACKING	M	125.00	SqFt	Comments:
50 PATCHING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	35.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	437.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	421.00	Ft	Comments:s
45 DEPRESSION	M	60.00	SqFt	Comments:
45 DEPRESSION	L	100.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
52 RAVELING	M	20.00	SqFt	Comments:

Sample Number: 32 Type: R Area: 5,625.00SqFt PCI = 21

Sample Comments:

43 BLOCK CRACKING	M	3,770.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	197.00	Ft	Comments:s
57 WEATHERING	L	4,000.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	400.00	SqFt	Comments:
45 DEPRESSION	L	300.00	SqFt	Comments:

Sample Number: 35 Type: R Area: 5,625.00SqFt PCI = 19

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1,800.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	M	348.00	Ft	Comments:2ndy
41 ALLIGATOR CRACKING	M	700.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
45 DEPRESSION	L	350.00	SqFt	Comments:
45 DEPRESSION	M	25.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MVL Name: MORRISVILLE-STOWE STATE AIRPORT

Branch: TWBMV Name: TAXIWAY B Use: TAXIWAY Area: 9,280.00SqFt

Section: 10 of 1 From: MAIN APRON To: NEWER PAVEENT Last Const.: 06/03/1987
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 9,280.00SqFt Length: 235.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI : 58

Inspection Comments:

Sample Number: 01 Type: R Area: 4,520.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 200.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 25.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 324.00 Ft Comments:u
57 WEATHERING L 1,000.00 SqFt Comments:

Sample Number: 02 Type: R Area: 4,750.00SqFt PCI = 48

Sample Comments:

41 ALLIGATOR CRACKING M 35.00 SqFt Comments:
52 RAVELING H 6.00 SqFt Comments:
52 RAVELING M 100.00 SqFt Comments:
57 WEATHERING L 1,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 300.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: MVL Name: MORRISVILLE-STOWE STATE AIRPORT

Branch: TWCMV Name: TAXIWAY C Use: TAXIWAY Area: 8,553.00SqFt

Section: 10 of 1 From: MAIN APRON AREA To: NEWER PART OF TAXIWSY Last Const.: 06/03/1987

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 8,553.00SqFt Length: 230.00Ft Width: 30.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/12/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 37

Inspection Comments:

Sample Number: 01 Type: R Area: 4,045.00SqFt PCI = 24

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	125.00 Ft	Comments:fs
41	ALLIGATOR CRACKING	M	600.00 SqFt	Comments:
57	WEATHERING	L	4,045.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 4,511.00SqFt PCI = 50

Sample Comments:

57	WEATHERING	L	4,511.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	175.00 Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00 Ft	Comments:s
41	ALLIGATOR CRACKING	M	50.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: A01NP Name: APRON 01 Use: APRON Area: 199,358.00SqFt

Section: 10 of 7 From: FBO To: TAXIWAY Last Const.: 06/01/1986
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 29,843.00SqFt Length: 205.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 6 Surveyed: 4

Conditions: PCI : 81

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 140.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft Comments:u

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 55.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 26.00 Ft Comments:u

Sample Number: 04 Type: R Area: 4,728.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 114.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 24.00 Ft Comments:u

Sample Number: 05 Type: R Area: 5,250.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 62.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 14.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: A01NP Name: APRON 01 Use: APRON Area: 199,358.00SqFt

Section: 20 of 7 From: MAIN APRON To: FUEL PUMPS Last Const.: 06/01/1986
Surface: PCC Family: VTPCC12 Zone: Category: Rank: P
Area: 2,500.00SqFt Length: 50.00Ft Width: 50.00Ft
Slabs: 4 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 0

Inspection Comments:

Sample Number: 01 Type: R Area: 4.00Slabs PCI = 0

Sample Comments:

72 SHATTERED SLAB M 2.00 Slabs Comments:
72 SHATTERED SLAB H 2.00 Slabs Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: A01NP Name: APRON 01 Use: APRON Area: 199,358.00SqFt

Section: 30 of 7 From: NORTH OF TAXIWAY To: HANGARS Last Const.: 06/01/1986
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 11,772.00SqFt Length: 205.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 79

Inspection Comments:

Sample Number: 01 Type: R Area: 6,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 220.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u

Sample Number: 02 Type: R Area: 5,772.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: A01NP Name: APRON 01 Use: APRON Area: 199,358.00SqFt

Section: 40 of 7 From: GRASS To: BEHIND BUILDING Last Const.: 07/01/2001
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 28,650.00SqFt Length: 230.00Ft Width: 180.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 5 Surveyed: 4

Conditions: PCI : 80

Inspection Comments:

Sample Number: 01 Type: R Area: 6,780.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 90.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 25.00 Ft Comments:u

Sample Number: 03 Type: R Area: 5,820.00SqFt PCI = 71

Sample Comments:

56 SWELLING M 150.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 125.00 Ft Comments:w
52 RAVELING M 150.00 SqFt Comments:

Sample Number: 04 Type: R Area: 4,575.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 65.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 24.00 Ft Comments:u

Sample Number: 05 Type: R Area: 4,575.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 65.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 16.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: A01NP Name: APRON 01 Use: APRON Area: 199,358.00SqFt

Section: 50 of 7 From: FUEL PUMPS To: MAIN APRON Last Const.: 07/01/2000
Surface: PCC Family: VTPCC12 Zone: Category: Rank: P
Area: 2,500.00SqFt Length: 50.00Ft Width: 50.00Ft
Slabs: 4 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 100

Inspection Comments:

Sample Number: 01 Type: R Area: 4.00Slabs PCI = 100

Sample Comments:

<NO DISTRESSES>

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: A01NP Name: APRON 01 Use: APRON Area: 199,358.00SqFt

Section: 60 of 7 From: NORTH OF TAXIWAY To: MAIN APRON Last Const.: 07/01/2000
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 11,148.00SqFt Length: 130.00Ft Width: 86.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 70

Inspection Comments:

Sample Number: 01 Type: R Area: 5,590.00SqFt PCI = 76

Sample Comments:

56 SWELLING	M	51.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	51.00 Ft	Comments:w
52 RAVELING	M	40.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 5,558.00SqFt PCI = 64

Sample Comments:

56 SWELLING	M	30.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00 Ft	Comments:w
50 PATCHING	H	15.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	70.00 Ft	Comments:u
52 RAVELING	M	30.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: A01NP Name: APRON 01 Use: APRON Area: 199,358.00SqFt

Section: 70 of 7 From: TAXIWAY B To: HANGARS Last Const.: 06/01/2006
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 112,945.00SqFt Length: 640.00Ft Width: 280.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 22 Surveyed: 6

Conditions: PCI : 97

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 89

Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 20.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:u

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 16 Type: R Area: 5,500.00SqFt PCI = 96

Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 36.00 Ft Comments:u

Sample Number: 20 Type: R Area: 5,500.00SqFt PCI = 95

Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 10.00 Ft Comments:w

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: RW1836NP Name: RUNWAY 18-36 Use: RUNWAY Area: 420,500.01SqFt

Section: 10 of 2 From: RW 36 APPROACH To: 2400' FROM RW 36 Last Const.: 07/01/2000
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 251,500.01SqFt Length: 2,400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 51 Surveyed: 7

Conditions: PCI: 87

Inspection Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 115.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:u
52 RAVELING L 75.00 SqFt Comments:plow

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:
52 RAVELING L 50.00 SqFt Comments:plow
48 LONGITUDINAL/TRANSVERSE CRACKING L 86.00 Ft Comments:s

Sample Number: 19 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 10.00 Ft Comments:2ndy
48 LONGITUDINAL/TRANSVERSE CRACKING L 153.00 Ft Comments:s
52 RAVELING L 30.00 SqFt Comments:plow

Sample Number: 25 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 112.00 Ft Comments:s
52 RAVELING L 60.00 SqFt Comments:plow

Sample Number: 31 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 113.00 Ft Comments:s
52 RAVELING L 50.00 SqFt Comments:plow

Sample Number: 37 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 177.00 Ft Comments:s

Sample Number: 43 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:
56 SWELLING L 50.00 SqFt Comments:
50 PATCHING L 230.00 SqFt Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 176.00 Ft Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: RW1836NP Name: RUNWAY 18-36 Use: RUNWAY Area: 420,500.01SqFt

Section: 20 of 2 From: 2400' FROM RW 36 APPROACH To: RW 18 Last Const.: 07/01/2000
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 169,000.00SqFt Length: 1,600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 34 Surveyed: 7

Conditions: PCI: 90

Inspection Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 217.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 5.00 Ft Comments:w
45 DEPRESSION L 2.00 SqFt Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 354.00 Ft Comments:s

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 93

Sample Comments:

52 RAVELING L 10.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 58.00 Ft Comments:s

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 125.00 Ft Comments:s

Sample Number: 19 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 98.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:u

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 117.00 Ft Comments:s

Sample Number: 27 Type: R Area: 5,000.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 126.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 1.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: RW523NP Name: RUNWAY 5-23 Use: RUNWAY Area: 388,579.01SqFt

Section: 10 of 3 From: RW 05 APPROACH To: RW 18-36 Last Const.: 06/01/1989
Surface: AAC Family: VTAACRW12 Zone: Category: Rank: S
Area: 270,000.01SqFt Length: 2,700.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 55 Surveyed: 7

Conditions: PCI : 59

Inspection Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 20 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 28 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s
52 RAVELING H 50.00 SqFt Comments:
57 WEATHERING L 4,950.00 SqFt Comments:

Sample Number: 36 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 44 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 52 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: RW523NP Name: RUNWAY 5-23 Use: RUNWAY Area: 388,579.01SqFt

Section: 20 of 3 From: TRANSITION To: RW 18-36 Last Const.: 07/01/2001
Surface: AC Family: VTACRW12 Zone: Category: Rank: S
Area: 46,390.00SqFt Length: 465.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 9 Surveyed: 4

Conditions: PCI : 96

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:
52 RAVELING L 50.00 SqFt Comments:plow

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:
52 RAVELING L 60.00 SqFt Comments:plow

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 99
Sample Comments:
52 RAVELING L 15.00 SqFt Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 39.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 33.00 Ft Comments:u
52 RAVELING L 15.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: RW523NP Name: RUNWAY 5-23 Use: RUNWAY Area: 388,579.01SqFt

Section: 30 of 3 From: RW 18-36 To: RW 23 Last Const.: 06/01/1989
Surface: AAC Family: VTAACRW12 Zone: Category: Rank: S
Area: 72,189.00SqFt Length: 714.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 15 Surveyed: 5

Conditions: PCI : 55

Inspection Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING L 4,900.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING L 4,900.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING L 4,900.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:
52 RAVELING L 60.00 SqFt Comments:
57 WEATHERING L 4,940.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
52 RAVELING H 6.00 SqFt Comments:
57 WEATHERING L 4,994.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: TW01NP Name: TAXIWAY 01 Use: TAXIWAY Area: 19,249.00SqFt

Section: 10 of 1 From: RW 18-36 To: TRANSITION W/ APRON Last Const.: 07/01/2000
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 19,249.00SqFt Length: 415.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 4 Surveyed: 3

Conditions: PCI : 88

Inspection Comments:

Sample Number: 02 Type: R Area: 4,100.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 03 Type: R Area: 4,100.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 79.00 Ft Comments:u

52 RAVELING L 50.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 19.00 Ft Comments:s

Sample Number: 04 Type: R Area: 6,675.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 72.00 Ft Comments:u

48 LONGITUDINAL/TRANSVERSE CRACKING M 90.00 Ft Comments:w

52 RAVELING L 15.00 SqFt Comments:gouge

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: TW02NP Name: TAXIWAY 02 Use: TAXIWAY Area: 7,252.00SqFt

Section: 10 of 1 From: APRON To: TAXIWAY B Last Const.: 06/01/2006

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 7,252.00SqFt Length: 180.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI: 97

Inspection Comments:

Sample Number: 01 Type: R Area: 7,252.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: EFK Name: NEWPORT STATE AIRPORT

Branch: TWBNP Name: TAXIWAY B Use: TAXIWAY Area: 43,696.00SqFt

Section: 10 of 1 From: SOUTH OF RUNWAY 23 To: EAST OF RUNWAY 18 Last Const.: 07/01/2000

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 43,696.00SqFt Length: 1,500.00Ft Width: 25.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/13/2012 Total Samples: 9 Surveyed: 5

Conditions: PCI: 94

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 95

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:s

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 207.00 Ft Comments:s

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:u

Sample Number: 09 Type: R Area: 7,200.00SqFt PCI = 93

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 21.00 Ft Comments:s

48 LONGITUDINAL/TRANSVERSE CRACKING L 65.00 Ft Comments:u

45 DEPRESSION L 25.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A01RT Name: APRON 01 Use: APRON Area: 410,590.00SqFt

Section: 10 of 6 From: APRONS To: TAXIWAY A Last Const.: 06/03/1984
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 290,648.00SqFt Length: 970.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 59 Surveyed: 7

Conditions: PCI: 67

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 150.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 209.00 Ft Comments:u
50 PATCHING L 150.00 SqFt Comments:
57 WEATHERING L 1,250.00 SqFt Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 350.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 108.00 Ft Comments:u
57 WEATHERING L 1,250.00 SqFt Comments:s

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

57 WEATHERING L 2,500.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 150.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 51.00 Ft Comments:s

Sample Number: 32 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 170.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 400.00 Ft Comments:s
57 WEATHERING L 1,250.00 SqFt Comments:

Sample Number: 41 Type: R Area: 5,600.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 300.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 195.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:u
57 WEATHERING L 1,250.00 SqFt Comments:

Sample Number: 43 Type: R Area: 5,640.00SqFt PCI = 61

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 251.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 219.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 160.00 Ft Comments:u
52 RAVELING M 25.00 SqFt Comments:
57 WEATHERING L 2,500.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Sample Number:	51	Type:	R	Area:	5,500.00SqFt	PCI =	66
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	250.00 Ft	Comments:	fs
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	100.00 Ft	Comments:	s
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	141.00 Ft	Comments:	u
57	WEATHERING			L	5,500.00 SqFt	Comments:	

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A01RT Name: APRON 01 Use: APRON Area: 410,590.00SqFt

Section: 20 of 6 From: TAXIWAY C To: TAXIWAY A Last Const.: 06/02/1961
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 21,060.00SqFt Length: 258.00Ft Width: 95.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 5 Surveyed: 4

Conditions: PCI : 36

Inspection Comments:

Sample Number: 01 Type: R Area: 4,050.00SqFt PCI = 30

Sample Comments:

43 BLOCK CRACKING	M	500.00	SqFt	Comments:
45 DEPRESSION	L	41.00	SqFt	Comments:
57 WEATHERING	L	1,000.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	200.00	SqFt	Comments:
45 DEPRESSION	L	100.00	SqFt	Comments:
43 BLOCK CRACKING	L	3,025.00	SqFt	Comments:

Sample Number: 02 Type: R Area: 4,050.00SqFt PCI = 36

Sample Comments:

43 BLOCK CRACKING	M	500.00	SqFt	Comments:
57 WEATHERING	M	41.00	SqFt	Comments:
57 WEATHERING	L	1,000.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	100.00	SqFt	Comments:
45 DEPRESSION	L	100.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:

Sample Number: 04 Type: R Area: 4,050.00SqFt PCI = 39

Sample Comments:

43 BLOCK CRACKING	M	500.00	SqFt	Comments:
57 WEATHERING	L	40.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	100.00	SqFt	Comments:
45 DEPRESSION	L	115.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 4,860.00SqFt PCI = 38

Sample Comments:

43 BLOCK CRACKING	M	500.00	SqFt	Comments:
57 WEATHERING	M	49.00	SqFt	Comments:
57 WEATHERING	L	3,100.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	100.00	SqFt	Comments:
45 DEPRESSION	L	95.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A01RT Name: APRON 01 Use: APRON Area: 410,590.00SqFt

Section: 30 of 6 From: MAIN APRON AREA To: END OF LONG HANGARS Last Const.: 06/01/1997
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 17,140.00SqFt Length: 360.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI : 53

Inspection Comments:

Sample Number: 01 Type: R Area: 6,525.00SqFt PCI = 56

Sample Comments:

56 SWELLING	M	10.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	110.00 Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	113.00 Ft	Comments:u
52 RAVELING	L	5,000.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	5.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 6,888.00SqFt PCI = 44

Sample Comments:

52 RAVELING	L	6,688.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	165.00 Ft	Comments:w
41 ALLIGATOR CRACKING	M	100.00 SqFt	Comments:
45 DEPRESSION	M	100.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 3,360.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft	Comments:u
52 RAVELING	L	3,360.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00 Ft	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A01RT Name: APRON 01 Use: APRON Area: 410,590.00SqFt

Section: 40 of 6 From: NEWER PVMT To: END OF HANGAR Last Const.: 06/01/1997

Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P

Area: 1,957.00SqFt Length: 45.00Ft Width: 43.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 33

Inspection Comments:

Sample Number: 01 Type: R Area: 1,935.00SqFt PCI = 33

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	167.00 Ft	Comments:
41	ALLIGATOR CRACKING	M	100.00 SqFt	Comments:
53	RUTTING	L	75.00 SqFt	Comments:
57	WEATHERING	L	1,935.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A01RT Name: APRON 01 Use: APRON Area: 410,590.00SqFt

Section: 50 of 6 From: FBO To: HANGAR Last Const.: 06/01/1984
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 11,422.00SqFt Length: 372.00Ft Width: 35.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 13

Inspection Comments:

Sample Number: 01 Type: R Area: 4,800.00SqFt PCI = 11

Sample Comments:

50 PATCHING	L	2,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	354.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	134.00 Ft	Comments:
41 ALLIGATOR CRACKING	L	1,118.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	966.00 SqFt	Comments:
45 DEPRESSION	L	145.00 SqFt	Comments:
52 RAVELING	L	302.00 SqFt	Comments:
53 RUTTING	L	121.00 SqFt	Comments:
53 RUTTING	M	121.00 SqFt	Comments:
53 RUTTING	L	182.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 6,622.00SqFt PCI = 15

Sample Comments:

50 PATCHING	L	3,190.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	51.00 Ft	Comments:
41 ALLIGATOR CRACKING	L	726.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	1,283.00 SqFt	Comments:
56 SWELLING	L	182.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A01RT Name: APRON 01 Use: APRON Area: 410,590.00SqFt

Section: 60 of 6 From: NORTH OF TAXIWAY A To: WEST OF APRON Last Const.: 06/02/2003
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 68,363.00SqFt Length: 380.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 15 Surveyed: 5

Conditions: PCI : 88

Inspection Comments:

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 97.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 13.00 Ft Comments:w
57 WEATHERING L 250.00 SqFt Comments:

Sample Number: 04 Type: R Area: 4,000.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 35.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:u
57 WEATHERING L 250.00 SqFt Comments:
56 SWELLING L 15.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 23.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:u
57 WEATHERING L 250.00 SqFt Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 107.00 Ft Comments:u
57 WEATHERING L 250.00 SqFt Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 94

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 56.00 Ft Comments:u
57 WEATHERING L 250.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A02RT Name: APRON 2 Use: APRON Area: 17,820.00SqFt

Section: 10 of 1 From: TAXIWAY D To: INDUSTRIAL PARK Last Const.: 06/01/1996
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 17,820.00SqFt Length: 137.00Ft Width: 133.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 4 Surveyed: 3

Conditions: PCI : 91

Inspection Comments:

Sample Number: 01 Type: R Area: 4,422.00SqFt PCI = 91
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 4.00 Ft Comments:u
52 RAVELING L 3.00 SqFt Comments:
57 WEATHERING L 4,419.00 SqFt Comments:

Sample Number: 02 Type: R Area: 4,489.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:u
52 RAVELING L 40.00 SqFt Comments:
57 WEATHERING L 4,449.00 SqFt Comments:

Sample Number: 03 Type: R Area: 4,556.00SqFt PCI = 93
Sample Comments:
45 DEPRESSION L 10.00 SqFt Comments:
57 WEATHERING L 4,556.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A03RT Name: APRON 3 Use: APRON Area: 93,120.00SqFt

Section: 10 of 2 From: TAXIWAY G To: END OF APRON Last Const.: 06/01/2006
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 65,942.00SqFt Length: 320.00Ft Width: 290.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 12 Surveyed: 5

Conditions: PCI : 84

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING L 4,900.00 SqFt Comments:

Sample Number: 04 Type: R Area: 6,800.00SqFt PCI = 91
Sample Comments:
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING L 6,600.00 SqFt Comments:

Sample Number: 07 Type: R Area: 4,400.00SqFt PCI = 64
Sample Comments:
52 RAVELING L 65.00 SqFt Comments:
57 WEATHERING L 4,335.00 SqFt Comments:
56 SWELLING H 4.00 SqFt Comments:

Sample Number: 10 Type: R Area: 5,535.00SqFt PCI = 78
Sample Comments:
56 SWELLING M 2.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 2.00 Ft Comments:w
52 RAVELING L 60.00 SqFt Comments:
57 WEATHERING L 5,475.00 SqFt Comments:

Sample Number: 12 Type: R Area: 7,480.00SqFt PCI = 91
Sample Comments:
56 SWELLING L 1.00 SqFt Comments:
52 RAVELING L 50.00 SqFt Comments:
57 WEATHERING L 7,430.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: A03RT Name: APRON 3 Use: APRON Area: 93,120.00SqFt

Section: 20 of 2 From: TAXIWAY G To: APRON 03-10 Last Const.: 06/01/2006

Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P

Area: 27,178.00SqFt Length: 250.00Ft Width: 85.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 6 Surveyed: 4

Conditions: PCI: 94

Inspection Comments:

Sample Number: 01 Type: R Area: 3,850.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 3,850.00 SqFt Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,125.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,125.00 SqFt Comments:

Sample Number: 04 Type: R Area: 5,150.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,150.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: RW119RT Name: RUNWAY 1-19 Use: RUNWAY Area: 503,249.00SqFt

Section: 10 of 2 From: RW 01 APPROACH To: 2870' FROM RW 19 Last Const.: 06/01/1997
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 215,999.00SqFt Length: 2,160.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 43 Surveyed: 7

Conditions: PCI: 71

Inspection Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 33.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 302.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 48.00 Ft Comments:fs
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

50 PATCHING L 415.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 120.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 80.00 Ft Comments:fs
57 WEATHERING L 4,880.00 SqFt Comments:

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 115.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 21 Type: R Area: 5,000.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 313.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 110.00 Ft Comments:fs
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 27 Type: R Area: 5,000.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 312.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 214.00 Ft Comments:fs
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 33 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 248.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 61.00 Ft Comments:w
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 39 Type: R Area: 5,000.00SqFt PCI = 63

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 270.00 Ft Comments:fs

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

57 WEATHERING

L

5,000.00 SqFt

Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: RW119RT Name: RUNWAY 1-19 Use: RUNWAY Area: 503,249.00SqFt

Section: 20 of 2 From: 2160' FROM RW 1 To: RW 19 Last Const.: 06/03/1997
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 287,250.00SqFt Length: 2,870.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 57 Surveyed: 7

Conditions: PCI: 73

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 250.00 Ft Comments:fs
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 118.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 80.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 160.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 21.00 Ft Comments:u

Sample Number: 25 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 60.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 90.00 Ft Comments:s
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 33 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 108.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 24.00 Ft Comments:fs

Sample Number: 41 Type: R Area: 5,000.00SqFt PCI = 67

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 240.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 211.00 Ft Comments:fs
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 53 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

48	LONGITUDINAL/TRANSVERSE	CRACKING	M	100.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	150.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE	CRACKING	M	42.00	Ft	Comments:w

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: RW1331RT Name: RUNWAY 13-31 Use: RUNWAY Area: 242,244.00SqFt

Section: 10 of 5 From: RW 13 APPROACH To: RW 01-19 Last Const.: 06/03/1988
Surface: AC Family: VTACRW12 Zone: Category: Rank: S
Area: 93,750.00SqFt Length: 1,250.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 17 Surveyed: 4

Conditions: PCI : 89

Inspection Comments:

Sample Number: 03 Type: R Area: 5,625.00SqFt PCI = 92

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 73.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 19.00 Ft Comments:s
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 07 Type: R Area: 5,625.00SqFt PCI = 93

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 48.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 19.00 Ft Comments:s
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 11 Type: R Area: 5,625.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 40.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 78.00 Ft Comments:u
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 15 Type: R Area: 5,625.00SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 15.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: RW1331RT Name: RUNWAY 13-31 Use: RUNWAY Area: 242,244.00SqFt

Section: 20 of 5 From: TRANSITION To: RW 1-19 Last Const.: 06/01/1997
Surface: AAC Family: VTAACRW12 Zone: Category: Rank: S
Area: 14,369.00SqFt Length: 170.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 79

Inspection Comments:

Sample Number: 01 Type: R Area: 5,625.00SqFt PCI = 78

Sample Comments:

57 WEATHERING	L	500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:u
56 SWELLING	L	20.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	16.00 Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00 Ft	Comments:fs

Sample Number: 02 Type: R Area: 5,625.00SqFt PCI = 81

Sample Comments:

57 WEATHERING	L	500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	74.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	123.00 Ft	Comments:s

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: RW1331RT Name: RUNWAY 13-31 Use: RUNWAY Area: 242,244.00SqFt

Section: 30 of 5 From: RW 1-19 To: END OF TRANSITION Last Const.: 06/01/1997
Surface: AAC Family: VTAACRW12 Zone: Category: Rank: S
Area: 14,500.00SqFt Length: 170.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI: 79

Inspection Comments:

Sample Number: 01 Type: R Area: 5,625.00SqFt PCI = 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	302.00 Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:u
57	WEATHERING	L	500.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 5,625.00SqFt PCI = 80

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	87.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	73.00 Ft	Comments:u
57	WEATHERING	L	500.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: RW1331RT Name: RUNWAY 13-31 Use: RUNWAY Area: 242,244.00SqFt

Section: 40 of 5 From: RW 1-19 To: 1020' FROM RW 31 APPROACH Last Const.: 06/03/1988
Surface: AC Family: VTACRW12 Zone: Category: Rank: S
Area: 40,875.00SqFt Length: 545.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 8 Surveyed: 4

Conditions: PCI : 82

Inspection Comments:

Sample Number: 02 Type: R Area: 5,625.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 69.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 19.00 Ft Comments:u
52 RAVELING L 1,000.00 SqFt Comments:

Sample Number: 04 Type: R Area: 5,625.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 147.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 26.00 Ft Comments:u
52 RAVELING L 1,000.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,625.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 160.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 47.00 Ft Comments:u
52 RAVELING L 1,000.00 SqFt Comments:

Sample Number: 08 Type: R Area: 3,600.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 87.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u
52 RAVELING L 1,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: RW1331RT Name: RUNWAY 13-31 Use: RUNWAY Area: 242,244.00SqFt

Section: 50 of 5 From: 1020' FROM RW 31 To: RW 31 APPROACH Last Const.: 06/03/1988
Surface: AC Family: VTACRW12 Zone: Category: Rank: S
Area: 78,750.00SqFt Length: 1,020.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 14 Surveyed: 5

Conditions: PCI : 88

Inspection Comments:

Sample Number: 02 Type: R Area: 5,625.00SqFt PCI = 79
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 62.00 Ft Comments:fs
52 RAVELING L 200.00 SqFt Comments:

Sample Number: 04 Type: R Area: 5,625.00SqFt PCI = 90
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 87.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:u
57 WEATHERING L 1,000.00 SqFt Comments:

Sample Number: 08 Type: R Area: 5,625.00SqFt PCI = 93
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 5.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 30.00 Ft Comments:u
57 WEATHERING L 1,000.00 SqFt Comments:

Sample Number: 10 Type: R Area: 5,625.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 112.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 23.00 Ft Comments:
57 WEATHERING L 1,000.00 SqFt Comments:

Sample Number: 14 Type: R Area: 5,625.00SqFt PCI = 87
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 59.00 Ft Comments:u
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING L 900.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWART Name: TAXIWAY A Use: TAXIWAY Area: 14,871.00SqFt

Section: 10 of 1 From: RW 13-31 To: OLDER PAVEMENT Last Const.: 06/01/2003
Surface: AAC Family: VTAACW12 Zone: Category: Rank: P
Area: 14,871.00SqFt Length: 275.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI : 86

Inspection Comments:

Sample Number: 01 Type: R Area: 4,871.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 120.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 10.00 Ft Comments:fs
57 WEATHERING L 1,000.00 SqFt Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 66.00 Ft Comments:u
57 WEATHERING L 1,000.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 139.00 Ft Comments:u
57 WEATHERING L 4,000.00 SqFt Comments:
52 RAVELING L 85.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWBRT Name: TAXIWAY B Use: TAXIWAY Area: 88,107.00SqFt

Section: 10 of 2 From: RUNWAY 1-19 To: TAXIWAY A Last Const.: 07/01/2000
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 38,819.00SqFt Length: 780.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 7 Surveyed: 4

Conditions: PCI : 86

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 168.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 113.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 64.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 153.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWBRT Name: TAXIWAY B Use: TAXIWAY Area: 88,107.00SqFt

Section: 20 of 2 From: RUNWAY 13-31 To: RUNWAY 1-19 Last Const.: 07/01/2000
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 49,288.00SqFt Length: 1,500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 11 Surveyed: 3

Conditions: PCI: 92

Inspection Comments:

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 90

Sample Comments:

42 BLEEDING N 40.00 SqFt Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 04 Type: R Area: 5,250.00SqFt PCI = 94

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 86.00 Ft Comments:u

57 WEATHERING L 5.00 SqFt Comments:

Sample Number: 08 Type: R Area: 5,250.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,250.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWCRT Name: TAXIWAY C Use: TAXIWAY Area: 40,276.00SqFt

Section: 10 of 1 From: TRANSITION W/ RW 1-19 To: MAIN APRON AREA Last Const.: 06/03/1977

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 40,276.00SqFt Length: 975.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 8 Surveyed: 5

Conditions: PCI: 63

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	L	600.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	56.00	Ft	Comments:fs
45	DEPRESSION	L	400.00	SqFt	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	500.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	56.00	Ft	Comments:u
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	584.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	103.00	Ft	Comments:u
57	WEATHERING	L	4,500.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	L	600.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	121.00	Ft	Comments:fs
57	WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	L	660.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	73.00	Ft	Comments:fs
57	WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWDRT Name: TAXIWAY D Use: TAXIWAY Area: 41,442.00SqFt

Section: 10 of 2 From: RW 1-19 To: INDUSTRIAL PARK Last Const.: 06/01/1997
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 11,567.00SqFt Length: 280.00Ft Width: 37.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI : 87

Inspection Comments:

Sample Number: 01 Type: R Area: 5,827.00SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:u
45 DEPRESSION L 25.00 SqFt Comments:
57 WEATHERING L 5,827.00 SqFt Comments:

Sample Number: 02 Type: R Area: 5,180.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 35.00 Ft Comments:fs
57 WEATHERING L 5,180.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWDRT Name: TAXIWAY D Use: TAXIWAY Area: 41,442.00SqFt

Section: 20 of 2 From: NEW PAVEMENT To: SMALL APRON Last Const.: 06/01/1996
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 29,875.00SqFt Length: 625.00Ft Width: 37.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 6 Surveyed: 4

Conditions: PCI : 85

Inspection Comments:

Sample Number: 01 Type: R Area: 5,550.00SqFt PCI = 79
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 307.00 Ft Comments:s
57 WEATHERING L 5,550.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,550.00SqFt PCI = 85
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 21.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 147.00 Ft Comments:s
57 WEATHERING L 5,550.00 SqFt Comments:

Sample Number: 05 Type: R Area: 4,350.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 35.00 Ft Comments:s
57 WEATHERING L 4,350.00 SqFt Comments:

Sample Number: 06 Type: A Area: 4,250.00SqFt PCI = 90
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:s
57 WEATHERING L 4,250.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWERT Name: TAXIWAY E Use: TAXIWAY Area: 166,556.00SqFt

Section: 10 of 2 From: RW 1-19 To: TRANSITION WITH TAXIWAY Last Const.: 06/03/1997
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 17,046.00SqFt Length: 446.00Ft Width: 36.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI : 79

Inspection Comments:

Sample Number: 01 Type: R Area: 6,080.00SqFt PCI = 77
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 345.00 Ft Comments:s
50 PATCHING L 7.00 SqFt Comments:
57 WEATHERING L 6,080.00 SqFt Comments:

Sample Number: 02 Type: R Area: 6,120.00SqFt PCI = 81
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 140.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 15.00 Ft Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft Comments:u
57 WEATHERING L 6,120.00 SqFt Comments:

Sample Number: 03 Type: R Area: 6,120.00SqFt PCI = 77
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 290.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 38.00 Ft Comments:u
50 PATCHING L 6.00 SqFt Comments:
52 RAVELING H 1.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWERT Name: TAXIWAY E Use: TAXIWAY Area: 166,556.00SqFt

Section: 20 of 2 From: TRANSITION WITH RW 1-19 To: MAIN APRON AREA Last Const.: 06/04/1993

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 149,510.00SqFt Length: 3,700.00Ft Width: 36.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 25 Surveyed: 6

Conditions: PCI : 93

Inspection Comments:

Sample Number: 02 Type: R Area: 5,400.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:u

57 WEATHERING L 5,400.00 SqFt Comments:

Sample Number: 05 Type: R Area: 5,400.00SqFt PCI = 92

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:s

57 WEATHERING L 5,400.00 SqFt Comments:

Sample Number: 09 Type: R Area: 5,400.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,400.00 SqFt Comments:

Sample Number: 13 Type: R Area: 5,400.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,400.00 SqFt Comments:

Sample Number: 17 Type: R Area: 5,400.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:s

57 WEATHERING L 5,400.00 SqFt Comments:

Sample Number: 23 Type: R Area: 5,400.00SqFt PCI = 98

Sample Comments:

57 WEATHERING L 540.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWFRT Name: TAXIWAY F Use: TAXIWAY Area: 7,975.00SqFt

Section: 10 of 1 From: A03RT-10 To: TWBRT-20 Last Const.: 06/01/2006

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 7,975.00SqFt Length: 212.00Ft Width: 35.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 4 Surveyed: 3

Conditions: PCI: 91

Inspection Comments:

Sample Number: 01 Type: R Area: 3,500.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 02 Type: R Area: 3,800.00SqFt PCI = 86

Sample Comments:

50 PATCHING L 162.00 SqFt Comments:

57 WEATHERING L 3,638.00 SqFt Comments:

Sample Number: 10 Type: R Area: 3,500.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 3,500.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: RUT Name: RUTLAND STATE AIRPORT

Branch: TWGRT Name: TAXIWAY G Use: TAXIWAY Area: 11,318.00SqFt

Section: 10 of 1 From: TAXIWAY B To: APRON 03-20 Last Const.: 06/01/2005

Surface: AC Family: VTACTW12 Zone: Category: Rank: P

Area: 11,318.00SqFt Length: 360.00Ft Width: 30.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/16/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI: 88

Inspection Comments:

Sample Number: 01 Type: R Area: 2,625.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 30.00 Ft Comments:u

57 WEATHERING L 2,625.00 SqFt Comments:

Sample Number: 02 Type: R Area: 4,548.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 4,548.00 SqFt Comments:

Sample Number: 03 Type: R Area: 4,150.00SqFt PCI = 81

Sample Comments:

50 PATCHING L 390.00 SqFt Comments:

57 WEATHERING L 3,760.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: DDH Name: WILLIAM H. MORSE STATE AIRPORT

Branch: A01BN Name: APRON 01 Use: APRON Area: 248,017.00SqFt

Section: 10 of 4 From: HANGARS To: TAXIWAYS Last Const.: 06/03/1983
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 168,928.00SqFt Length: 705.00Ft Width: 235.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 36 Surveyed: 7

Conditions: PCI: 61

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 375.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 65.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 21.00 Ft Comments:u
52 RAVELING M 150.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 125.00 Ft Comments:u
52 RAVELING M 600.00 SqFt Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 250.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 68.00 Ft Comments:u
52 RAVELING M 400.00 SqFt Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 400.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 46.00 Ft Comments:s
52 RAVELING M 150.00 SqFt Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 300.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 58.00 Ft Comments:u
52 RAVELING M 250.00 SqFt Comments:

Sample Number: 18 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 300.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING L 65.00 Ft Comments:u
52 RAVELING M 150.00 SqFt Comments:

Sample Number: 27 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 350.00 Ft Comments:fs

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:u
52	RAVELING	M	250.00	SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: DDH Name: WILLIAM H. MORSE STATE AIRPORT

Branch: A01BN Name: APRON 01 Use: APRON Area: 248,017.00SqFt

Section: 20 of 4 From: FUEL PUMPS To: MAIN APRON Last Const.: 06/01/1983
Surface: PCC Family: VTPCC12 Zone: Category: Rank: P
Area: 2,500.00SqFt Length: 50.00Ft Width: 50.00Ft
Slabs: 4 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 67

Inspection Comments:

Sample Number: 01 Type: R Area: 4.00Slabs PCI = 67

Sample Comments:

63 LINEAR CRACKING	L	4.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: DDH Name: WILLIAM H. MORSE STATE AIRPORT

Branch: A01BN Name: APRON 01 Use: APRON Area: 248,017.00SqFt

Section: 30 of 4 From: WEST OF MAIN APRON To: ACCESS ROAD Last Const.: 06/01/1983
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 41,982.00SqFt Length: 932.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 9 Surveyed: 4

Conditions: PCI: 41

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 43

Sample Comments:

41 ALLIGATOR CRACKING	M	138.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	Comments:fs
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	171.00	Ft	Comments:u

Sample Number: 03 Type: R Area: 3,600.00SqFt PCI = 70

Sample Comments:

52 RAVELING	M	2.00	SqFt	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:u

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 38

Sample Comments:

52 RAVELING	L	600.00	SqFt	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	352.00	Ft	Comments:u
52 RAVELING	M	150.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	145.00	SqFt	Comments:
45 DEPRESSION	L	100.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 21

Sample Comments:

56 SWELLING	M	60.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	650.00	SqFt	Comments:
52 RAVELING	L	650.00	SqFt	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	23.00	Ft	Comments:w

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: DDH Name: WILLIAM H. MORSE STATE AIRPORT

Branch: A01BN Name: APRON 01 Use: APRON Area: 248,017.00SqFt

Section: 40 of 4 From: T-HANGAR To: MAIN APRON Last Const.: 07/01/2001
Surface: AC Family: VTACAPRON12 Zone: Category: Rank: P
Area: 34,607.00SqFt Length: 1,000.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 8 Surveyed: 5

Conditions: PCI : 86

Inspection Comments:

Sample Number: 02 Type: R Area: 4,530.00SqFt PCI = 86
Sample Comments:
52 RAVELING M 60.00 SqFt Comments:
57 WEATHERING L 4,470.00 SqFt Comments:

Sample Number: 04 Type: R Area: 4,250.00SqFt PCI = 92
Sample Comments:
52 RAVELING L 25.00 SqFt Comments:
57 WEATHERING L 4,225.00 SqFt Comments:

Sample Number: 05 Type: R Area: 4,250.00SqFt PCI = 92
Sample Comments:
52 RAVELING L 25.00 SqFt Comments:
57 WEATHERING L 4,225.00 SqFt Comments:

Sample Number: 07 Type: R Area: 4,200.00SqFt PCI = 74
Sample Comments:
56 SWELLING L 100.00 SqFt Comments:
57 WEATHERING L 4,200.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 84.00 Ft Comments:fs

Sample Number: 08 Type: R Area: 4,140.00SqFt PCI = 83
Sample Comments:
52 RAVELING M 30.00 SqFt Comments:
57 WEATHERING L 4,170.00 SqFt Comments:
56 SWELLING L 100.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: DDH Name: WILLIAM H. MORSE STATE AIRPORT

Branch: RW1331BN Name: RUNWAY 13-31 Use: RUNWAY Area: 282,375.00SqFt

Section: 10 of 2 From: RW 13 APPROCH To: 500' FROM RW 31 END Last Const.: 06/03/1980
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 244,875.00SqFt Length: 3,200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 44 Surveyed: 7

Conditions: PCI : 42

Inspection Comments:

Sample Number: 03 Type: R Area: 5,625.00SqFt PCI = 48

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	185.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:w
50	PATCHING	L	300.00	SqFt	Comments:
56	SWELLING	L	30.00	SqFt	Comments:
52	RAVELING	M	150.00	SqFt	Comments:
57	WEATHERING	L	5,175.00	SqFt	Comments:
41	ALLIGATOR CRACKING	M	15.00	SqFt	Comments:

Sample Number: 09 Type: R Area: 5,625.00SqFt PCI = 49

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft	Comments:u
52	RAVELING	M	250.00	SqFt	Comments:
57	WEATHERING	L	5,375.00	SqFt	Comments:

Sample Number: 15 Type: R Area: 5,625.00SqFt PCI = 56

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	240.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	29.00	Ft	Comments:u
50	PATCHING	L	678.00	SqFt	Comments:
52	RAVELING	L	200.00	SqFt	Comments:
57	WEATHERING	L	4,747.00	SqFt	Comments:

Sample Number: 20 Type: R Area: 5,625.00SqFt PCI = 50

Sample Comments:

50	PATCHING	L	300.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	350.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:s
57	WEATHERING	L	5,175.00	SqFt	Comments:
52	RAVELING	M	150.00	SqFt	Comments:
56	SWELLING	L	10.00	SqFt	Comments:

Sample Number: 27 Type: R Area: 5,625.00SqFt PCI = 32

Sample Comments:

41	ALLIGATOR CRACKING	M	300.00	SqFt	Comments:
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Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

48	LONGITUDINAL/TRANSVERSE CRACKING	M	350.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft	Comments:s
57	WEATHERING	L	5,475.00	SqFt	Comments:
52	RAVELING	L	150.00	SqFt	Comments:

Sample Number: 33 Type: R Area: 5,625.00SqFt PCI = 42

Sample Comments:

41	ALLIGATOR CRACKING	M	128.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	131.00	Ft	Comments:u
52	RAVELING	M	150.00	SqFt	Comments:
57	WEATHERING	L	5,475.00	SqFt	Comments:

Sample Number: 41 Type: R Area: 5,625.00SqFt PCI = 20

Sample Comments:

41	ALLIGATOR CRACKING	M	900.00	SqFt	Comments:
50	PATCHING	L	300.00	SqFt	Comments:
52	RAVELING	M	300.00	SqFt	Comments:
57	WEATHERING	L	5,325.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft	Comments:u

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: DDH Name: WILLIAM H. MORSE STATE AIRPORT

Branch: RW1331BN Name: RUNWAY 13-31 Use: RUNWAY Area: 282,375.00SqFt

Section: 20 of 2 From: 500' FROM RW 32 APPROCH To: RW 31 Last Const.: 06/03/1980
Surface: AC Family: VTACRW12 Zone: Category: Rank: P
Area: 37,500.00SqFt Length: 500.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 7 Surveyed: 4

Conditions: PCI : 52

Inspection Comments:

Sample Number: 01 Type: R Area: 5,625.00SqFt PCI = 53
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 126.00 Ft Comments:u
41 ALLIGATOR CRACKING L 115.00 SqFt Comments:
52 RAVELING M 150.00 SqFt Comments:
57 WEATHERING L 150.00 SqFt Comments:
57 WEATHERING L 5,475.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING M 150.00 Ft Comments:fs

Sample Number: 03 Type: R Area: 5,625.00SqFt PCI = 56
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 250.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 89.00 Ft Comments:s
52 RAVELING M 350.00 SqFt Comments:
57 WEATHERING L 4,975.00 SqFt Comments:
50 PATCHING L 300.00 SqFt Comments:

Sample Number: 05 Type: R Area: 5,625.00SqFt PCI = 52
Sample Comments:
52 RAVELING M 300.00 SqFt Comments:
57 WEATHERING L 5,325.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 450.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 76.00 Ft Comments:s

Sample Number: 06 Type: R Area: 5,625.00SqFt PCI = 49
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 400.00 Ft Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING L 77.00 Ft Comments:s
50 PATCHING L 300.00 SqFt Comments:
52 RAVELING M 200.00 SqFt Comments:
57 WEATHERING L 5,125.00 SqFt Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: DDH Name: WILLIAM H. MORSE STATE AIRPORT

Branch: TWABN Name: TAXIWAY A Use: TAXIWAY Area: 12,053.00SqFt

Section: 10 of 1 From: TRANSITION To: MAIN APRON Last Const.: 06/03/1983
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 12,053.00SqFt Length: 230.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 2 Surveyed: 2

Conditions: PCI : 73

Inspection Comments:

Sample Number: 01 Type: R Area: 6,765.00SqFt PCI = 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	L	115.00 Ft	Comments:s
52	RAVELING	M	250.00 SqFt	Comments:
57	WEATHERING	L	600.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 5,285.00SqFt PCI = 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	154.00 Ft	Comments:u
52	RAVELING	M	200.00 SqFt	Comments:
57	WEATHERING	L	600.00 SqFt	Comments:

Re-inspection Report

VT2012

Report Generated Date: September 18, 2012

Network: DDH Name: WILLIAM H. MORSE STATE AIRPORT

Branch: TWBBN Name: TAXIWAY B Use: TAXIWAY Area: 17,303.00SqFt

Section: 10 of 1 From: TRANSITION To: MAIN TAXIWAY Last Const.: 06/03/1983
Surface: AC Family: VTACTW12 Zone: Category: Rank: P
Area: 17,303.00SqFt Length: 435.00Ft Width: 28.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 06/17/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI : 42

Inspection Comments:

Sample Number: 01 Type: R Area: 6,334.00SqFt PCI = 25

Sample Comments:

41 ALLIGATOR CRACKING	M	450.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	219.00 Ft	Comments:u
56 SWELLING	L	90.00 SqFt	Comments:
56 SWELLING	M	1.00 SqFt	Comments:
45 DEPRESSION	M	60.00 SqFt	Comments:
57 WEATHERING	L	6,334.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 4,340.00SqFt PCI = 22

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	120.00 Ft	Comments:s
41 ALLIGATOR CRACKING	M	520.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:u
57 WEATHERING	L	4,340.00 SqFt	Comments:
45 DEPRESSION	L	60.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 6,750.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00 Ft	Comments:u
52 RAVELING	L	1,000.00 SqFt	Comments:

APPENDIX D

DETAILED LOCALIZED MAINTENANCE PLAN FOR UNLIMITED BUDGET

Table D-1. 2012 localized maintenance details for the unlimited budget.

Airport Name	Branch	Section	Description ¹	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Caledonia County State Airport	TWALD	30	L&T Cracking	Medium	25	Ft	Crack Sealing - AC	25	Ft	\$2.34	\$59
			L&T Cracking	High	55	Ft	Patch - AC	220	SqFt	14.42	\$3,172
E.F. Knapp State Airport	A01MP	10	L&T Cracking	Medium	833	Ft	Crack Sealing - AC	833	Ft	\$2.34	\$1,948
	A03MP	20	Patching	Medium	100	SqFt	Patch - AC	145	SqFt	\$14.42	\$2,085
		30	L&T Cracking	Medium	22	Ft	Crack Sealing - AC	22	Ft	\$2.34	\$51
	RW1735MP	20	L&T Cracking	Medium	24	Ft	Crack Sealing - AC	24	Ft	\$2.34	\$56
		30	L&T Cracking	Medium	60	Ft	Crack Sealing - AC	60	Ft	\$2.34	\$141
	TW03MP	10	L&T Cracking	Medium	92	Ft	Crack Sealing - AC	92	Ft	\$2.34	\$215
	TW05MP	10	L&T Cracking	Medium	47	Ft	Crack Sealing - AC	47	Ft	\$2.34	\$111
	TW06MP	10	Raveling	High	1	SqFt	Patch - AC	1	SqFt	\$14.42	\$19
	TW07MP	10	L&T Cracking	Medium	19	Ft	Crack Sealing - AC	19	Ft	\$2.34	\$45
TWAMP	10	L&T Cracking	Medium	15	Ft	Crack Sealing - AC	15	Ft	\$2.34	\$35	
Franklin County State Airport	A01HG	20	L&T Cracking	Medium	43	Ft	Crack Sealing - AC	43	Ft	\$2.34	\$102
			Oil Spillage	N/A	2	SqFt	Patch - AC	11	SqFt	\$14.42	\$165
			Raveling	Medium	16	SqFt	Patch - AC	16	SqFt	\$14.42	\$226
		30	Joint Seal Damage	High	8	Slabs	Joint Seal (Localized)	200	Ft	\$4.64	\$928
		40	L&T Cracking	Medium	80	Ft	Crack Sealing - AC	80	Ft	\$2.34	\$188
Hartness State Airport	A01SP	10	L&T Cracking	Medium	697	Ft	Crack Sealing - AC	697	Ft	\$2.34	\$1,631
	RW1129SP	20	L&T Cracking	Medium	146	Ft	Crack Sealing - AC	146	Ft	\$2.34	\$342
Middlebury State Airport	A02MB	10	L&T Cracking	Medium	104	Ft	Crack Sealing - AC	104	Ft	\$2.34	\$243
		20	Joint Seal Damage	High	4	Slabs	Joint Seal (Localized)	80	Ft	\$4.64	\$371
	A03MB	10	L&T Cracking	Medium	391	Ft	Crack Sealing - AC	391	Ft	\$2.34	\$916
	RW119MB	10	L&T Cracking	Medium	236	Ft	Crack Sealing - AC	236	Ft	\$2.34	\$551
Morrisville-Stowe State Airport	A01MV	20	Corner Spall	Medium	1	Slabs	Patching - PCC	3	SqFt	\$28.98	\$78
Newport State Airport	A01NP	10	L&T Cracking	Medium	554	Ft	Crack Sealing - AC	554	Ft	\$2.34	\$1,297
		30	L&T Cracking	Medium	320	Ft	Crack Sealing - AC	320	Ft	\$2.34	\$749
		40	L&T Cracking	Medium	454	Ft	Crack Sealing - AC	454	Ft	\$2.34	\$1,063
			Raveling	Medium	198	SqFt	Patch - AC	198	SqFt	\$14.42	\$2,849

Table D-1. 2012 localized maintenance details for the unlimited budget (continued).

Airport Name	Branch	Section	Description ¹	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Newport State Airport	A01NP	60	L&T Cracking	Medium	71	Ft	Crack Sealing - AC	71	Ft	\$2.34	\$166
			Patching	High	15	SqFt	Patch - AC	35	SqFt	\$14.42	\$499
			Raveling	Medium	70	SqFt	Patch - AC	70	SqFt	\$14.42	\$1,009
		70	L&T Cracking	Medium	109	Ft	Crack Sealing - AC	109	Ft	\$2.34	\$256
	RW1836NP	10	L&T Cracking	Medium	72	Ft	Crack Sealing - AC	72	Ft	\$2.34	\$168
	TW01NP	10	L&T Cracking	Medium	117	Ft	Crack Sealing - AC	117	Ft	\$2.34	\$273
Rutland State Airport	A01RT	10	L&T Cracking	Medium	10,450	Ft	Crack Sealing - AC	10450	Ft	\$2.34	\$24,454
			Raveling	Medium	198	SqFt	Patch - AC	198	SqFt	\$14.42	\$2,852
		60	L&T Cracking	Medium	211	Ft	Crack Sealing - AC	211	Ft	\$2.34	\$494
	A03RT	10	L&T Cracking	Medium	5	Ft	Crack Sealing - AC	5	Ft	\$2.34	\$11
			Swelling	High	9	SqFt	Patch - AC	25	SqFt	\$14.42	\$362
	RW119RT	10	L&T Cracking	Medium	5,036	Ft	Crack Sealing - AC	5036	Ft	\$2.34	\$11,784
		20	L&T Cracking	Medium	7,428	Ft	Crack Sealing - AC	7428	Ft	\$2.34	\$17,380
	RW1331RT	10	L&T Cracking	Medium	229	Ft	Crack Sealing - AC	229	Ft	\$2.34	\$536
		20	L&T Cracking	Medium	211	Ft	Crack Sealing - AC	211	Ft	\$2.34	\$493
		30	L&T Cracking	Medium	209	Ft	Crack Sealing - AC	209	Ft	\$2.34	\$489
		50	L&T Cracking	Medium	174	Ft	Crack Sealing - AC	174	Ft	\$2.34	\$406
	TWART	10	L&T Cracking	Medium	10	Ft	Crack Sealing - AC	10	Ft	\$2.34	\$23
	TWCRT	10	L&T Cracking	Medium	493	Ft	Crack Sealing - AC	493	Ft	\$2.34	\$1,154
	TWDRT	10	L&T Cracking	Medium	37	Ft	Crack Sealing - AC	37	Ft	\$2.34	\$86
TWERT	10	L&T Cracking	Medium	14	Ft	Crack Sealing - AC	14	Ft	\$2.34	\$33	
		Raveling	High	1	SqFt	Patch - AC	1	SqFt	\$14.42	\$13	
William H. Morse State Airport	A01BN	40	L&T Cracking	Medium	136	Ft	Crack Sealing - AC	136	Ft	\$2.34	\$318
			Raveling	Medium	146	SqFt	Patch - AC	146	SqFt	\$14.42	\$2,102
	TWABN	10	L&T Cracking	Medium	150	Ft	Crack Sealing - AC	150	Ft	\$2.34	\$351
			Raveling	Medium	450	SqFt	Patch - AC	450	SqFt	\$14.42	\$6,491

¹L&T Cracking = Longitudinal and Transverse Cracking

APPENDIX E

FAA AC 150-5380-6B



U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

Subject: GUIDELINES AND PROCEDURES
FOR MAINTENANCE OF AIRPORT
PAVEMENTS

Date: September 28, 2007
Initiated by: AAS-100

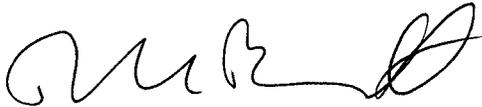
AC No: 150/5380-6B
Change:

1. **PURPOSE.** This Advisory Circular (AC) provides guidelines and procedures for maintaining rigid and flexible airport pavements.
2. **CANCELLATION.** This AC cancels AC 150/5380-6A, *Guidelines and Procedures for Maintenance of Airport Pavements*, dated 7/14/03.
3. **APPLICATION.** The Federal Aviation Administration (FAA) recommends these guidelines for airport pavements, as appropriate.
4. **PRINCIPAL CHANGES.** The following principal changes are incorporated:
 - a. Added the distress types that were not originally included, as defined within American Society for Testing and Materials (ASTM) D 5340 *Standard Test Method for Airport Pavement Condition Index Surveys*.
 - b. Added Tables 6-2 through 6-10 to familiarize the user with each distress type and its recommended method(s) for repair/maintenance.
 - c. Added generic specifications for maintenance products to provide guidance in selection of materials and products regularly used for airfield pavement maintenance for use on Airport Improvement Program funded projects.
 - d. Added select generic typical details to provide guidance in the installation of materials and repair procedures.
5. **RELATED READING MATERIAL.** The publications in Appendix D, Bibliography, provide further guidance and technical information.
6. **METRIC UNITS.** To promote an orderly transition to metric units, the text and figures include both English and metric dimensions. The metric conversions are based on operational significance and may not be exact equivalents. Until there is an official changeover to the metric system, the English dimensions should be used.

7. **COMMENTS OR SUGGESTIONS** for improvements to this AC should be sent to:

Manager, Airport Engineering Division
Federal Aviation Administration
ATTN: AAS-100
800 Independence Avenue, S.W.
Washington, DC 20591

8. **COPIES OF THIS AC.** The Office of Airport Safety and Standards is in the process of making ACs available to the public through the Internet. These ACs may be accessed through the FAA home page (www.faa.gov). A printed copy of this AC and other ACs can be ordered from the U.S. Department of Transportation, Subsequent Distribution Office, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785.

A handwritten signature in black ink, appearing to read 'DLB', is positioned above the name and title of the signatory.

David L. Bennett
Director of Airport Safety and Standards

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CHAPTER 1. INTRODUCTION TO AIRPORT PAVEMENT MAINTENANCE.

1-1. PURPOSE OF ADVISORY CIRCULAR. Airport managers and technical/maintenance personnel responsible for the operation and maintenance of airports continually face problems with pavement distress and deterioration. This advisory circular (AC) provides information on the types of pavement distress that occur and recommends corrective actions to undertake during preventive and remedial maintenance. The Federal Aviation Administration (FAA) recommends that airports follow American Society for Testing and Materials (ASTM) D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys*, when conducting preventive maintenance inspections. This standard employs the visual distress identification and rating system known as the Pavement Condition Index (PCI).

1-2. BACKGROUND OF ADVISORY CIRCULAR. The aviation community has a large investment in airport pavements. The major objective in the design and construction of these pavements is to provide adequate load-carrying capacity and good ride quality necessary for the safe operation of aircraft under all weather conditions. Immediately after completion, airport pavements begin a gradual deterioration that is attributable to several factors. Traffic loads in excess of those forecast during pavement design can shorten pavement life considerably. Normal distresses in the pavement structure result from surface weathering, fatigue effects, and differential movement in the underlying subbase over a period of years. In addition, faulty construction techniques, substandard materials, or poor workmanship can accelerate the pavement deterioration process. Consequently, airport pavements require continual routine maintenance, rehabilitation, and upgrading.

a. Many pavements were not designed for servicing today's aircraft, which impose loads much greater than those initially considered. Also, the frequency of takeoffs and landings at many airports has increased considerably. Both factors result in accelerated deterioration of the pavement structure. To assure safe operations, airports must make special efforts to upgrade and maintain pavement serviceability.

b. The most effective means of preserving airport runways, taxiways, and apron pavement areas is to implement a comprehensive maintenance program. To be effective, such a program must take a coordinated, budgeted, and systematic approach to both preventive and remedial maintenance. Many airports using this approach have experienced tangible benefits. The comprehensive maintenance program should be updated annually and feature a schedule of inspections and a listing of required equipment and products. The airport should systematically make repairs and take preventive measures, when necessary, on an annual basis at a minimum. A systematic approach assures continual vigilance and permits the stockpiling of maintenance materials, which assures their availability for routine and emergency maintenance.

Airport Improvement Program grant conditions now require many airports to develop and maintain an effective airport pavement maintenance management program. The FAA, however, also encourages airports that are not specifically required to develop maintenance programs to do so as a means of preserving their facilities. An effective pavement maintenance program can take many forms but must include several basic items, see Appendix A.

c. Two major elements contribute to pavement deterioration: the effects of weathering and the action of aircraft traffic. Early detection and repair of pavement defects is the most important preventive maintenance procedure. Failure to perform routine maintenance during the early stages of deterioration may eventually result in serious pavement distresses that require extensive repairs that will be costly in terms of dollars and closure time. In all cases of pavement distress manifestations, the causes of the problem should first be determined. If the causes are known, an airport can select a repair method that will not only correct the present damage, but also prevent or retard its progression.

d. The selection of a specific rehabilitation method involves considering both economic and engineering impacts. Airports should prioritize long-term effects rather than focusing on immediate short-term remedies. They should compare the cost of rehabilitation alternatives over some finite period of time (life cycle) and consider the future economic consequences of a repair method as well as the initial rehabilitating maintenance costs.

e. The present or immediate costs of a pavement rehabilitation/maintenance project include actual costs of the repairs and the estimated costs that airport users will incur because of the project. Airport user costs include those experienced by airlines, fixed base operators, concession operators, and others due to traffic delays, re-routings, etc. Future costs include those incurred later in the life cycle (depending on the life expectancy of the repair) plus the routine maintenance costs expected over the same period. A comparative analysis of these costs for the various alternatives will suggest the most economical rehabilitation scheme.

CHAPTER 2. AIRPORT PAVEMENTS: COMPOSITION AND FUNCTION.

2-1. INTRODUCTION TO AIRPORT PAVEMENTS. Airport pavements are designed, constructed, and maintained to support the critical loads imposed on them and to produce a smooth, skid-resistant, and safe-riding surface. The pavement must be of such quality and thickness to ensure it will not fail under the loads imposed and be durable enough to withstand the abrasive action of traffic, adverse weather conditions, and other deteriorating influences. To ensure the necessary strength of the pavement and to prevent unmanageable distresses from developing, the airport should consider various design, construction, and material-related parameters. This chapter helps airports assess these parameters by providing information on the composition of pavement sections and the functional aspects of flexible and rigid pavement components.

2-2. CLASSIFICATION OF AIRPORT PAVEMENTS. Generally, pavements fall into two classes: rigid and flexible pavements. For guidance and design standards refer to current version of AC 150/5320-6, *Airport Pavement Design and Evaluation*.

Combinations of different pavement types and stabilized layers form complex pavements that can be classified as variations of the normal rigid and flexible types. Overlay pavements—existing pavement structures that are overlaid by either of the pavement types—are also common.

2-3. RIGID PAVEMENT COMPOSITION AND STRUCTURE. Rigid pavements normally use Portland cement concrete (PCC) as the prime structural element. Depending on conditions, engineers may design the PCC pavement slab with plain, lightly reinforced, continuously reinforced, prestressed, or fibrous concrete. The PCC pavement slab usually lies on a compacted granular or treated subbase, which is supported, in turn, by a compacted subgrade. The subbase provides uniform stable support and may provide subsurface drainage. The PCC pavement slab has considerable flexural strength and spreads the applied loads over a large area. Figure 2-1 illustrates a typical rigid pavement structure. Rigid pavements have a high degree of rigidity. Figure 2-2 shows how this inflexibility and the resulting beam action enable rigid pavements to distribute loads over large areas of the subgrade. Better rigid pavement performance requires that support for the PCC pavement slab be uniform. Rigid pavement strength is most economically built into the PCC pavement slab itself with optimum use of low-cost materials under the slab.

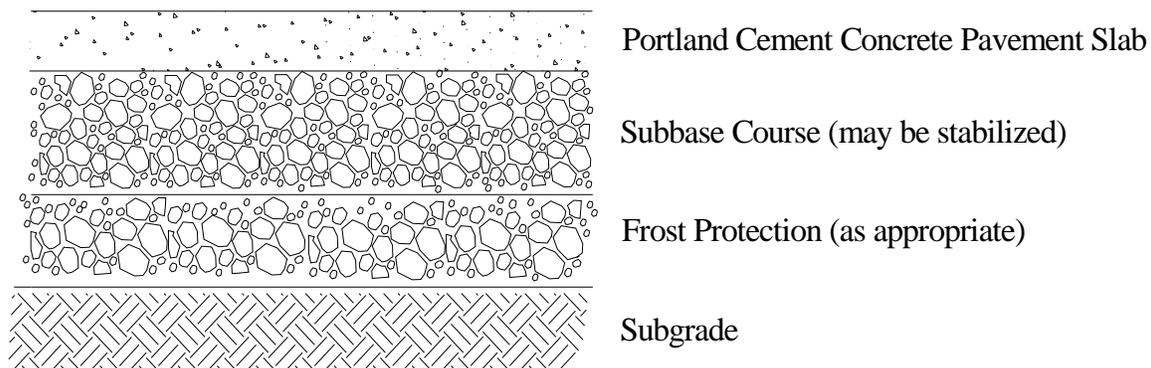


Figure 2 - 1. Typical Rigid Pavement Structure

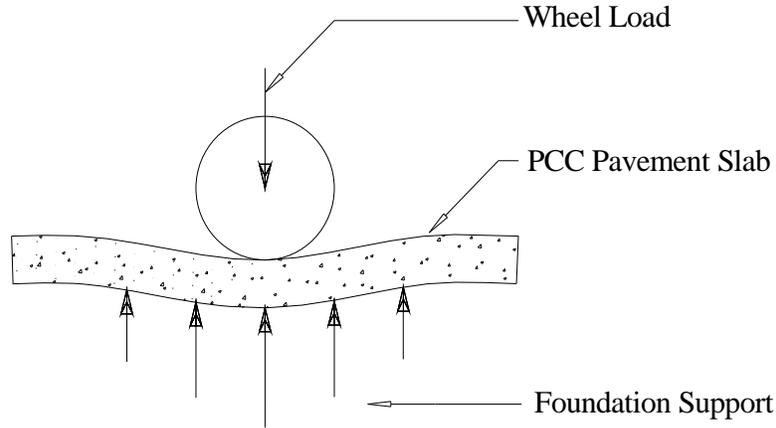


Figure 2 - 2. Transfer of Wheel Load to Foundation in Rigid Pavement Structure

a. PCC Pavement Slab (Surface Layer). The PCC pavement slab provides structural support to the aircraft, provides a skid-resistant surface, and prevents the infiltration of excess surface water into the subbase.

b. Subbase. The subbase provides uniform stable support for the pavement slab. The subbase also serves to control frost action, provide subsurface drainage, control swelling of subgrade soils, provide a stable construction platform for rigid pavement construction, and prevent mud pumping of fine-grained soils. Rigid pavements generally require a minimum subbase thickness of 4 inches (100 mm).

c. Stabilized Subbase. All new rigid pavements designed to accommodate aircraft weighing 100,000 pounds (45,000 kg) or more must have a stabilized subbase. The structural benefit imparted to a pavement section by a stabilized subbase is reflected in the modulus of subgrade reaction assigned to the foundation.

d. Frost Protection Layer. In areas where freezing temperatures occur and where frost-susceptible soil with a high ground water table exists, engineers must consider frost action when designing pavements. Frost action includes both frost heave and loss of subgrade support during the frost-melt period. Frost heave may cause a portion of the pavement to rise because of the nonuniform formation of ice crystals in a frost-susceptible material (see Figure 2-3). Thawing of the frozen soil and ice crystals may cause pavement damage under loads. The frost protection layer functions as a barrier against frost action and frost penetration into the lower frost-susceptible layers.

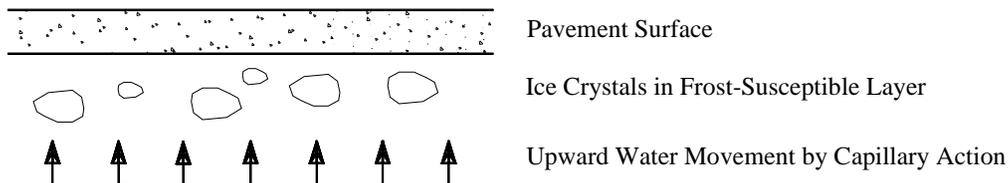


Figure 2 - 3. Formation of Ice Crystals in Frost-Susceptible Soil

e. Subgrade. The subgrade is the compacted soil layer that forms the foundation of the pavement system. Subgrade soils are subjected to lower stresses than the surface and subbase courses. These stresses decrease with depth, and the controlling subgrade stress is usually at the top of the subgrade unless unusual conditions exist. Unusual conditions, such as a layered subgrade or sharply varying water content or densities, may change the locations of the controlling stress. The soils investigation should check for these conditions. The pavement above the subgrade must be capable of reducing stresses imposed on the subgrade to values that are low enough to prevent excessive distortion or displacement of the subgrade soil layer.

Since subgrade soils vary considerably, the interrelationship of texture, density, moisture content, and strength of subgrade material is complex. The ability of a particular soil to resist shear and deformation will vary with its density and moisture content. In this regard, the soil profile of the subgrade requires careful examination. The soil profile is the vertical arrangement of layers of soils, each of which may possess different properties and conditions. Soil conditions are related to the ground water level, presence of water-bearing strata, and the properties of the soil, including soil density, particle size, moisture content, and frost penetration. Since the subgrade soil supports the pavement and the loads imposed on the pavement surface, it is critical to examine soil conditions to determine their effect on grading and paving operations and the need for underdrains.

2-4. FLEXIBLE PAVEMENT COMPOSITION AND STRUCTURE. Flexible pavements support loads through bearing rather than flexural action. They comprise several layers of carefully selected materials designed to gradually distribute loads from the pavement surface to the layers underneath. The design ensures the load transmitted to each successive layer does not exceed the layer's load-bearing capacity. A typical flexible pavement section is shown in Figure 2-4. Figure 2-5 depicts the distribution of the imposed load to the subgrade. The various layers composing a flexible pavement and the functions they perform are described below:

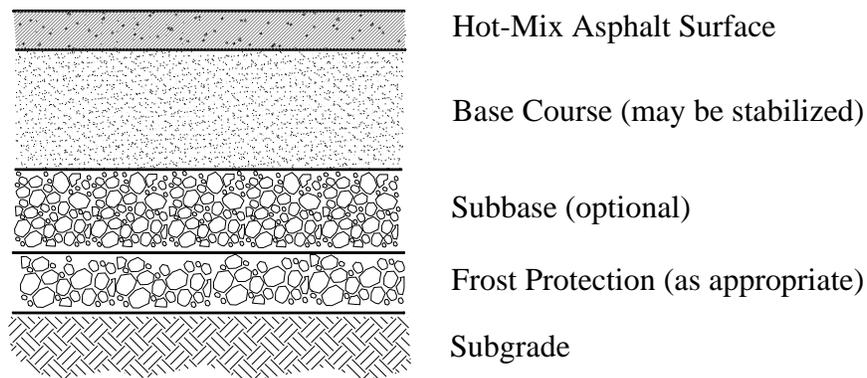


Figure 2 - 4. Typical Flexible Pavement Structure

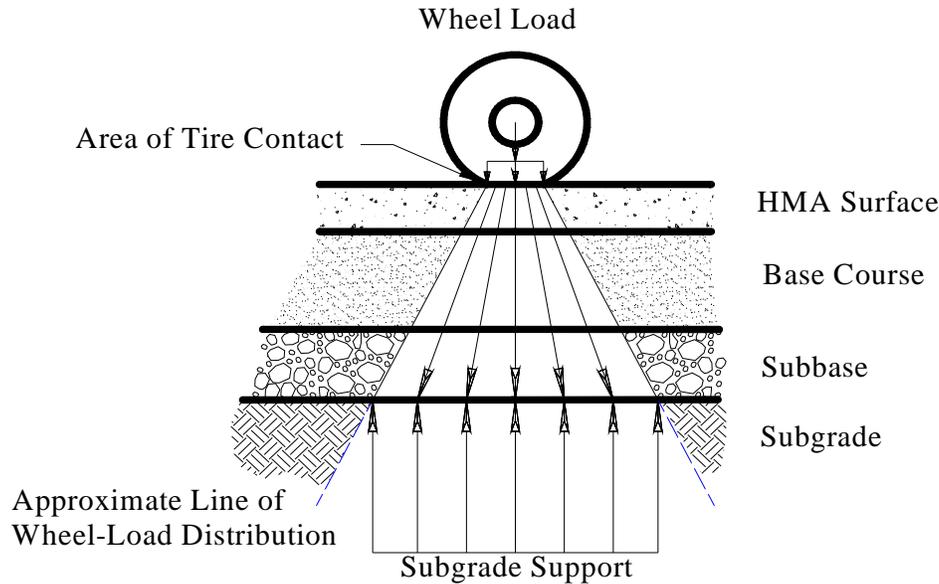


Figure 2 - 5. Distribution of Wheel Load in Flexible Pavement

a. Bituminous Surface (Wearing Course). The bituminous surface, or wearing course, is made up of a mixture of various selected aggregates bound together with asphalt cement or other bituminous binders. The material used in the surface course is commonly referred to as Hot-Mix Asphalt (HMA). This surface prevents the penetration of surface water to the base course; provides a smooth, well-bonded surface free from loose particles, which might endanger aircraft or people; resists the stresses caused by aircraft loads; and supplies a skid-resistant surface without causing undue wear on tires.

b. Base Course. The base course serves as the principal structural component of the flexible pavement. It distributes the imposed wheel load to the pavement foundation, the subbase, and/or the subgrade. The base course must have sufficient quality and thickness to prevent failure in the subgrade and/or subbase, withstand the stresses produced in the base itself, resist vertical pressures that tend to produce consolidation and result in distortion of the surface course, and resist volume changes caused by fluctuations in its moisture content. The materials composing the base course are select hard and durable aggregates, which generally fall into two main classes: stabilized and granular. The stabilized bases normally consist of crushed or uncrushed aggregate bound with a stabilizer, such as Portland cement or bitumen. The quality of the base course is a function of its composition, physical properties, and compaction of the material.

c. Subbase. This layer is used in areas where frost action is severe or the subgrade soil is extremely weak. The subbase course functions like the base course. The material requirements for the subbase are not as strict as those for the base course since the subbase is subjected to lower load stresses. The subbase consists of stabilized or properly compacted granular material.

d. Frost Protection Layer. Some flexible pavements require a frost protection layer. This layer functions the same way in either a flexible or a rigid pavement. (See paragraph 2-3d.)

e. Subgrade. The subgrade is the compacted soil layer that forms the foundation of the pavement system. Subgrade soils are subjected to lower stresses than the surface, base, and subbase courses. Since load stresses decrease with depth, the controlling subgrade stress usually lies at the top of

the subgrade. The combined thickness of subbase, base, and wearing surface must be great enough to reduce the stresses occurring in the subgrade to values that will not cause excessive distortion or displacement of the subgrade soil layer. (See paragraph 2-3e for factors affecting subgrade behavior.)

2-5. AIRPORT PAVEMENT OVERLAYS. Airport pavement overlays may correct deteriorating pavement surfaces, improve ride quality or surface drainage, maintain structural integrity, or increase pavement strength. Overlays are used when a pavement is damaged by overloading, requires strengthening to serve heavier aircraft, shows severe ponding because of uneven settling, or has simply served its design life and is worn out. Airport pavement overlays generally consist of either PCC or HMA pavements, and the resulting pavement system may be classified as either rigid or flexible for load-support purposes.

2-6. RECYCLED PAVEMENT STRUCTURES. The pavement elements discussed in paragraphs 2-4 and 2-5 also apply to pavements composed of recycled layers except that in-situ materials are recycled and used in place of importing selected materials. In-situ materials may be crushed, blended, rehandled, and/or treated to produce a controlled pavement layer. Recycled layers may make up the entire pavement structure or be used in combination with existing and/or new pavement layers. Recent advances in equipment and recycling techniques have allowed the use of in-place, recycled rigid pavements as base courses for both rigid and flexible pavement reconstruction.

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CHAPTER 3. PAVEMENT DISTRESS.

3-1. GENERAL. Various external signs or indicators make the deterioration of a pavement apparent, and often reveal the probable causes of the failure. This chapter provides a detailed discussion and description of the types of pavement distress and relates them to likely causal factors.

3-2. TYPES OF PAVEMENT DISTRESS. The discussions of problems related to pavement distress are generally based on whether the pavement has a rigid or flexible surface type. However, while different distresses possess their own particular characteristics, the various types generally fall into one of the following broad categories:

- a. Cracking
- b. Joint Seal Damage
- c. Disintegration
- d. Distortion
- e. Loss of skid resistance

ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys*, provides detailed examples of each distress. The Pavement-Transportation Computer Assisted Structural Engineering (PCASE) software package and the Department of Defense Unified Facilities Guide include similar examples. The PCASE software is available from the U.S. Army Corp of Engineers at <https://transportation.wes.army.mil/triservice/pcase>. The Unified Facilities Guide is available from several sources, including <http://www.wbdg.org/ccb> and http://65.204.17.188/report/doc_ufc.html.

3-3. RIGID PAVEMENT DISTRESSES.

a. Cracking. Cracks 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:

(1) **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. These types of cracks can indicate poor construction techniques, underlying pavement layers that are structurally inadequate for the applied load, or pavement overloads.

(2) **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. This type of break is 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 crack differs from a corner spall in that the crack extends vertically through the entire slab thickness; a corner spall intersects the joint at an angle.

(3) **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 (30 to 60 cm) of the joint or crack.

(4) **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 (6.4 mm) from the slab surface and may be primarily in the finished surface paste only.

b. **Joint Seal Damage.** Joint seal damage is any condition that enables soil or rocks to accumulate in the joints or that allows infiltration of water. Accumulation of 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 subbase. 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, and/or not properly cleaning the joint before sealing.

c. **Disintegration.** Disintegration is the breaking up of a pavement into small, loose particles and includes 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 falls into several categories:

(1) **Scaling, Map Cracking, and Crazeing.** Scaling is the disintegration and loss of the wearing surface. A surface weakened by improper curing or finishing and freeze-thaw cycles can lead to scaling. Map cracking or crazeing refers to a network of shallow hairline cracks that extend only through the upper surface of the concrete. Crazeing usually results from improper curing and/or finishing of the concrete and may lead to scaling of the surface. Alkali-Silica Reactivity (ASR) is another source of distress associated with map cracking. ASR is caused by an expansive reaction between aggregates containing silica and alkaline pore solutions of the cement paste.

(2) **Joint Spalling.** Joint spalling is the breakdown of the slab edges within 2 feet (60 cm) of the side of the joint. A joint spall usually does not extend vertically through the slab but intersects the joint at an angle. Joint spalling often results from excessive stresses at the joint or crack caused by infiltration of incompressible materials or weak concrete at the joint (caused by overworking) combined with traffic loads. Joint spalling also results when dowels, which can prevent slab movement, become misaligned either through improper placement or improper slippage preparation.

(3) **Corner Spalling.** Corner spalling is the raveling or breakdown of the slab within approximately 2 feet (60 cm) of the corner. It differs from a corner break in that the spall usually angles downward to intersect the joint, while a break extends vertically through the slab. The same mechanisms that cause joint spalling often cause corner spalling, but this type of distress may appear sooner because of increased exposure.

(4) **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.

(5) **Blowups.** Blowups usually occur at a transverse crack or joint that is not wide enough to permit expansion of the concrete slabs. Insufficient width may result from infiltration of incompressible materials into the joint space or by gradual closure of the joint caused by expansion of the concrete due to ASR. When expansive pressure cannot be relieved, a localized upward movement of the

slab edges (buckling) or shattering will occur in the vicinity of the joint. Blowups normally occur only in thin pavement sections, although blowups can also appear at drainage structures (manholes, inlets, etc.). The frequency and severity of blowups may increase with an asphalt overlay due to the additional heat absorbed by the dark asphalt surface. They generally occur during hot weather because of the additional thermal expansion of the concrete.

(6) Popouts. A popout is defined as a small piece of pavement that breaks loose from the concrete surface. This is caused by freeze-thaw action in combination with expansive aggregates. Popouts usually range from approximately 1 to 4 inches (25 to 100 mm) in diameter and from 1/2 to 2 inches (13 to 51 mm) deep. A popout may also be a singular piece of large aggregate that breaks loose from the concrete surface or may be clay balls in the concrete mix. Per ASTM D 5340, to count a slab as having this type of distress, an average greater than three Popouts per square yard (per square meter) is needed. If there is doubt in the average being greater than three Popouts per square yard, then at least three random 1-square yard areas should be evaluated.

(7) Patching. A patch is defined as an area where the original pavement has been removed and replaced by a filler material. Patching is usually divided into two types:

(a) Small. A small patch is defined as an area less than 5 ft² (0.5 m²).

(b) Large and Utility Cuts. A large patch is defined as an area greater than 5 ft² (0.5 m²). A utility cut is defined as a patch that has replaced the original pavement due to placement of underground utilities.

d. Distortion. Distortion refers to a change in the pavement surface's original position, and it results from foundation settlement, expansive soils, frost-susceptible soils, or loss of fines through improperly designed subdrains or drainage systems. Two types of distortion generally occur:

(1) Pumping. The deflection of the slab when loaded may cause pumping, which is characterized by the ejection of water and underlying material through the joints or cracks in a pavement. As the water is ejected, it carries particles of gravel, sand, clay, or silt with it, resulting in a progressive loss of pavement support that can lead to cracking. Evidence of pumping includes surface staining and base or subgrade material on the pavement close to joints or cracks. Pumping near joints indicates poor joint-load transfer, a poor joint seal, and/or the presence of ground water.

(2) Settlement or Faulting. Settlement or faulting is a difference in elevation at a joint or crack caused by upheaval or nonuniform consolidation of the underlying pavement layer(s) material. This condition may result from loss of fines, frost heave, loss of load transfer device (key, dowel, etc.), or swelling soils.

e. Loss of Skid Resistance. Skid resistance refers to the ability of a pavement to provide a surface with the desired friction characteristics under all weather conditions. It is a function of the surface texture. Loss of skid resistance is caused by the wearing down of the textured surface through normal wear and tear or the buildup of contaminants.

(1) Polished Aggregates. Some aggregates become polished quickly under traffic. Naturally polished aggregates create skid hazards if used in the pavement without crushing. Crushing the naturally polished aggregates creates rough angular faces that provide good skid resistance.

(2) **Contaminants.** Rubber deposits building up over a period of time will reduce the surface friction characteristics of a pavement. Oil spills and other contaminants will also reduce the surface friction characteristics.

3-4. FLEXIBLE PAVEMENT DISTRESSES.

a. **Cracking.** 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. Five types of cracks commonly occur in these types of pavements:

(1) **Longitudinal and Transverse Cracks.** Longitudinal and transverse cracks often result from shrinkage or contraction of the HMA surface. Shrinkage of the surface material is caused by oxidation and age hardening of the asphalt material. Contraction is caused by thermal fluctuations. Poorly constructed paving lane joints may accelerate the development of longitudinal joints cracks.

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

(3) **Reflection Cracking.** Vertical or horizontal movements in the pavement beneath an overlay cause this type of distress. These movements may be due to expansion and contraction caused by temperature and moisture changes or traffic loads. The cracks in HMA overlays reflect the crack pattern or joint pattern in the underlying pavement. They occur most frequently in HMA overlays on PCC pavements. However, they may also occur on overlays of HMA pavements wherever cracks or joints in the old pavement have not been properly repaired.

(4) **Alligator or Fatigue Cracking.** Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the HMA surface under repeated traffic loading. The cracking initiates at the bottom of the HMA surface (or stabilized base) where tensile stress and strain are highest under a wheel load. The cracks propagate to the surface initially as a series of parallel cracks. After repeated traffic loading or by excessive deflection of the HMA surface over a weakened or under-designed foundation, the cracks connect, forming many sided sharp angled pieces that develop a pattern resembling chicken wire or alligator skin. The pieces are less than 2 feet (0.6M) on the longest side.

(5) **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.

b. **Disintegration.** Disintegration in a flexible pavement is caused by insufficient compaction of the surface, insufficient asphalt binder in the mix, loss of adhesion between the asphalt coating and aggregate particles, or severe overheating of the mix.

(1) **Raveling and Weathering.** The most common type of disintegration in HMA pavements is raveling/weathering. Raveling/weathering is the wearing away of the pavement surface caused by the dislodging of aggregate particles and the loss of asphalt binder. This distress may indicate that the asphalt binder has aged and hardened significantly. As the raveling/weathering continues, larger pieces are broken free, and the pavement takes on a rough and jagged appearance and can produce a significant source for Foreign Object Debris/Damage (FOD).

(2) **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 are worked loose, they may eventually be picked out of the surface by continued wheel loads, thus forming 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.

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

(4) **Jet Blast Erosion.** Jet blast erosion is defined as a darkened area of pavement surface where the bituminous binder has been burned or carbonized. Localized burned areas may vary in depth up to approximately 1/2-inch (13 mm).

(5) **Patching and Utility Cut Patch.** A patch is defined as an area where the original pavement has been removed and replaced by a filler material. A patch is considered a defect in the pavement, regardless of how well it is performing. Deterioration of patch areas affects the riding quality and has FOD potential.

c. **Distortion.** Distortion in HMA pavements is caused by foundation settlement, insufficient compaction of the pavement courses, lack of stability in the bituminous mix, poor bond between the surface and the underlying layer of the pavement structure, and swelling soils or frost action in the subgrade. Four types of distortion commonly occur:

(1) **Rutting.** A rut is characterized by a surface depression in the wheel path. 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.

(2) **Corrugation.** Corrugation results from a form of plastic surface movement typified by ripples across the surface. Corrugation can be caused by a lack of stability in the mix and a poor bond between material layers.

(3) **Shoving.** Shoving is the localized bulging of a pavement surface. It can be caused by lack of stability in the mix or lateral stresses produced by adjacent PCC pavement during expansion.

(4) **Depression.** Depressions are localized low areas of limited size. In many instances, light depressions become noticeable only after a rain, when ponding creates "birdbath" areas. Depressions may result from traffic heavier than that for which the pavement was designed, localized settlement of the underlying pavement layers, or poor construction methods.

(5) **Swelling.** An upward bulge in the pavement's surface characterizes swelling. It may occur sharply over a small area or as a longer gradual wave. Both types of swell may be accompanied by surface cracking. A swell is usually caused by frost action surrounding dissimilar material types in the subgrade or by swelling soil.

d. **Loss of Skid Resistance.** Factors that decrease the skid resistance of a pavement surface and can lead to hydroplaning include too much asphalt in the bituminous mix, too heavy a tack coat, poor aggregate subject to wear, and buildup of contaminants. In bituminous pavements, a loss of skid resistance may result from the following:

(1) **Polished Aggregate.** Aggregate polishing is caused by repeated traffic applications. Polished aggregate is present when the portion of aggregate extending above the asphalt is either very small, of poor quality, or there are no rough or angular particles to provide good skid resistance.

(2) **Contaminants.** Accumulation of rubber particles, oils, or other external materials on the pavement surface will reduce the skid resistance of a pavement. Buildup of rubber deposits in pavement grooves will reduce the effectiveness of the grooves and increase the likelihood of hydroplaning.

(3) **Bleeding.** Bleeding is characterized by a film of bituminous material on the pavement surface that resembles a shiny, glass-like, reflecting surface that usually becomes quite sticky. It is caused by excessive amounts of asphalt binder in the mix and/or low air-void content and occurs when asphalt binder fills the voids in the mix during hot weather and then expands out onto the surface of the pavement. Bleeding may also result when an excessive tack coat is applied prior to placement of the HMA surface. Since the bleeding process is not reversible during cold weather, asphalt binder will accumulate on the surface. Extensive bleeding may cause a severe reduction in skid resistance.

(4) **Fuel/Oil Spillage.** Continuous fuel/oil spillage on a HMA surface will soften the asphalt. Areas subject to only minor fuel/oil spillage will usually heal without repair, and only minor damage will result.

3-5. DRAINAGE OF AIRPORT PAVEMENTS.

a. A proper drainage system is essential to preventive maintenance. Probably no other factor plays such an important role in determining the ability of a pavement to withstand the effects of weather and traffic. The drainage system collects and removes surface water runoff, removes excess underground water, lowers the water table, and protects all slopes from erosion. An inadequate drainage system can cause saturation of the subgrade and subbase, damage to slopes by erosion, and loss of the load-bearing capacity of the paved surfaces. Whenever pavement failure occurs, the airport should investigate the possibility of deficient drainage.

b. The damage mechanism of free water in the pavement system is related to the amount of free water in the boundaries between the structural layers of the pavement system. When water fills the voids and spaces at the boundaries between layers, heavy wheel loads applied to the surface of the pavement produce impacts on the water comparable to a water-hammer type of action. The resulting water pressure causes erosion of the pavement structure and ejection of the material out of the pavement.

c. There are two general classes of drainage systems: surface and subsurface. Classification depends on whether the water is on or below the surface of the ground at the point where it is first

intercepted or collected for disposal. Where both types of drainage are required, it is generally good practice for each system to function independently.

(1) **Surface Drainage.** Surface drainage controls, collects, and disposes of water from rainstorms and melting snow and ice that accumulate on the surface of the pavement and nearby ground. Surface drainage of pavements is achieved by constructing the pavement surface and adjacent ground in a way that allows for adequate runoff. The water may be collected at the edges of the paved surface in ditches, gutters, and catch basins. Surface water should not be allowed to enter a subdrainage system as it often contains soil particles in suspension. As the water percolates through the granular material of the subdrain, these particles cause it to silt up. Inevitably, some water will enter the pavement structure through cracks, open joints, and other surface openings, but this penetration may be kept to a minimum by proper surface maintenance procedures.

(2) **Subsurface Drainage.** Subsurface drainage is provided for the pavement by a permeable layer of aggregate or permeable stabilized layers—such as cement-treated or asphalt-treated layers under the full width of the traveled way—with longitudinal pipes for collecting the water and outlet pipes for rapid removal of the water from the subsurface drainage system. Subsurface drains may also consist of perforated collection pipes or conduits in a permeable sand or gravel trench encased in geotextiles with outlet pipes. These systems remove excess water from pavement foundations to prevent weakening of the base and subgrade and to reduce damage from frost action. Subsurface drainage trenches placed at the pavement edge also prevent surface runoff moisture from entering the pavement structure from the pavement perimeter.

d. The current version of AC 150/5320-5, *Airport Drainage*, contains additional guidance and technical information.

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CHAPTER 4. GUIDELINES FOR INSPECTION OF PAVEMENTS.

4-1. INTRODUCTION TO PAVEMENT INSPECTION. This chapter presents guidelines and procedures for inspection of airport pavements. Airports should prioritize the upkeep and repair of all pavement surfaces in the aircraft operating areas of the airport to ensure continued safe aircraft operations. While deterioration of the pavements from usage and exposure to the environment cannot be completely prevented, a timely and effective maintenance program can minimize this deterioration. Adequate and timely maintenance is the greatest single means of controlling pavement deterioration. Many cases exist where inadequate maintenance characterized by the absence of a vigorously followed inspection program directly attributed to failures of airport pavements and drainage features. It should be noted that maintenance, no matter how effectively carried out, cannot overcome or compensate for a major design or construction inadequacy. However, it can prevent the total and possibly disastrous failure that can result from such deficiencies. The maintenance inspection can reveal at an early stage where a problem exists and thus provide enough warning and time to permit corrective action. Postponement of minor maintenance can develop into a major pavement repair project. The FAA recommends that airports follow ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys*, when conducting preventive maintenance inspections. This standard employs the visual distress identification and rating system known as the Pavement Condition Index (PCI).

Although there are numerous distress types associated with airfield pavements, a particular concern on airfield pavements is the possibility that pavement distress will generate loose material that may strike aircraft propellers or be ingested into jet engines. This loose material and the resulting damage are commonly labeled as foreign object debris/damage (FOD). FOD can cause considerable damage to an aircraft and increase the cost of maintaining the aircraft in a safe operating condition. More important, FOD can cause undetected damage to an aircraft, making it unsafe to operate. In addition to the pavement inspection procedures noted below, all pavement inspections should address the issue of FOD to minimize its potential hazard. The most recent version of AC 150/5380-5, *Debris Hazards at Civil Airports*, provides guidance on reducing FOD hazards.

4-2. INSPECTION PROCEDURES. Maintenance is an ongoing process and a critical responsibility of airport personnel. Truly effective maintenance programs require a series of scheduled, periodic inspections or surveys, conducted by experienced engineers, technicians, or maintenance personnel. These surveys must be controlled to ensure that each element or feature being inspected is thoroughly checked, potential problem areas are identified, and proper corrective measures are recommended. The maintenance program must provide for adequate follow-up of the inspection to ensure that the corrective work is expeditiously accomplished and recorded. Although the organization and scope of maintenance activities will vary in complexity and degree from airport to airport, the general types of maintenance required are similar, regardless of airport size or extent of development.

a. Inspection Schedules. The airport is responsible for establishing a schedule for pavement inspections. Inspection schedules should ensure that all areas, particularly those that are not observed daily, are thoroughly checked. All paved areas should be inspected at least twice a year. In temperate climates, inspections should occur once in the spring and once in the fall. Severe storms or other conditions that may adversely affect the pavement may necessitate additional thorough inspections. Airport personnel should also solicit reports from airport users and conduct daily drive-by-type inspections.

b. Record keeping. The airport should prepare and maintain complete records of all inspections and maintenance performed. These records should document the severity level of existing distress types, their locations, their probable causes, remedial actions, and results of follow up inspections

and maintenance. In addition, the files should contain information on potential problem areas and preventive or corrective measures identified. Records of materials and equipment used to perform all maintenance and repair work should also be kept on file for future reference. Such records may be used later to identify materials and remedial measures that may reduce maintenance costs and improve pavement serviceability.

4-3. FRICTION SURVEYS. Airports should maintain runway pavements that provide surfaces with good friction characteristics under all weather conditions. Parameters that affect the skid resistance of wet pavement surfaces include the following:

- a. Texture depth
- b. Rubber deposits
- c. Paint marking
- d. Pavement abnormalities, such as rutting, raveling, and depression

Visual observations made during a pavement inspection are an inadequate predictor of skid resistance. The current version of AC 150/5320-12, *Measurement, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces*, provides guidance on frequency and procedures for conducting friction surveys.

4-4. NONDESTRUCTIVE TESTING. In addition to collecting information from visual inspections of the pavement area and about runway history, airports should consider collecting data from nondestructive testing. Such data are used to evaluate the pavement load-carrying capacity. Loads are applied to the pavement through loading plates or wheels, and the pavement deflection response is recorded. The stiffness or strength of the airport pavement can be related to the magnitude of these deflections. Nondestructive testing involves a large number of readings, and a statistical average is used. Instructions for taking the measurements and evaluating the test results to determine the load-carrying capacity of the pavement structure are contained in the current version of AC 150/5370-11, *Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements*.

4-5. DRAINAGE SURVEYS. The maintenance program should take into account the importance of adequate drainage of surface and ground water because water is directly or partly responsible for many pavement failures and deterioration. Sufficient drainage for collection and disposal of surface runoff and excess ground water is vital to the stability and serviceability of pavement foundations. Trained personnel should conduct periodic and complete inspections of drainage systems and record and correct defective conditions of surface and subsurface drainage systems. Runway and taxiway edge drains and catch basins should be inspected at intervals (i.e., spring, summer, fall, and winter) and monitored following unusually heavy rainfall. The personnel making the inspection should look for distress signals that may indicate impending problems. These distress signals include the following:

- a. Ponding of water
- b. Soil buildup at pavement edge preventing runoff
- c. Eroded ditches and spill basins
- d. Broken or displaced inlet grates or manhole covers

- e. Clogged or silted inlet grates and manhole covers
- f. Blocked subsurface drainage outlets
- g. Broken or deformed pipes
- h. Backfill settlement over pipes
- i. Erosion around inlets
- j. Generally poor shoulder shaping and random erosion
- k. Discoloration of pavement at joints or cracks

4-6. PAVEMENT MANAGEMENT SYSTEMS. Airport pavement management systems (APMS) provide one method of establishing an effective maintenance and repair system. An APMS is a systematic and consistent procedure for scheduling maintenance and rehabilitation based on maximizing benefits and minimizing costs. An APMS not only evaluates the present condition of a pavement, but also can be used to forecast its future condition. By projecting the rate of deterioration, an APMS can facilitate a life-cycle cost analysis for various alternatives and help determine when to apply the best alternative.

a. The primary component of any APMS is the ability to track a pavement's deterioration and determine the cause of the deterioration. This requires an evaluation procedure that is objective, systematic, and repeatable. One such procedure is the Pavement Condition Index (PCI). The PCI is a rating of the surface condition of a pavement and indicates functional performance. A PCI evaluation may also provide an indication of the pavement's structural performance. Periodic PCI determinations on the same pavement will show the change in performance level over time. The PCI is determined in accordance with procedures contained in ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys*.

b. The current version of AC 150/5380-7, *Airport Pavement Management System*, outlines the basic concepts of an APMS.

4-7. PAVEMENT PERFORMANCE. Airports can use the pavement condition survey to develop pavement performance data. Distress intensity recorded over time helps determine how the pavement is performing. The rate at which the distress intensity increases is a good indicator of the pavement performance.

4-8. PAVEMENT MAINTENANCE MANAGEMENT PROGRAM. Any airport requesting Federal funds for a project to replace or reconstruct a pavement under the airport grant assistance program must have implemented a pavement maintenance program. Appendix A contains the minimum requirements for such a program.

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CHAPTER 5. MATERIALS AND EQUIPMENT.

5-1. GENERAL. Normal day-to-day pavement maintenance requires only hand tools, but some maintenance necessitates specialized equipment. For example, cleaning out joints in PCC pavements is best accomplished with hand-operated, motor-driven machines especially designed for the task. Specialized sawing equipment may be required to establish the proper joint sealant shape dimension when sealing cracks in HMA pavement. Equipment to apply nontoxic herbicides may be necessary to prevent weeds from growing until sealant materials can be applied. Expedient plow-type devices also aid in removing old joint material. Joint sealing can be accomplished by hand pouring from kettles with narrow spouts, but some sealing materials require pressure application with specialized equipment.

Most normal maintenance projects, however, require the following:

a. Mechanical Hammers. Mechanical hammers can be used to break PCC pavement slabs for easy removal. These hammers can also drill slabs. When using mechanical hammers, maintenance staff should take precautions to avoid damaging adjacent slabs.

b. Trailer-Type Asphalt Kettles. The use of trailer-type asphalt kettles can expedite patching and spot sealing. Kettles equipped with a powered hand-spray bar are valuable maintenance and repair items.

c. Compaction Equipment. Compaction of HMA patches and subbase repairs can be accomplished with hand tampers, but small vibrating compactors produce better and more-uniform results. These vibrating compactors are easy to operate, are transportable in small vehicles, work well in confined areas, and do an excellent job.

d. Distributors. A large-scale project such as seal coating an extensive area requires specialized equipment, including pressure distributors for bitumen, aggregate spreaders, and rollers. Generally, contractors or others organized for such large-scale activities should perform this type of work.

e. Work Crew. Two to six people, trained in the various techniques of repairing and familiar with the tools available to them, can perform the routine maintenance required by pavement surfaces. If the work requires more staff, it will probably be a major repair and require methods, materials, and equipment beyond those used for normal maintenance.

5-2. COMMON MATERIALS FOR MAINTENANCE AND REPAIR. The materials listed below are commonly used for maintenance and repair of pavements.

a. Hot-Mix Asphalt. HMA is a blend of asphalt binder and well-graded, high-quality aggregates. The materials are mixed in a plant and placed and compacted while hot. HMA is used for construction of new airfield pavement and patching and overlay of airfield pavements.

b. Tack Coat. A tack coat, usually a light application of emulsified asphalt, is applied to an existing pavement to provide a bond with an overlying course, such as a HMA overlay. A tack coat is also used on the sides of an existing pavement that has been cut vertically before patching. Asphalt emulsions are manufactured in several grades and are selected by the desired setting time.

c. Prime Coat. A prime coat of emulsified or cutback asphalt is applied to an aggregate base course for the following purposes:

- (1) To waterproof the surface of the base
- (2) To plug capillary voids
- (3) To promote adhesion between the base and the surface course

d. Fog Seal. A fog seal is a light application of emulsified asphalt used to rejuvenate the surface of a HMA pavement.

e. Aggregate Seal. This process is used to seal the surface of weathered pavements. Aggregate seals consist of sprayed asphalts that are immediately covered with aggregate and rolled to seat the aggregate in the asphalt coating. The FAA does not recommend aggregate seals for airfield pavements because of the potential for propeller and engine damage caused by loose aggregates.

f. Slurry Seal. A slurry seal is a mixture of asphalt emulsion, fine aggregate, mineral filler, and water. The mixture is prepared in slurry form and applied in a film approximately 1/8 inch (3 mm) thick. Slurry seals are used to seal small cracks, correct surface conditions, and improve the skid resistance of pavement surfaces.

g. Coal-Tar Sealer. Coal-tar sealer is a coal-tar-based product designed to coat the surface and protect the pavement against fuel spill damage and the intrusion of air and water. It is cold applied and should be periodically reapplied and maintained. Coal-tar sealers may contain fine aggregates to enhance traction and applied in multiple coatings.

h. Crack and Joint Sealing Material for Flexible Pavement. Material for sealing cracks should meet ASTM standards for the type of pavement and service for which the pavement is intended.

(1) ASTM D 6690, *Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements.*

(2) Some airports have used silicone sealants to seal cracks and joints in bituminous pavements. Proper use of silicone sealants requires that the material modulus be matched to the application. If silicone sealants are used, they should meet ASTM D 5893, *Standard Specification for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements.*

i. Crack and Joint Sealing Material for Rigid Pavement. Material for sealing joints in Portland cement concrete pavement may be hot- or cold-applied compounds, as long as they meet the following standards:

(1) ASTM D 3406, *Standard Specification for Joint Sealant, Hot Applied, Elastomeric-Type, for Portland Cement Concrete Pavements.*

(2) ASTM D 5893, *Standard Specification for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements.*

(3) ASTM D 6690, *Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements.*

(4) ASTM D 7116, *Standard Specification for Joint Sealants, Hot Applied, Jet Fuel Resistant Types, for Portland Cement Concrete*. It is important to note that joint sealants conforming to ASTM D 7116 are not compatible with asphalt pavements and should only be used for rigid pavements.

(5) Federal Specification SS-S-200E, *Sealing Compounds, Two-Component, Jet-Blast Resistant, Cold Applied, for Portland Cement Concrete Pavement*.

j. Crack Filler Material for Flexible or Rigid Pavement. Material for filling cracks in rigid or flexible pavement should meet ASTM D 5078, *Standard Specification for Crack Filler, Hot-Applied, for Asphalt Concrete and Portland Cement Concrete Pavements*.

k. Precured Joint Sealing Material for Rigid Pavement. Precured material for sealing joints in rigid pavement should meet ASTM C 1518, *Standard Specification for Precured Elastomeric Silicone Joint Sealants*.

l. Concrete. Concrete is a blend of Portland cement, fine and coarse aggregate, and water, with or without additives. Concrete is used to repair a distressed Portland cement concrete pavement so it may be used at its original designed capacity.

m. Epoxy Grouts and Concretes. There are many types of epoxy resins; the type to be used depends on the intended application. Under normal conditions, mixed resins may be workable up to 1 hour after mixing. Repairs with epoxy materials are costly, so their use should be limited to small areas and their application left to experienced personnel.

5-3. EQUIPMENT USED FOR PAVEMENT MAINTENANCE. There are many different types and models of equipment airports can use for pavement maintenance. Maintenance crews commonly use the equipment listed below for the following types of projects:

a. Pavement Removal.

(1) **Power Saws.** A pavement power saw is usually a one-person-operated, dolly-mounted unit with an abrasive circular blade. This type of saw can cut a straight line through flexible or rigid pavements and leave vertical sides.

(2) **Cutting Disks.** A cutting disk is a circular, heavy-duty steel plate with a sharpened edge. The disk is usually attached to a motor grader or other piece of equipment capable of pushing the disk through a bituminous pavement. It is limited to approximately 3 inches (8 cm) in cutting depth. Since the cutting disk is much faster than a saw, its use should be considered when larger areas must be removed.

(3) **Jackhammers.** Jackhammers with a chisel head are commonly used for cutting pavement surfaces.

(4) **Pavement Grinders.** A pavement grinder may be a one-person-operated, dolly-mounted unit with an abrasive cylindrical head 4 inches (10 cm) or more wide, or it may be variable-width diamond grinding equipment. Diamond grinding is a common rehabilitation technique used for tasks as varied as paint removal and pavement texturing.

(5) **Cold Milling Machines.** Cold milling machines use an adjustable rotating mandrel with cutting bits to remove various depths of pavement material. Bits can be added or

removed to vary the cutting width and roughness. Advantages of cold milling include speed of removal, precision of removal, and grade control.

(6) **Hand Tools.** Hand tools can be used to make vertical cuts through pavements and to break up deteriorated pavement. Chisels, sledgehammers, shovels, pry bars, and picks fall into this category of equipment.

(7) **Front-end Loaders and Skid-steer Loaders.** Front-end loaders are useful when loading trucks with removed pavement. Skid-steer loaders are small versatile loaders that can be equipped with numerous attachments. Their small size and maneuverability make them ideal for maintenance activities.

(8) **Dump Trucks.** Dump trucks are used to haul removed pavement and repair materials.

b. Maintenance Equipment.

(1) **Asphalt Kettle.** Asphalt kettles are usually small-tractor-mounted units that have the capacity to heat and store 40 to 500 gallons (150 – 2000 liters) of bituminous material. A pump forces the liquid material through spray nozzles located on a hand-held hose. These units are used for priming and tacking on small jobs and for crack or surface sealing of HMA surfaces.

(2) **Aggregate Spreaders.** Aggregate spreaders can be either truck-mounted or separate units. They are used to evenly place a controlled amount of sand or aggregate on an area.

(3) **Hand Tools.** Rakes, lutes, and other such hand tools are used to move and level material placed in a patch area.

c. Compaction Equipment.

(1) **Vibratory Plate Compactors.** Vibratory plate compactors are hand-operated units used to compact granular base or HMA plant-mix materials.

(2) **Vibratory and Non Vibratory Steel-Wheel Rollers.** Steel-wheel rollers are used to compact material, including HMA in patchwork areas. Smaller rollers can be hand operated, while large rollers are self-powered.

(3) **Rubber-Tired Rollers.** Rubber-tired rollers are self-powered and used to compact HMA pavement.

d. Crack and Joint Sealing Equipment.

(1) **Joint Plow.** A joint plow is used to remove old sealer from joints. This is usually a specially made tool attached to a skid-steer loader.

(2) **Joint Router.** A joint router is used to clear existing cracks or joints to be resealed. A router is usually a self-powered machine operating a rotary cutter or revolving cutting tool. A rotary routing tool with a V-shaped end can be used for cleaning out random cracks. The FAA does not recommend rotary cutting tools for PCC pavements due to excessive fracturing of aggregates. The use of a random crack saw is preferred.

(3) **Random Crack Saw.** A random crack saw is designed to follow irregular crack patterns in concrete and asphalt surfaces. The crack saw utilizes small diameter, dry-cut diamond blades in standard widths to create smooth sided cuts to prepare surfaces for proper crack filling. Maximum straight line cutting depth is 1-1/2 inches (38 mm). A center mounted blade configuration allows that crack saws to pivot about its own axis to more exactly follow random crack patterns easily.

(4) **Power Brush.** A power-driven wire brush may be used to clean joints after all of the old joint sealer has been removed.

(5) **Air Compressor and Sand Blasting.** Sand blasting may be used for final removal of old joint sealant, and the FAA recommends it as the final cleaning method for PCC surfaces prior to application of new sealant. Joints and cracks should be blown out with clean compressed air immediately before applying new sealer. Air compressors should be equipped with oil and moisture traps to prevent contaminating the cleaned surface.

(6) **Pavement Sweeper.** A pavement sweeper can be used for cleaning the pavement surface and removing excess aggregate. Cleaning operations are necessary in preparation for seal coating and crack filling.

(7) **Heating Kettle.** A heating kettle is a mobile, indirect-fired double boiler used to melt hot-applied joint sealing material. It is equipped with a means to agitate and circulate the sealer to ensure uniform heating and melting of the entire charge in the kettle. Sealants may be applied to joints with a pressure base attached directly to a pump unit on the kettle.

(8) **Pouring Pot.** A pouring pot is hand carried or mounted on a hand-pushed pot dolly and used to pour hot sealing materials into a previously prepared crack or joint.

(9) **High-pressure Water Sprayer.** A water sprayer can be used to clean out joints prior to resealing and to clean vertical faces of pavement to be patched.

(10) **Hot Air Lance.** A hot air lance enhances adhesion by drying and heating cracks in existing bituminous material while removing debris prior to crack sealing.

e. Removal of Pavement Markings.

(1) **High Pressure Water Jet.** A high-pressure water jet, with proper selection of spray nozzle and pressure, can be highly effective in removal of pavement markings.

(2) **Abrasive Blasting.** Pavement markings can be removed by the impact of edged particles accelerated by pressurized air, although care must be exercised to avoid damage to the pavement surface.

(3) **Solvent Cleaning.** Chemical agents can be employed to remove markings from pavement, but proper attention must be paid to environmental concerns and cleanup.

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CHAPTER 6. METHODS OF REPAIR.

6-1. GENERAL. This chapter describes various methods airports can use to correct airfield pavement distress. While these repair methods apply to specific types of distress and pavements, they should all take into account the possibility of FOD to aircraft. Untidy repair activities may leave potential FOD at or near the repair sites. Improperly constructed repairs may disintegrate and cause a FOD potential. All maintenance activities must include quality control monitoring to assure that repairs are conducted properly and clean-up activities undertaken to remove this potential. The current version of AC 150/5380-5, *Debris Hazards at Civil Airports*, provides additional guidance to help eliminate debris hazards associated with maintenance activities.

a. Visible evidence of excessive stress levels or environmental distress in pavement systems may include cracks, holes, depressions, and other types of pavement distresses. The formation of distresses in airport pavements may severely affect the structural integrity, ride quality, and safety of airport pavements. To alleviate the effects of distresses and to improve the airport pavement serviceability, airports should adopt an effective and timely maintenance program and adequate repair procedures.

b. In all cases of pavement distress, the first step in rehabilitating a pavement is to determine the causes of distress. Then, the proper procedures for repair - which will not only correct the damage, but also prevent or retard its further occurrence - may be applied. Pavement repairs should be made as quickly as possible after the need for them arises to ensure continued and safe aircraft operations. Airports should perform repairs at early stages of distress, even when the distresses are considered minor. A delay in repairing pavements may allow minor distresses to progress into major failures. While deterioration of pavements due to traffic and adverse weather conditions cannot be completely prevented, maintenance and repair programs can significantly reduce the rate of deterioration and minimize the damage.

c. Weather conditions may limit repair measures undertaken to prevent further pavement damage. For example, rehabilitation by crack filling is more effective in cool and dry weather conditions, whereas pothole patches, seal coats, and other surface treatments require warm, dry weather for best results. This does not mean that resurfacing work cannot be performed under cold and damp conditions or that crack filling cannot be done in warm weather. Rather, these repairs just require much greater care when made during such periods.

d. The minimum depth of repair for Portland cement concrete should be 2 inches (5 cm). Repairs made thinner than 2 inches (5 cm) usually deteriorate quickly on an airfield pavement. (Most distresses needing repair will extend at least 2 inches (5 cm) into the pavement.) Rigid pavement repairs that are thinner than 2 inches (5 cm) may benefit from the use of epoxy materials.

6-2. REPAIR METHODS FOR RIGID PAVEMENTS.

a. Crack Repair and Sealing. Sealing cracks prevents surface moisture from entering the pavement structure. This type of repair first requires establishing a properly shaped sealant reservoir, which should be done with a saw rather than with router equipment, because routers use a mechanical impact to remove material and can cause micro-cracks in the concrete. Refer to Figures C-1A and C-1B in Appendix C for generic typical details for crack repair and sealing.

(1) Longitudinal, Transverse, and Diagonal Cracks. The procedures for repairing these types of cracks are discussed in the following generic specifications of Appendix B.

(a) Item M-361, Hot-Applied Joint and Crack Sealants for Rigid (Portland Cement Concrete) and Flexible (Bituminous) Pavements.

(b) Item M-362, Silicone Joint and Crack Sealants for Rigid (Portland Cement Concrete) and Flexible (Bituminous) Pavements.

(2) **Corner Breaks.** The procedures for repairing these types of breaks are discussed in the following generic specification of Appendix B: Item M-564, Repair of Pavement Distresses in Rigid (Portland Cement Concrete) Pavements. Refer to Figures C-2 and C-3 in Appendix C for generic typical details for repairing corner breaks, including the placement of dowel bars or tie-bars as necessary.

(3) **"D" Cracking.** This type of distress usually requires repairing the complete slab since "D" cracking will normally reappear adjacent to the repaired areas. Temporary repairs can be made using the technique noted in paragraph 6-2a(2) or 6-2b(1).

(4) **Joint Seal Damage.** The procedures for repairing joint seal damage are discussed in the following generic specifications of Appendix B.

(a) Item M-361, Hot-Applied Joint and Crack Sealants for Rigid (Portland Cement Concrete) and Flexible (Bituminous) Pavements.

(b) Item M-362, Silicone Joint and Crack Sealants for Rigid (Portland Cement Concrete) and Flexible (Bituminous) Pavements.

(c) In addition to these generic specifications above, when addressing joint seal damage of an existing preformed sealant, that existing joint sealant may be replaced with new preformed sealant depending on the condition of the joint. If the joint can be re-sawn straight and at a uniform width, even if that joint width is greater than the existing joint width, preformed sealant may be used. In this case, the area of repair must extend from one joint intersection to the next joint intersection. Partial replacement is not acceptable. Refer to Figure C-4 in Appendix C for a generic typical detail for re-sealing/re-sawing joints.

(5) **Shrinkage Cracks.** Shrinkage cracks are non-structural and non-propagating. These types of cracks should be considered cosmetic and not subject to conventional repairs. Epoxy cement surface pasting of shrinkage cracks may hide the blemishes, but is not considered critical for the longevity of the pavement.

b. **Disintegration.** If not impeded in its early stages, disintegration can progress rapidly until the pavement requires complete rebuilding. Refer to Figures C-5 through C-9 in Appendix C for generic typical details for repairing joint spalling, corner spalling, and blowups, including the placement of dowel bars or tie-bars as necessary if full-depth replacement is required. Refer to Figures C-10 and C-11 in Appendix C for generic typical details of saw cut control joints for rigid pavement repairs.

(1) **Scaling, Map Cracking, and Cracking.** This distress is often noticeable with little or no surface deterioration. Severe cases of scaling, map cracking, or crazing can produce considerable FOD, which can damage propellers and jet engines. If the distress is severe and produces FOD, the repair method is to remove the immediate surface and provide a thin bonded overlay. The procedures for repairing these types of distress are discussed in the following generic specification of Appendix B: Item M-564, Repair of Pavement Distresses in Rigid (Portland Cement Concrete) Pavements.

(2) **Joint Spalling and Corner Spalling.** The procedure for the repair of spalls is discussed in the following generic specification of Appendix B: Item M-564, Repair of Pavement Distresses in Rigid (Portland Cement Concrete) Pavements.

(3) **Shattered Slab/Intersecting Cracks.** A shattered slab requires replacing the full slab. Follow the same procedures used for blowup repairs except remove unstable subgrade materials and replace with select material. Correct poor drainage conditions by installing drains for removal of excess water.

(4) **Blowups.** Blowups may be repaired using the procedures discussed in the following generic specification of Appendix B: Item M-564, Repair of Pavement Distresses in Rigid (Portland Cement Concrete) Pavements.

(5) **Popouts.** Popouts may be filled with the same materials as used for repairing cracks or joints in PCC pavements.

(6) **Patching.** Patching small, large or utility cuts typically require removal and replacement of the patch as discussed in the following generic specification of Appendix B: Item M-564, Repair of Pavement Distresses in Rigid (Portland Cement Concrete) Pavements. For extensive large patches, removal and replacement of the slab is recommended. Refer to Figures C-8 and C-9 in Appendix C for generic typical details for patching, including the placement of dowel bars or tie-bars as necessary and installation of nonabsorbent board when the patch is a joint.

c. **Distortion.** If not too extensive, some forms of distortion, such as that caused by settlement, can be remedied by raising the slab to the original grade. Slabjacking procedures may be used to correct this type of distress. In slabjacking, a grout is pumped under pressure through holes cored in the pavement into the void under the pavement. This creates an upward pressure on the bottom of the slab in the area around the void. The upward pressure lessens as the distance from the grout hole increases. Thus, it is possible to raise one corner of a slab without raising the entire slab. Due to the special equipment and experience required, slabjacking is usually best performed by specialty contractors. An option for repairing some types of settlement or faulting, which are not extensive in grade variation, is to micro-mill the pavement surface to true and level.

d. **Loss of Skid Resistance.** Rehabilitation treatment includes resurfacing, milling, diamond grinding, and surface cleaning. Grooving may be considered when a loss of skid resistance is observed. Grooving does not impact the surface texture but does provide a channel for water that becomes trapped between a pavement and the tire to escape. Grooving thus minimizes the potential for hydroplaning during wet conditions.

(1) **Polished Aggregate.** Since polished aggregate distress normally occurs over an extensive area, consider milling, grooving, or diamond grinding the entire pavement surface. PCC and HMA resurfacing may also be used to correct this condition.

(2) **Contaminants.** Remove rubber deposits with high-pressure water or biodegradable chemicals.

6-3. TEMPORARY PATCHING OF RIGID PAVEMENTS. Broken rigid pavement areas can be patched with flexible pavement as an interim measure. Full-depth HMA repairs will interrupt the structural integrity of the rigid pavement and may lead to additional failures. Consequently, such full-depth repairs should be considered temporary, and corrective long-term repairs should be scheduled. Temporary repair for corner cracks, diagonal cracks, blowups, and spalls can be made using the

procedures discussed in the following generic specification of Appendix B: Item M-363, Bituminous Pavement Repair for Patching Flexible (Bituminous) Pavements and Temporary Repairs to Rigid (Portland Cement Concrete) Pavements. Refer to Figures C-12 and C-13 in Appendix C for generic typical details of temporary patching of rigid pavements with flexible pavement.

6-4. REPAIR METHODS FOR FLEXIBLE PAVEMENTS.

a. Crack Sealing. Cracking takes many forms. In some cases, simple crack filling may be the proper corrective action. Refer to Figures C-14 through C-19 in Appendix C for generic typical details for crack sealing. Some cracks, however, require complete removal of the cracked area and the installation of drainage.

(1) Longitudinal, Transverse, Reflection, and Block Cracking. The procedures for repairing these types of cracks are discussed in the following generic specifications of Appendix B.

(a) Item M-361, Hot-Applied Joint and Crack Sealants for Rigid (Portland Cement Concrete) and Flexible (Bituminous) Pavements.

(b) Item M-462, Cold-Applied Joint and Crack Sealants for Flexible (Bituminous) Pavements.

(c) Item M-362, Silicone Joint and Crack Sealants for Rigid (Portland Cement Concrete) and Flexible (Bituminous) Pavements.

(d) Item M-461, Hot-Applied Crack Sealants/Fillers with Fibers for Flexible (Hot-Mix Asphalt) Pavement Overlays.

(2) Alligator Cracking. Permanent repairs by patching may be carried out as discussed in the following generic specification of Appendix B: Item M-363, Bituminous Pavement Repair for Patching Flexible (Bituminous) Pavements and Temporary Repairs to Rigid (Portland Cement Concrete) Pavements. The temporary measure would be the application of an asphalt emulsion, with or without aggregate, to seal the area to reduce FOD potential.

(3) Slippage Cracks. One repair method commonly used for slippage cracks involves removing the affected area and patching with HMA plant-mixed material. Specific steps are discussed in the following generic specification of Appendix B: Item M-363, Bituminous Pavement Repair for Patching Flexible (Bituminous) Pavements and Temporary Repairs to Rigid (Portland Cement Concrete) Pavements. The temporary measure would be the application of an asphalt emulsion, with or without aggregate, to seal the area to reduce FOD potential.

b. Disintegration. If not impeded in its early stages, disintegration can progress rapidly until the pavement requires complete rebuilding. Permanent repairs by patching may be carried out as discussed in the following generic specification of Appendix B: Item M-363, Bituminous Pavement Repair for Patching Flexible (Bituminous) Pavements and Temporary Repairs to Rigid (Portland Cement Concrete) Pavements. Sealer-rejuvenator products can be applied to retard disintegration. The products help reverse the aging process of the surface asphalt. Deterioration from raveling may also be impeded by applying a light fog seal or a slurry seal. The basic procedures for either surface treatment are as follows:

(1) Sweep the surface free of all dirt and loose aggregate material.

- (2) Apply the surface treatment.
- (3) Close to traffic until the seal has cured.

c. Distortion. Repair techniques for distortion range from leveling the surface by filling with new material to completely removing the affected area and replacing with new material as discussed in the following generic specification of Appendix B: Item M-363, Bituminous Pavement Repair for Patching Flexible (Bituminous) Pavements and Temporary Repairs to Rigid (Portland Cement Concrete) Pavements. Cold milling can be employed prior to overlaying for many of these distresses. Temporary measures for these types of distresses are discussed in the following paragraphs.

(1) **Rutting.** The industry provides numerous products that are capable of temporarily repairing rutted surfaces. Any of the products considered for use should have a proven track record with the local State Department of Transportation (DOT) and should be on the current State's DOT listing of pre-approved products and materials for this particular type of repair. For example, these products include polymer modified cementitious based materials, polymer modified noncementitious based materials, polymer modified asphalt based materials, and epoxy resin based elastomeric compounds. Important typical physical properties to consider when selecting the product include tensile strength, elongation, hardness, compressive strength, resilience to deflection, impact resistance, and bonding strength. Follow manufacturer's recommendations for installation requirements based on the selected product and pavement conditions.

(2) **Corrugation and Shoving or Swelling.** The repair procedure for these types of distress is the same as for patch repair of alligator cracking.

d. Loss of Skid Resistance. Treatment for loss of skid resistance includes removal of excess asphalt for bleeding conditions, resurfacing, grooving to improve surface drainage, and removing of rubber deposits.

(1) **Polished Aggregate.** One means of correcting this condition is to cover the surface with an aggregate seal coat. Grooving, milling, or diamond grinding the pavement surface are also useful techniques.

(2) **Contaminants.** Rubber deposits may be removed by use of high-pressure water or biodegradable chemicals.

(3) **Bleeding.** For minor bleeding, a pavement milling or grinding machine may be used to remove the excess asphalt by milling off 1/8 inch to 1/4 inch (3 to 6 mm) of pavement. Prior to milling or grinding, the use of infra-red heaters to soften the HMA pavement surface should be tried. After heating of the pavement surface, scrape the asphalt binder from the surface, apply blotter-sand, roll with a steel-drum roller, then remove any excess blotter-sand from the surface. Repeat the process if bleeding re-occurs through the blotter-sand.

(4) **Fuel/Oil Spillage.** Permanent repairs for areas subjected to continuous fuel/oil spillage consist of removal of the damaged pavement and replacement with rigid or flexible pavement. For isolated areas, treat with a biodegradable chemical cleaner made especially for cleaning pavements, and apply a coal-tar emulsion seal coat or other fuel-resistant coating.

6-5. ADDITIONAL REPAIR METHODS. The following documents describe repair procedures in greater detail:

- MS-16, Asphalt in Pavement Maintenance. Asphalt Institute

- Unified Facilities Criteria (UFC) 3-270-01 O&M: Asphalt Maintenance and Repair. USCOE, NFEC, AFCESA
- Unified Facilities Criteria (UFC) 3-270-04 O&M: Concrete Repair. USCOE, NFEC, AFCESA
- Unified Facilities Criteria (UFC) 3-270-03 O&M: Concrete Crack and Partial-Depth Spall Repair. USCOE, NFEC, AFCESA

The Unified Facilities Criteria manuals can be accessed at <http://www.wbdg.org/ccb>, http://www.wbdg.org/references/pa_dod.php, <http://pdc.usace.army.mil/library/ufc>, or at http://65.204.17.188/report/doc_ufc.html.

Tables 6-1 through 6-10 summarize maintenance and repair procedures for rigid and flexible pavements.

Table 6 - 1. QUICK GUIDE FOR MAINTENANCE AND REPAIR OF COMMON PAVEMENT SURFACE PROBLEMS

PROBLEM	PROBABLE CAUSE	REPAIR
Crack and joint sealer missing or not bonded to slabs	<ul style="list-style-type: none"> - Faces of joints (cracks) not clean when filled - Incorrect application temperature of sealer - Wrong kind of seal material - Improper joint width 	<ul style="list-style-type: none"> - Remove old material sealer if extensive areas affected; clean (preferably by sandblasting) joints and cracks; reseal properly.
Random cracking	<ul style="list-style-type: none"> - Uncontrolled shrinkage (improper joint spacing) - Overstressed slabs - Slab support lost - Subgrade settlement - Bitumen too hard or overheated in mix 	<ul style="list-style-type: none"> - Clean and seal newly formed cracks; replace subbase to establish support; - If pavement being overloaded, probably will require overlay.
or breakup	<p>Rigid Pavement</p> <ul style="list-style-type: none"> - Overworked finishing operation - Inadequate curing <p>Flexible Pavement</p> <ul style="list-style-type: none"> - Overheated binder - Poor aggregate gradation - Insufficient binder - Incorrect binder or aggregate - Fuel spillage - Stripping 	<p>Rigid Pavement</p> <ul style="list-style-type: none"> - Remove and replace panel - Resurface with thin bonded concrete - Resurface area with a bituminous concrete. <p>Flexible Pavement</p> <ul style="list-style-type: none"> - Apply seal coat - Overlay.
Joint (1) faulting or (2) spalling	<p>Faulting (1)</p> <ul style="list-style-type: none"> - Variable support for un-bonded slabs - Loss of load-transfer capability <p>Spalling (2)</p> <ul style="list-style-type: none"> - Incompressible matter in joint spaces - Excessive joint finishing 	<p>Faulting (1)</p> <ul style="list-style-type: none"> - Remove problem slab; replace slab (dowel to existing pavement). <p>Spalling (2)</p> <ul style="list-style-type: none"> - Clean joint; refill with bituminous-sand mix; reseal.
Pumping	<ul style="list-style-type: none"> - Saturated pavement foundation - Lack of subbase 	<ul style="list-style-type: none"> - Prevent entrance of water (correct the drainage problem) - Pump slurry under slabs to reseal - Replace slabs and slab foundation - Install drainage.

PROBLEM	PROBABLE CAUSE	REPAIR
Surface irregularities (rutting, washboarding, 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.
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, washboarding, etc.) will occur.
Potholes	- Water entering pavement structures - Segregation in base course material	- Remove and replace base (and subbase 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 - Underdesigned 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.

Table 6 - 2. MAINTENANCE AND REPAIR OF RIGID PAVEMENT SURFACES – CRACKING

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
Longitudinal, Transverse, or Diagonal Cracking	L surface crack	R/P	No action	none
	M < 1/8" (3.2 mm) wide	R/P	No action	none
	H ≥ 1/8" (3.2 mm) wide	R/P	Rotary-random saw and seal	hot-applied sealant cold-applied sealant
Corner Breaks	N pavement ≤ 12" (0.3M) thick	R/P	Full-depth repair w/ #4 rebar	conventional mix
				pre-packaged mix w/ aggregate
				rapid setting, early strength
	N pavement > 12" (0.3M) thick	R/P	Full-depth repair w/ #5 rebar	conventional mix
				rapid setting, early strength
	N joints parallel direction of/ or oblique to traffic	R/P	Full-depth repair w/ load transfer bars	conventional mix
rapid setting, early strength				
Durability "D" Cracking	N	R/P	Remove and replace entire slab	conventional mix
		T/E	Same repair as Corner Breaks	
			Same repair as Scaling, Map Cracking, or Cracking	
			Partial depth repair, mill 2-3" (5-7.6 cm)	High quality HMA
Shrinkage Cracking	N	R	No action	none
		Other	Fill voids w/ cement paste	epoxy cement

LEGEND:

N =	No degree of severity	R =	Recommended
L =	Low	P =	Permanent
M =	Medium	T =	Temporary
H =	High	E =	Emergency

Table 6 - 3. MAINTENANCE AND REPAIR OF RIGID PAVEMENT SURFACES – JOINT SEAL DAMAGE

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
Joint Seal Damage	N Conventional joint seal	R/P	Remove old and reseal joint	hot-applied sealant
				cold-applied sealant
	N Preformed compression joint seal	R/P	Remove old and reseal joint	hot-applied sealant
				cold-applied sealant
				preformed sealant

LEGEND:

- | | | | |
|-----|-----------------------|-----|-------------|
| N = | No degree of severity | R = | Recommended |
| L = | Low | P = | Permanent |
| M = | Medium | T = | Temporary |
| H = | High | E = | Emergency |

Table 6 - 4. MAINTENANCE AND REPAIR OF RIGID PAVEMENT SURFACES – DISINTEGRATION

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
Scaling, Map Cracking, or Cracking	L	R/P	Seal	Penetrating concrete sealer
			No action	none
	M	T/E	Micro-mill and seal	surface asphalt emulsion
	H	R/P	Micro-mill to grade install thin bonded overlay	high performance concrete
		R/P	Remove and replace if extensive area	conventional mix rapid setting, early strength
Joint Spalling	N	R/P	Saw cut, remove unsound concrete and patch	pre-packaged mix w/ aggregate
				pre-packaged mix w/o aggregate
				rapid setting, early strength
		T/E	Remove unsound concrete, patch	HMA pavement overlay
Corner Spalling	N	R/P	Saw cut, remove unsound concrete and patch	pre-packaged mix w/ aggregate
				pre-packaged mix w/o aggregate
				rapid setting, early strength
		T/E	Remove unsound concrete, patch	HMA pavement overlay
Shattered Slab/ Intersecting Cracks	N	R/P	Remove and replace entire slab	conventional mix
Blowups	N	R/P	Remove and replace concrete full-depth	conventional mix
Popouts	L ≤ 2" (5 cm) diameter	R/P	Seal	hot-applied sealant
				cold-applied sealant
				elastomeric compound

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
	M - > 2" (5 cm) diameter	R/P	Patch w/ elastomeric compound w/ aggregate	Elastomeric compound w/ aggregate
Patching, Small	L	R	No action	None
	M	R/P	Remove and replace the patch	pre-packaged mix w/ aggregate
				pre-packaged mix w/o aggregate
				rapid setting, early strength
		T/E	Seal cracks within patch	hot-applied sealant
				cold-applied sealant
	H	R/P	Remove and replace the patch	pre-packaged mix w/ aggregate
				pre-packaged mix w/o aggregate
				rapid setting, early strength
	Patching, Large and Utility Cut	L	R/P	No action
M		T/E	Seal cracks within patch	hot-applied sealant
				cold-applied sealant
		R/P	Repair distressed area only	Same as Patching, Small
		R/P	Remove and replace the patch	conventional mix
		T/E	Remove and replace the patch	rapid setting, early strength
H		R/P	Remove and replace the patch/slab	conventional mix
		T/E	Remove and replace the patch	rapid setting, early strength

LEGEND:

- | | | | |
|-----|-----------------------|-----|-------------|
| N = | No degree of severity | R = | Recommended |
| L = | Low | P = | Permanent |
| M = | Medium | T = | Temporary |
| H = | High | E = | Emergency |

Table 6 - 5. MAINTENANCE AND REPAIR OF RIGID PAVEMENT SURFACES – DISTORTION

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
Pumping	L - Minimal movement M	R/P	Base stabilization, slab leveling, and saw cut	expandable foam injection
				cementitious grout pump under pressure through holes cored in pavement into void
	H movement \geq 1" (2.5 cm)	R/P	Base stabilization, slab-leveling, saw cut, and install load transfer devices	expandable foam injection
				cementitious grout pump under pressure through holes cored in pavement into void
Settlement or Faulting	L no movement	R/P	Micro-mill surface to true and level	none
	M - movement H	R/P	Slabjacking	cementitious grout pump under pressure through holes cored in pavement into void
				expandable foam injection

LEGEND:

N =	No degree of severity	R =	Recommended
L =	Low	P =	Permanent
M =	Medium	T =	Temporary
H =	High	E =	Emergency

Table 6 - 6. MAINTENANCE AND REPAIR OF RIGID PAVEMENT SURFACES – LOSS OF SKID RESISTANCE

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
Polished Aggregate	N	R/P	Micro-mill entire surface	none
			Diamond grind entire surface	none
			Grooving	none
			Resurfacing	HMA pavement overlay
thin bonded PCC overlay				
Contaminants	N	R	Surface Cleaning	high-pressure water
				Biodegradable chemicals

LEGEND:

- | | | | |
|-----|-----------------------|-----|-------------|
| N = | No degree of severity | R = | Recommended |
| L = | Low | P = | Permanent |
| M = | Medium | T = | Temporary |
| H = | High | E = | Emergency |

Table 6 - 7. MAINTENANCE AND REPAIR OF FLEXIBLE PAVEMENT SURFACES – CRACKING

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
Longitudinal, Transverse, Block, or Reflection Cracking	L < 1/8"(3.2 mm) wide	R/P	No action	none
		T/E	Seal coat	coal-tar pitch emulsion
			Slurry seal	emulsified asphalt
	M ≥ 1/8" (3.2 mm) wide & < 1/4" (6.4 mm) wide	R/P	Rout, clean and seal	hot-applied sealant
				cold-applied sealant
	M ≥ 1/4" (6.4 mm) wide & < 3/4" (19 mm) wide	R/P	Rout, clean and seal	hot-applied sealant
				cold-applied sealant
	H ≥ 3/4" (19 mm) wide & 1-1/4" (32 mm) wide	R/P	Pavement < 4" (102 mm) thick, remove and replace (i.e., saw/mill, remove existing pavement, repave and seal saw cuts)	State DOT modified surface mix *
				Pavement ≥ 4" (102 mm) thick, remove and replace (i.e., mill, remove existing pavement, repave and seal saw cuts)
		T/E	Rout edges only, clean, and seal	hot-applied sealant cold-applied sealant
	H ≥ 1-1/4" (32 mm) wide & 2-1/4" (57 mm) wide	R/P	Pavement < 4" (102 mm) thick, remove and replace	State DOT modified surface mix *
				Pavement ≥ 4" (102 mm) thick, remove and replace
T/E		Rout edges only, clean, install backer rod, and seal	hot-applied sealant cold-applied sealant	
H ≥ 2-1/4" (57 mm) wide	R/P	Pavement < 4" (102 mm) thick, remove and replace	State DOT modified surface mix *	

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
			Pavement \geq 4" (102 mm) thick, remove and replace	State DOT modified surface mix *
Alligator or Fatigue Cracking	N	R/P	Saw cut area, remove and replace	State DOT modified surface mix *
		T/E	Slurry seal	emulsified asphalt
			Seal coat	coal-tar pitch emulsion
Slippage	N	R/P	Remove and replace	State DOT modified surface mix *
		T/E	Crack seal	hot-applied
			Slurry seal	cold-applied
				emulsified asphalt

LEGEND:

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 L = Low
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 H = High

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 P = Permanent
 T = Temporary
 E = Emergency

* - "State DOT modified surface mix" refers to a modified standard mix with a minimum of 5% retained on the 1/2-inch (12.7 mm) sieve and 0% passing the 3/4-inch (19 mm) sieve.

Table 6 - 8. MAINTENANCE AND REPAIR OF FLEXIBLE PAVEMENT SURFACES – DISINTEGRATION

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./ REPAIR TYPE	SUGGESTED MAINT./ REPAIR METHOD	MATERIAL DESCRIPTION		
Potholes	N	R/P	Saw cut area, remove and replace	State DOT modified surface mix *		
		T/E	Prepare existing pothole, remove loose loose material, fill and compact	hot-applied, polymer modified asphalt binder w/ aggregate		
				cold-applied, emulsified asphalt w/ aggregate		
Raveling and Weathering	N Small Area	R/P	Remove and replace	State DOT modified surface mix *		
		T/E	Seal coat	coal-tar pitch emulsion		
			Slurry seal	emulsified asphalt		
	Apply rejuvenator		sealer-rejuvenator			
	N Large Area	R/P	Overlay	State DOT modified surface mix *		
		T/E		FAA P-401		
				Seal coat	coal-tar pitch emulsion	
				Slurry seal	emulsified asphalt	
				Apply rejuvenator	sealer-rejuvenator	
Asphalt Stripping				N	R/P	Remove to sound pavement & replace
	Jet Blast Erosion				N	R
R/P	Partial-depth patch	State DOT modified surface mix *				
T/E	Apply rejuvenator	sealer-rejuvenator				

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./REPAIR TYPE	SUGGESTED MAINT./REPAIR METHOD	MATERIAL DESCRIPTION
Patching and Utility Cut Patch	L	R/P	No action	none
	M	T/E	Seal cracks	hot-applied sealant
				cold-applied sealant
		Repair distressed area (small) only	State DOT modified surface mix *	
		R/P	Remove and replace the patch	State DOT modified surface mix *
			FAA P-401	
	H	R/P	Remove and replace the patch	State DOT modified surface mix *
FAA P-401				

LEGEND:

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 L = Low
 M = Medium
 H = High

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 E = Emergency

* - "State DOT modified surface mix" refers to a modified standard mix with a minimum of 5% retained on the 1/2-inch sieve and 100% passing the 3/4-inch sieve.

Table 6 - 9. MAINTENANCE AND REPAIR OF FLEXIBLE PAVEMENT SURFACES – DISTORTION

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./ REPAIR TYPE	SUGGESTED MAINT./ REPAIR METHOD	MATERIAL DESCRIPTION
Rutting	N	R/P	Remove and replace	State DOT modified surface mix *
		T/E	Patch w/ elastomeric compound w/ aggregate	elastomeric compound w/ aggregate
Corrugation and Shoving	N	R/P	Saw cut area, remove and replace	State DOT modified surface mix *
				FAA P-401
		T/E	Slurry seal	emulsified asphalt
				Seal coat
Depression	N	R/P	Remove and replace	State DOT modified surface mix *
				FAA P-401
Swelling	N	R/P	Saw cut area, remove and replace	State DOT modified surface mix *
				FAA P-401
		T/E	Slurry seal	emulsified asphalt
				Seal coat

LEGEND:

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 L = Low
 M = Medium
 H = High

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 P = Permanent
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 E = Emergency

* - “State DOT modified surface mix” refers to a modified standard mix with a minimum of 5% retained on the 1/2-inch sieve and 100% passing the 3/4-inch sieve.

Table 6 - 10. MAINTENANCE AND REPAIR OF FLEXIBLE PAVEMENT SURFACES – LOSS OF SKID RESISTANCE

PAVEMENT DISTRESS	PAVEMENT DISTRESS SEVERITY	MAINT./ REPAIR TYPE	SUGGESTED MAINT./ REPAIR METHOD	MATERIAL DESCRIPTION
Polished Aggregate	N	R/P	Slurry seal	emulsified asphalt
		P	Micro-milling or diamond grinding	none
			Grooving	none
			Overlay	State DOT modified surface mix *
				FAA P-401
Contaminants	L	R/P	Clean surface	high-pressure water Biodegradable chemicals
	M	R/P	Clean surface and apply coal-tar emulsion seal coat	coal-tar pitch emulsion
	H	R/P	Remove and replace	State DOT modified surface mix * FAA P-401
Bleeding	N	R/P	Scrap surface and blotter-sand-roll	blotter sand
			Mill and repave	State DOT modified surface mix * FAA P-401
Fuel/Oil Spillage	L - M Isolated Areas	R/P	Clean w/ application of biodegradable chemicals	Biodegradable chemicals
		R/P	Clean and application of coal-tar emulsion seal coat	coal-tar pitch emulsion
	H Areas of continuous spillage	R/P	Remove and replace	State DOT modified surface mix * FAA P-401 conventional PCC mix

LEGEND:

N = No degree of
severity
L = Low
M = Medium
H = High

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T = Temporary
E = Emergency

* - "State DOT modified surface mix" refers to a modified standard mix with a minimum of 5% retained on the 1/2-inch sieve and 100% passing the 3/4-inch sieve.