



Pavement Condition Report

Rochester International Airport (RST)





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Abbreviations and Acronyms

AAC	Asphalt Overlaid with Asphalt
AC	Asphalt Concrete
APC	PCC Overlaid with Asphalt
APMS	Airport Pavement Management System
CAD	Computer-aided Drafting
CIP	Capital Improvement Plan
FAA	Federal Aviation Administration
FOD	Foreign Object Debris
GIS	Geographic Information System
L&T	Longitudinal & Transverse Cracking
LCD	Last Construction Date
Mn/DOT	Minnesota Department of Transportation Office of Aeronautics
PCC	Portland Cement Concrete
PCI	Pavement Condition Index
RST	Rochester International Airport



1. Introduction

Since 1995, Federal grant assurances have required that to continue receiving Federal funding, airports implement a pavement maintenance-management program for any pavement constructed or repaired using Federal money. To help individual airports meet this grant assurance and improve the statewide airport system, the Minnesota Department of Transportation (Mn/DOT) Office of Aeronautics contracted with Applied Research Associates, Inc. (ARA) to provide pavement evaluation and management inspections at local airports. This report contains the results of the 2017 pavement inspections at Rochester International Airport (RST).

Pavement conditions were assessed using the Pavement Condition Index (PCI) procedure, outlined in Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5380 and ASTM D5340 for airfield pavements. The PCI was developed to provide a numerical value indicating overall pavement condition that correlates well with the ratings of experienced engineers. During a PCI survey, visible signs of deterioration within a selected sample unit are recorded and analyzed. The final calculated PCI value is a number from 0 to 100, with 100 representing a pavement in excellent condition. The PCI evaluation makes possible forecasting of future deterioration and allows for accurate projections of maintenance and rehabilitative needs.

The data collected during this project were entered into the MicroPAVER pavement management software program developed by the U.S. Army Corps of Engineers, Construction Engineering Research Laboratory. The capabilities of MicroPAVER were utilized to meet the following project objectives:

- Update and store pavement inventory and condition data.
- Develop models to predict future conditions.
- Develop maintenance and repair recommendations.
- Report the results at the individual and statewide level.

1.1 Project Background

Aviation throughout Minnesota plays a key role in the movement of goods and services with an estimated overall economic impact of \$12.2 billion. Mn/DOT realizes the value in maintaining the paved facilities by implementing and updating an airport pavement management system (APMS). An APMS provides guidance for decisions regarding pavement maintenance and repair policies at an airport and can identify short-, medium-, and long-term rehabilitation needs. Mn/DOT typically has performed PCI inspections at each airport on a 3-year cycle so that the most recent pavement condition data in the APMS reflect the field conditions.

1.2 Pavement Management Approach

The main goal of any pavement management system is to identify pavements that will receive the most benefit from an optimally timed repair. By projecting the rate at which the pavement condition will deteriorate, the optimal time for applying treatments can be determined. Typically, the optimal repair time is the point at which a gradual rate of deterioration begins to increase to a much faster rate, as illustrated in figure 1. It is critical to identify this point in time to avoid higher rehabilitation costs caused by excess deterioration. Figure 1 also shows conceptually how it is cheaper to maintain pavements that are in good to fair condition, rather than wait until the poor condition requires an expensive reconstruction treatment.



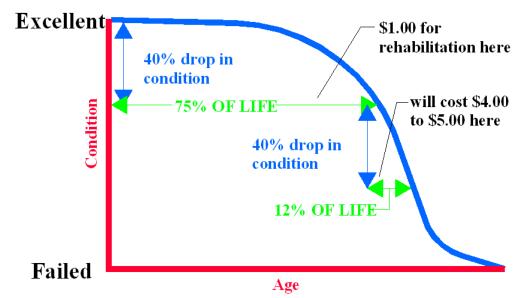


Figure 1. Pavement condition life cycle.

Often, the identified needs will cost more than the available budget and will need to be prioritized. The APMS can measure the impact of a limited budget scenario by projecting the future condition of deferred projects. Ultimately, the APMS will provide Mn/DOT and the airport a planning tool that can help identify pavement needs, optimize the selection of projects and treatments over a multi-year period, and understand the consequences of these plans.

1.3 Scope of Work

Since 2008, Mn/DOT has retained ARA to update the APMS for 106 of Minnesota's publicly owned general aviation airports. Mn/DOT identified approximately 1/3 of the airports to be inspected each year and provided the available construction history information and existing MicroPAVER databases for each airport. ARA coordinated the PCI inspections with each airport. After the field work was completed, ARA updated the MicroPAVER database and computer-aided drafting (CAD) map for each airport. MicroPAVER was then used to develop a maintenance work plan based on current distresses. In addition, a 5-year projection identifying work levels of recommended pavement repair needs was prepared at the state level for the various stakeholders to use as a planning tool. Individual reports, such as this one, were prepared for each airport documenting the results of the pavement inspections. A statewide analysis report was prepared based on that inspection year's airports. The airport maps were linked to the MicroPAVER database to allow for geographic information system (GIS) viewing of data. In addition, training was provided on the use of the MicroPAVER software and PCI procedure.



2. Project Approach

2.1 Update Pavement Inventory

The pavement inventory at RST represents the airfield pavements that are intended for aviation-related traffic. The main objective in updating the pavement inventory was to determine the year of the construction (or most recent overlay), the limits of the project, and the surface type for each pavement area based on construction history. When available, Mn/DOT provided this information for the pavement-related projects for areas not already included in previous inspections. ARA then used this information to update the pavement section definitions on the CAD map and MicroPAVER database based on project limits, surface type, layer properties, traffic patterns, and overall condition.

2.1.1 Pavement Network Definition

The construction history information was used to divide the pavement network at RST into management units—branches, sections, and sample units. A branch is a single entity that serves a distinct function. For example, a runway is considered a branch because it serves a single function (allowing aircraft to take off and land). On an airfield, a branch typically represents an entire runway, taxiway, or apron.

Because of the disparity of characteristics that can occur throughout a branch, it is further subdivided into units called sections. A section is a portion of the pavement that has uniform construction history, pavement structure, traffic patterns, and condition throughout its entire length or area. Sections are used as a management unit for the selection of potential maintenance and rehabilitation projects. The guideline used in deciding where section breaks are located is to think of the section as the "repair unit"—a portion of the pavement that will be managed independently and evaluated separately for pavement maintenance and rehabilitation.

Pavement sections are further subdivided into sample units for inspection purposes. The typical sample unit size for asphalt concrete (AC) pavements is 5,000 square feet \pm 2,000 square feet and 20 slabs \pm 8 slabs for portland cement concrete (PCC) pavements. A statistical based sampling rate was used to determine the number of sample units to inspect for each section. The inspected sample units were representative of the overall condition within a section and were used to extrapolate the condition as a whole.

2.1.2 Naming Scheme

For the pavement management system to work efficiently, some unique identifiers were added to the database. The branch names assigned were designed to assist in identification of the pavement area. The first characters are used to identify the pavement use—apron, runway, taxiway, or taxilane (pavement in and around hangar areas). The next character is a number or letter used to further identify the pavement branch (such as RY1331 for Runway 13/31 or CTC for Connecting Taxiway C). The sections for each branch are assigned a number starting with 001, 002, and so on. Table 1 presents the branches defined for RST and their corresponding areas. For those airports with taxiway guidance signs, the branch ID may or may not match up with the signage in the field; however, the branch name will correspond.



Figure 2 presents the network definition for RST and represents the pavements included in the APMS. Some privately built/maintained pavements and "driveways" leading into hangars may not be included here because they are considered outside the scope of work.

Branch Id	Name	Number of Sections	Area (SF)
APA	APRON A	3	793,460
APB	APRON B	4	504,070
CTA1	CONNECTING TAXIWAY A1	1	98,740
CTA10	CONNECTING TAXIWAY A10	1	80,550
CTA3	CONNECTING TAXIWAY A3	1	59,360
CTA6	CONNECTING TAXIWAY A6	1	85,110
CTA7	CONNECTING TAXIWAY A7	1	34,790
CTA8	CONNECTING TAXIWAY A8	1	44,420
CTA9	CONNECTING TAXIWAY A9	1	80,840
CTB1	CONNECTING TAXIWAY B1	1	18,330
CTB2	CONNECTING TAXIWAY B2	1	18,190
CTB3	CONNECTING TAXIWAY B3	1	18,120
CTB4	CONNECTING TAXIWAY B4	1	59,920
СТС	CONNECTING TAXIWAY C	1	24,110
CTD	CONNECTING TAXIWAY D	2	63,180
CTE	CONNECTING TAXIWAY E	1	37,970
CTF	CONNECTING TAXIWAY F	1	53,330
CTG	CONNECTING TAXIWAY G	1	37,780
СТН	CONNECTING TAXIWAY H	1	21,700
СТЈ	CONNECTING TAXIWAY J	1	22,250
СТК	CONNECTING TAXIWAY K	1	27,940
СТМ	CONNECTING TAXIWAY M	1	38,070
ΡΤΑ	PARALLEL TAXIWAY A	2	550,920
РТВ	PARALLEL TAXIWAY B	2	403,000
RY1331	RUNWAY 13-31	4	1,357,410
RY220	RUNWAY 2-20	4	1,077,780
TLA	TAXILANE A	3	179,580
TLB	TAXILANE B	2	15,210
TLC	TAXILANE C	2	29,490
		Airport Total	5,835,620

Table 1. Branch definition.

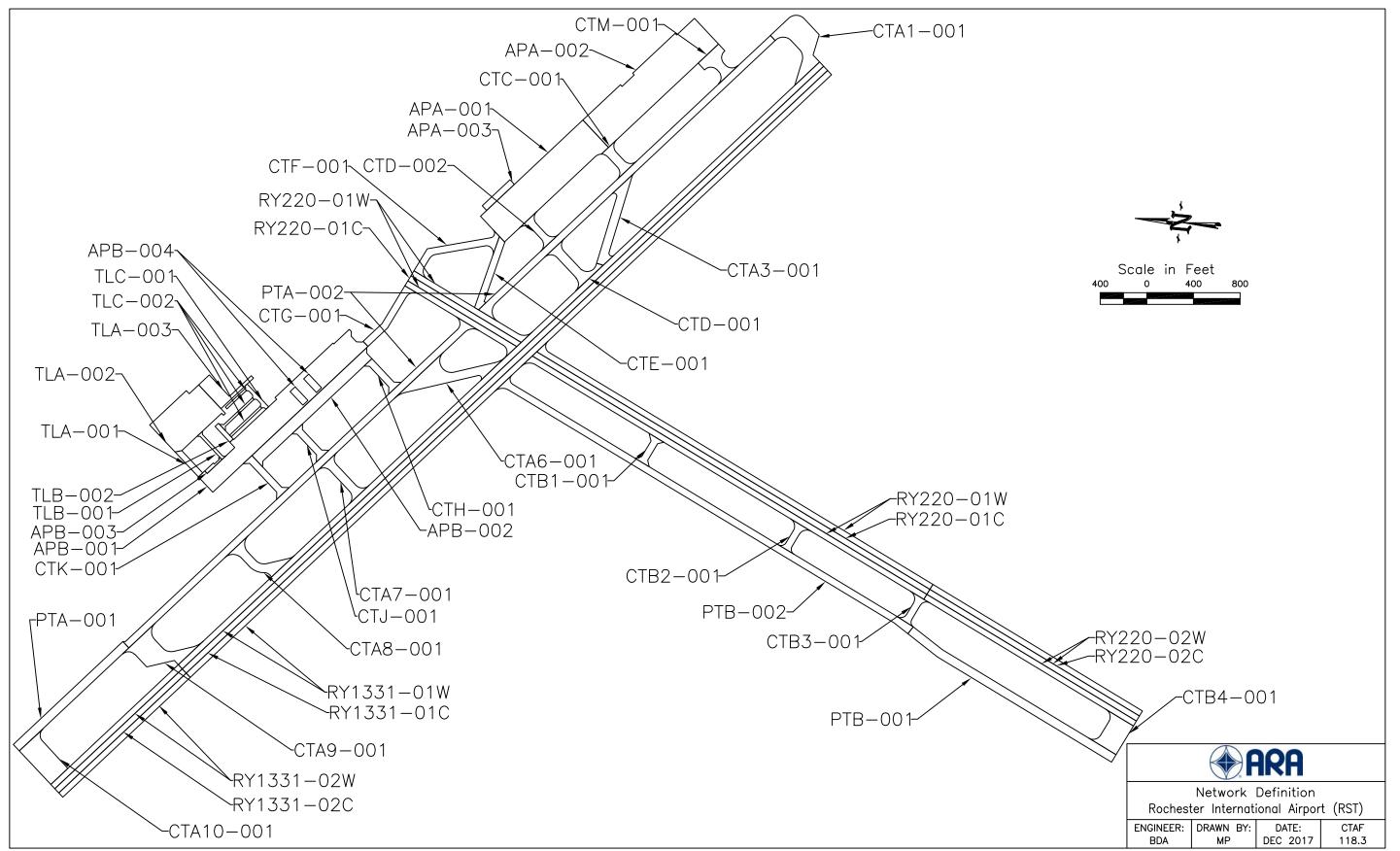


Figure 2. Network Definition map at Rochester International Airport (RST).



2.2 Pavement Evaluation

The pavement surfaces at RST were visually inspected on June 25, 2017, using the PCI procedure. During a PCI inspection, inspectors walk over the surface of the pavement and identify visible signs of distress within a sample unit. Appendix A presents the scalable map used during the inspection to locate the inspected sample units. Each distress type is identified, then classified as low, medium, or high severity, and recorded on field sheets. In general, the higher the severity, the higher the foreign object damage (FOD) potential. The quantity, or extent, is measured for each distress/severity combination.

After collecting and summarizing the distress type, severity, and quantity for each of the inspected sample units, the distress data were entered into the MicroPAVER database and a PCI was calculated. The PCI procedure uses established deduct curves to determine the number of points to deduct for each distress type/severity combination, depending on the density of the distress. The inspected sample unit PCI's were then averaged to determine an overall PCI for that section.

The PCI value provides a general sense as to the level of rehabilitation that will be needed to repair a given pavement. In general terms, maintenance activities such as crack sealing and patching often provide benefit when the PCI is above 60. However, as the pavement continues to deteriorate, more complex and expensive treatments will be necessary. Pavements with a PCI between 40 and 60 are good candidates for a variety of major repairs ranging from overlays to reconstruction. Once the PCI drops below 40, reconstruction is typically the only viable alternative. Figure 3 presents the PCI inputs, rating scale, and the corresponding general work repair levels.

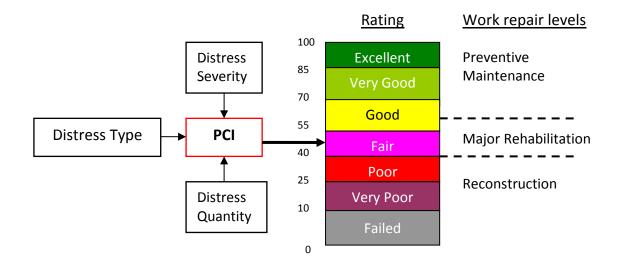


Figure 3. PCI rating scale and repair levels.



2.2.1 Distress Types

To better understand the cause of pavement deterioration, it is necessary to look at the distress types associated with each PCI. Each distress type has been classified into one of three groups based on cause—load, climate/durability, or other. Load-related distresses such as alligator cracking in asphalt pavements, or corner breaks in PCC pavements, indicate that the structural integrity of the pavement has been compromised. Climate-related distresses indicate that the pavement has aged due to seasonal environmental effects. Distresses that cannot be attributed solely to either load or climate are classified as other. Table 2 presents the asphalt and PCC distress types in the PCI procedure, their classification, and identifies which distresses were observed at RST during the pavement inspection.

Asphalt Distresses	Cause Classification	PCC Distresses	Cause Classification
Alligator cracking	Load	Blowup	Climate
Bleeding	Other	Corner break	Load
Block cracking	Climate	Linear cracking	Load
Corrugation	Other	Durability cracking	Climate
Depression	Other	Joint seal damage	Climate
Jet blast	Other	Small patch	Other
Joint reflection cracking	Climate	Large patch	Other
L&T cracking	Climate	Popouts	Other
Oil spillage	Other	Pumping	Other
Patching	Other	Scaling/crazing	Other
Polished aggregate	Other	Faulting	Other
Raveling	Climate	Shattered slab	Load
Rutting	Load	Shrinkage cracking	Other
Shoving	Other	Joint spalling	Other
Slippage cracking	Other	Corner spalling	Other
Swelling	Other	Alkali Silica Reaction	Climate
Weathering	Climate		

Table	2.	PCI	distress	types.
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Indicates distresses found at RST



2.3 PCI Results

The results of the 2017 PCI inspection are presented in figure 4. The overall area-weighted, inspected PCI for RST is 64. When summarizing PCI values, an area-weighted calculation is used instead of a straight mathematical average because the area-weighted calculations eliminate the skewing of the PCI due to the disparity of the section sizes.

Figures 5 and 6 present the overall PCI for RST by area distribution and pavement use, respectively. Table 3 presents the PCI summary for each section at RST, including the drop in PCI per year. Generally, pavement sections will deteriorate between 1 and 3 PCI points per year. Sections deteriorating at higher rates may need maintenance above the normal application rates and should be closely monitored in case major repairs become necessary earlier than expected.

Appendix C contains the detailed inspection report with sample unit data produced from MicroPAVER. Appendix D describes the distress types most commonly identified during the PCI inspections of Minnesota airports.



Table 3. PCI section summary table	
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Branch ID	Continue ID	Surface	Section	LCD ²	2017	Drop in	% Deduct due to		Distance toward
Branch ID	Section ID	type ¹	area (SF)		PCI	PCI/Yr ³	Load ⁴	Climate ⁵	Distress types
APA	001	РСС	365,660	2000	75	1.4	26	48	Corner break, durability cr, faulting, joint seal dmg, large patch, linear cr, shrinkage cr, small patch
APA	002	PCC	409,650	2000	79	1.2	9	50	Corner spall, faulting, joint seal dmg, linear cr, pumping, shattered slab
APA	003	AC	18,150	2000	70	1.7	0	100	L&T cr, weathering
APB	001	AC	347,400	2000	53	2.6	26	74	Alligator cr, L&T cr, weathering
APB	002	AC	133,050	2000	66	1.9	34	66	Alligator cr, depression, L&T cr, weathering
APB	003	PCC	4,420	2000	0	5.66	100	0	Shattered slab
APB	004	PCC	19,200	2000	54	2.6	89	11	Corner break, joint seal dmg, linear cr, shattered slab
CTA1	001	РСС	98,740	2000	62	2.1	47	0	Corner break, corner spall, faulting, large patch, linear cr, shattered slab, shrinkage cr, small patch
CTA10	001	PCC	80,550	2000	90	0.6	0	55	Faulting, joint spall, joint seal dmg, shrinkage cr
CTA3	001	PCC	59,360	2000	49	2.8	36	30	Corner spall, durability cr, large patch, linear cr, shattered slab, small patch
CTA6	001	РСС	85,110	2000	48	2.9	34	27	Corner break, corner spall, durability cr, joint spall, large patch, linear cr, shattered slab, small patch
CTA7	001	PCC	34,790	2000	57	2.4	33	24	Corner spall, durability cr, large patch, linear cr, shattered slab, small patch
CTA8	001	AC	44,420	2000	73	1.5	0	100	L&T cr, weathering
CTA9	001	PCC	80,840	2000	61	2.2	15	51	Corner break, corner spall, durability cr, faulting, joint seal dmg, linear cr, shattered slab, small patch
CTB1	001	AC	18,330	2000	75	1.4	0	100	L&T cr



	a .:	Surface	Section	1002	2017	Drop in	% Dedu	ict due to	D ¹ · · · ·
Branch ID	Section ID	type ¹	area (SF)	LCD ²	PCI	PCI/Yr ³	Load ⁴	Climate ⁵	Distress types
CTB2	001	AC	18,190	2000	83	0.9	0	100	L&T cr
CTB3	001	AC	18,120	2000	80	1.1	0	100	L&T cr
CTB4	001	AC	59,920	2000	55	2.5	26	74	Alligator cr, block cr, L&T cr, raveling, weathering
CTC	001	PCC	24,110	2000	93	0.4	0	100	Joint seal dmg
CTD	001	PCC	42,090	2000	96	0.2	0	100	Joint seal dmg
CTD	002	PCC	21,090	2000	93	0.4	0	100	Joint seal dmg
CTE	001	PCC	37,970	2000	93	0.4	0	79	Corner spall, joint seal dmg
CTF	001	PCC	53,330	2000	84	0.9	0	74	Corner spall, durability cr, joint spall, joint seal dmg, small patch
CTG	001	AC	37,780	2000	49	2.8	22	78	Alligator cr, block cr, L&T cr, raveling, weathering
CTH	001	AC	21,700	2000	46	3.0	16	81	Alligator cr, block cr, depression, L&T cr, weathering
CTJ	001	AC	22,250	2000	28	4.0	30	70	Alligator cr, block cr, L&T cr
СТК	001	AC	27,940	2000	59	2.3	0	100	Block cr, L&T cr, weathering
CTM	001	PCC	38,070	2000	88	0.7	0	91	Corner spall, joint seal dmg
PTA	001	PCC	96,750	2000	100	0.0	0	39	-
ΡΤΑ	002	PCC	454,170	2000	83	0.9	27	48	Corner spall, durability cr, joint spall, joint seal dmg, large patch, linear cr, shrinkage cr, small patch
PTB	001	AC	154,700	2000	60	2.2	0	100	Block cr, L&T cr, weathering
РТВ	002	AC	248,300	2000	68	1.8	18	82	Alligator cr, L&T cr, weathering
RY1331	01C	РСС	377,470	2000	55	2.5	58	14	Corner break, corner spall, durability cr, faulting, joint spall, joint seal dmg, large patch, linear cr, shattered slab, small patch
RY1331	01W	РСС	754,940	2000	46	3.0	50	33	Corner spall, durability cr, faulting, joint spall, joint seal dmg, large patch, linear cr, shattered slab, small patch



Barrish ID	Continue ID	Surface	Section		2017	Drop in	% Dedu	ict due to	Distance to man
Branch ID	Section ID	type ¹	area (SF)	LCD ²	PCI	PCI/Yr ³	Load ⁴	Climate ⁵	Distress types
RY1331	02C	PCC	75,000	2000	89	0.6	88	12	Linear cr, joint seal dmg
RY1331	02W	PCC	150,000	2000	90	0.6	28	57	Corner spall, joint spall, joint seal dmg, linear cr
RY220	01C	РСС	252,240	2000	44	3.1	5	59	Corner break, corner spall, durability cr, joint spall, joint seal dmg, large patch, linear cr, small patch
RY220	01W	PCC	510,540	2000	40	3.4	6	50	Corner spall, durability cr, faulting, joint spall, joint seal dmg, large patch, linear cr, shattered slab, small patch
RY220	02C	PCC	105,000	2000	94	0.3	0	89	Joint seal dmg, large patch
RY220	02W	PCC	210,000	2000	91	0.5	36	64	Joint seal dmg, linear cr
TLA	001	AC	13,880	2000	74	1.4	-	100	L&T cr, weathering
TLA	002	AC	135,870	2000	55	2.5	31	69	Alligator cr, L&T cr, patching, weathering
TLA	003	AC	29,830	2000	71	1.6	25	48	Alligator cr, depression, L&T cr, weathering
TLB	001	AC	7,800	2000	86	0.8	-	100	L&T cr
TLB	002	AC	7,410	2000	66	1.9	-	100	L&T cr, weathering
TLC	001	AC	9,670	2000	25	4.2	67	33	Alligator cr, patching, weathering
TLC	002	AC	19,820	2000	0	5.6 ⁷	100	-	Alligator cr

 ^{1}AC = asphalt cement; AAC = asphalt overlaid with asphalt; PCC = portland cement concrete; APC = PCC overlaid with asphalt

²LCD = last construction date (original construction, last overlay, or reconstruction [whichever is most recent])

³Drop in PCI/Yr = (100 - PCI)/age where age = 2017 - LCD

⁴Percent of deduct due to load = Percentage of PCI points subtracted from 100 for load related distresses

⁵Percent of deduct due to climate = Percentage of PCI points subtracted from 100 for climate/durability related distresses

⁶Unusually high drop in PCI of 5.6 PCI/year due to high-severity shattered slabs recorded in all slabs

⁷Unusually high drop in PCI of 5.6 PCI/year due to high-severity alligator cracking recorded with a 50% density in the section

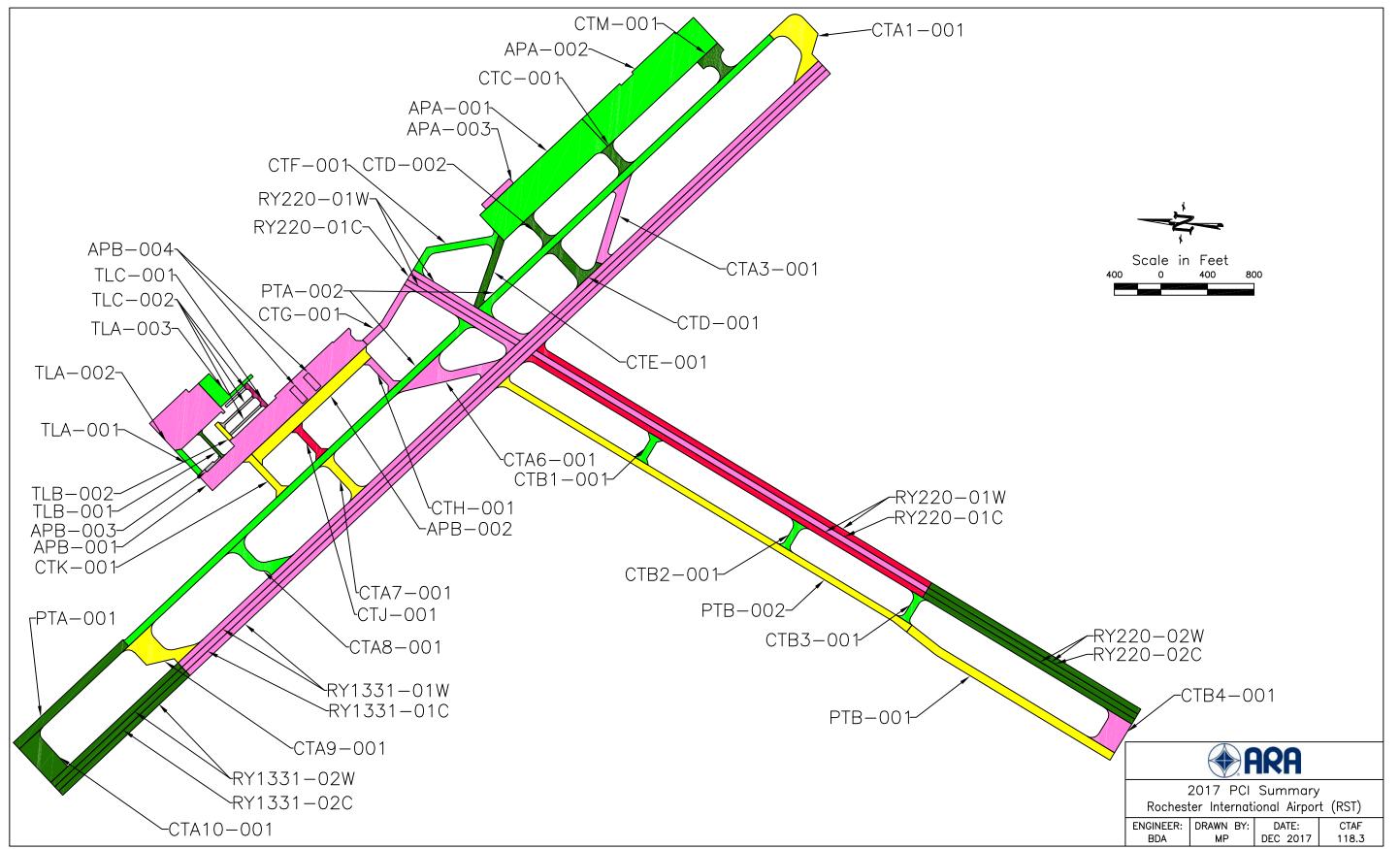
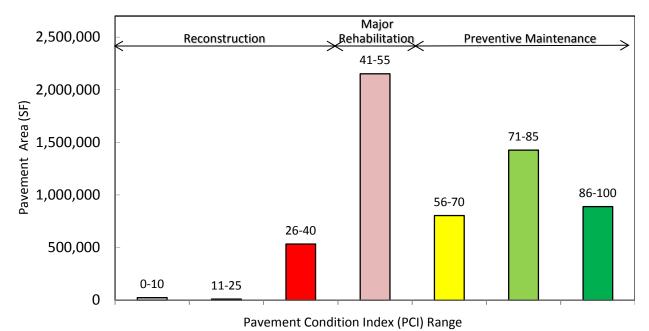
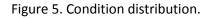


Figure 4. 2017 Pavement Condition Index Rating at Rochester International Airport (RST).







Average PCI

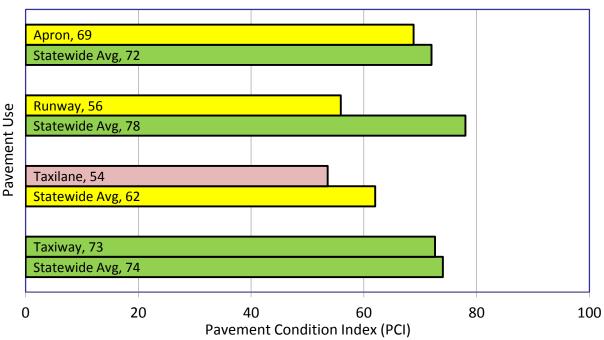


Figure 6. Area-weighted PCI by pavement use.



2.4 Projected PCI

After the 2017 distress data was entered into MicroPAVER and the PCI determined, a modeling approach was used to predict future PCI levels based on historical PCI data from Mn/DOT's airports. Pavements were grouped together in performance families based on similar construction, traffic, pavement use, and other factors affecting pavement performance. These performance models predict future PCI, not future distresses.

Figure 7 shows the projected PCI at RST by percent area for the next 5 years assuming no major repairs (overlays, reconstruction, etc.) are performed during that period. It shows how quickly a pavement network can deteriorate when no capital improvements are made.

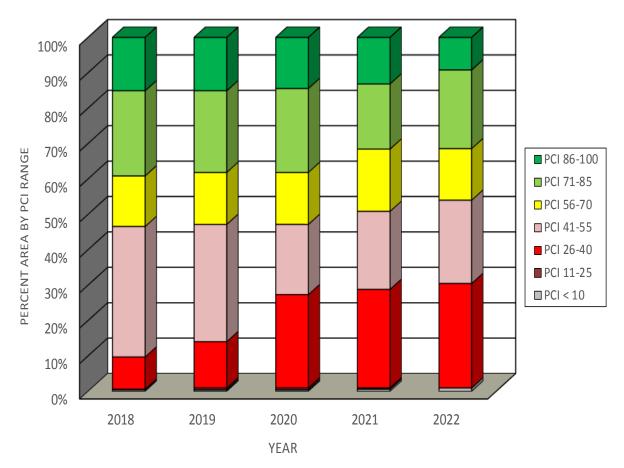


Figure 7. Projected PCI by percent area.



3. Recommendations

A 5-year maintenance and rehabilitation program was developed for RST based on the 2017 pavement inspections and the anticipated PCI deterioration for this period. The recommendations are divided into two categories—near term maintenance (Local M&R) and major rehabilitation (Major M&R). The near term maintenance is intended to address annual maintenance needs such as crack sealing and localized patching. The major rehabilitations are applied globally and are capable of returning the pavement to a nearly distress free-state. Costs for both categories are based on industry averages and may have to be adjusted to account for local costs.

The last portion of the report covers the FAA Grant Assurance Number 11 and the steps the airport must take to remain in compliance with this program.

3.1 Near Term Maintenance

Near term maintenance is considered activities such as crack sealing, patching, and surface treatments that help to slow down the rate that a pavement is deteriorating. Localized maintenance policies and unit costs were developed with Mn/DOT for both asphalt and PCC surfaces; each policy presents the recommended maintenance treatment for each distress/severity combination and are presented in appendix E.

Table 4 presents the summarized maintenance work quantities and estimated cost to apply this near term maintenance plan at RST. The repair quantities are based on extrapolated distress quantities from the 2017 PCI inspection. National averages of unit costs are used to estimate total costs for each treatment type; adjustments of local unit costs rates may be necessary for each airport to more accurately determine the maintenance budgetary needs.

Work Description	Work Quantity	Work Units	Unit Cost	Work Cost
Crack Sealing - AC	51,963	Ft	\$1.24/Ft	\$64,434
Crack Sealing - PCC	8,133	Ft	\$1.88/Ft	\$15,290
Grinding (Localized)	895	Ft	\$4.88/Ft	\$4,366
Joint Seal (Localized)	211,330	Ft	\$1.88/Ft	\$397,302
Patching - AC Deep	26,248	SqFt	\$11.59/SqFt	\$304,214
Patching - AC Shallow	592	SqFt	\$7.79/SqFt	\$4,613
Patching - PCC Full Depth	50,067	SqFt	\$72.86/SqFt	\$3,647,854
Patching - PCC Partial Depth	1,084	SqFt	\$10.47/SqFt	\$11,351
Slab Replacement - PCC	12,794	SqFt	\$39.22/SqFt	\$501,783
Surface Treatment	167,548	SqFt	\$0.51/SqFt	\$85,450
			Total	\$5,036,657

Detailed results are reported by section and by treatment type in appendix F. Table F1 summarizes the maintenance that could be done for each pavement section by type of repair, and estimated quantity of repair. Likewise, table F2 summarizes the quantity for each repair type across the entire airport.



When using this plan, it is recommended that the entire section be viewed to determine whether the identified distress types are so advanced in density and severity that maintenance efforts will no longer be cost-effective. Maintenance treatments are most cost-effective when applied to pavements that are generally in good condition. It is also important to understand that the maintenance plan is based on the distress types, severities, and quantities found during the 2017 PCI survey. As field conditions change, the maintenance plan will become less accurate. Therefore, the maintenance plan will be most useful the sooner it is implemented. Applying maintenance treatments should be an annual event at the airport, and this maintenance plan can serve as a baseline for that work. Guidelines for performing crack sealing and patching techniques are provided in appendix G.

3.2 Major Rehabilitation

In addition to the annual maintenance activities such as crack sealing and patching, some pavements may require more substantial rehabilitation. As a planning aid to the airport, Mn/DOT, and FAA, table 5 provides a summary from MicroPAVER of the predicted 5-year pavement rehabilitation needs at RST. Although the predicted rehabilitation timeline identifies specific sections and the general timing for the repair, more in-depth project-level studies will be needed to determine exactly how to fix each pavement. Routine maintenance should also be programmed annually throughout the airport, but these efforts should be coordinated with the following rehabilitation recommendations.

The pavement sections identified for major rehabilitation in this report are at or are predicted to reach a condition level where either overlays or reconstruction should be considered. Note that this analysis is based on an unconstrained budget, and these recommendations will need to be adjusted to account for economic and operational considerations. Additionally, identifying projects for work does not guarantee that Federal or State funding will be available to complete the work in the year shown. The airport and Mn/DOT should view these recommendations as viable projects when preparing future Capital Improvement Plans (CIP).

Branch ID	Section ID	Year	Predicted PCI Before Rehab	Estimated Cost
APB	003	2018	0	\$37,216
APB	004	2018	53	\$102,228
CTA1	001	2018	61	\$390,417
CTA3	001	2018	48	\$360,633
CTA6	001	2018	47	\$527,228
CTB4	001	2018	54	\$304,484
CTG	001	2018	48	\$228,599
СТН	001	2018	45	\$139,297
СТЈ	001	2018	26	\$187,341
СТК	001	2018	58	\$122,193
PTB	001	2018	59	\$649,845
RY1331	01C	2018	54	\$1,943,941
RY1331	01W	2018	45	\$4,856,737
RY220	01C	2018	43	\$1,682,619

Table 5. Recommended 5-year major rehabilitation plan.



Branch ID	Section ID	Year	Predicted PCI Before Rehab	Estimated Cost
RY220	01W	2018	39	\$3,666,504
TLC	001	2018	23	\$81,419
TLC	002	2018	0	\$166,880
CTA7	001	2019	54	\$179,344
CTA9	001	2021	54	\$414,661
APB	001	2022	50	\$2,034,189
			5-year Airport Total	\$18,075,775

3.3 Federal Guidelines

In 1995, Congress mandated that the FAA require, as a condition of grant funding, that airports be prepared to present documentation of a maintenance management program on pavement that has been constructed, reconstructed, or repaired with Federal assistance.

The FAA has defined an acceptable maintenance management program, and this report fulfills many requirements of such a program, including documenting:

- Locations of all runways, taxiways, and aprons.
- Dimensions of the pavement system.
- Types of pavement.
- Year of construction or most recent major rehabilitation.

However, **the airport owner must be an active participant**, specifically by implementing the following actions:

- Annotate pavement areas that have been constructed, reconstructed, or repaired with Federal financial assistance.
- Conduct a "drive-by" inspection at least monthly to detect changes in pavement condition.
- Keep complete records of maintenance activities. Record the date of each "drive-by" inspection and any maintenance performed as a result. Records must be maintained on file for a minimum of 5 years.
- Document detailed inspection information with a history of recorded pavement deterioration by PCI survey (e.g., this report).

An example of a form that can be completed during "drive-by" inspections is provided in appendix G.



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Appendix A Sample Unit Maps

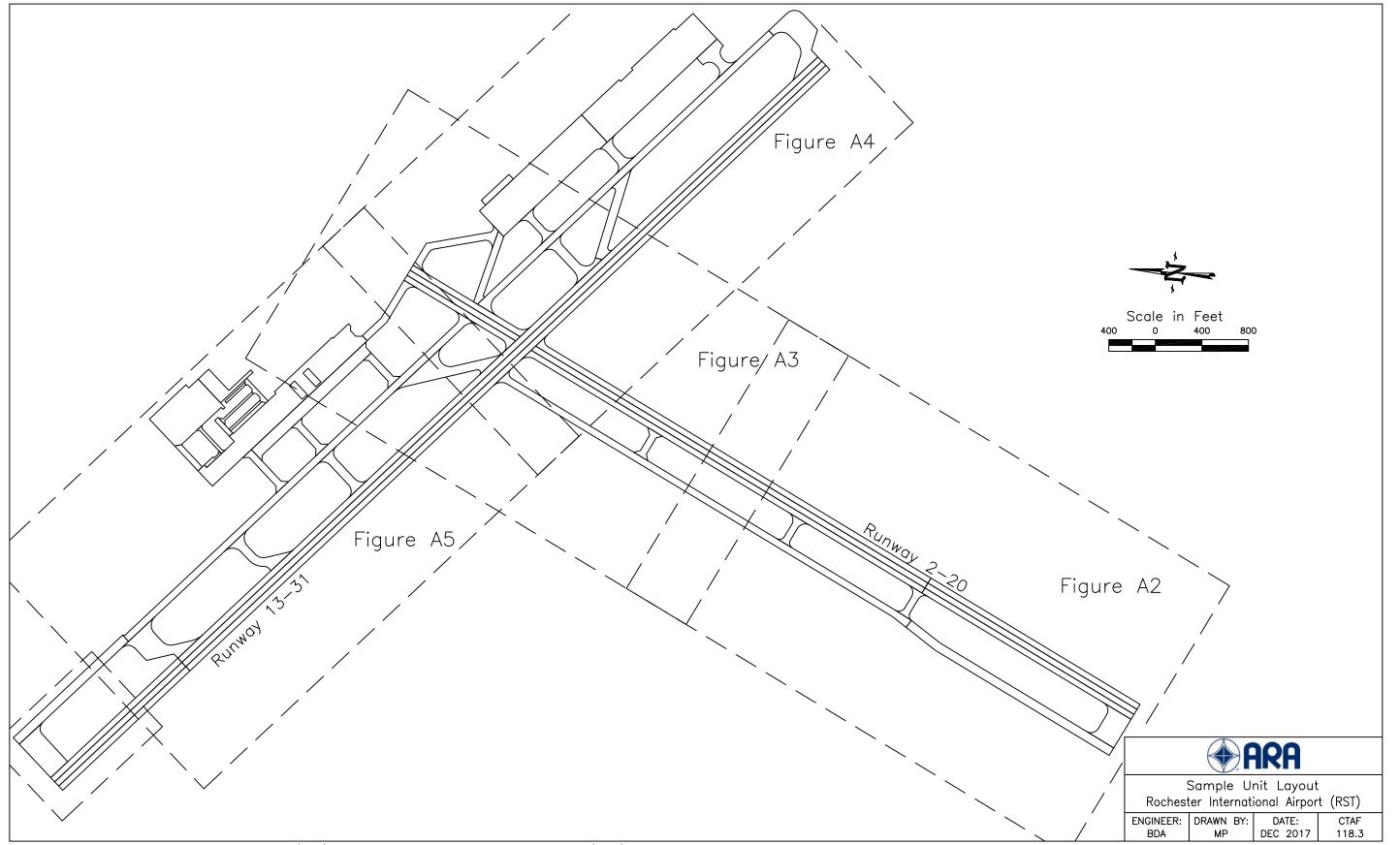
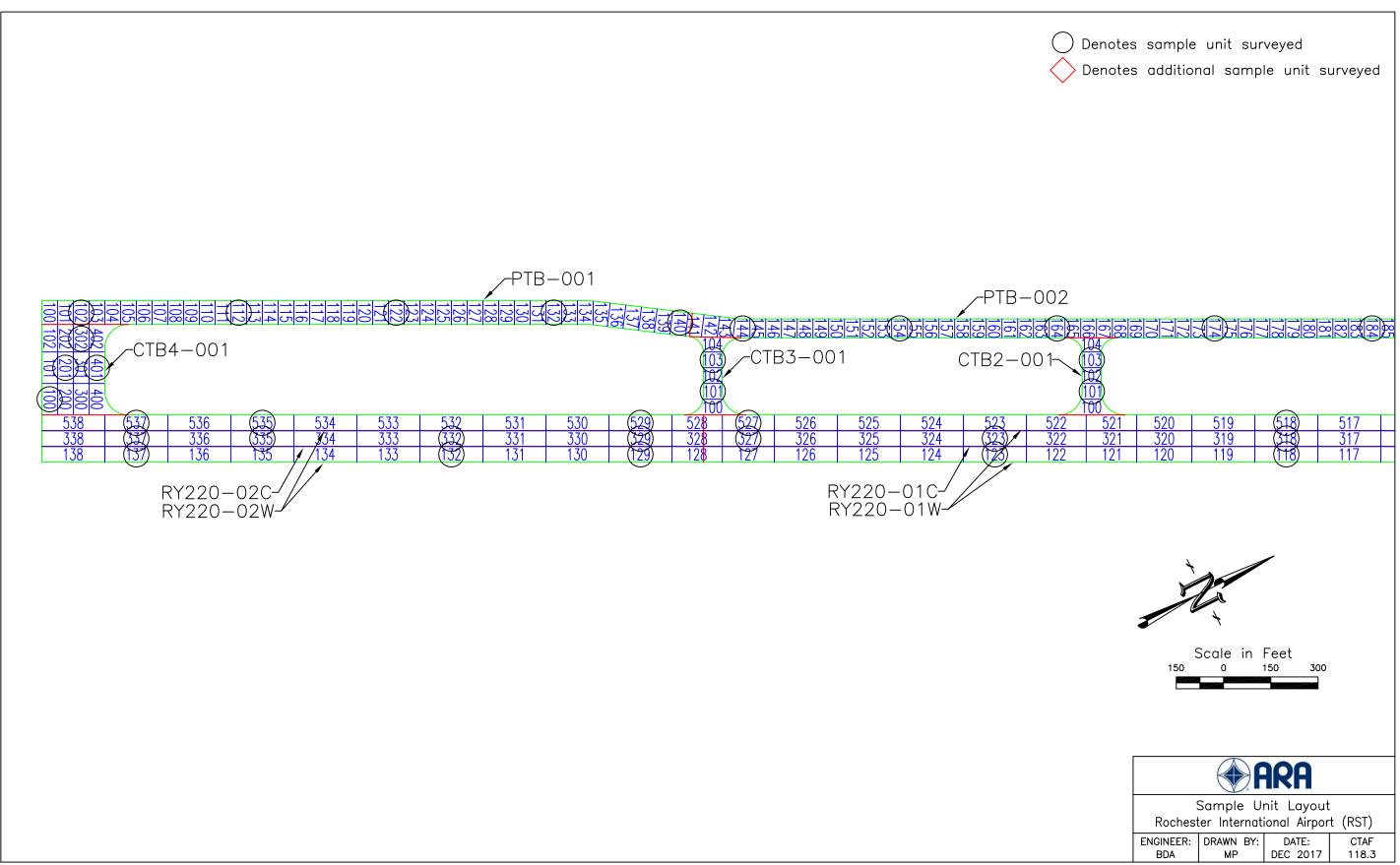


Figure A1. Sample Unity layout map (key) at Rochester International Airport (RST).



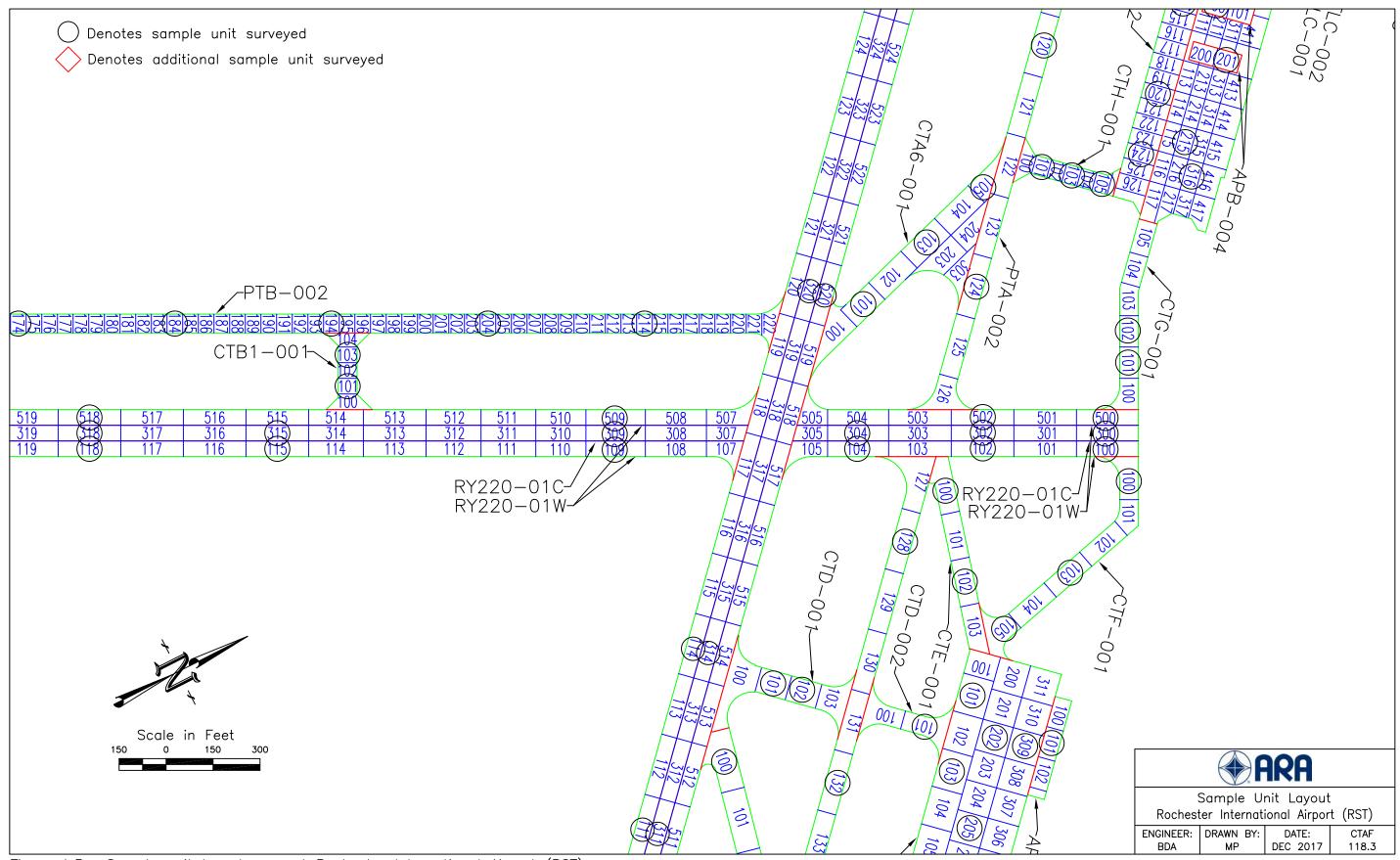


Figure A.3. Sample unit layout map at Rochester International Airport (RST).

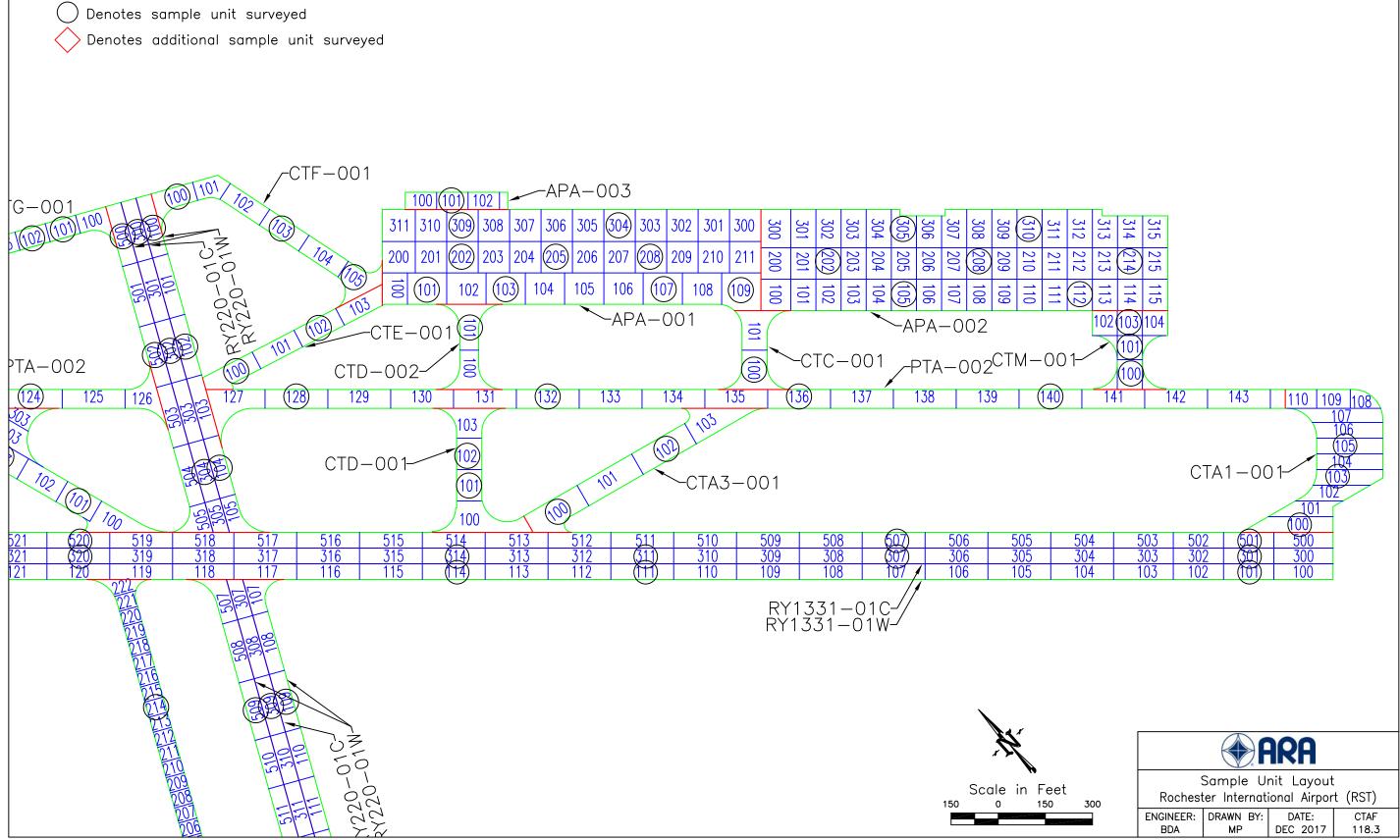


Figure A.4. Sample unit layout map at Rochester International Airport (RST).

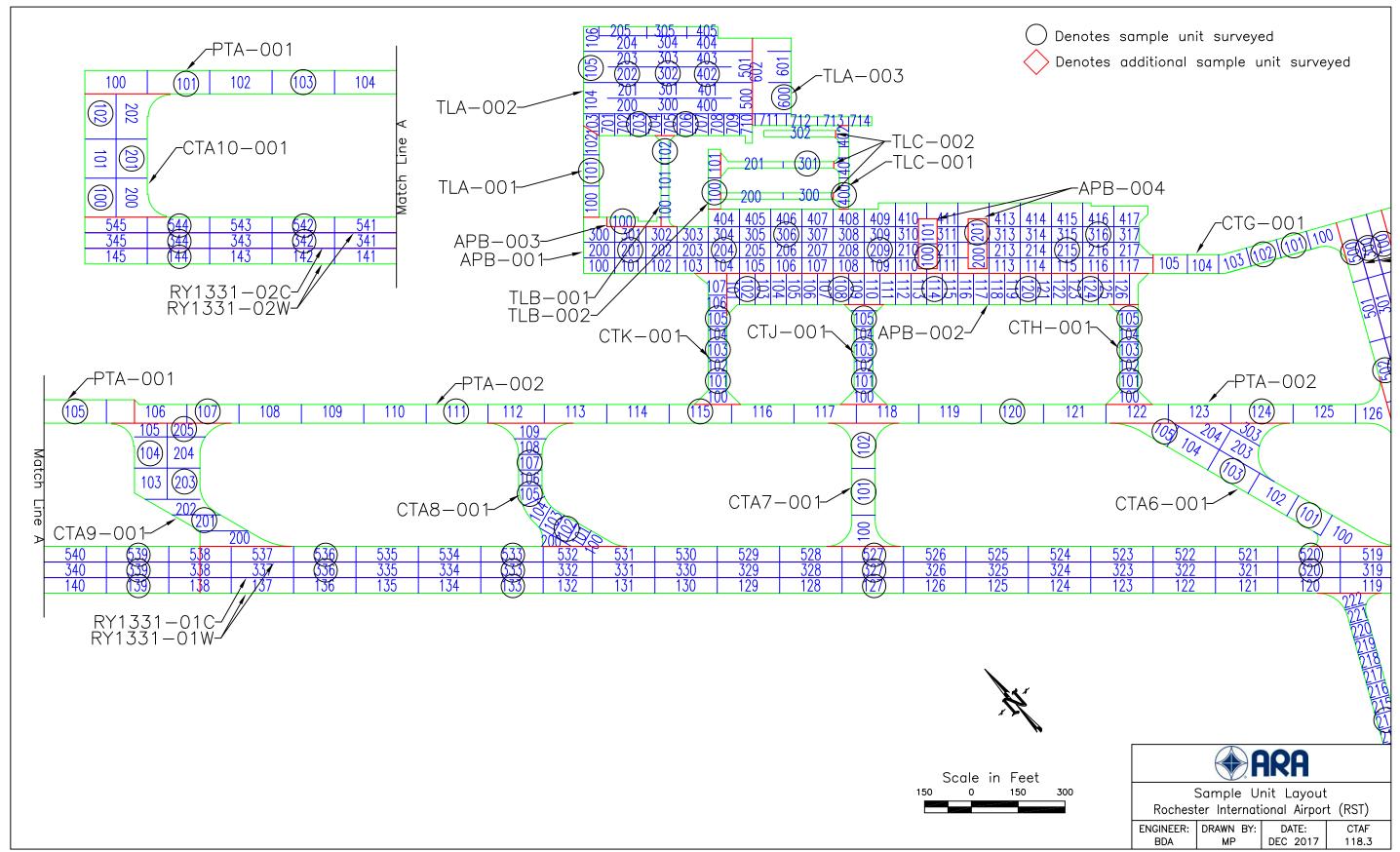


Figure A.5. Sample unit layout map at Rochester International Airport (RST).

Appendix B **Pictures**



RST APA 001 (PCI = 75)



RST APA 001 (PCI = 75)



RST APA 002 (PCI = 79)



RST APA 003 (PCI = 70)



RST APB 001 (PCI = 53)



RST APB 002 (PCI = 66)



RST APB 003 (PCI = 0)



RST APB 004 (PCI = 54)



RST CTA1 001 (PCI = 62)



RST CTA3 001 (PCI = 49)



RST CTA6 001 (PCI = 48)



RST CTA7 001 (PCI = 57)



RST CTA8 001 (PCI = 73)



RST CTA9 001 (PCI = 61)



RST CTA10 001 (PCI = 90)



RST CTB1 001 (PCI = 75)



RST CTB2 001 (PCI = 83)



RST CTB3 001 (PCI = 49)



RST CTB4 001 (PCI = 55)



RST CTC 001 (PCI = 93)



RST CTD 001 (PCI = 96)



RST CTD 002 (PCI = 93)



RST CTE 001 (PCI = 93)



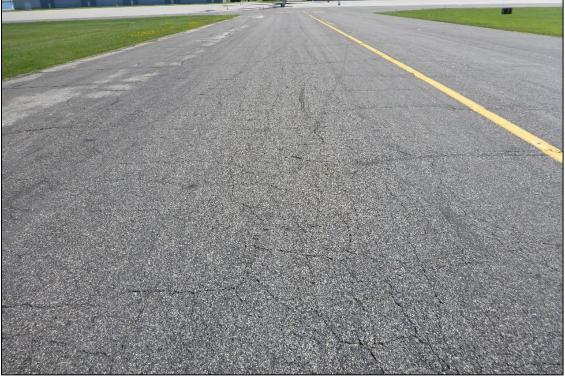
RST CTF 001 (PCI = 84)



RST CTG 001 (PCI = 49)



RST CTH 001 (PCI = 46)



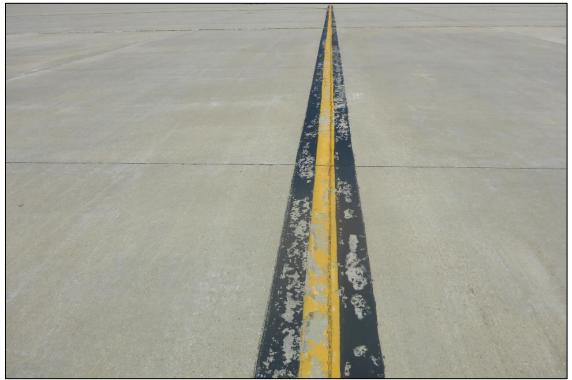
RST CTJ 001 (PCI = 28)



RST CTJ 001 (PCI = 28)



RST CTK 001 (PCI = 59)



RST CTM 001 (PCI = 88)



RST PTA 001 (PCI = 100)



RST PTA 001 (PCI = 100)



RST PTA 002 (PCI = 83)



RST PTB 001 (PCI = 60)



RST PTB 002 (PCI = 68)



RST PTB 002 (PCI = 68)



RST RY220 01C (PCI = 44)



RST RY220 01C (PCI = 44)





RST RY220 01W (PCI = 40)



RST RY220 01W (PCI = 40)



RST RY220 01W (PCI = 40)



RST RY220 01W (PCI = 40)



RST RY220 02C (PCI = 94)



RST RY220 02W (PCI = 91)



RST RY1331 01C (PCI = 55)



RST RY1331 01C (PCI = 55)



RST RY1331 01W BLOWUP (PCI = 46)



RST RY1331 01W (PCI = 46)



RST RY1331 02C (PCI = 89)



RST RY1331 02W (PCI = 90)



RST RY1331 02W (PCI = 90)



RST TLA 001 (PCI = 100)



RST TLA 002 (PCI = 55)



RST TLA 002 (PCI = 55)



RST TLA 003 (PCI = 71)

RST TLC 001 (PCI = 25)



RST TLB 001 (PCI = 86)





RST TLC 002 (PCI = 0)

Appendix C PCI Distress Report

Re-Inspection Report

Page 1 of 56

Brancl Section Surfac Area: Slabs:			Name:	APRON A		Use:	ADDON		•		-	2 4 60 G E	
urfac rea:	n: 001					Use:	APRON		Ar	ea:	79	93,460 SqFt	
rea:		of	3	From: A			To:	В				Last Const.:	1/1/2000
	e: PCC	Family:	MN2013 P	CC Z	one:		Categ	gory:				Rank: S	
laba	365,60	60 SqFt	Leng	th: 1,205	5 Ft	Width:		300 Ft					
maids:		Slab Leng	0	25 Ft	Slab Width:		25 Ft			Joint Len	gth:	27,415 Ft	
Should		Street Typ			Grade: 0					Lanes:	0	,	
	n Comments:	Street Typ			oraue. 0	,				Lancs.	0		
	nsp. Date: 6/25/2017	1	Tot	alSamples: 34		Surveye	d: 9						
Condi	tions: PCI: 75												
Inspec	tion Comments:												
Sampl	e Number: 101	Туре	: R	Area:	2	20.00 Slabs	l	PCI:	78				
Sampl	e Comments:												
55	JT SEAL DMG		М	20.00 Slab	6								
66	SMALL PATCH		L	1.00 Slab									
56	SMALL PATCH		L	1.00 Slab									
53	LINEAR CR		L	1.00 Slab									
53	LINEAR CR		L	1.00 Slab	s								
53	LINEAR CR		L	1.00 Slab	s								
53	LINEAR CR		L	1.00 Slab									
53	LINEAR CR		L	1.00 Slab	s								
-	e Number: 103	Туре	: R	Area:	2	20.00 Slabs	1	PCI:	90				
Sampl	e Comments:												
56	SMALL PATCH		L	1.00 Slab	s								
66	SMALL PATCH		L	1.00 Slab	s								
56	SMALL PATCH		L	1.00 Slab	s								
65	JT SEAL DMG		М	20.00 Slab									
56	SMALL PATCH		L	1.00 Slab	s								
Sampl	e Number: 107	Туре	: R	Area:	2	20.00 Slabs	1	PCI:	91				
Sampl	e Comments:												
73	SHRINKAGE CR		Ν	1.00 Slab	s								
66	SMALL PATCH		L	1.00 Slab	s								
65	JT SEAL DMG		Μ	20.00 Slab	s								
Sampl	e Number: 109	Туре	: R	Area:	2	25.00 Slabs]	PCI:	70				
Sampl	e Comments:												
56	SMALL PATCH		М	1.00 Slab	ç								
55 55	JT SEAL DMG		H	25.00 Slab									
53	LINEAR CR		L	1.00 Slab									
56	SMALL PATCH		M	1.00 Slab									
71	FAULTING		L	1.00 Slab									
63	LINEAR CR		Н	1.00 Slab	s								
Sampl	e Number: 202	Туре	: R	Area:	2	20.00 Slabs]	PCI:	84				
Sampl	e Comments:												
57	LARGE PATCH		L	1.00 Slab	s								
56	SMALL PATCH		L	4.00 Slab									
56	SMALL PATCH		M	1.00 Slab									
56	SMALL PATCH		L	1.00 Slab									
56	SMALL PATCH		L	1.00 Slab									
66	SMALL PATCH		L	4.00 Slab									
57	LARGE PATCH		L	1.00 Slab	s								
ampl	e Number: 205	Туре	: R	Area:	2	20.00 Slabs]	PCI:	63				
	e Comments:												
ampl													
5ampl	LINEAR CR		L	1.00 Slab	c								

	vork: RST				Name:	Rochester Interna	tional Airport		
Brar	nch: APA		N	ame:	APRON A	Use:	APRON	Area:	793,460 SqFt
57	LARGE PATCH		L		1.00 Slabs				
66	SMALL PATCH		М		1.00 Slabs				
54	DURABIL. CR		L		1.00 Slabs				
67	LARGE PATCH		L		1.00 Slabs				
63	LINEAR CR		L		1.00 Slabs				
67	LARGE PATCH		L		1.00 Slabs				
67	LARGE PATCH		L		1.00 Slabs				
64	DURABIL. CR		L		1.00 Slabs				
64	DURABIL. CR		L		1.00 Slabs				
62	CORNER BREAK		L		1.00 Slabs				
66	SMALL PATCH		L		1.00 Slabs				
64	DURABIL. CR		L		1.00 Slabs				
63	LINEAR CR		L		1.00 Slabs				
63	LINEAR CR		L		1.00 Slabs				
64	DURABIL. CR		L		1.00 Slabs				
66	SMALL PATCH		L		1.00 Slabs				
63	LINEAR CR		L		1.00 Slabs				
67	LARGE PATCH		L		1.00 Slabs				
Sam	ple Number: 208	Type:		R	Area:	20.00 Slabs	PCI:	70	
Sam	ple Comments:								
65	JT SEAL DMG		М		20.00 Slabs				
67	LARGE PATCH		L		1.00 Slabs				
66	SMALL PATCH		М		1.00 Slabs				
63	LINEAR CR		L		1.00 Slabs				
66	SMALL PATCH		L		1.00 Slabs				
63	LINEAR CR		М		1.00 Slabs				
66	SMALL PATCH		L		2.00 Slabs				
Sam	ple Number: 304	Type:		R	Area:	20.00 Slabs	PCI:	55	
Sam	ple Comments:								
64	DURABIL. CR		L		20.00 Slabs				
67	LARGE PATCH		L		20.00 Slabs				
65	JT SEAL DMG		Μ		20.00 Slabs				
63	LINEAR CR		L		1.00 Slabs				
Sam	ple Number: 309	Type:		R	Area:	26.00 Slabs	PCI:	72	
		Type.							
Sam	ple Comments:	Type.							
	-	Type.	L		1.00 Slabs				
66	ple Comments:	Type.	L L		1.00 Slabs 1.00 Slabs				
66 66	ple Comments: SMALL PATCH	Type.							
66 66 66	ple Comments: SMALL PATCH SMALL PATCH	турс.	L		1.00 Slabs				
66 66 66 63	ple Comments: SMALL PATCH SMALL PATCH SMALL PATCH	Турс.	L M		1.00 Slabs 1.00 Slabs				
66 66 66 63 66	ple Comments: SMALL PATCH SMALL PATCH SMALL PATCH LINEAR CR	Турс.	L M L		 1.00 Slabs 1.00 Slabs 1.00 Slabs 				
66 66 66 63 66 66	ple Comments: SMALL PATCH SMALL PATCH SMALL PATCH LINEAR CR SMALL PATCH	Type.	L M L L		1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs				
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Sam 66 66 66 66 66 66 66 66 66 66 66 66 63	ple Comments: SMALL PATCH SMALL PATCH SMALL PATCH LINEAR CR SMALL PATCH SMALL PATCH LARGE PATCH JT SEAL DMG SMALL PATCH SMALL PATCH LINEAR CR SMALL PATCH	турс.	L L L L M L M L L L		 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 26.00 Slabs 1.00 Slabs 				

Netwo	ork: RST			Nar	ne: Roch	nester Interna	tional Airpo	ort				
Branc	ch: APA		Name:	APRON A		Use:	APRON		Are	a:	793,460 SqFt	
Sectio	on: 002	of 3	3	From: A			To:	В			Last Const.:	1/1/2000
Surfa	ce: PCC	Family: M	N2013 P	CC Zor	ie:		Categ	ory:			Rank: S	
Area:	409,6	550 SqFt	Lengt	h: 1,295 I	Ft	Width:	3	300 Ft				
Slabs	: 655	Slab Length	:	25 Ft	Slab Width:		25 Ft			Joint Length:	29,485 F	t
Shoul	lder:	Street Type:	:		Grade: 0					Lanes: 0		
Sectio	on Comments:											
Last l	Insp. Date: 6/25/201	.7	Tot	alSamples: 48		Surveye	d: 7					
Cond	itions: PCI: 79											
Inspe	ction Comments:											
Samp	ole Number: 105	Туре:	R	Area:	20	0.00 Slabs	F	PCI:	63			
Samp	ole Comments:											
65	JT SEAL DMG		Н	20.00 Slabs								
69	PUMPING		Ν	8.00 Slabs								
Samp	le Number: 112	Type:	R	Area:	20	0.00 Slabs	F	PCI:	83			
Samp	le Comments:											
75	CORNER SPALL		Н	1.00 Slabs								
65	JT SEAL DMG		Н	20.00 Slabs								
Samp	le Number: 202	Type:	R	Area:	20	0.00 Slabs	F	PCI:	93			
Samp	ole Comments:											
65	JT SEAL DMG		М	20.00 Slabs								
Samp	le Number: 208	Type:	R	Area:	20	0.00 Slabs	F	PCI:	53			
Samp	le Comments:											
65	JT SEAL DMG		Н	20.00 Slabs								
69	PUMPING		Ν	2.00 Slabs								
69	PUMPING		N	1.00 Slabs								
69	PUMPING		N	4.00 Slabs								
71	FAULTING		М	1.00 Slabs								
71	FAULTING		L	1.00 Slabs								
69 5	PUMPING	T	N	1.00 Slabs		00.81.1.			00			
-	ole Number: 214	Туре:	R	Area:	20	0.00 Slabs	ł	PCI:	00			
-	JT SEAL DMG		Н	20.00 Slabs								
	ole Number: 305	Туре:	R	Area:	22	2.00 Slabs	F	PCI:	78			
-	ole Comments:											
65	JT SEAL DMG		М	22.00 Slabs								
63	JI SEAL DMG		M L	1.00 Slabs								
	SHAT. SLAB		L L	1.00 Slabs								
72 75	CORNER SPALL		L M	1.00 Slabs								
	ole Number: 310	Туре:	R	Area:	24	.00 Slabs	F	PCI:	93			
-	ble Comments:	rype.	ĸ	Aita.	27		1	C1 .				
65	JT SEAL DMG		М	24.00 Slabs								

etwork: RST			Name:	Rochester Interna	ational Airport		
ranch: APA		Name:	APRON A	Use:	APRON	Area:	793,460 SqFt
ection: 003	o	f 3 I	From: A		То: В		Last Const.: 1/1/2000
urface: AC	Family:	MN2013 Asph	alt Aprons Zone:		Category:		Rank: S
rea:	18,150 SqFt	Length:	330 Ft	Width:	55 Ft		
abs:	Slab Len	igth:	Ft Sla	b Width:	Ft	Joint Length	: Ft
noulder:	Street Ty	ype:	Gr	ade: 0		Lanes: 0	
ection Comments	:						
ast Insp. Date:	6/25/2017	TotalS	amples: 3	Surveye	ed: 1		
ast Insp. Date: onditions: PC		TotalS	amples: 3	Surveye	e d: 1		
-	I: 70	TotalS	amples: 3	Surveye	d: 1		
onditions: PC	I: 70 nts:		Area:	Surveye 5500.00 SqFt	ed: 1 PCI: 70)	
onditions: PC spection Comme	I: 70 nts: 101 Typ)	
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onditions: PC aspection Comme ample Number: ample Comments	I: 70 nts: 101 Typ :	pe: R	- Area:)	

Network:	RST					Nan	ne: F	Rochester Interr	ational A	irport						
Branch:	APB			Name:	APRO	N B		Use:	APRO	N	A	rea:	4	504,070 SqI	٦t	
Section:	004	C	of 4	F	rom:	A			To	: В				Last Co	nst.:	1/1/2000
Surface:	PCC	Family:	MN:	2013 PCC		Zon	e:		Ca	tegory:				Rank:	s	
Area:		19,200 SqFt		Length:		180 F		Width:		120 F	t					
Slabs:	31	Slab Lei	ngth:	8	25 Ft		Slab Widt		25 Ft			Joint L	ength:	1.4	28 Ft	
Shoulder:		Street T	0				Grade:	0				Lanes:	0	,		
	omments:	Succer	Jper				Grader	0				Lunco	0			
Last Insp.	Date: 6/25/	/2017		TotalSa	mples:	4		Survey	ed: 2							
Condition	s: PCI:	54														
[nspection	n Comments:															
•	umber: 100		pe:	R	A	rea:		12.00 Slabs		PCI:	65					
	omments:	-5.	per							1 011						
•																
	NEAR CR		L			Slabs										
	NEAR CR		L			Slabs										
	NEAR CR		L			Slabs										
	SEAL DMG		N			Slabs										
	NEAR CR		L L			Slabs Slabs										
	NEAR CR															
	NEAR CR		L L			Slabs										
	NEAR CR		L			Slabs										
	IAT. SLAB					Slabs		12 00 01 1		nor						
-	umber: 201	Ty	pe:	R	A	rea:		12.00 Slabs		PCI:	42					
Sample C	omments:															
52 CC	ORNER BREA	AK	L	-		Slabs										
72 SH	IAT. SLAB		L			Slabs										
	IAT. SLAB		L			Slabs										
	IAT. SLAB		L			Slabs										
	IAT. SLAB		L			Slabs										
	NEAR CR		L			Slabs										
	IAT. SLAB		L			Slabs										
	NEAR CR		L			Slabs										
	NEAR CR		L			Slabs										
	IAT. SLAB		L			Slabs										
53 LII	NEAR CR		L		1.00	Slabs										

Network:	RST			Name:	Rochester Interna	ational Airport		
Branch:	APB		Name:	APRON B	Use:	APRON	Area:	504,070 SqFt
Section:	003	0	f 4 I	From: A		To: B		Last Const.: 1/1/2000
Surface:	PCC	Family:	MN2013 Asph	alt Aprons Zone:		Category:		Rank: S
Area:		4,420 SqFt	Length:	170 Ft	Width:	30 Ft		
Slabs:	21	Slab Len	gth:	15 Ft SI	ab Width:	15 Ft	Joint Leng	th: 480 Ft
Shoulder:	:	Street Ty	vpe:	G	rade: 0		Lanes:	0
Section Co	omments:							
Last Insp.	Date: 6/2	5/2017	TotalS	amples: 1	Surveye	d: 1		
Condition	s: PCI:							
Inspection	n Comments	:						
Sample N	umber: 10	0 Typ	e: R	Area:	21.00 Slabs	PCI:		
Sample Co	omments:							
72 SH	IAT. SLAB		Н	21.00 Slabs				

Netwo	ork: RST			Name:	Rochester Interna	tional Airpo	ort			
Branc	ch: APB		Name:	APRON B	Use:	APRON		Area:	504,070 SqFt	
Sectio	n: 001	of 4	1	From: A		To:	В		Last Const.:	1/1/2000
Surfa	ce: AC	Family: M	IN2013 As	sphalt Aprons Zone:		Categ	ory:		Rank: S	
Area:	347,40	00 SqFt	Lengt	h: 1,780 Ft	Width:	2	206 Ft			
Slabs:	:	Slab Length	:	Ft Slab	Width:	Ft		Joint Length	: F	t
Shoul	der:	Street Type:	:	Grad	le: 0			Lanes: 0		
Sectio	n Comments:									
Last I	nsp. Date: 6/25/2017	7	Tota	alSamples: 65	Surveye	d: 6				
Condi	itions: PCI: 53									
	ction Comments:									
	le Number: 201	Туре:	R	Area:	5000.00 SqFt	F	PCI: 62			
-	le Comments:	Type.	R	Aita.	5000.00 541 1		CI. 02			
-										
48	L & T CR		M	301.00 Ft						
48 57	L & T CR WEATHERING		L L	195.00 Ft 4500.00 SqFt						
	le Number: 204	Туре:	R	Area:	5000.00 SqFt	T	PCI: 65			
-	le Comments:	Type.	K	Alca.	5000.00 Sq14	1	ICI. 05			
Samp	le Comments:									
57	WEATHERING		L	4500.00 SqFt						
48	L & T CR		L	122.00 Ft						
57 48	WEATHERING L & T CR		M M	100.00 SqFt 203.00 Ft						
	le Number: 209	Туре:	R	203.00 M	5000.00 SqFt	Т	PCI: 60			
-	le Comments:	Type.	K	Aica.	5000.00 SqFt	1	CI. 00			
-										
48	L & T CR		M	285.00 Ft						
57 57	WEATHERING WEATHERING		M L	125.00 SqFt 4500.00 SqFt						
48	L & T CR		L	109.00 Ft						
	le Number: 215	Туре:	R	Area:	5000.00 SqFt	F	PCI: 46			
-	le Comments:	1,100	n	- II cui	2000100 5411					
-			,	176.00 E						
48 41	L & T CR ALLIGATOR CR		L M	176.00 Ft 44.00 SqFt						
57	WEATHERING		L	4500.00 SqFt						
48	L & T CR		M	504.00 Ft						
57	WEATHERING		М	150.00 SqFt						
Samp	le Number: 306	Type:	R	Area:	5000.00 SqFt	I	PCI: 44			
Sampl	le Comments:									
57	WEATHERING		М	100.00 SqFt						
48	L & T CR		M	265.00 Ft						
48	L & T CR		L	97.00 Ft						
48	L & T CR		L	4500.00 Ft						
Samp	le Number: 316	Type:	R	Area:	5000.00 SqFt	I	PCI: 42			
Samp	le Comments:									
48	L & T CR		М	180.00 Ft						
41	ALLIGATOR CR		М	120.00 SqFt						
57	WEATHERING		М	450.00 SqFt						
57	WEATHERING		L	4400.00 SqFt						
48	L & T CR		L	381.00 Ft						

Network: RST		Nam	e: Rochester Interna	tional Airport		
Branch: APB	Name:	APRON B	Use:	APRON	Area:	504,070 SqFt
Section: 002	of 4 F	'rom: A		To: B		Last Const.: 1/1/2000
Surface: AC	Family: MN2013 Aspha	alt Aprons Zone	:	Category:		Rank: S
Area: 133,05	50 SqFt Length:	1,380 Ft	Width:	100 Ft		
Slabs:	Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:		Grade: 0		Lanes: 0	
Section Comments:						
Last Insp. Date: 6/25/2017	7 TotalSa	amples: 27	Surveyee	1: 5		
Conditions: PCI: 66		-	-			
Inspection Comments:						
Sample Number: 102	Type: R	Area:	5000.00 SqFt	PCI: 71		
Sample Comments:	-51		1			
57 WEATHERING	т	300.00 SqFt				
48 L&TCR	L L	95.00 Ft				
48 L&TCR	M	193.00 Ft				
Sample Number: 108	Type: R	Area:	5000.00 SqFt	PCI: 63	3	
Sample Comments:						
48 L & T CR	L	50.00 Ft				
48 L & T CR	L	413.00 Ft				
48 L & T CR	М	177.00 Ft				
41 ALLIGATOR CR	М	14.00 SqFt				
Sample Number: 114	Type: R	Area:	5000.00 SqFt	PCI: 69)	
Sample Comments:						
57 WEATHERING	L	200.00 SqFt				
48 L & T CR	L	299.00 Ft				
48 L & T CR	М	148.00 Ft				
41 ALLIGATOR CR	L Type: R	32.00 SqFt	5000.00 SqFt	PCI: 65		
Sample Number: 120 Sample Comments:	Type: R	Area:	5000.00 SqFt	PCI: 03)	
48 L&TCR	L	386.00 Ft				
48 L&TCR 48 L&TCR	L M	180.00 Ft				
41 ALLIGATOR CR	L	36.00 SqFt				
Sample Number: 124	Type: R	Area:	5000.00 SqFt	PCI: 62	2	
Sample Comments:						
57 WEATHERING	L	150.00 SqFt				
48 L & T CR	L	559.00 Ft				
45 DEPRESSION	L	19.00 SqFt				
48 L & T CR	М	82.00 Ft				
41 ALLIGATOR CR	L	8.00 SqFt				

Netw	ork: RST		Name:	Rochester Interna	tional Airport		
Bran	ch: CTA1	Name:	CONNECTING TAX	KIWAY A1 Use:	TAXIWAY	Area:	98,740 SqFt
Secti	on: 001	of 1 F	rom: A		To: B		Last Const.: 1/1/2000
Surfa	nce: PCC Fa	mily: MN2013 PCC	Zone:		Category:		Rank: P
Area	: 98,740 S	qFt Length:	580 Ft	Width:	210 Ft		
Slabs		lab Length:		Width:	25 Ft	Joint Lengt	h: 8,954 Ft
Shou		treet Type:	Grad		2011	-)
		treet Type:	Grau	e: 0		Lanes:)
Secti	on Comments:						
Last	Insp. Date: 6/25/2017	TotalSa	mples: 11	Surveye	d: 3		
Cond	litions: PCI: 62						
Inspe	ection Comments:						
Sam	ble Number: 100	Type: R	Area:	23.00 Slabs	PCI: 66		
		cement slabs					
-	•		C 00				
71 71	FAULTING	L	6.00 Slabs				
71 73	FAULTING SHRINKAGE CR	L N	1.00 Slabs 1.00 Slabs				
73 67	LARGE PATCH	L	1.00 Slabs				
63	LINEAR CR	L	2.00 Slabs				
63	LINEAR CR	L	4.00 Slabs				
63	LINEAR CR	L	1.00 Slabs				
Sam	ble Number: 103	Type: R	Area:	20.00 Slabs	PCI: 61		
	ole Comments:						
62	CORNER BREAK	L	1.00 Slabs				
63	LINEAR CR	L	1.00 Slabs				
66	SMALL PATCH	L	2.00 Slabs				
66	SMALL PATCH	L	1.00 Slabs				
63	LINEAR CR	L	2.00 Slabs				
66	SMALL PATCH	L	1.00 Slabs				
62	CORNER BREAK	М	1.00 Slabs				
71	FAULTING	Μ	2.00 Slabs				
63 72	LINEAR CR	L	1.00 Slabs				
72	SHAT. SLAB CORNER SPALL	L L	1.00 Slabs 1.00 Slabs				
75 Som	ole Number: 105			20.00 Slabs	PCI: 59		
-	ble Comments:	Type: R	Area:	20.00 51408	FCI: 39		
Jam]	ne comments:						
67	LARGE PATCH	L	4.00 Slabs				
67	LARGE PATCH	L	2.00 Slabs				
71	FAULTING	L	3.00 Slabs				
62	CORNER BREAK	L	2.00 Slabs				
63 66	LINEAR CR	L	1.00 Slabs				
66 71	SMALL PATCH FAULTING	L L	2.00 Slabs 1.00 Slabs				
71	SMALL PATCH	L L	4.00 Slabs				
66	SMALL FAICH	L	4.00 51a08				
66 75		т	1.00 Slabs				
66 75 62	CORNER SPALL CORNER BREAK	L L	1.00 Slabs 2.00 Slabs				

Network:	RST				Nan	ne: Rocheste	er Interna	ational Air	port					
Branch:	CTA10		Na	ame:	CONNECTIN	G TAXIWAY A10	Use:	TAXIW	ΥAY	Ar	rea:		80,550 SqFt	
Section:	001	C	of 1	F	From: A			To:	В				Last Const.:	1/1/2000
Surface:	PCC	Family:	MN20	13 PCC	Zon	e:		Cate	gory:				Rank: P	
Area:		80,550 SqFt	L	ength:	395 H	Ft Wi	dth:		200 Ft					
Slabs:	129	Slab Lei	ngth:		25 Ft	Slab Width:		25 Ft			Joint Le	ength:	5,725 Ft	
Shoulder:	:	Street T	ype:			Grade: 0					Lanes:	0		
Section C	omments:													
Last Insp	. Date: 6/2	5/2017		TotalSa	amples: 6		Surveye	e d: 3						
Condition	ns: PCI:	90												
Inspection	n Comments	:												
Sample N	umber: 10	0 Ty	pe:	R	Area:	20.00	Slabs		PCI:	82				
Sample C	omments:													
73 SH	IRINKAGE (CR	Ν		1.00 Slabs									
	ULTING		L		4.00 Slabs									
65 JT	SEAL DMG		L		20.00 Slabs									
Sample N	umber: 10	2 Ty	pe:	R	Area:	24.00	Slabs		PCI:	90				
Sample C	omments:													
74 JO	INT SPALL		М		1.00 Slabs									
65 JT	SEAL DMG		М		24.00 Slabs									
Sample N	umber: 20	1 Ty	pe:	R	Area:	20.00	Slabs		PCI:	98				
Sample C	omments:													
65 JT	SEAL DMG		L		20.00 Slabs									

Netwo	ork: RST					Nam	e: Roche	ester Interr	ational Airp	ort					
Branc	ch: CTA3			Name:	CONNE	CTIN	G TAXIWAY A	.3 Use:	TAXIW	AY	А	rea:		59,360 SqFt	
Sectio	n: 001		of 1	1	From: A				To:	В				Last Const.:	1/1/2000
Surfa	ce: PCC	Famil	y: M	IN2013 PC	С	Zone	e:		Cate	gory:				Rank: P	
Area:		59,360 SqFt		Length	:	790 F	t	Width:		75 F					
Slabs:	95	Slab	Length	1:	25 Ft		Slab Width:		25 Ft			Joint L	ength:	3,875 Ft	
Shoul	der:	Stree	et Type:	:			Grade: 0					Lanes:	0		
Sectio	on Comments:														
Last I	nsp. Date: 6/2	25/2017		Tota	ISamples: 4			Survey	ed: 2						
	itions: PCI:				•			· ·							
Inspe	ction Comment	s:													
Samp	le Number: 1	00	Type:	R	Ar	ea:	32.	00 Slabs		PCI:	54				
-	le Comments:		-51												
66	SMALL PATO	СН		L	3.00 S	labs									
57	LARGE PATO	СН		L	32.00 S	labs									
53	LINEAR CR			L	3.00 S	labs									
53	LINEAR CR			L	3.00 S										
75	CORNER SPA			Н	1.00 S										
56	SMALL PATO	CH		М	1.00 S										
72	SHAT. SLAB			L	3.00 S										
64	DURABIL. CI	R		L	1.00 S										
63	LINEAR CR			L	1.00 S	labs									
Samp	le Number: 1	02	Type:	R	Are	ea:	32.	00 Slabs		PCI:	44				
Samp	le Comments:														
64	DURABIL. CI	R		М	4.00 S	labs									
64	DURABIL. CI	ર		М	2.00 S	labs									
63	LINEAR CR			М	1.00 S	labs									
75	CORNER SPA	ALL		М	1.00 S	labs									
64	DURABIL. CI	R		L	6.00 S	labs									
63	LINEAR CR			L	8.00 S	labs									
67	LARGE PATO			L	30.00 S										
64	DURABIL. CI	R		L	1.00 S	labs									

Netw	ork: RST			Na	ame: Roch	hester Interna	ational Airport				
Bran	ch: CTA6	١	lame:	CONNECT	NG TAXIWAY	A6 Use:	TAXIWAY	Area:		85,110 SqFt	
Section	on: 001	of 1	Fr	rom: A			To: B			Last Const.:	1/1/2000
Surfa	ce: PCC	Family: MN2	013 PCC	Zo	one:		Category:			Rank: P	
Area	85,1	10 SqFt	Length:	787	'Ft	Width:	75 F	t			
Slabs	: 136	Slab Length:		25 Ft	Slab Width:		25 Ft	Jo	int Length:	3,860 Ft	
Shou	lder:	Street Type:			Grade: 0			La	nes: 0		
Section	on Comments:										
Last	Insp. Date: 6/25/201	7	TotalSa	mples: 9		Surveye	d: 3				
Cond	itions: PCI: 48										
Inspe	ction Comments:										
Samp	le Number: 101	Туре:	R	Area:	20	0.00 Slabs	PCI:	49			
Samp	ole Comments:										
64	DURABIL. CR	L		4.00 Slab	s						
67	LARGE PATCH	L		16.00 Slab	S						
66	SMALL PATCH	М		3.00 Slab	s						
63	LINEAR CR	L		6.00 Slab							
66	SMALL PATCH	L		2.00 Slab							
54	DURABIL. CR	M		2.00 Slab	s						
Samp	le Number: 103	Type:	R	Area:	20	0.00 Slabs	PCI:	42			
Samp	le Comments:										
64	DURABIL. CR	М		1.00 Slab	S						
66	SMALL PATCH	L		2.00 Slab	S						
62	CORNER BREAK	L		1.00 Slab	S						
54	DURABIL. CR	L		3.00 Slab							
67	LARGE PATCH	L		20.00 Slab							
72	SHAT. SLAB	Μ		1.00 Slab							
74	JOINT SPALL	L		1.00 Slab							
63	LINEAR CR	L		9.00 Slab							
Samp	le Number: 105	Type:	R	Area:	20	0.00 Slabs	PCI:	53			
Samp	le Comments:										
75	CORNER SPALL	L		4.00 Slab	s						
66	SMALL PATCH	М		1.00 Slab	s						
64	DURABIL. CR	L		7.00 Slab	s						
66	SMALL PATCH	L		10.00 Slab	S						
63	LINEAR CR	L		4.00 Slab	s						
67	LARGE PATCH	L		16.00 Slab	8						

Network:	RST					Name:	Ro	cheste	er Interna	ational Air	port						
Branch:	CTA7		Na	ime: (CONNI	ECTING	TAXIWAY	′ A7	Use:	TAXIW	γAY		Area:		3	4,790 SqFt	
Section:	001	to	° 1	From	: A	4				To:	В					Last Const.:	1/1/2000
Surface:	PCC	Family:	MN201	13 PCC		Zone:				Cat	egory:					Rank: P	
Area:		34,790 SqFt	L	ength:		395 Ft		Wi	dth:		75 F	t					
Slabs:	56	Slab Len	gth:	2	25 Ft	S	lab Width:			25 Ft			Join	t Lengtł	1:	1,900 Ft	
Shoulder	:	Street Ty	pe:			G	Grade: 0)					Lan	es: 0)		
Section C	comments:																
Last Insp	. Date: 6/2	5/2017		TotalSample	es: 3				Surveye	d: 2							
Condition	ns: PCI:	57															
Inspectio	n Comments	:															
Sample N	umber: 10)1 Typ	e:	R	A	rea:	2	24.00	Slabs		PCI:	51					
Sample C	Comments:																
64 DI	URABIL. CR	1	М		1.00	Slabs											
67 LA	ARGE PATC	Н	L	2	21.00	Slabs											
64 DI	URABIL. CR	ł	L		5.00												
	NEAR CR		L		6.00												
67 LA	ARGE PATC	Н	Μ		2.00	Slabs											
Sample N	umber: 10)2 Typ	e:	R	A	rea:	2	24.00	Slabs		PCI:	62					
Sample C	Comments:																
64 DI	URABIL. CR	1	L		1.00	Slabs											
72 SH	HAT. SLAB		L		1.00	Slabs											
66 SN	MALL PATC	Ή	L		6.00	Slabs											
75 CC	ORNER SPA	LL	L		1.00	Slabs											
63 LI	NEAR CR		L		10.00	Slabs											
64 DI	URABIL. CR	L .	Μ		1.00	Slabs											

	: RST					N	ame:	Rochest	er Interna	tional Air _l	port					
Branch:	CTA8			N	ame:	CONNECT	TING TAXI	WAY A8	Use:	TAXIW	AY	Are	ea:		44,420 SqFt	
Section:	001		of	1	Fr	om: A				To:	В				Last Cons	t.: 1/1/2000
Surface:	AC	Fa	amily: M	IN20	13 Asphal	t Taxiways Z	lone:			Cate	gory:				Rank: P	
Area:		44,420 S	GqFt	I	ength:	51	0 Ft	W	dth:		75 Ft					
Slabs:		S	lab Length	ı:		Ft	Slab W	idth:		Ft			Joint Le	ngth:		Ft
Shoulder	r:	S	Street Type	:			Grade:	0					Lanes:	0		
Section C	Comments:															
Last Insp	p. Date: 6/2	25/2017			TotalSa	nples: 11			Surveye	d: 3						
Condition	ns: PCI:	73														
Inspectio	on Comment	s:														
Sample N	Number: 1	02	Туре:		R	Area	:	3750.00	SqFt		PCI:	67				
Sample C	Comments:															
-	Comments: /EATHERIN	G		L		1900.00 SqI	₹t									
57 W		G		L M		1900.00 SqF 4.00 Ft	Ft									
57 W 48 L	/EATHERIN	G					Ft									
57 W 48 L 48 L	/EATHERIN & T CR		Туре:	Μ	R	4.00 Ft		3750.00	SqFt		PCI:	72				
57 W 48 L 48 L Sample N	/EATHERIN & T CR & T CR		Туре:	Μ	R	4.00 Ft 397.00 Ft		3750.00	SqFt		PCI:	72				
57 W 48 L 48 L Sample N Sample C	/EATHERIN & T CR & T CR Number: 10		Туре:	Μ	R	4.00 Ft 397.00 Ft		3750.00	SqFt		PCI:	72				
57 W 48 L 48 L Sample N Sample C 48 L	VEATHERIN & T CR & T CR Number: 10 Comments:	05	Туре:	M L	R	4.00 Ft 397.00 Ft Area	:	3750.00	SqFt		PCI:	72				
57 W 48 L 48 L Sample N Sample C 48 L 57 W	/EATHERIN & T CR & T CR Number: 10 Comments: & T CR	05 G	Туре:	M L L	R	4.00 Ft 397.00 Ft Area 359.00 Ft	: Ft	3750.00			PCI: PCI:					
57 W 48 L 48 L Sample N Sample C 48 L 57 W Sample N	/EATHERIN & T CR & T CR Number: 10 Comments: & T CR /EATHERIN	05 G		M L L		4.00 Ft 397.00 Ft Area 359.00 Ft 3500.00 SqF	: Ft									

Netv	vork: RST			Nar	ne: Roches	ter Interna	ational Airport				
Brar	nch: CTA9	Ν	Name:	CONNECTIN	IG TAXIWAY A9	Use:	TAXIWAY	I	Area:	80,840 SqFt	
Secti	ion: 001	of 1	1	From: A			To: B			Last Const.:	1/1/2000
Surf	ace: PCC	Family: MN2	013 PCC	Zon	e:		Category	:		Rank: P	
Area	1: 80,84	40 SqFt	Length:	500 H	Ft W	idth:	210	Ft			
Slab	s: 129	Slab Length:		25 Ft	Slab Width:		25 Ft		Joint Len	gth: 7,690 Ft	
Shou	ılder:	Street Type:			Grade: 0				Lanes:	0	
Secti	ion Comments:										
Last	Insp. Date: 6/25/2017	7	TotalS	amples: 9		Surveye	d: 4				
Con	ditions: PCI: 61										
[nsp	ection Comments:										
Sam	ple Number: 104	Туре:	R	Area:	20.00	0 Slabs	PCI	: 75			
	ple Comments:	-51									
56	SMALL PATCH	М		1.00 Slabs							
55	JT SEAL DMG	Н		20.00 Slabs							
71	FAULTING	L		2.00 Slabs							
75	CORNER SPALL	М		2.00 Slabs							
Sam	ple Number: 201	Type:	R	Area:	16.00	0 Slabs	PCI	: 68			
Sam	ple Comments:										
53	LINEAR CR	L		1.00 Slabs							
53	LINEAR CR	L		1.00 Slabs							
12	SHAT. SLAB	L		1.00 Slabs							
56	SMALL PATCH	L		1.00 Slabs							
52 55	CORNER BREAK JT SEAL DMG	M H		1.00 Slabs 16.00 Slabs							
	ple Number: 203	Туре:	R		20.00	0 Slabs	DCI	: 54			
	-	Type:	ĸ	Area:	20.00	0 Stabs	PCI	: 54			
sam	ple Comments:										
54	DURABIL. CR	Н		1.00 Slabs							
54	DURABIL. CR	L		1.00 Slabs							
55	JT SEAL DMG	Н		20.00 Slabs							
75	CORNER SPALL	Н		1.00 Slabs							
54 56	DURABIL. CR SMALL PATCH	M L		3.00 Slabs 3.00 Slabs							
56			D		16.00	0 Slaba	DCI	. 12			
	ple Number: 205	Type:	R	Area:	10.00	0 Slabs	rU	: 43			
sam	ple Comments:										
71	FAULTING	L		2.00 Slabs							
56	SMALL PATCH	М		2.00 Slabs							
71	FAULTING	М		2.00 Slabs							
55	JT SEAL DMG	Н		16.00 Slabs							
54	DURABIL. CR	M		1.00 Slabs							
54 15	DURABIL. CR	L		3.00 Slabs							
75 52	CORNER SPALL	Н		3.00 Slabs							
52	CORNER BREAK	L		1.00 Slabs							

Network:	RST				Na	ne: Roches	ter Internat	tional Airpo	ort				
Branch:	CTE	1		Name:	CONNECTIN	IG TAXIWAY B1	Use:	TAXIWA	Y	Area:	1	8,330 SqFi	t
Section:	001		of 1		From: A			To:	В			Last Con	st.: 1/1/2000
Surface:	AC	Fa	mily: M	N2013 Aspł	alt Taxiways Zor	ie:		Catego	ory:			Rank: P	,
Area:		18,330 S	qFt	Length:	245	Ft W	idth:		60 Ft				
Slabs:		S	lab Length	:	Ft	Slab Width:		Ft		Joint L	ength:		Ft
Shoulder	:	S	treet Type:			Grade: 0				Lanes:	0		
Section C	omments	:											
Last Insp	. Date:	6/25/2017		TotalS	amples: 5		Surveyed	1: 2					
Condition	ns: PC	I: 75											
Inspectio	n Comme	ents:											
Sample N	umber:	101	Type:	R	Area:	3000.00) SqFt	P	PCI: C	77			
Sample C	comments	:											
48 L	& T CR			L	83.00 Ft								
48 L	& T CR			М	77.00 Ft								
	umber:	103	Type:	R	Area:	3000.00) SqFt	P	PCI: 7	72			
Sample N													
Sample N Sample C	omments	:											
Sample C	Comments & T CR	:		М	119.00 Ft								

Network:	RST			Nan	Rochester Inte	rnational Airport		
Branch:	CTB2		Name:	CONNECTIN	G TAXIWAY B2 Use	: TAXIWAY	Area:	18,190 SqFt
Section:	001	of	1	From: A		То: В		Last Const.: 1/1/2000
Surface:	AC	Family: N	/IN2013 Asj	ohalt Taxiways Zon	2:	Category:		Rank: P
Area:		18,190 SqFt	Length	: 245 F	t Width:	60 Ft		
Slabs:		Slab Lengtl	h:	Ft	Slab Width:	Ft	Joint Lengt	h: Ft
Shoulder:		Street Type	:		Grade: 0		Lanes:)
Section Co	omments:							
Last Insp.	Date: 6/	25/2017	Tota	Samples: 5	Surve	yed: 2		
Condition	s: PCI:	83						
Inspection	Commen	ts:						
Sample Nu	umber: 1	01 Type:	R	Area:	3000.00 SqFt	PCI:	87	
	omments:							
Sample Co								
-	λ T CR		L	45.00 Ft				
- 48 L&	λ T CR λ T CR		L M	45.00 Ft 15.00 Ft				
- 48 L&	t CR	03 Type:	М		3000.00 SqFt	PCI:	80	
48 L& 48 L&	amber: 1	03 Type:	М	15.00 Ft	3000.00 SqFt	PCI:	80	
48 L & 48 L & Sample Nu Sample Co	amber: 1	03 Type:	М	15.00 Ft	3000.00 SqFt	PCI:	80	

Netwo	ork: R	ST				Ν	lame:	Rocheste	er Interna	tional Air	port				
Branc	h: C	ГВ3		N	ame:	CONNECT	TING TAXIW	VAY B3	Use:	TAXIW	AY		Area:	18,120 SqF	۲ <u>ٔ</u> t
Sectio	n: 001		of	1	F	rom: A				To:	В			Last Cor	nst.: 1/1/2000
Surfa	ce: AC		Family:	MN20)13 Aspha	lt Taxiways Z	lone:			Cate	gory:			Rank:	Р
Area:		1	8,120 SqFt	1	Length:	24	5 Ft	Wi	idth:		60 Ft				
Slabs	:		Slab Leng	th:		Ft	Slab Wie	dth:		Ft			Joint Lengt	h:	Ft
Shoul	der:		Street Typ	e:			Grade:	0					Lanes:	0	
Sectio	n Comme	nts:													
Condi		PCI: 8			TotalSa	mples: 5			Surveye	d: 2					
Condi Inspe	tions:	PCI: 8	30		TotalSa R	mples: 5 Area:		3000.00		d: 2	PCI:	80			
Condi Inspector	tions:	PCI: 8 ments: : 101		:			:			d: 2	PCI:	80			
Condi Inspector	itions:	PCI: 8 ments: : 101 nts:	30	: M			:			d: 2	PCI:	80			
Condi Inspec Samp Samp 48	itions: ction Com le Number le Comme	PCI: 8 ments: : 101 nts:	30			Area:				d: 2	PCI:	80			
Condi Inspector Samp Samp	itions: 1 ction Com le Number le Comme L & T Cl	PCI: 8 ments: : 101 nts:	30	М		Area: 24.00 Ft	:			d: 2	PCI:	80			
Condi Inspec Samp Samp 48 48 48 48	itions: 1 ction Com le Number le Comme L & T CI L & T CI	PCI: 8 ments: : 101 nts:	30	M L L		Area: 24.00 Ft 76.00 Ft			SqFt	d: 2		80			
Condi Inspec Samp Samp 48 48 48 48 Samp	itions: 1 ction Com le Number le Comme L & T CI L & T CI L & T CI	PCI: 8 ments: : 101 hts: : 103	30 Type	M L L	R	Area: 24.00 Ft 76.00 Ft 73.00 Ft		3000.00	SqFt	d: 2					
Condi Inspect Samp Samp 48 48 48 48 Samp	tions: 1 ction Com le Number le Comme L & T CI L & T CI L & T CI L & T CI	PCI: 8 ments: : 101 mts: : 103 mts:	30 Type	M L L	R	Area: 24.00 Ft 76.00 Ft 73.00 Ft		3000.00	SqFt	d: 2					

Netw	vork: RST			Nan	ne: Rocheste	er Interna	tional Airport				
Bran	nch: CTB4	Ν	ame: CO	NNECTIN	NG TAXIWAY B4	Use:	TAXIWAY	Area:	:	59,920 SqFt	
Secti	ion: 001	of 1	From:	А			To: B			Last Const.:	1/1/2000
Surf	ace: AC	Family: MN20)13 Asphalt Taxiv	ways Zon	ie:		Category:			Rank: P	
Area	: 59,92	0 SqFt I	Length:	287 F	Ft Wi	idth:	200 Ft	t			
Slab	s:	Slab Length:	1	Ft	Slab Width:		Ft	Joint	Length:	F	
Shou	ılder:	Street Type:			Grade: 0			Lanes	s: 0		
Secti	ion Comments:	71									
Last	Insp. Date: 6/25/2017		TotalSamples:	12		Surveye	d: 4				
Cond	ditions: PCI: 55										
Insp	ection Comments:										
-		T	D	A	5000.00	C.E.	BOT	60			
-	ple Number: 100	Type:	R	Area:	5000.00	SqFt	PCI:	60			
Sam	ple Comments:										
48	L & T CR	М	162.	00 Ft							
43	BLOCK CR	Μ	400.	00 SqFt							
48	L & T CR	L		00 Ft							
57	WEATHERING	L		00 SqFt							
57	WEATHERING	М	600.	00 SqFt							
Sam	ple Number: 201	Type:	R	Area:	5000.00	SqFt	PCI:	34			
Samj	ple Comments:										
41	ALLIGATOR CR	L	400.	00 SqFt							
57	WEATHERING	М	400.	00 SqFt							
57	WEATHERING	L	4600.	00 SqFt							
48	L & T CR	Μ	152.	00 Ft							
52	RAVELING	Μ		00 SqFt							
48	L & T CR	L	178.	00 Ft							
Samj	ple Number: 302	Type:	R	Area:	5000.00	SqFt	PCI:	66			
Samj	ple Comments:										
57	WEATHERING	L	4600.	00 SqFt							
57	WEATHERING	Μ	400.	00 SqFt							
48	L & T CR	L		00 Ft							
48	L & T CR	М	107.	00 Ft							
Sam	ple Number: 401	Type:	R	Area:	5000.00	SqFt	PCI:	59			
Sam	ple Comments:										
48	L & T CR	L	433.	00 Ft							
57	WEATHERING	М		00 SqFt							
57	WEATHERING	L		00 SqFt							
48	L & T CR	Μ		00 Ft							
52	RAVELING	Н	3.	00 SqFt							

Network: R	ST		Name:	Rochester Intern	ational Airport		
Branch: C	TC	Name:	CONNECTING TAX	KIWAY C Use:	TAXIWAY	Area:	24,110 SqFt
Section: 001	o	f 1 F 1	rom: A		To: B		Last Const.: 1/1/2000
Surface: PCC	Family:	MN2013 PCC	Zone:		Category:		Rank: P
Area:	24,110 SqFt	Length:	251 Ft	Width:	80 Ft		
Slabs: 39	Slab Len	gth:	25 Ft Slab	Width:	25 Ft	Joint Length	: 1,275 Ft
Shoulder:	Street Ty	pe:	Grad	e: 0		Lanes: 0	
Section Comme	nts:						
Last Insp. Date:	6/25/2017	TotalSa	mples: 2	Survey	ed: 1		
Conditions: I	PCI: 93						
Inspection Com	ments:						
Sample Number	r: 100 Typ	e: R	Area:	32.00 Slabs	PCI: 93	3	
Sample Comme	nts:						
65 JT SEAL	DMG	М	32.00 Slabs				

Network:	RST			Name:	Rochester Inter	national Airport		
Branch:	CTD		Name:	CONNECTING TA	XIWAY D Use	TAXIWAY	Area:	63,180 SqFt
Section:	002	of	2 F	rom: A		To: B		Last Const.: 1/1/2000
Surface:	PCC	Family:	MN2013 PCC	Zone:		Category:		Rank: P
Area:		21,090 SqFt	Length:	271 Ft	Width:	60 Ft		
Slabs:	34	Slab Leng	gth:	25 Ft Slab	Width:	25 Ft	Joint Le	ngth: 970 Ft
Shoulder:		Street Ty	pe:	Grad	le: 0		Lanes:	0
Section Co	mments:							
Last Insp. I			TotalSa	mples: 2	Surve	yed: 1		
Conditions: Inspection								
Sample Nu	mber: 1	01 Typ	e: R	Area:	24.00 Slabs	PCI: 9	03	
Sample Co	mments:							
65 JT S	EAL DM	G	М	24.00 Slabs				

Network:	RST			Name:	Rochester Interna	ational Airport		
Branch:	CTD		Name:	CONNECTING TA	AXIWAY D Use:	TAXIWAY	Area:	63,180 SqFt
Section:	001	of	f 2 I	From: A		То: В		Last Const.: 1/1/2000
Surface:	PCC	Family:	MN2013 PCC	Zone:		Category:		Rank: P
Area:		42,090 SqFt	Length:	395 Ft	Width:	80 Ft		
Slabs:	67	Slab Len	gth:	25 Ft Sla	b Width:	25 Ft	Joint Length:	2,053 Ft
Shoulder:		Street Ty	pe:	Gra	ide: 0		Lanes: 0	
Section Co	omments:							
Last Insp.	Date: 6/2:	5/2017	TotalS	amples: 4	Surveye	ed: 2		
Condition	s: PCI:	96						
Inspection	o Comments	:						
Sample N	umber: 10	1 Typ	e: R	Area:	16.00 Slabs	PCI: 9	93	
- Sample Co								
65 JT	SEAL DMG	ł	М	16.00 Slabs				
Sample N	umber: 10	2 Typ	e: R	Area:	16.00 Slabs	PCI: 9	98	
	omments:							
Sample Co	ommenta.							

Network:	RST			Nan	ne: Roche	ster Intern	ational Airport		
Branch:	CTE		Name:	CONNECTIN	G TAXIWAY E	Use:	TAXIWAY	Area:	37,970 SqFt
Section:	001	ot	f 1	From: A			To: B		Last Const.: 1/1/2000
Surface:	PCC	Family:	MN2013 PCC	Zon	e:		Category:		Rank: P
Area:		37,970 SqFt	Length:	635 F	řt V	Width:	60 Ft		
Slabs:	61	Slab Len	igth:	25 Ft	Slab Width:		25 Ft	Joint Length:	2,353 Ft
Shoulder:		Street Ty	ype:		Grade: 0			Lanes: 0	
Section Co	omments:								
Condition	. Date: 6/2 is: PCI: n Comments	93	TotalS	amples: 4		Surveye	ed: 2		
-	umber: 10	00 Ty r	pe: R	Area:	24.0	00 Slabs	PCI: 93	3	
65 JT	SEAL DMO	3	М	24.00 Slabs					
Sample N	umber: 10	02 Ty	pe: R	Area:	18.	00 Slabs	PCI: 92	3	
Sample Co	omments:								
75 CC	ORNER SPA	LL	Н	1.00 Slabs					
65 JT	SEAL DMO	3	L	18.00 Slabs					

Networ	k: RST			Nar	ne: Roch	nester Intern	ational Airport				
Branch	: CTF		Name:	CONNECTIN	IG TAXIWAY I	F Use:	TAXIWAY		Area:	53,330 SqFt	
Section	: 001	of	1	From: A			To: B			Last Const.:	1/1/2000
Surface	e: PCC	Family:	MN2013 PC	C Zon	ie:		Categor	y:		Rank: P	
Area:		53,330 SqFt	Length	: 8001	Ft	Width:	60)Ft			
Slabs:	85	Slab Leng	gth:	25 Ft	Slab Width:		25 Ft		Joint Length	: 2,980 Ft	
Should	er:	Street Ty	pe:		Grade: 0				Lanes: 0		
Section	Comments:										
Last In	sp. Date: 6/2	5/2017	Tota	ISamples: 6		Surveye	ed: 3				
Conditi											
Inspect	ion Comments	:									
Sample	Number: 10	00 Туре	e: R	Area:	29	0.00 Slabs	PC	I: 82			
Sample	Comments:										
65	JT SEAL DMG	Ĵ	Н	29.00 Slabs							
	JOINT SPALL		Н	1.00 Slabs							
74	JOINT SPALL		L	1.00 Slabs							
Sample	Number: 10)3 Тур е	e: R	Area:	24	.00 Slabs	PC	I: 93			
Sample	Comments:										
65	JT SEAL DMG	3	М	24.00 Slabs							
Sample	Number: 10)5 Туре	e: R	Area:	24	.00 Slabs	PC	I: 77			
Sample	Comments:										
66	SMALL PATC	сн	L	1.00 Slabs							
75	CORNER SPA	LL	Н	1.00 Slabs							
65	JT SEAL DMG	3	Н	24.00 Slabs							
64	DURABIL. CR	t	L	1.00 Slabs							
74	JOINT SPALL		Μ	1.00 Slabs							

INCLW	vork: RST			Nai	ne: Rochester Intern	ational Airport		
Bran	ich: CTG		Name:	CONNECTIN	NG TAXIWAY G Use:	TAXIWAY	Area:	37,780 SqFt
Secti	on: 001	of 1	.]	From: A		То: В		Last Const.: 1/1/2000
Surfa	ace: AC	Family: M	N2013 Asph	alt Taxiways Zor	ie:	Category:		Rank: P
Area	: 37,78	0 SqFt	Length:	6101	Ft Width:	60 Ft		
Slabs	s:	Slab Length	:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shou	llder:	Street Type:			Grade: 0		Lanes: 0	
Secti	on Comments:							
Last	Insp. Date: 6/25/2017		TotalS	amples: 6	Surveye	ed: 2		
	litions: PCI: 49				-			
Inspe	ection Comments:							
Sam	ple Number: 101	Type:	R	Area:	6000.00 SqFt	PCI: 5	52	
-	ple Number: 101 ple Comments:	Туре:	R	Area:	6000.00 SqFt	PCI: 5	2	
Samj	•	Туре:	R	Area: 131.00 Ft	6000.00 SqFt	PCI: 5	2	
Samj 48	ple Comments:	Туре:			6000.00 SqFt	PCI: 5	2	
Samj 48 48	ple Comments:	Туре:	L	131.00 Ft	6000.00 SqFt	PCI: 5	2	
Samj 48 48 43	ple Comments: L & T CR L & T CR	Type:	L M	131.00 Ft 66.00 Ft	6000.00 SqFt	PCI: 5	2	
Samj 48 48 43 57	ple Comments: L & T CR L & T CR BLOCK CR	Туре:	L M L	131.00 Ft 66.00 Ft 3000.00 SqFt	6000.00 SqFt	PCI: 5	2	
Samj 48 48 43 57 43	ple Comments: L & T CR L & T CR BLOCK CR WEATHERING	Туре:	L M L M	131.00 Ft 66.00 Ft 3000.00 SqFt 3000.00 SqFt	6000.00 SqFt 6000.00 SqFt	PCI: 5		
Samj 48 48 43 57 43 Samj	L & T CR L & T CR L & T CR BLOCK CR WEATHERING BLOCK CR		L M L M M	131.00 Ft 66.00 Ft 3000.00 SqFt 3000.00 SqFt 400.00 SqFt				
Samj 48 48 43 57 43 Samj Samj	L & T CR L & T CR L & T CR BLOCK CR WEATHERING BLOCK CR Ple Number: 102		L M L M M	131.00 Ft 66.00 Ft 3000.00 SqFt 3000.00 SqFt 400.00 SqFt				
Samj 48 48 43 57 43 Samj	ple Comments: L & T CR L & T CR BLOCK CR WEATHERING BLOCK CR ple Number: 102 ple Comments:		L M L M M R	131.00 Ft 66.00 Ft 3000.00 SqFt 3000.00 SqFt 400.00 SqFt Area:				
Samj 48 48 43 57 43 Samj Samj 43 41	ple Comments: L & T CR L & T CR BLOCK CR WEATHERING BLOCK CR ple Number: 102 ple Comments: BLOCK CR		L M L M M R	131.00 Ft 66.00 Ft 3000.00 SqFt 3000.00 SqFt 400.00 SqFt Area: 2500.00 SqFt				
Samj 48 48 43 57 43 Samj 53 Samj 43	be Comments: L & T CR L & T CR BLOCK CR WEATHERING BLOCK CR ple Number: 102 ple Comments: BLOCK CR ALLIGATOR CR		L M L M R L M	131.00 Ft 66.00 Ft 3000.00 SqFt 3000.00 SqFt 400.00 SqFt Area: 2500.00 SqFt 64.00 SqFt				

Netwo	ork: RST		Nar	ne: Rochester	nterna	tional Airport		
Branc	ch: CTH	Nai	me: CONNECTIN	IG TAXIWAY H	Use:	TAXIWAY	Area:	21,700 SqFt
Sectio	on: 001	of 1	From: A			То: В		Last Const.: 1/1/2000
Surfa	ce: AC	Family: MN201	3 Asphalt Taxiways Zon	ie:		Category:		Rank: P
Area:	21,70	00 SqFt Le	ength: 3201	Ft Widt	h:	80 Ft		
Slabs	:	Slab Length:	Ft	Slab Width:		Ft	Joint Length:	Ft
Shoul	der:	Street Type:		Grade: 0			Lanes: 0	
Sectio	on Comments:							
Last I	insp. Date: 6/25/2017	, ,	TotalSamples: 6	Su	rveye	d: 3		
	itions: PCI: 46							
Inspe	ction Comments:							
Samp	le Number: 101	Type:	R Area:	3000.00 Sc	Ft	PCI: 51		
Samp	le Comments:							
43	BLOCK CR	М	550.00 SqFt					
57	WEATHERING	L	65.00 SqFt					
48	L & T CR	Н	10.00 Ft					
48	L & T CR	М	86.00 Ft					
48	L & T CR	L	220.00 Ft					
45	DEPRESSION	L	37.00 SqFt					
-	le Number: 103	Type:	R Area:	3000.00 Sc	Ft	PCI: 48		
Samp	le Comments:							
45	DEPRESSION	L	16.00 SqFt					
57	WEATHERING	L	400.00 SqFt					
41	ALLIGATOR CR	М	12.00 SqFt					
48	L & T CR	Н	3.00 Ft					
48	L & T CR	М	68.00 Ft					
48	L & T CR	L	186.00 Ft					
43	BLOCK CR	L	1200.00 SqFt					
Samp	le Number: 105	Type:	R Area:	3000.00 Sc	Ft	PCI: 41		
Samp	le Comments:							
57	WEATHERING	L	200.00 SqFt					
41	ALLIGATOR CR	L	4.00 SqFt					
41	ALLIGATOR CR	М	6.00 SqFt					
48	L & T CR	L	307.00 Ft					
43	BLOCK CR	L	350.00 SqFt					
43	BLOCK CR	Н	100.00 SqFt					
48	L & T CR	М	116.00 Ft					

Network: RST			Nar	ne: Rochester Inte	rnational Airpo	rt		
Branch: CTJ	2	Name:	CONNECTIN	IG TAXIWAY J Use	TAXIWA	Y	Area:	22,250 SqFt
Section: 001	of 1		From: A		To: 1	3		Last Const.: 1/1/2000
Surface: AC	Family: MN2	2013 Asp	halt Taxiways Zon	e:	Catego	ory:		Rank: P
Area: 2	22,250 SqFt	Length	3201	Ft Width:	:	80 Ft		
Slabs:	Slab Length:		Ft	Slab Width:	Ft		Joint Length:	Ft
Shoulder:	Street Type:			Grade: 0			Lanes: 0	
Section Comments:								
Last Insp. Date: 6/25/	/2017	Total	Samples: 6	Surve	eyed: 3			
Conditions: PCI:	28							
Inspection Comments:								
Sample Number: 101	Туре:	R	Area:	3000.00 SqFt	Р	CI: 17		
Sample Comments:				-				
43 BLOCK CR	L		1000.00 SqFt					
41 ALLIGATOR CI			250.00 SqFt					
43 BLOCK CR	H		1150.00 SqFt					
Sample Number: 103	Type:	R	Area:	3000.00 SqFt	Р	CI: 28		
Sample Comments:								
41 ALLIGATOR CH	R M	1	100.00 SqFt					
48 L & T CR	L		200.00 Ft					
43 BLOCK CR	H	I	900.00 SqFt					
Sample Number: 105	Type:	R	Area:	3000.00 SqFt	Р	CI: 38		
Sample Comments:								
48 L & T CR	L		180.00 Ft					
43 BLOCK CR	Н	I	500.00 SqFt					
43 BLOCK CR	Ν		130.00 SqFt					
48 L & T CR	Ν	1	20.00 Ft					

Network: RST				Na	me: Roche	ester Interna	ational Air	port					
Branch: CTK		Na	ame:	CONNECTI	NG TAXIWAY K	Use:	TAXIW	AY	I	Area:	27	7,940 SqFt	
Section: 001	of		F	rom: A			To:	В				Last Const.	: 1/1/2000
Surface: AC	Family: M	N20	13 Aspha	lt Taxiways Zo	one:		Cate	gory:				Rank: P	
Area: 2'	7,940 SqFt	L	ength:	320	Ft	Width:		60 Ft					
Slabs:	Slab Length	:		Ft	Slab Width:		Ft			Joint Leng	th:		Ft
Shoulder:	Street Type	:			Grade: 0					Lanes:	0		
Section Comments:													
Last Insp. Date: 6/25/2	2017		TotalSa	mples: 8		Surveye	d: 3						
Conditions: PCI: 5				-									
Inspection Comments:													
inspection comments.													
Sample Number: 101	Type:		R	Area:	3000.	.00 SqFt		PCI:	62				
Sample Number: 101 Sample Comments:	Туре:		R	Area:	3000.	.00 SqFt		PCI:	62				
-	Туре:	L	R	Area: 3000.00 SqFt		.00 SqFt		PCI:	62				
Sample Comments:	Туре:	L M	R			.00 SqFt		PCI:	62				
Sample Comments: 43 BLOCK CR	Туре:		R	3000.00 SqFt		.00 SqFt .00 SqFt		PCI: PCI:					
Sample Comments: 43 BLOCK CR 57 WEATHERING Sample Number: 103				3000.00 SqFt 69.00 SqFt		•							
Sample Comments: 43 BLOCK CR 57 WEATHERING Sample Number: 103 Sample Comments:		M		3000.00 SqFt 69.00 SqFt Area:		•							
Sample Comments: 43 BLOCK CR 57 WEATHERING Sample Number: 103 Sample Comments: 48 L & T CR		M L		3000.00 SqFt 69.00 SqFt Area: 20.00 Ft	3000.	•							
Sample Comments: 43 BLOCK CR 57 WEATHERING Sample Number: 103 Sample Comments: 48 L & T CR 57 WEATHERING		M L L		3000.00 SqFt 69.00 SqFt 20.00 Ft 300.00 SqFt	3000.	•							
Sample Comments: 43 BLOCK CR 57 WEATHERING Sample Number: 103 Sample Comments: 48 L & T CR		M L		3000.00 SqFt 69.00 SqFt Area: 20.00 Ft	3000.	•							
Sample Comments: 43 BLOCK CR 57 WEATHERING Sample Number: 103 Sample Comments: 48 L & T CR 57 WEATHERING 57 WEATHERING	Туре:	M L L M		3000.00 SqFt 69.00 SqFt Area: 20.00 Ft 300.00 SqFt 300.00 SqFt	3000.	•			54				
Sample Comments: 43 BLOCK CR 57 WEATHERING Sample Number: 103 Sample Comments: 48 L & T CR 57 WEATHERING 57 WEATHERING 43 BLOCK CR		M L L M	R	3000.00 SqFt 69.00 SqFt 20.00 Ft 300.00 SqFt 300.00 SqFt 300.00 SqFt 2800.00 SqFt	3000.	.00 SqFt		PCI:	54				
Sample Comments: 43 BLOCK CR 57 WEATHERING Sample Number: 103 Sample Comments: 48 L & T CR 57 WEATHERING 57 WEATHERING 43 BLOCK CR Sample Number: 105	Туре:	M L L M	R	3000.00 SqFt 69.00 SqFt 20.00 Ft 300.00 SqFt 300.00 SqFt 300.00 SqFt 2800.00 SqFt	3000.	.00 SqFt		PCI:	54				

Branch:					Nar		hester Intern	attona / m	pon				
branch.	CTM		Na	me:	CONNECTIN	IG TAXIWAY	M Use:	TAXIW	ΆY	Area:		38,070 SqFt	
Section: (001	of	1	Fr	om: A			To:	В			Last Const.:	1/1/2000
Surface: 1	PCC	Family:	MN201	3 PCC	Zon	ne:		Cate	gory:			Rank: P	
Area:		38,070 SqFt	L	ength:	251 I	Ft	Width:		240 Ft	t			
Slabs: (51	Slab Len	gth:		25 Ft	Slab Width:		25 Ft		Joint	Length:	4,328 Ft	
Shoulder:		Street Ty	pe:			Grade: 0				Lanes	: 0		
Section Con	nments:												
Last Insp. E	Date: 6/25	5/2017		TotalSar	nples: 5		Survey	ed: 3					
- Conditions:	PCI:	88			-		-						
Inspection (
Inspection	comments	•											
Sample Nur	nber: 10	0 Typ	e:	R	Area:	2	0.00 Slabs		PCI:	88			
Sample Con	nments:												
55 JT SI	EAL DMG		Н		20.00 Slabs								
Sample Nur	nber: 10	1 Typ	e:	R	Area:	1	5.00 Slabs		PCI:	88			
Sample Con	nments:												
75 COR	NER SPAI	LL	Н		1.00 Slabs								
55 JT SI	EAL DMG		М		16.00 Slabs								
Sample Nur	nber: 10	3 Тур	e:	R	Area:	1	5.00 Slabs		PCI:	88			
Sample Con	nments:												
55 JT SI	EAL DMG		Н		16.00 Slabs								

Network: RST			Nar	ne: Ro	chester Interna	tional Air	port				
Branch: PTA		Name:	PARALLEL	TAXIWAY A	Use:	TAXIW	AY	A	Area:	550,920 SqFt	
Section: 002	of 2	2	From: A			To:	В	_		Last Const.:	1/1/2000
Surface: PCC	Family: M	IN2013 PCC	Z Zon	e:		Cate	egory:			Rank: P	
Area: 454,1	70 SqFt	Length:	7,450 I	ŕt	Width:		60 Ft				
Slabs: 727	Slab Length	1:	25 Ft	Slab Width:		25 Ft			Joint Length:	28,250 Ft	
Shoulder:	Street Type			Grade: 0					Lanes: 0	20,20011	
	Street Type	•		Graue: (,				Lanes: 0		
Section Comments:											
Last Insp. Date: 6/25/201	.7	Totals	Samples: 38		Surveye	d: 9					
Conditions: PCI: 83											
Inspection Comments:											
Sample Number: 107	Туре:	R	Area:		32.00 Slabs		PCI:	66			
Sample Comments:											
-		м	1.00 Slaba								
66 SMALL PATCH75 CORNER SPALL		M M	1.00 Slabs								
		M L	1.00 Slabs 1.00 Slabs								
		L H	1.00 Slabs								
		H N	1.00 Slabs								
73 SHRINKAGE CR 74 JOINT SPALL		N M	1.00 Slabs								
			32.00 Slabs								
		M H	32.00 Slabs 1.00 Slabs								
53 LINEAR CR		н М									
75 CORNER SPALL 56 SMALL PATCH		M M	1.00 Slabs 1.00 Slabs								
56 SMALL PATCH 53 LINEAR CR		M L	1.00 Slabs								
	T				22.00.01.1		DOT	(2)			
ample Number: 111	Туре:	R	Area:	3	32.00 Slabs		PCI:	62			
ample Comments:											
5 JT SEAL DMG		М	32.00 Slabs								
3 LINEAR CR		М	2.00 Slabs								
3 SHRINKAGE CR		Ν	1.00 Slabs								
4 DURABIL. CR		L	2.00 Slabs								
4 DURABIL. CR		М	2.00 Slabs								
74 JOINT SPALL		М	1.00 Slabs								
57 LARGE PATCH		L	1.00 Slabs								
66 SMALL PATCH		М	7.00 Slabs								
Sample Number: 115	Type:	R	Area:	1	32.00 Slabs		PCI:	87			
ample Comments:											
53 LINEAR CR		L	1.00 Slabs								
55 JT SEAL DMG		М	32.00 Slabs								
4 JOINT SPALL		М	1.00 Slabs								
Sample Number: 120	Type:	R	Area:	2	32.00 Slabs		PCI:	77			
Sample Comments:											
4 DURABIL. CR		М	3.00 Slabs								
4 JOINT SPALL		M	1.00 Slabs								
55 JT SEAL DMG		M	32.00 Slabs								
Sample Number: 124	Туре:	R	Area:		32.00 Slabs		PCI:	88			
Sample Comments:	-, PC										
55 JT SEAL DMG		M M	32.00 Slabs								
54 DURABIL. CR		М	1.00 Slabs								
Sample Number: 128	Type:	R	Area:	2	32.00 Slabs		PCI:	90			
Sample Comments:											
5 JT SEAL DMG		М	32.00 Slabs								
63 LINEAR CR		L	1.00 Slabs								
Sample Number: 132	Type:	R	Area:	3	32.00 Slabs		PCI:	93			
Sample Comments:											
55 JT SEAL DMG		М	32.00 Slabs								

Name:	PARALLEL TAXIWAY	A Use:	TAXIWAY	Area:	550,920 SqFt
Type: R	Area:	32.00 Slabs	PCI: 92		
L	1.00 Slabs				
М	32.00 Slabs				
Type: R	Area:	32.00 Slabs	PCI: 93		
М	32.00 Slabs				
	Type: R L M Type: R	Type:RArea:L1.00 SlabsM32.00 SlabsType:RArea:	Type:RArea:32.00 SlabsL1.00 SlabsM32.00 SlabsType:RArea:32.00 Slabs	Type: R Area: 32.00 Slabs PCI: 92 L 1.00 Slabs 32.00 Slabs PCI: 92 Type: R Area: 32.00 Slabs PCI: 93	Type: R Area: 32.00 Slabs PCI: 92 L 1.00 Slabs

Network:	RST			Nan	ne: Roc	nester Interna	ational Airport			
Branch:	РТА		Name:	PARALLEL	FAXIWAY A	Use:	TAXIWAY	Area:	550,920 SqFt	
Section:	001	0	f 2	From: A			To: B		Last Const.: 1/1/2	2000
Surface:	PCC	Family:	MN2013 PCC	Z Zon	e:		Category:		Rank: P	
Area:		96,750 SqFt	Length:	1,200 F	⁷ t	Width:	75 F	ît.		
Slabs:	155	Slab Ler	igth:	25 Ft	Slab Width:		25 Ft	Joint	Length: 5,925 Ft	
Shoulder:		Street T	ype:		Grade: 0			Lane	s: 0	
Section Co	omments:									
Last Insp.	Date: 6/2	25/2017	Total	Samples: 7		Surveye	d: 3			
Condition	s: PCI:	100								
Inspection	n Comment	s:								
Sample Nu	umber: 1	01 Ty	e: R	Area:	24	4.00 Slabs	PCI:	100		
Sample Co	omments:									
<no distre<="" td=""><td>ess></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></no>	ess>									
Sample Nu	umber: 1	03 Ty	e: R	Area:	24	4.00 Slabs	PCI:	100		
Sample Co	omments:									
<no distre<="" td=""><td>ess></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></no>	ess>									
Sample Nu	umber: 1	05 Ty	e: R	Area:	24	4.00 Slabs	PCI:	100		

<No Distress>

Netw	ork: RST				Name:	Rochester Inter	national Airport					
Bran	ch: PTB		N	ame:	PARALLEL TAX	IWAY B Use	TAXIWAY	A	Area:	4	03,000 SqFt	
Sectio	on: 001	of	2	ŀ	From: A		To: B				Last Const.:	1/1/2000
Surfa	ace: AC	Family:	MN2()13 Asph	alt Taxiways Zone:		Category	:			Rank: P	
Area	: 154,7	00 SqFt	l	Length:	2,060 Ft	Width:	751	Ft				
Slabs	:	Slab Lengt	th:		Ft Sla	ab Width:	Ft		Joint Le	ngth:	F	ŕt
Shou	lder:	Street Typ	e:		Gr	ade: 0			Lanes:	0		
Sectio	on Comments:											
		7		T (10	amples: 41							
	Insp. Date: 6/25/2017 litions: PCI: 60	/		TotalSa	amples: 41	Surve	yed: 5					
	ection Comments:											
						2550 00 0 5	DOL					
-	ble Number: 102	Туре:		R	Area:	3750.00 SqFt	PCI	51				
Samp	ole Comments:											
48	L & T CR		L		116.00 Ft							
48	L & T CR		Μ		72.00 Ft							
57	WEATHERING		L		3100.00 SqFt							
43	BLOCK CR		L		100.00 SqFt							
43	BLOCK CR		M		400.00 SqFt							
57 49	WEATHERING		M		550.00 SqFt							
48 43	L & T CR BLOCK CR		L L		41.00 Ft 250.00 SqFt							
	block ck	Turner		D		2750 00 8 - 54	DCT	64				
-	ble Number: 112 ble Comments:	Туре:	•	R	Area:	3750.00 SqFt	rU	64				
Samp	die Comments:											
57	WEATHERING		L		3100.00 SqFt							
48	L & T CR		L		65.00 Ft							
48	L & T CR		Μ		50.00 Ft							
48	L & T CR		L		242.00 Ft							
48 57	L & T CR WEATHERING		M M		50.00 Ft 400.00 SqFt							
	ole Number: 122	Trimor		R	· · · · ·	3750.00 SqFt	BCI	57				
-	ole Comments:	Туре:	•	К	Area:	5750.00 SqFt	rti	. 57				
-												
48	L & T CR		M		123.00 Ft							
57 57	WEATHERING		M		400.00 SqFt							
57 48	WEATHERING L & T CR		L L		3100.00 SqFt 532.00 Ft							
	ble Number: 132	Turner		R		3750.00 SqFt	DOL	62				
-	ole Comments:	Туре:	•	к	Area:	5750.00 SqFt	rU	. 02				
-			т		127.00 5							
48 48	L & T CR L & T CR		L L		127.00 Ft 251.00 Ft							
48 57	L & I CR WEATHERING		L M		251.00 Ft 400.00 SqFt							
48	L & T CR		M		40.00 Sqrt 40.00 Ft							
48	L&TCR		M		50.00 Ft							
57	WEATHERING		L		3100.00 SqFt							
	ole Number: 140	Туре:		R	Area:	3750.00 SqFt	PCI	66				
-	ole Comments:	-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,										
			т		2100 00 Set							
57 18	WEATHERING		L		3100.00 SqFt 244.00 Ft							
48 48	L & T CR L & T CR		L M		244.00 Ft 106.00 Ft							
48 57	WEATHERING		M		400.00 SqFt							
51	11 EATHERINU		IVI		400.00 Sqr1							

Netwo	ork: RST			Nar	ne: Rochester	Interna	tional Airport				
Branc	ch: PTB		Name:	PARALLEL	FAXIWAY B	Use:	TAXIWAY	Area:	4	03,000 SqFt	
Sectio	on: 002	of 2	2	From: A			To: B			Last Const.:	1/1/2000
Surfa	ce: AC	Family: M	N2013 Asj	phalt Taxiways Zon	e:		Category:			Rank: P	
Area:		00 SqFt	Length			th:	60 Ft				
Slabs:		Slab Length		Ft	Slab Width:		Ft		Length:	Ft	
Shoul		Street Type:	:		Grade: 0			Lanes	: 0		
Sectio	on Comments:										
Last I	Insp. Date: 6/25/2017	7	Tota	ISamples: 82	S	urveye	d: 8				
Condi	itions: PCI: 68										
Inspec	ction Comments:										
Samp	le Number: 144	Type:	R	Area:	3000.00 S	qFt	PCI: 6	6			
Samp	le Comments:										
48	L & T CR		L	214.00 Ft							
57	WEATHERING		L	3000.00 SqFt							
41	ALLIGATOR CR		M	3.00 SqFt							
48 Samul	L & T CR	T	M R	80.00 Ft	2000.00.0	a Et	PCI: 7	2			
-	le Number: 154 le Comments:	Туре:	ĸ	Area:	3000.00 S	գու	PCI: /	5			
•											
48 57	L & T CR WEATHERING		L L	92.00 Ft 3000.00 SqFt							
48	L & T CR		L M	73.00 Ft							
Samp	le Number: 164	Туре:	R	Area:	3000.00 S	qFt	PCI: 6	9			
- Sampl	le Comments:					-					
48	L & T CR		М	107.00 Ft							
57	WEATHERING		L	3000.00 SqFt							
48	L & T CR		L	261.00 Ft							
Samp	le Number: 174	Type:	R	Area:	3000.00 S	qFt	PCI: 6	4			
Samp	le Comments:										
57	WEATHERING		L	3000.00 SqFt							
48	L&TCR		L	214.00 Ft							
48	L & T CR	T	M	154.00 Ft	2000.00.0		DCL	0			
-	le Number: 184	Туре:	R	Area:	3000.00 S	qFt	PCI: 6	9			
Samp	le Comments:										
57 48	WEATHERING		L	3000.00 SqFt							
48 48	L & T CR L & T CR		L M	249.00 Ft 98.00 Ft							
	le Number: 194	Туре:	R	Area:	3000.00 S	qFt	PCI: 6	6			
-	le Comments:					-					
48	L & T CR		L	235.00 Ft							
48 57	WEATHERING		L L	235.00 Ft 3000.00 SqFt							
48	L & T CR		М	128.00 Ft							
Samp	le Number: 204	Type:	R	Area:	3000.00 S	qFt	PCI: 6	9			
Samp	le Comments:										
48	L & T CR		М	98.00 Ft							
57	WEATHERING		L	3000.00 SqFt							
48 Samu	L & T CR	т	L	251.00 Ft	2000.00.0	- Et	DOI 0	0			
-	le Number: 214 le Comments:	Туре:	R	Area:	3000.00 S	μrί	PCI: 7	U			
-			т	200 00 54							
48 48	L & T CR L & T CR		L M	208.00 Ft 95.00 Ft							
-	WEATHERING		L	3000.00 SqFt							

Network	: RST			Nan	ne: Rochester l	nterna	ational Airp	oort					
Branch:	RY1331		Name:	RUNWAY 13	-31	Use:	RUNWA	ΑY	Aı	rea:	1,3	57,410 SqFt	
Section:	02W	of 4	F	From: A			To:	В				Last Const.:	1/1/2000
Surface:	PCC	Family: M	N2013 PCC	Zon	e:		Cate	gory:				Rank: P	
Area:	150,00	00 SqFt	Length:	1,500 F	rt Widt	1:		100 F	;				
Slabs:	240	Slab Length	:	25 Ft	Slab Width:		25 Ft			Joint Le	ngth:	20,800 Ft	
Shoulder	r:	Street Type:			Grade: 0					Lanes:	0		
Section (Comments:												
Last Insp	p. Date: 6/25/2017	7	TotalSa	amples: 16	Su	rveye	ed: 5						
Conditio	ns: PCI: 90												
Inspectio	on Comments:												
Sample I	Number: 139	Туре:	R	Area:	16.00 SI	ıbs		PCI:	98				
Sample (Comments:												
65 J	Γ SEAL DMG		L	16.00 Slabs									
	Number: 144	Туре:	R	Area:	16.00 SI	ıbs		PCI:	88				
Sample (Comments:												
- 65 JI	Γ SEAL DMG		М	16.00 Slabs									
	ORNER SPALL		Н	1.00 Slabs									
Sample N	Number: 539	Type:	R	Area:	16.00 SI	bs		PCI:	100				
Sample (Comments:												
<no dist<="" td=""><td>ress></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></no>	ress>												
Sample N	Number: 542	Туре:	R	Area:	16.00 Sl	ıbs		PCI:	82				
Sample (Comments:												
65 J]	Γ SEAL DMG		М	16.00 Slabs									
	INEAR CR		M	1.00 Slabs									
Sample I	Number: 544	Type:	R	Area:	16.00 Sl	bs		PCI:	83				
Sample (Comments:												
74 JO	DINT SPALL		М	1.00 Slabs									
	INEAR CR		L	1.00 Slabs									
65 J	Γ SEAL DMG		М	16.00 Slabs									

	RST			Nam	e: Rochester Intern	ational Airport				
Branch:	RY133	1	Name:	RUNWAY 13-	31 Use:	RUNWAY	Area:	1,3	357,410 SqFt	
Section:	02C	of	f 4	From: A		То: В			Last Const.:	1/1/2000
Surface:	PCC	Family:	MN2013 PC	CC Zone	:	Category:			Rank: P	
Area:		75,000 SqFt	Lengtl	1,500 Fi	Width:	50 Ft				
Slabs:	120	Slab Len	gth:	25 Ft	Slab Width:	25 Ft	Joint L	ength:	4,450 Ft	
Shoulder:	:	Street Ty	pe:		Grade: 0		Lanes:	0		
Section C	comments:	-	-							
Last Insp	. Date: 6/2	25/2017	Tota	lSamples: 8	Survey	ed: 3				
Condition	ns: PCI:	89								
Inspection	n Comments	s:								
			D	•	16.00.01.1.	DOI	70			
-	umber: 33	39 Тур	e: R	Area:	16.00 Slabs	PCI:	70			
Sample C	comments:									
63 LI	NEAR CR		М	1.00 Slabs						
63 LI	NEAR CR		L	2.00 Slabs						
(2) T T	NEAR CR		Μ	1.00 Slabs						
63 LI	NEAD CD		L	1.00 Slabs						
	NEAR CR									
63 LI	SEAL DMC	3	L	16.00 Slabs						
63 LI 65 JT				16.00 Slabs Area:	16.00 Slabs	PCI:	98			
63 LII 65 JT Sample N	SEAL DMC				16.00 Slabs	PCI:	98			
63 LII 65 JT Sample N Sample C	SEAL DMC	42 Typ			16.00 Slabs	PCI:	98			
63 LII 65 JT Sample N Sample C 65 JT	SEAL DMC Jumber: 34 Comments:	42 Тур 3	e: R L	Area:	16.00 Slabs	PCI: PCI:				
63 L11 65 JT Sample N Sample C 65 JT Sample N	² SEAL DMC Aumber: 34 Comments: ² SEAL DMC	42 Тур 3	e: R L	Area: 16.00 Slabs						

Network: RST			Name:	Rochester Interna	ational Airport		
Branch: RY1	331	Name:	RUNWAY 13-31	Use:	RUNWAY	Area:	1,357,410 SqFt
Section: 01C	of	4	From: A		To: B		Last Const.: 1/1/2000
Surface: PCC	Family: N	/N2013 PCC	Z Zone:		Category:		Rank: P
Area:	377,470 SqFt	Length:	7,550 Ft	Width:	50 Ft		
Slabs: 604	Slab Lengt	h:	25 Ft Slab	Width:	25 Ft	Joint Le	ngth: 22,600 Ft
Shoulder:	Street Type	:	Grad	de: 0		Lanes:	0
Section Comments	s:						
Last Insp. Date:	6/25/2017	Tatal	Samples: 29	Surveye	J. 0		
Last Insp. Date: Conditions: PC		Total	Samples: 29	Surveye	a: 8		
Inspection Comme							
Sample Number:		R	Area:	16.00 Slabs	PCI: 4	0	
Sample Comments	5:						
71 FAULTING	ť	М	1.00 Slabs				
57 LARGE PA		L	1.00 Slabs				
57 LARGE PA	ТСН	L	2.00 Slabs				
7 LARGE PA		L	1.00 Slabs				
57 LARGE PA		L	1.00 Slabs				
53 LINEAR CI		L	1.00 Slabs				
6 SMALL PA		L	1.00 Slabs				
57 LARGE PA		L M	1.00 Slabs				
5 JT SEAL D 2 CORNER E		M L	16.00 Slabs 1.00 Slabs				
57 LARGE PA		L	1.00 Slabs				
3 LINEAR CI		M	1.00 Slabs				
53 LINEAR CI		L	1.00 Slabs				
57 LARGE PA		L	1.00 Slabs				
3 LINEAR C	R	Μ	1.00 Slabs				
57 LARGE PA	TCH	L	1.00 Slabs				
57 LARGE PA	TCH	L	1.00 Slabs				
53 LINEAR CI		М	1.00 Slabs				
53 LINEAR CI		L	2.00 Slabs				
57 LARGE PA		L	1.00 Slabs	16.00 Slabs	DOL 7	20	
Sample Number: Sample Comments	••	R	Area:	10.00 51808	PCI: 7	2	
56 SMALL PA		L	1.00 Slabs				
74 JOINT SPA		M	1.00 Slabs				
56 SMALL PA		L	1.00 Slabs				
55 JT SEAL D		М	16.00 Slabs				
57 LARGE PA		L	1.00 Slabs				
56 SMALL PA		L	1.00 Slabs				
56 SMALL PA		L	1.00 Slabs				
52 CORNER E		М	1.00 Slabs				
Sample Number:		R	Area:	16.00 Slabs	PCI: 3	32	
Sample Comments	5:						
56 SMALL PA		М	1.00 Slabs				
56 SMALL PA		М	1.00 Slabs				
53 LINEAR CI		М	1.00 Slabs				
4 DURABIL.		M M	1.00 Slabs				
5 JT SEAL D 6 SMALL PA		M L	16.00 Slabs 2.00 Slabs				
3 LINEAR CI		L L	2.00 Slabs				
5 LINEAR CI		M	1.00 Slabs				
4 JOINT SPA		Н	1.00 Slabs				
75 CORNER S		M	1.00 Slabs				
56 SMALL PA		L	2.00 Slabs				
53 LINEAR CI		М	1.00 Slabs				
72 SHAT. SLA		М	1.00 Slabs				
57 LARGE PA		L	1.00 Slabs				
53 LINEAR CI		L	1.00 Slabs				
53 LINEAR CI	R	L	1.00 Slabs				
55 LINEAR CI	ĸ	L	1.00 Slabs				

	le Number: 314	Type:	R	Area:	16.00 Slabs	PCI: 46	
-	le Comments:	- Jpc.	ix.		10.00 51055		
-	LINEAR CR	X	Л	1.00 Slabs			
53 53	LINEAR CR		Л	1.00 Slabs			
53	LINEAR CR	N		1.00 Slabs			
53	LINEAR CR	I		1.00 Slabs			
53	LINEAR CR	I		1.00 Slabs			
56	SMALL PATCH	I		1.00 Slabs			
56	SMALL PATCH	Ι	_	1.00 Slabs			
56	SMALL PATCH	I		1.00 Slabs			
6	SMALL PATCH	Ι	_	1.00 Slabs			
53	LINEAR CR	Ι	_	2.00 Slabs			
3	LINEAR CR	Ν	Л	1.00 Slabs			
3	LINEAR CR	Ν	Л	1.00 Slabs			
7	LARGE PATCH	Ν	Л	1.00 Slabs			
3	LINEAR CR	Ν	Л	1.00 Slabs			
Samp	le Number: 320	Type:	R	Area:	16.00 Slabs	PCI: 49	
amp	le Comments:						
3	LINEAR CR	I		1.00 Slabs			
3	LINEAR CR	Ι		2.00 Slabs			
52	CORNER BREAK	Ι	_	1.00 Slabs			
57	LARGE PATCH	Ι	-	1.00 Slabs			
5	JT SEAL DMG	Ν	Л	16.00 Slabs			
3	LINEAR CR	Ι		1.00 Slabs			
7	LARGE PATCH	Ι		1.00 Slabs			
53	LINEAR CR	Ι		1.00 Slabs			
3	LINEAR CR	Ι		1.00 Slabs			
52	CORNER BREAK	Ν		1.00 Slabs			
2	SHAT. SLAB	I		2.00 Slabs			
6	SMALL PATCH	Ι		1.00 Slabs			
-	le Number: 327	Type:	R	Area:	16.00 Slabs	PCI: 76	
Samp	le Comments:						
53	LINEAR CR	Ι	_	2.00 Slabs			
66	SMALL PATCH	Ι	-	1.00 Slabs			
2	SHAT. SLAB	I	-	1.00 Slabs			
66	SMALL PATCH	Ι	-	1.00 Slabs			
66	SMALL PATCH	Ι		1.00 Slabs			
66	CLARK DATECT			1.00 Claba			
	SMALL PATCH	Ι		1.00 Slabs			
55	JT SEAL DMG	Ι	-	16.00 Slabs			
5			-				
55 56	JT SEAL DMG	Ι	-	16.00 Slabs	16.00 Slabs	PCI: 57	
5 6 5 amp	JT SEAL DMG SMALL PATCH	I	_ _	16.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 57	
5 6 Samp Samp	JT SEAL DMG SMALL PATCH le Number: 333	I	R	16.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 57	
5 56 Samp Samp 57	JT SEAL DMG SMALL PATCH le Number: 333 le Comments:	I Type: I	R	16.00 Slabs 1.00 Slabs Area:	16.00 Slabs	PCI: 57	
5 6 6 6 8 amp 7 7 5	JT SEAL DMG SMALL PATCH le Number: 333 le Comments: LARGE PATCH	I Type: I	R	16.00 Slabs 1.00 Slabs Area: 1.00 Slabs	16.00 Slabs	PCI: 57	
55 56 5 amp 57 55 55	JT SEAL DMG SMALL PATCH le Number: 333 le Comments: LARGE PATCH CORNER SPALL	I Type: I N	R	16.00 Slabs 1.00 Slabs Area: 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 57	
55 56 56 58 58 57 55 57	JT SEAL DMG SMALL PATCH le Number: 333 le Comments: LARGE PATCH CORNER SPALL JT SEAL DMG	I Type: I N I	R	16.00 Slabs 1.00 Slabs Area: 1.00 Slabs 1.00 Slabs 16.00 Slabs 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 57	
55 56 56 56 57 55 57 55 57 55	JT SEAL DMG SMALL PATCH de Number: 333 de Comments: LARGE PATCH CORNER SPALL JT SEAL DMG LARGE PATCH	I Type: I N I I	R R M H	16.00 Slabs 1.00 Slabs Area: 1.00 Slabs 1.00 Slabs 16.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 57	
5 66 5 6 7 5 5 7 5 5 7 5 7 7 5 7 7	JT SEAL DMG SMALL PATCH de Number: 333 de Comments: LARGE PATCH CORNER SPALL JT SEAL DMG LARGE PATCH CORNER SPALL LARGE PATCH LINEAR CR	I Type: I I I I I I I I I	R A A H	16.00 Slabs 1.00 Slabs Area: 1.00 Slabs 1.00 Slabs 16.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 57	
55 56 57 55 57 55 57 55 57 53 56	JT SEAL DMG SMALL PATCH de Number: 333 de Comments: LARGE PATCH CORNER SPALL JT SEAL DMG LARGE PATCH CORNER SPALL LARGE PATCH LINEAR CR SMALL PATCH	Type:	R	16.00 Slabs 1.00 Slabs Area: 1.00 Slabs 1.00 Slabs 16.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 57	
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66	SMALL PATCH		L	6.00 Slabs			
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Samj 66 67 75 63 66 63 65 66 Samj 65 64 64 64 64 66 63 Samj 65 64 66 63 Samj 65 64 66 63 Samj	SMALL PATCH LARGE PATCH CORNER SPALL LINEAR CR SMALL PATCH LINEAR CR JT SEAL DMG SMALL PATCH OR Number: 533 OF Comments: JT SEAL DMG DURABIL. CR DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR	Туре: Туре:	M L H M L L L L L L L L L L L L L L L L	1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 3.00 Slabs 1.00 Slabs 3.00 Slabs 3.00 Slabs 1.00 Slabs 3.00 Slabs	16.00 Slabs	PCI: 45	
Samj 66 67 75 63 66 63 65 66 Samj 65 64 64 64 64 64 63 Samj 65 64 63 Samj 65 64 63 Samj	SMALL PATCH LARGE PATCH CORNER SPALL LINEAR CR SMALL PATCH LINEAR CR JT SEAL DMG SMALL PATCH OIE Number: 533 OIE Comments: JT SEAL DMG DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR	Туре: Туре:	M L H M L L L L L L L L L L L L L L L L	 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 3.00 Slabs 1.00 Slabs 2.00 Slabs 2.00 Slabs 3.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 3.00 Slabs <	16.00 Slabs	PCI: 45	
Samj 66 67 75 63 66 63 63 65 66 63 Samj 65 64 66 66 66 66 63 Samj 65 64 65 64 63 65 64 63 65 64 63 65 66 63 65 66 63 65 66 64 66 63 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 66 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 63 65 66 66 65 66 63 65 66 66 83 65 66 66 83 83 65 66 66 83 65 66 66 83 65 66 66 83 65 66 66 83 65 66 66 83 65 66 66 83 65 66 66 83 65 66 66 83 65 66 66 66 66 66 63 8 8 8 8 8 8 8 8 8 8 8	SMALL PATCH LARGE PATCH CORNER SPALL LINEAR CR SMALL PATCH LINEAR CR JT SEAL DMG SMALL PATCH JT SEAL DMG DURABIL. CR DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR SMALL PATCH LINEAR CR JT SEAL DMG DURABIL. CR DURABIL. CR	Туре: Туре:	M L H M L L L L L L L L L L L L L L L L	1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 3.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 3.00 Slabs 3.00 Slabs 2.00 Slabs 3.00 Slabs	16.00 Slabs	PCI: 45	
Samj 66 67 75 63 66 63 65 66 Samj 65 64 64 64 64 64 64 63 Samj	SMALL PATCH LARGE PATCH CORNER SPALL LINEAR CR SMALL PATCH LINEAR CR JT SEAL DMG SMALL PATCH JT SEAL DMG DURABIL. CR DURABIL. CR DURABIL. CR SHAT. SLAB LINEAR CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH JURABIL. CR SMALL PATCH LINEAR CR DURABIL. CR SMALL PATCH LINEAR CR JT SEAL DMG DURABIL. CR DURABIL. CR DURABIL. CR LINEAR CR LINEAR CR LINEAR CR	Туре: Туре:	M L H M L L L L L L L L L L L L L L L L	 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 3.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs 3.00 Slabs	16.00 Slabs	PCI: 45	

63	LINEAR CR	L	2.00 Slabs
64	DURABIL. CR	М	1.00 Slabs
66	SMALL PATCH	L	1.00 Slabs
66	SMALL PATCH	L	3.00 Slabs
64	DURABIL. CR	L	2.00 Slabs
72	SHAT. SLAB	L	1.00 Slabs
63	LINEAR CR	L	2.00 Slabs
64	DURABIL. CR	L	1.00 Slabs

Netwo	ork: RST			Name:	Rochester Interna	tional Airport				
Bran	ch: RY220		Name:	RUNWAY 2-20	Use:	RUNWAY	Area:	1,0	77,780 SqFt	
Sectio	on: 01W	of 4	Fi	com: A		То: В			Last Const.:	1/1/2000
Surfa	ce: PCC	Family: M	N2013 PCC	Zone:		Category:			Rank: P	
Area:	510,54	0 SqFt	Length:	5,044 Ft	Width:	100 Ft				
Slabs	817	Slab Length:		25 Ft Sla	b Width:	25 Ft	Joint L	ength:	30,164 Ft	
Shoul	der:	Street Type:		Gr	ade: 0		Lanes:	0		
Sectio	on Comments:									
Last	Insp. Date: 6/25/2017		TotalSa	mples: 56	Surveye	d• 12				
	itions: PCI: 40		Totalou	inpres. 50	Surveye	u. 12				
	ction Comments:									
	le Number: 100	Туре:	R	Area:	16.00 Slabs	PCI: 67	7			
-	le Comments:	51								
67	LARGE PATCH		L	4.00 Slabs						
74	JOINT SPALL		M	1.00 Slabs						
67	LARGE PATCH		L	2.00 Slabs						
66	SMALL PATCH		L	1.00 Slabs						
67	LARGE PATCH		L	6.00 Slabs						
65	JT SEAL DMG		М	16.00 Slabs						
74	JOINT SPALL		M	1.00 Slabs						
66	SMALL PATCH		L	1.00 Slabs						
-	le Number: 102 le Comments:	Туре:	R	Area:	16.00 Slabs	PCI: 33	3			
-										
64	DURABIL. CR		M	2.00 Slabs						
64	DURABIL. CR		L	4.00 Slabs						
75	CORNER SPALL		L	1.00 Slabs						
65 75	JT SEAL DMG		H	16.00 Slabs						
75 64	CORNER SPALL		L M	1.00 Slabs						
64 66	DURABIL. CR SMALL PATCH		L	2.00 Slabs 8.00 Slabs						
67	LARGE PATCH		L	7.00 Slabs						
66	SMALL PATCH		M	2.00 Slabs						
67	LARGE PATCH		L	2.00 Slabs						
67	LARGE PATCH		L	4.00 Slabs						
64	DURABIL. CR		L	2.00 Slabs						
67	LARGE PATCH		М	1.00 Slabs						
75	CORNER SPALL		М	1.00 Slabs						
Samp	le Number: 104	Type:	R	Area:	16.00 Slabs	PCI: 31	l			
Samp	le Comments:									
64	DURABIL. CR		М	3.00 Slabs						
64	DURABIL. CR		M	1.00 Slabs						
63	LINEAR CR		М	1.00 Slabs						
67	LARGE PATCH		L	3.00 Slabs						
71	FAULTING		М	1.00 Slabs						
65	JT SEAL DMG		М	16.00 Slabs						
66	SMALL PATCH		L	6.00 Slabs						
67	LARGE PATCH		L	2.00 Slabs						
64	DURABIL. CR		M	1.00 Slabs						
64 64	DURABIL. CR		L	1.00 Slabs 2.00 Slabs						
64 64	DURABIL. CR DURABIL. CR		M L	2.00 Slabs 7.00 Slabs						
66	SMALL PATCH		L	1.00 Slabs						
67	LARGE PATCH		M	1.00 Slabs						
	le Number: 109	Туре:	R	Area:	16.00 Slabs	PCI: 42	,			
-	le Comments:	rype:	K	Altd;	10.00 51805	I CI; 42	-			
61			м	1.00 Slaba						
64 67	DURABIL. CR		M M	1.00 Slabs						
67 64	LARGE PATCH DURABIL. CR		M L	1.00 Slabs 5.00 Slabs						
64 64	DURABIL. CR		L	3.00 Slabs						
67	LARGE PATCH		L	3.00 Slabs						

Bran		Name:	RUNWAY 2-20	Use:	RUNWAY	Area:	1,077,780 SqFt
56 	SMALL PATCH	L	2.00 Slabs				
5	JT SEAL DMG	М	16.00 Slabs				
6	SMALL PATCH	L	5.00 Slabs				
7	LARGE PATCH	L	4.00 Slabs				
6	SMALL PATCH	L	4.00 Slabs				
6	SMALL PATCH	L	3.00 Slabs				
4	DURABIL. CR	L	2.00 Slabs				
7	LARGE PATCH	L	2.00 Slabs				
7	LARGE PATCH	L	3.00 Slabs				
6	SMALL PATCH	М	1.00 Slabs				
4	DURABIL. CR	L	4.00 Slabs				
amj	ple Number: 115	Type: R	Area:	16.00 Slabs	PCI:	24	
Samj	ple Comments:						
7	LARGE PATCH	L	3.00 Slabs				
6	SMALL PATCH	М	1.00 Slabs				
6	SMALL PATCH	L	2.00 Slabs				
7	LARGE PATCH	L	4.00 Slabs				
, 4	DURABIL. CR	L	4.00 Slabs				
6	SMALL PATCH	L	2.00 Slabs				
7	LARGE PATCH	М	2.00 Slabs				
7	LARGE PATCH	L	6.00 Slabs				
4	DURABIL. CR	Н	1.00 Slabs				
3	LINEAR CR	L	1.00 Slabs				
4	DURABIL. CR	М	2.00 Slabs				
5	JT SEAL DMG	М	16.00 Slabs				
6	SMALL PATCH	L	2.00 Slabs				
4	DURABIL. CR	L	5.00 Slabs				
4	DURABIL. CR	L	3.00 Slabs				
amj	ple Number: 118	Type: R	Area:	16.00 Slabs	PCI:	35	
Samj	ple Comments:						
54	DURABIL. CR	L	7.00 Slabs				
		L					
6	SMALL PATCH		3.00 Slabs				
4	DURABIL. CR	М	1.00 Slabs				
5	JT SEAL DMG	М	16.00 Slabs				
4	DURABIL. CR	М	1.00 Slabs				
4	DURABIL. CR	L	7.00 Slabs				
7	LARGE PATCH	L	8.00 Slabs				
7	LARGE PATCH	Н	1.00 Slabs				
6	SMALL PATCH	М	1.00 Slabs				
6	SMALL PATCH	L	2.00 Slabs				
7	LARGE PATCH	L	6.00 Slabs				
amj	ple Number: 123	Type: R	Area:	16.00 Slabs	PCI:	18	
amj	ple Comments:						
6	SMALL PATCH	L	10.00 Slabs				
7	LARGE PATCH	М	7.00 Slabs				
7	LARGE PATCH	L	9.00 Slabs				
5	JT SEAL DMG	М	16.00 Slabs				
3	LINEAR CR	M	1.00 Slabs				
4	DURABIL. CR	M	7.00 Slabs				
4	DURABIL. CR	L	2.00 Slabs				
	ple Number: 500	Type: R	Area:	16.00 Slabs	PCI:	57	
	ple Comments:	The it	211 cu.	10.00 51005	1 (1,		
-	-						
4	DURABIL. CR	L	1.00 Slabs				
7	LARGE PATCH	L	1.00 Slabs				
7	LARGE PATCH	L	1.00 Slabs				
6	SMALL PATCH	L	4.00 Slabs				
5	JT SEAL DMG	М	16.00 Slabs				
6	SMALL PATCH	L	4.00 Slabs				
6	SMALL PATCH	M	1.00 Slabs				
4		L	2.00 Slabs				
	DURABIL. CR						
6	SMALL PATCH	L	1.00 Slabs				
6	SMALL PATCH	L	3.00 Slabs				
7	LARGE PATCH	L	3.00 Slabs				

Same	ple Number: 502	Type: R	A 2001	16.00 Slabs	PCI: 54	
-	-	Type: R	Area:	10.00 Stabs	FUI: 34	
Samj	ple Comments:					
65	JT SEAL DMG	М	16.00 Slabs			
64	DURABIL. CR	L	2.00 Slabs			
66	SMALL PATCH	L	4.00 Slabs			
74	JOINT SPALL	М	1.00 Slabs			
67	LARGE PATCH	L	6.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
66	SMALL PATCH	Μ	1.00 Slabs			
64	DURABIL. CR	L	3.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
66	SMALL PATCH	L	4.00 Slabs			
66	SMALL PATCH	L	2.00 Slabs			
64	DURABIL. CR	L	3.00 Slabs			
Samj	ple Number: 509	Type: R	Area:	16.00 Slabs	PCI: 38	
Sam	ple Comments:					
66	SMALL PATCH	L	4.00 Slabs			
67	LARGE PATCH	L	2.00 Slabs			
64	DURABIL. CR	L	4.00 Slabs			
64	DURABIL. CR	L	2.00 Slabs			
67	LARGE PATCH	L	7.00 Slabs			
66	SMALL PATCH	L	5.00 Slabs			
64	DURABIL. CR	M	1.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
65	JT SEAL DMG	М	16.00 Slabs			
72	SHAT. SLAB	L	1.00 Slabs			
64	DURABIL. CR	L	4.00 Slabs			
66	SMALL PATCH	L	2.00 Slabs			
64	DURABIL. CR	М	3.00 Slabs			
Sam	ple Number: 518	Type: R	Area:	16.00 Slabs	PCI: 46	
Sam	ple Comments:					
64	DURABIL. CR	М	1.00 Slabs			
64	DURABIL. CR	L	8.00 Slabs			
66	SMALL PATCH	L	6.00 Slabs			
66	SMALL PATCH	М	1.00 Slabs			
66	SMALL PATCH	М	1.00 Slabs			
66		111				
00	SMALL PATCH	L	1.00 Slabs			
67	SMALL PATCH LARGE PATCH					
		L	1.00 Slabs			
67	LARGE PATCH	L L	1.00 Slabs 6.00 Slabs			
67 64	LARGE PATCH DURABIL. CR	L L L	1.00 Slabs 6.00 Slabs 7.00 Slabs			
67 64 65 67	LARGE PATCH DURABIL. CR JT SEAL DMG	L L L M	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH	L L M L	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj Samj	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments:	L L M L Type: R	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj Samj 66	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments: SMALL PATCH	L L M L Type: R	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs Area: 5.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj 66 64	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments: SMALL PATCH DURABIL. CR	L L M L Type: R	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs Area: 5.00 Slabs 14.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj 66 64 63	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments: SMALL PATCH DURABIL. CR LINEAR CR	L L M L Type: R	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs Area: 5.00 Slabs 14.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj 66 64 63 67	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments: SMALL PATCH DURABIL. CR LINEAR CR LARGE PATCH	L L M L Type: R	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs Area: 5.00 Slabs 14.00 Slabs 1.00 Slabs 9.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj 66 64 63 67 65	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments: SMALL PATCH DURABIL. CR LINEAR CR LARGE PATCH JT SEAL DMG	L L M L Type: R L L M L M	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs Area: 5.00 Slabs 14.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj 66 64 63 67 65 64	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments: SMALL PATCH DURABIL. CR LINEAR CR LARGE PATCH JT SEAL DMG DURABIL. CR	L L M L Type: R L L M L M M M M	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs Area: 5.00 Slabs 14.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj 66 64 63 67 65 64 65	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments: SMALL PATCH DURABIL. CR LINEAR CR LARGE PATCH JT SEAL DMG DURABIL. CR SMALL PATCH	L L M L Type: R L L M L M M H	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs Area: 5.00 Slabs 14.00 Slabs 1.00 Slabs 9.00 Slabs 16.00 Slabs 16.00 Slabs 16.00 Slabs 16.00 Slabs 16.00 Slabs 16.00 Slabs 16.00 Slabs 16.00 Slabs	16.00 Slabs	PCI: 27	
67 64 65 67 Samj 66 64 63 67 65 64	LARGE PATCH DURABIL. CR JT SEAL DMG LARGE PATCH ple Number: 527 ple Comments: SMALL PATCH DURABIL. CR LINEAR CR LARGE PATCH JT SEAL DMG DURABIL. CR	L L M L Type: R L L M L M M M M	1.00 Slabs 6.00 Slabs 7.00 Slabs 16.00 Slabs 8.00 Slabs Area: 5.00 Slabs 14.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs	16.00 Slabs	PCI: 27	

Netwo	ork: RST			Name:	Rochester Interna	tional Airport			
Brand	ch: RY220		Name:	RUNWAY 2-20	Use:	RUNWAY	Area:	1,0	77,780 SqFt
Sectio	on: 01C	of 4		From: A		То: В			Last Const.: 1/1/2000
Surfa			N2013 PCC			Category:			Rank: P
Area:	252,240 \$	SqFt	Length:	5,044 Ft	Width:	50 Ft			
Slabs	: 404	Slab Length:	:	25 Ft Slab	Width:	25 Ft	Joint Le	ength:	15,082 Ft
Shoul	der:	Street Type:		Grad	le: 0		Lanes:	0	
Sectio	on Comments:								
Last	Insp. Date: 6/25/2017		TotalS	Samples: 28	Surveye	d: 8			
	itions: PCI: 44		100000		Sarveye				
	ction Comments:								
	le Number: 300	Туре:	R	Area:	16.00 Slabs	PCI: 60	<u></u>		
-	le Comments:	Type.	ĸ	Alta.	10.00 51403	101. 00	,		
-			м	2.00 61-1					
74 74	JOINT SPALL JOINT SPALL		M L	2.00 Slabs 1.00 Slabs					
65	JT SEAL DMG		M	16.00 Slabs					
66	SMALL PATCH		L	2.00 Slabs					
64	DURABIL. CR		М	2.00 Slabs					
74	JOINT SPALL		М	1.00 Slabs					
-	le Number: 302	Туре:	R	Area:	16.00 Slabs	PCI: 42	2		
Samp	le Comments:								
74	JOINT SPALL		М	1.00 Slabs					
66	SMALL PATCH		L	1.00 Slabs					
75	CORNER SPALL		L	1.00 Slabs					
66 66	SMALL PATCH		L L	1.00 Slabs 1.00 Slabs					
66 66	SMALL PATCH SMALL PATCH		L L	1.00 Slabs					
66	SMALL PATCH		L	1.00 Slabs					
66	SMALL PATCH		M	1.00 Slabs					
66	SMALL PATCH		L	1.00 Slabs					
66	SMALL PATCH		М	1.00 Slabs					
66	SMALL PATCH		М	1.00 Slabs					
67	LARGE PATCH		L	2.00 Slabs					
67	LARGE PATCH		L	1.00 Slabs 1.00 Slabs					
64 67	DURABIL. CR LARGE PATCH		M L	1.00 Slabs					
67	LARGE PATCH		L	1.00 Slabs					
65	JT SEAL DMG		M	16.00 Slabs					
64	DURABIL. CR		М	2.00 Slabs					
62	CORNER BREAK		М	1.00 Slabs					
66	SMALL PATCH		М	1.00 Slabs					
75	CORNER SPALL		L	1.00 Slabs					
66	SMALL PATCH		L	1.00 Slabs					
	le Number: 304	Туре:	R	Area:	16.00 Slabs	PCI: 44	ł		
Samp	le Comments:								
66	SMALL PATCH		L	1.00 Slabs					
66	SMALL PATCH		L	1.00 Slabs					
66 64	SMALL PATCH		L	1.00 Slabs					
64 67	DURABIL. CR LARGE PATCH		M L	1.00 Slabs 1.00 Slabs					
64	DURABIL. CR		L	1.00 Slabs					
64	DURABIL. CR		L	1.00 Slabs					
66	SMALL PATCH		L	1.00 Slabs					
64	DURABIL. CR		L	1.00 Slabs					
67	LARGE PATCH		L	1.00 Slabs					
64	DURABIL. CR		М	2.00 Slabs					
66 67	SMALL PATCH		L	2.00 Slabs					
67 65	LARGE PATCH		L M	1.00 Slabs 16.00 Slabs					
65 67	JT SEAL DMG LARGE PATCH		L	1.00 Slabs					
67	LARGE PATCH		L	1.00 Slabs					
67	LARGE PATCH		L	1.00 Slabs					

C7			1 00 01 1			
67	LARGE PATCH	L	1.00 Slabs			
64	DURABIL. CR	М	2.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
67	LARGE PATCH	L	2.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
66	SMALL PATCH	L	1.00 Slabs			
Sam	ole Number: 309	Type: R	Area:	16.00 Slabs	PCI: 38	
-						
Samp	ole Comments:					
64	DURABIL. CR	L	1.00 Slabs			
65	JT SEAL DMG	M	16.00 Slabs			
64	DURABIL. CR	M	1.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
66	SMALL PATCH	L	1.00 Slabs			
66	SMALL PATCH	L	1.00 Slabs			
	DURABIL. CR	M	2.00 Slabs			
64 66			1.00 Slabs			
66	SMALL PATCH	L				
64	DURABIL. CR	M	1.00 Slabs			
63	LINEAR CR	L	1.00 Slabs			
64	DURABIL. CR	L	1.00 Slabs			
64	DURABIL. CR	М	1.00 Slabs			
64	DURABIL. CR	L	1.00 Slabs			
64	DURABIL. CR	L	1.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
66	SMALL PATCH	L	1.00 Slabs			
64	DURABIL. CR	М	1.00 Slabs			
66	SMALL PATCH	Μ	1.00 Slabs			
64	DURABIL. CR	L	1.00 Slabs			
66	SMALL PATCH	L	1.00 Slabs			
66	SMALL PATCH	L	1.00 Slabs			
Samr	ole Number: 315	Type: R	Area:	16.00 Slabs	PCI: 37	
-		Type: R	i i cui	10.00 51405		
Samp	ple Comments:					
67	LARGE PATCH	L	1.00 Slabs			
65	JT SEAL DMG	M				
			16.00 Slabs			
67	LARGE PATCH	L	1.00 Slabs			
67 67	LARGE PATCH LARGE PATCH	L L	1.00 Slabs 1.00 Slabs			
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64	DURABIL. CR	L		4.00 Slabs			
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66 67 Samj 64 67 64 67 64 64 66 64 66 66 66 67 67 64	SMALL PATCH LARGE PATCH De Number: 327 De Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH LARGE PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH SMALL PATCH SMALL PATCH LARGE PATCH LARGE PATCH LARGE PATCH LARGE PATCH DURABIL. CR	L L L Type: M L L L L L L L L L L L L L L L L L	R 1 1 1	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39
66 67 Samj 64 67 64 67 64 64 66 64 66 66 67 67 64 64 64	SMALL PATCH LARGE PATCH De Number: 327 ple Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH LARGE PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH SMALL PATCH LARGE PATCH LARGE PATCH LARGE PATCH LARGE PATCH DURABIL. CR DURABIL. CR	L L L Type: M L L L L L L L L L L L L L L L L L L	R 1 1	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39
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66 67 Samj 64 67 64 67 64 64 66 66 66 66 67 67 64 64 64 64 64 64 64 64 64 65 64 64 64 64 65 64 64 64 65 64 65 64 64 65 64 64 67 64 64 66 66 66 66 66 66 66 66 66 66 66	SMALL PATCH LARGE PATCH De Number: 327 De Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH LARGE PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LARGE PATCH LARGE PATCH LARGE PATCH LARGE PATCH DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR SMALL PATCH LARGE PATCH DURABIL. CR SMALL PATCH LARGE PATCH	L L L Type: M L L L L L L L L L L L L L L L L L L	R A A A A A A A A	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39
66 67 Samj 64 67 64 67 64 64 66 66 67 67 64 64 64 67 64 64 67 64 64 67 64	SMALL PATCH LARGE PATCH De Number: 327 De Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LARGE PATCH LARGE PATCH DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR	L L L Type: M L L L L L L L L L L L L L L L L L L	R 1 1 1 1 1 1 1 1 1 1 1	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39
66 67 Samj 64 67 64 67 64 66 66 66 67 64 64 64 67 64 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 67 64 67 67 64 67 67 64 67 67 64 67 67 64 67 67 64 67 67 64 67 64 67 67 64 67 67 64 67 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 66 67 64 67 67 64 66 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 67 67 67 64 66 67 67 64 66 67 67 67 67 64 66 67 67 67 67 64 66 67 67 67 67 67 67 67 67 67 67 67 67	SMALL PATCH LARGE PATCH De Number: 327 De Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LARGE PATCH LARGE PATCH DURABIL. CR DURABIL. CR SMALL PATCH LARGE PATCH DURABIL. CR SMALL PATCH LARGE PATCH DURABIL. CR SMALL PATCH LARGE PATCH DURABIL. CR	L L L Type: M L L L L L L L L L L L L L L L L L L	R 1 1 1 1 1 1 1 1 1 1 1	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39
66 67 Samj 64 67 64 67 64 66 66 67 64 64 66 67 64 64 67 64 64 67 64 64 67 64 64 67 64 64 67 64 64 67 64 64 67 64 64 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 66 67 64 66 67 64 66 66 67 66 64 66 67 64 66 66 67 66 64 66 66 67 66 64 66 66 67 66 64 66 67 66 66 67 66 64 66 66 67 66 64 66 66 67 66 66 66 67 66 66 66 67 66 66	SMALL PATCH LARGE PATCH De Number: 327 De Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH SMALL PATCH LARGE PATCH DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR LARGE PATCH DURABIL. CR SMALL PATCH DURABIL. CR LARGE PATCH DURABIL. CR SMALL PATCH LARGE PATCH DURABIL. CR	L L L Type: M L L L L L L L L L L L L L L L L L L	R 1 1 1 1 1 1 1 1 1 1	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39
66 67 Samj 64 67 64 67 64 66 66 67 64 64 66 67 64 64 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 67 64 67 67 64 66 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 66 66 66 66 66 66 66 66 66 66 67 67	SMALL PATCH LARGE PATCH De Number: 327 De Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH SMALL PATCH LARGE PATCH DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR LARGE PATCH DURABIL. CR SMALL PATCH	L L L Type: M L L L L L L L L L L L L L L L L L L	R 1 1 1 1 1 1 1 1 1 1	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39
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66 67 Samj 64 67 64 67 64 66 67 64 66 67 64 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 66 67 64 66 66 67 64 66 67 64 67 67 64 66 66 66 66 66 66 66 67 66 66 66 66 66	SMALL PATCH LARGE PATCH De Number: 327 De Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LARGE PATCH LARGE PATCH LARGE PATCH DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LARGE PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH DURABIL. CR	L L L Type: M L L L L L L L L L L L L L L L L L L	R 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39
66 67 Samj 64 67 64 67 64 66 66 67 64 64 66 67 64 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 67 64 66 66 66 67 67 64 66 66 66 67 67 64 66 67 67 64 66 67 67 64 66 67 67 64 66 66 67 67 64 66 67 64 66 67 67 64 66 67 67 64 66 66 67 67 64 66 67 67 64 66 66 67 67 64 66 67 64 66 66 67 67 64 66 66 67 64 66 66 67 67 64 66 66 66 67 67 64 66 66 66 67 64 66 66 66 66 67 64 66 66 66 66 66 66 66 66 66 66 66 66	SMALL PATCH LARGE PATCH De Number: 327 De Comments: DURABIL. CR LARGE PATCH DURABIL. CR LARGE PATCH DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR SMALL PATCH LARGE PATCH LARGE PATCH DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR DURABIL. CR SMALL PATCH DURABIL. CR	L L L Type: M L L L L L L L L L L L L L L L L L L	R 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.00 Slabs 4.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs	16.00 Slabs	PCI:	39

Netwo	rk:	RST					Nai	ne:	Rocheste	er Interna	ational Ai	rport							
Branc	h:	RY220		N	ame:	RUN	WAY 2-	-20		Use:	RUNW	/AY		Area:		1,0	77,780	SqFt	
Section	n: 02V	N	of	4	F	rom:	А				To:	В					Last	Const.:	1/1/2000
Surfac	e: PC	С	Family:	MN20	13 PCC		Zor	ne:			Cat	egory:					Rank	: P	
Area:		210,	000 SqFt	Ι	Length:		2,1001	Ft	Wi	dth:		100 F	t						
Slabs:	336	ō	Slab Leng	th:		25 F	t	Slab Wid	th:		25 Ft			\mathbf{J}	oint Le	ngth:	1	2,500 Ft	
Shoule	der:		Street Typ	e:				Grade:	0					L	anes:	0			
Section	n Comm	ents:																	
Last I	nsp. Dat	e: 6/25/20	17		TotalSa	mples:	22			Surveye	ed: 6								
Condi	tions:	PCI: 91																	
Inspec	ction Cor	nments:																	
Sampl	e Numb	er: 129	Туре	:	R		Area:		16.00	Slabs		PCI:	93						
Sampl	e Comm	ents:																	
65	JT SEA	L DMG		М		16.0	0 Slabs												
Sampl	e Numb	er: 132	Туре	:	R		Area:		16.00	Slabs		PCI:	98						
Sampl	e Comm	ents:																	
65	JT SEA	L DMG		L		16.0	0 Slabs												
Sampl	e Numb	er: 137	Туре	:	R		Area:		16.00	Slabs		PCI:	88						
Sampl	e Comm	ents:																	
65	JT SEA	L DMG		М		16.0	0 Slabs												
63	LINEA	R CR		L		1.0	0 Slabs												
Sampl	e Numb	er: 529	Туре	:	R		Area:		16.00	Slabs		PCI:	80						
Sampl	e Comm	ents:																	
65	JT SEA			М			0 Slabs												
63	LINEA			L		4.0	0 Slabs												
-		er: 535	Туре	:	R		Area:		16.00	Slabs		PCI:	93						
Sampl	e Comm	ents:																	
65	JT SEA	L DMG		М		16.0	0 Slabs												
Sampl	e Numb	er: 537	Туре	:	R		Area:		16.00	Slabs		PCI:	93						
Sampl	e Comm	ents:																	
65	JT SEA	L DMG		Μ		16.0	0 Slabs												

Network:	RST					Nai	ne: Roch	nester Interna	tional Air	port				
Branch:	RY220		ľ	Name:	RUNW	AY 2-	20	Use:	RUNW	AY		Area: 1	,077,780 SqFt	
Section:	02C	of	f 4	Fr	om: A				To:	В			Last Const.:	1/1/2000
Surface:	PCC	Family:	MN2	013 PCC		Zor	e:		Cate	egory:			Rank: P	
Area:	105	,000 SqFt		Length:	2	2,1001	łt	Width:		50 F	t			
Slabs:	168	Slab Len	gth:		25 Ft		Slab Width:		25 Ft			Joint Length	e: 6,250 F	t
Shoulder:		Street Ty	pe:				Grade: 0					Lanes: 0		
Section Co	omments:													
Last Insp.	Date: 6/25/20	17		TotalSa	mples: 1	1		Surveye	d: 4					
Condition	s: PCI: 94	Ļ												
Inspection	n Comments:													
Sample N	umber: 329	Тур	e:	R	A	rea:	16	5.00 Slabs		PCI:	93			
Sample Co	omments:													
65 JT	SEAL DMG		Μ	[16.00	Slabs								
Sample N	umber: 332	Тур	e:	R	Aı	rea:	16	5.00 Slabs		PCI:	89			
Sample Co	omments:													
67 LA	RGE PATCH		L		1.00	Slabs								
65 JT	SEAL DMG		Μ	[16.00	Slabs								
Sample N	umber: 335	Тур	e:	R	Aı	rea:	16	5.00 Slabs		PCI:	98			
Sample Co	omments:													
65 JT	SEAL DMG		L		16.00	Slabs								
Sample N	umber: 337	Тур	e:	R	A	rea:	16	5.00 Slabs		PCI:	98			
Sample Co	omments:													
65 JT	SEAL DMG		L		16.00									

Netw	ork: RST			Name:	Rochester Interna	tional Airport		
Bran	ch: TLA		Nai	ne: TAXILANE A	Use:	TAXILANE	Area:	179,580 SqFt
Sectio	on: 002	of	3	From: A		То: В		Last Const.: 1/1/2000
Surfa	ce: AC	Family: N	/N201	3 Asphalt Taxilanes Zone:		Category:		Rank: T
Area	135,8	70 SqFt	Le	ngth: 500 Ft	Width:	300 Ft		
Slabs	:	Slab Lengtl	h:	- Ft Sla	b Width:	Ft	Joint Length:	Ft
Shou	lder:	Street Type		Gr	ade: 0		Lanes: 0	
	on Comments:	~		-				
Last	Insp. Date: 6/25/2017	7	,	FotalSamples: 34	Surveyee	l: 6		
	itions: PCI: 55			· · · · · · ·				
	ection Comments:							
	ole Number: 105	Туре:		R Area:	4500.00 SqFt	PCI: 47		
-	le Comments:	Type.		Alta.	4500.00 541 1	101. 4/		
48	L & T CR		Н	80.00 Ft				
48	L&TCR		L	145.00 Ft				
57	WEATHERING		М	2000.00 SqFt				
41	ALLIGATOR CR		М	40.00 SqFt				
48	L & T CR		М	140.00 Ft				
	le Number: 202	Туре:]	R Area:	3750.00 SqFt	PCI: 35		
-	le Comments:							
41	ALLIGATOR CR		L	100.00 SqFt				
41	ALLIGATOR CR		M M	50.00 SqFt				
57 48	WEATHERING L & T CR		M M	2000.00 SqFt 160.00 Ft				
48	L&TCR		L	56.00 Ft				
48	L & T CR		Н	15.00 Ft				
50	PATCHING		М	20.00 SqFt				
Samp	le Number: 302	Туре:]	R Area:	3750.00 SqFt	PCI: 60	1	
Samp	ole Comments:							
48	L & T CR		L	142.00 Ft				
48	L & T CR		Μ	170.00 Ft				
57 48	WEATHERING L & T CR		M H	3000.00 SqFt 30.00 Ft				
		Temor			2750 00 SaEt	BCI. 54		
-	ble Number: 402	Туре:	1	R Area:	3750.00 SqFt	PCI: 54		
	le Comments:		Ţ					
48	L & T CR		L	152.00 Ft				
48 57	L & T CR WEATHERING		M M	75.00 Ft 3000.00 SqFt				
48	L & T CR		H	75.00 Ft				
	ole Number: 703	Туре:		R Area:	3750.00 SqFt	PCI: 70		
Samp	ole Comments:							
48	L & T CR		М	76.00 Ft				
48	L & T CR		L	188.00 Ft				
57	WEATHERING		М	3750.00 SqFt				
-	le Number: 706	Туре:]	R Area:	3750.00 SqFt	PCI: 65		
Samp	le Comments:							
48	L & T CR		М	117.00 Ft				
57	WEATHERING		М	3750.00 SqFt				
48	L & T CR		Н	10.00 Ft				
48	L & T CR		L	156.00 Ft				

Network:	RST				Name	: Roch	ester Interna	tional Airp	oort				
Branch:	TLA		Nam	e: TAXILA	NE A		Use:	TAXILA	NE	Area:	1	79,580 SqFt	
Section:	003	0	f 3	From: A				To:	В			Last Const.: 1	1/1/2000
Surface:	AC	Family:	MN2013	Asphalt Taxilanes	Zone:			Cate	gory:			Rank: T	
Area:		29,830 SqFt	Len	gth:	280 Ft		Width:		50 Ft				
Slabs:		Slab Ler	ngth:	Ft	S	lab Width:		Ft		Joint Le	ngth:	Ft	
Shoulder:		Street T	ype:		(Grade: 0				Lanes:	0		
Section Co	omments:												
Last Insp.	Date: 6/2	5/2017	Т	otalSamples: 6			Surveye	l: 1					
Condition	s: PCI:	71											
Inspectior	n Comments	:											
Sample N	umber: 60	0 Ty	pe: R	Ar	ea:	5000	.00 SqFt		PCI: 71				
Sample C	omments:												
41 AL	LIGATOR	CR	L	10.00 S	qFt								
45 DE	PRESSION		L	24.00 \$	qFt								
45 DE	& T CR		М	50.00 F	't								
	X I CK												
48 L&	EPRESSION		М	10.00 S	qFt								

Network: RS	Г		Name	Rochester Inter	mational Airport		
Branch: TL	A	Name:	TAXILANE A	Use	: TAXILANE	Area:	179,580 SqFt
Section: 001	of	3 F 1	om: A		To: B		Last Const.: 1/1/2000
Surface: AC	Family:	MN2013 Aspha	t Taxilanes Zone:		Category:		Rank: T
Area:	13,880 SqFt	Length:	280 Ft	Width:	50 Ft		
Slabs:	Slab Leng	gth:	Ft S	Slab Width:	Ft	Joint Length	: Ft
Shoulder:	Street Ty	pe:		Grade: 0		Lanes: 0	
Section Comment	s:						
Last Insp. Date:	6/25/2017	TotalSa	mples: 3	Surve	yed: 1		
Conditions: PO	CI: 74						
Inspection Comm	ents:						
Sample Number:	101 Тур е	e: R	Area:	4500.00 SqFt	PCI: 74	4	
Sample Comment	ts:						
48 L&TCR		L	372.00 Ft				
40 LAICK							

Network:	RST			Na	me: Roch	ester Interna	ational Ai	port			
Branch:	TLB		Nam	e: TAXILANE	В	Use:	TAXII	ANE	Area:	15,210 SqFt	
Section:	002	0	f 2	From: A			To:	В		Last Const.:	1/1/2000
Surface:	AC	Family:	MN2013	Asphalt Taxilanes Zo	ne:		Cat	egory:		Rank: T	
Area:		7,410 SqFt	Len	gth: 185	Ft	Width:		40 Ft			
Slabs:		Slab Len	igth:	Ft	Slab Width:		Ft		Joint Length	: F	ťt
Shoulder:		Street T	ype:		Grade: 0				Lanes: 0		
Section Co	mments:										
Last Insp. 1	Date: 6/25/	/2017	T	otalSamples: 2		Surveye	d: 1				
Conditions	s: PCI:	66									
Inspection	Comments:										
Sample Nu	mber: 100	Тур	e: R	Area:	4000	0.00 SqFt		PCI: 6	6		
Sample Co	omments:										
48 L&	T CR		М	86.00 Ft							
	ATHERING		L	4000.00 SqFt							
48 L&	T CR		L	437.00 Ft							

Network: R	RST		Name:	Rochester Interna	tional Airport		
Branch: T	ЪВ	Name:	TAXILANE B	Use:	TAXILANE	Area:	15,210 SqFt
Section: 001	of	2 F	rom: A		То: В		Last Const.: 1/1/2000
Surface: AC	Family:	MN2013 Aspha	It Taxilanes Zone:		Category:		Rank: T
Area:	7,800 SqFt	Length:	290 Ft	Width:	25 Ft		
Slabs:	Slab Leng	gth:	Ft Sla	ab Width:	Ft	Joint Length:	Ft
Shoulder:	Street Ty	pe:	Gi	ade: 0		Lanes: 0	
Section Comme	ents:						
Last Insp. Date	: 6/25/2017	TotalSa	mples: 3	Surveye	d: 1		
Conditions:	PCI: 86						
Inspection Com	iments:						
Sample Numbe	r: 102 Type	e: R	Area:	2400.00 SqFt	PCI: 80	5	
Sample Comme	ents:						
48 L&TC	R	L	115.00 Ft				

Network: RST			Name:	Roch	ester Interna	tional Airp	port			
Branch: TLC		Name:	TAXILANE C		Use:	TAXILA	ANE	Area:	29,490 SqFt	
Section: 002	of 2	F	com: A			To:	В		Last Const.: 1	/1/2000
Surface: AC	Family: M	N2013 Aspha	It Taxilanes Zone:			Cate	gory:		Rank: T	
Area:	19,820 SqFt	Length:	990 Ft		Width:		20 Ft			
Slabs:	Slab Length:		Ft Sl	ab Width:		Ft		Joint Length:	Ft	
Shoulder:	Street Type:		G	rade: 0				Lanes: 0		
Section Comments:										
Last Insp. Date: 6/		TotalSa	mples: 5		Surveye	d: 1				
Conditions: PCI:	:									
Inspection Commen	nts:									
Sample Number: 3	301 Type:	R	Area:	2000	.00 SqFt		PCI:			
Sample Comments:										
Sample Comments: 41 ALLIGATOR		Н	1000.00 SqFt							

Network:	RST			Nan	ne: Roc	hester Interna	tional Airp	port			
Branch:	TLC		Name:	TAXILANE (2	Use:	TAXILA	ANE	Area:		29,490 SqFt
Section:	001	of	2	From: A			To:	В			Last Const.: 1/1/2000
Surface:	AC	Family:	MN2013 Aspl	halt Taxilanes Zon	e:		Cate	gory:			Rank: T
Area:		9,670 SqFt	Length:	242 F	't	Width:		30 Ft			
Slabs:		Slab Leng	th:	Ft	Slab Width:		Ft		Joint Ler	ngth:	Ft
Shoulder:		Street Ty	pe:		Grade: 0				Lanes:	0	
Section Co	mments:										
Last Insp. 1	Date: 6/25/2	2017	Totals	Samples: 3		Surveye	d: 1				
Conditions	: PCI: 2	25									
Inspection	Comments:										
Sample Nu	mber: 400	Туре	e: R	Area:	320	0.00 SqFt		PCI: 25			
Sample Co	mments:										
-	mments: ATHERING		L	3000.00 SqFt							
57 WE		<u>.</u>	L M	3000.00 SqFt 350.00 SqFt							
57 WEA	ATHERING			*							
57 WEA 41 ALL 41 ALL	ATHERING LIGATOR CR		Μ	350.00 SqFt							
57 WEA 41 ALL 41 ALL 50 PAT	ATHERING LIGATOR CR LIGATOR CR		M M	350.00 SqFt 72.00 SqFt							

Appendix D Distress Identification

This appendix lists and describes distress types most commonly identified during the PCI inspections of Minnesota airports. Note that the pictures provided in this appendix are for illustration purposes and do not necessarily reflect the conditions or pavements at this airport. Descriptions and measurement inspection criteria are provided herein.

Flexible (Asphalt) Pavement Distress



Example of Longitudinal and Transverse Cracking (L&T cracking)

Longitudinal and transverse cracks are caused by pavement aging, by construction, and by subsurface movement. Aging occurs as pavement loses some of its components to the atmosphere and becomes more brittle. Consistent application of pavement sealcoats can help to prevent the occurrence of age related cracks. Cracks will also develop along poorly constructed paving lane joints. Ensuring that joints are made when both sides are still hot, and near the same temperature, is one of the best ways to mitigate this potential problem. Seasonal movement caused by changes in moisture content or temperature differences can also cause pavement cracks. Asphalt pavement placed over a PCC pavement or cement stabilized base course may evidence reflective cracking from the underlying material. Longitudinal and transverse cracks are not caused by wheel loads, although traffic may worsen their condition.

Low severity longitudinal and transverse cracks are less than ¼ inch wide, or if sealed with suitable filler material in satisfactory condition can be any width, less than 3 inches, if they are not spalled. Maintenance usually is not indicated for low-severity cracking. Moderately spalled cracks and cracks wider than ¼ inch which are not satisfactorily sealed are at medium severity. Medium-severity cracks should be sealed with a high-quality crack filling material. Severely spalled cracks and cracks wider than 3 inches are at high severity. High-severity L&T cracks normally require patching.

Example of Block Cracking



Block cracking is longitudinal and transverse cracking that has established a pattern of blocks ranging in size from 1ft x 1ft to 10ft x 10ft. This distress typically happens in older asphalt pavements and is an indication that the bituminous binder has lost most of its flexibility. The severity determination is basically determined by the crack width criteria defined for longitudinal and transverse cracking. Crack sealing typically is used to repair block cracking; however, the amount of required sealant can be extensive due to the high density of cracks.

Example of Alligator Cracking



Alligator (or fatigue) cracks are a series of interconnected load-related cracks caused by fatigue of the asphalt surface. Alligator cracking is a significant structural distress and develops only in places subject to traffic loads. These cracks typically initiate at the bottom of the asphalt layer (where tensile strains

are highest) and propagate upward - so once a fatigue crack is visible, significant damage has already occurred.

At low severity, alligator cracks are evidenced by a series of parallel hairline cracks (usually in a wheel path). Further traffic and deterioration leads to the interconnection of these cracks. Medium severity alligator cracking is a well-defined pattern of interconnected cracks, some spalling may be present. High severity alligator cracks have lost aggregate interlock between adjacent pieces, the cracks may be severely spalled with FOD potential, and most likely the pieces will move freely under traffic. Alligator cracking is a structural failure and cannot be repaired with sealant, the proper repair is full-depth patching.

Example of Raveling/Weathering



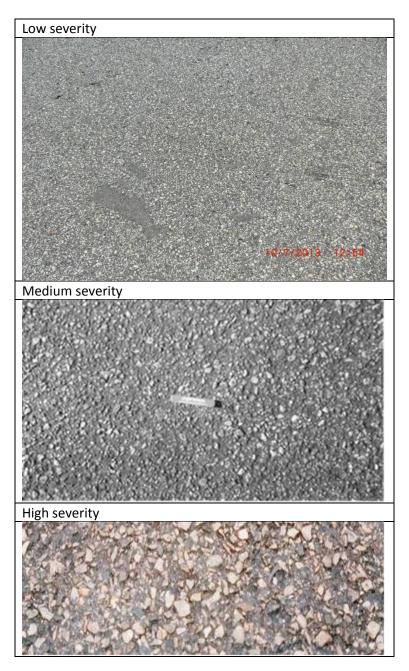
Raveling and weathering are the wearing away of the pavement surface. Raveling is the condition where the mid- to large size aggregates are becoming dislodged; weathering is when the fine aggregate wears away exposing the edges of the larger aggregate. These distresses are usually evident over large areas and may occur together (pictured above) or separately. Raveling and weathering may indicate that the asphalt binder has hardened significantly.

<u>Raveling</u> – At low severity, the number of missing coarse aggregates (> 3/8 inch) is between 5-20 missing/yd², medium severity (pictured below where the missing coarse aggregates have been dotted with yellow paint) is 21-40 missing/yd², and high severity is > 40 missing/yd².



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<u>Weathering</u> – At low severity, the coarse aggregate is slightly exposed due to the wearing away of the fine aggregate. At medium severity, the coarse aggregate is exposed up to ½ the width of the longest side. At high severity, the coarse is exposed greater than ¼ the width of the longest side.



Example of Patching



Patched areas are defined when a portion of the original pavement is replaced with a material intended as a semi-permanent repair. A patch is documented as a defect because it is considered a break in the integrity of the pavement structure. Patches are constructed for a variety of reasons including utility repairs, correcting grade issues, and addressing a defect in the original pavement. The severity level of patches is determined by the amount of distress (i.e. cracking, depression, weathering/raveling, etc.) occurring within the limits of the patched area.

Example of Rutting



Ruts are localized, load related, areas of pavement having elevations lower than the surrounding sections. Rutting is due to base and subgrade consolidation, caused by excessive wheel loads or poor compaction. Ruts indicate structural failure, and can cause hydroplaning. At low severity, ruts have an

average depth of ¼ to ½ inches. At medium severity, ruts have an average depth of ½ to 1 inch. High severity, ruts have an average depth greater than 1 inch. Full-depth patching is the appropriate repair for ruts.

Rigid (Concrete) Pavement Distress

Example of Longitudinal, Transverse, and Diagonal Cracking



LTD cracking is most often a result of externally applied loads and/or constrained temperature deformations. External loads cause LTD cracking through flexure. Temperature changes on restrained slabs will result in stresses due to friction or curling. When any of these stresses exceed the strength of the slab, cracking will occur. LTD cracking is recorded at low, medium, or high severity, depending on the width of crack opening and degree of deterioration. At low severity, the crack is less than 1/8th inch wide with little spalling and no corrective action is indicated. At medium severity, LTD cracks can be up to 1 inch wide with moderate spalling, and should be repaired and sealed using procedures similar to joint sealing. At high severity, cracks exceed 1 inch in width and may be severely spalled. High-severity LTD cracking is evidence of serious load failure of the slab, and correction may require patching or slab replacement. If the distress occurs in several adjacent slabs at medium or high severity, major rehabilitation of that pavement area is indicated.

When a slab is divided by LTD cracks into four or more pieces, the slab is said to be "divided" or "shattered." Shattered slab is a separate distress category and is indicative of significant structural failure as the slab loses its ability to distribute loads to subgrade and further slab deterioration can be expected. Shattered slabs are rated in three severities, with slab replacement recommended for medium and high severities.

Example of Shrinkage Cracking



Shrinkage cracks are small, nonworking (no spalling along edge) cracks that are visible at the surface but do not penetrate through the full depth of concrete. Shrinkage cracks most commonly occur shortly after construction due to concrete shrinkage during the curing process. Shrinkage cracks are usually so small that they are not visible until staining or material loss at crack edges begins to take place. Shrinkage cracks do not represent a structural weakness, and no corrective action is prescribed.



Example of Joint and Corner Spalling

Spalls at slab joints and corners are caused by excessive internal stress in the pavement. Spalls occur when these stresses exceed the shear strength of the concrete. Spalling usually results from thermal expansion during warm or hot weather. As slabs expand, they push against one another at joints. If the joints are filled with incompressibles, such as sand, or if adjacent slabs offset slightly, stresses can become severe, causing spalls. Spalling can be reduced significantly by conscientious maintenance of joint sealant.

Spall repair requires patching. The extent and severity of spalling on a pavement surface suggests appropriate action. For example, at low severity, spalled concrete remains securely in place in the slab. A low-severity spall should be monitored closely for further deterioration and should be patched when

spalled particles become loose in place, or at the next scheduled patching activity in the section. Medium- and high-severity spalls should be repaired immediately to prevent the incidence of FOD. If the pavement can be restored to serviceable condition, spalls should be carefully patched for long-term service. If the pavement is beyond repair, temporary patching should be considered to control FOD.

Example of Durability Cracking



Durability cracking (D-cracking) is caused by environmental factors, the most common of which is freezing/thawing. It usually appears as a pattern of hairline cracks running parallel to a joint or crack, or in a corner, where water tends to collect. This type of cracking eventually leads to disintegration of the pavement, creating FOD potential. At low severity, D-cracking is evident, but no disintegration has occurred. As the distress advances to medium severity, the distress pattern is evident over a significant area of the slab, and some disintegration and FOD potential exists. High severity durability cracking is evidenced by extensive cracking with loose and missing pieces and significant FOD potential.

Example of Joint Seal Damage



Joint seal damage is recorded at three severities: low, medium, and high. When joint sealant is in perfect condition (no damage), it is not a distress. At low severity, at least 10 percent of the sealant is debonded but still in contact with the joint edges (i.e., joint sealant is in serviceable condition but should

be monitored for evidence of more serious failure). Medium-severity joint seal damage is recorded when at least 10 percent of the sealant has visible gaps smaller than 1/8th inch and is an indicator that replacement should be programmed as soon as is practicable. In the meantime, aggressive inspection and sustaining maintenance is recommended to minimize subsurface damage from moisture penetration. At high severity, visible gaps exceed 1/8th inch and the amount and degree of joint seal damage is such that repair is no longer feasible. The only appropriate corrective action is sealant replacement.

On serviceable pavement, deteriorated joint sealant should be repaired or replaced to preserve pavement and subgrade integrity and prolong service life. The issue is not so clear-cut with unserviceable pavement. Pavement that can be restored to serviceable condition by maintenance activities such as patching and joint seal repair, or by slab replacement, should be so maintained as long as the process is cost-effective. However, when age and condition preclude economical return to serviceable condition by such means, joint seal repair would no longer be cost-effective and should be suspended except for an interim maintenance program to control FOD potential.

Joint sealant can stop the evidence of pumping (water forced to surface through joints and cracks) but will not correct the cause (voids under pavement).

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Appendix E Maintenance and Major Rehabilitation Policies

Distress type	Distress severity	Maintenance treatment
	Low	Crack Sealing - AC
Alligator cracking	Medium	Patching - AC Deep
	High	Patching - AC Deep
Bleeding	N/A	Monitor
	Low	Monitor
Block cracking	Medium	Crack Sealing - AC
	High	Crack Sealing - AC
	Low	Monitor
Corrugation	Medium	Patching - AC Deep
	High	Patching - AC Deep
	Low	Monitor
Depression	Medium	Patching - AC Shallow
	High	Patching - AC Deep
Jet blast	N/A	Patching - AC Shallow
	Low	Monitor
Joint reflection cracking	Medium	Crack Sealing - AC
	High	Crack Sealing - AC
	Low	Monitor
Longitudinal & transverse cracking	Medium	Crack Sealing - AC
(L&T cracking)	High	Crack Sealing - AC
Oil spillage	N/A	Patching - AC Shallow
	Low	Monitor
Patching	Medium	Patching - AC Shallow
	High	Patching - AC Deep
Polished aggregate	N/A	Monitor
	Low	Monitor
Raveling	Medium	Surface Treatment
	High	Patching - AC Shallow
	Low	Monitor
Rutting	Medium	Patching - AC Deep
	High	Patching - AC Deep
	Low	Monitor
Shoving	Medium	Patching - AC Shallow
	High	Patching - AC Deep
Slippage cracking	N/A	Patching - AC Shallow
	Low	Monitor
Swelling	Medium	Patching - AC Deep
	High	Patching - AC Deep
	Low	Monitor
Weathering	Medium	Surface Treatment
	High	Patching - AC Shallow

Table E1. Localized maintenance policy for asphalt surfaces.

Distress type	Distress severity	Maintenance treatment			
	Low	Patching - PCC Partial Depth			
Blow up	Medium	Slab Replacement - PCC			
	High	Slab Replacement - PCC			
	Low	Monitor			
Corner break	Medium	Patching - PCC Full Depth			
	High	Patching - PCC Full Depth			
	Low	Monitor			
Linear cracking	Medium	Crack Sealing - PCC			
	High	Patching - PCC Full Depth			
	Low	Monitor			
Durability cracking	Medium	Patching - PCC Full Depth			
	High	Slab Replacement - PCC			
	Low	Monitor			
Joint seal damage	Medium	Joint Seal (Localized)			
	High	Joint Seal (Localized)			
	Low	Monitor			
Small patch	Medium	Patching - PCC Partial Depth			
	High	Patching - PCC Partial Depth			
	Low	Monitor			
Large patch	Medium	Patching - PCC Full Depth			
	High	Patching - PCC Full Depth			
Popouts	N/A	Monitor			
Pumping	N/A	Monitor			
	Low	Monitor			
Scaling	Medium	Patching - PCC Partial Depth			
	High	Slab Replacement - PCC			
	Low	Monitor			
Faulting	Medium	Grinding (Localized)			
	High	Grinding (Localized)			
	Low	Monitor			
Shattered slab	Medium	Crack Sealing - PCC			
	High	Slab Replacement - PCC			
Shrinkage cracking	N/A	Monitor			
	Low	Monitor			
Joint spall	Medium	Patching - PCC Partial Depth			
	High	Patching - PCC Partial Depth			
	Low	Monitor			
Corner spall	Medium	Patching - PCC Partial Depth			
	High	Patching - PCC Partial Depth			
	Low	Monitor			
ASR	Medium	Patching - PCC Full Depth			
	High	Slab Replacement - PCC			

Table E2. Localized maintenance policy for PCC surfaces.

Treatment name	Unit cost
Crack Sealing - AC	\$1.24 ft
Crack Sealing - PCC	\$1.88 ft
Grinding (Localized)	\$4.88 ft
Joint Seal (Localized)	\$1.88 ft
Patching - AC Deep	\$11.59 sf
Patching - AC Leveling	\$4.06 sf
Patching - AC Shallow	\$7.79 sf
Patching - PCC Full Depth	\$72.86 sf
Patching - PCC Partial Depth	\$10.47 sf
Slab Replacement - PCC	\$39.22 sf
Surface Treatment	\$0.51 sf
Undersealing - PCC	\$3.11 ft

Table E3. Unit costs for localized maintenance treatments.

Table E4. Major rehabilitation unit costs based on PCI ranges.

PCI range	Cost
0-29	\$8.42 sf
30-39	\$6.99 sf
40-49	\$5.82 sf
50-59	\$4.11 sf
60-69	\$2.61 sf
> 70	\$1.27 sf

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Appendix F Localized Maintenance Recommendations

Branch	Section	Treatment	Quantity	Unit	Cost
APA	001	Crack Sealing - PCC	76	Ft	\$144
ΑΡΑ	001	Joint Seal (Localized)	21,674	Ft	\$40,747
ΑΡΑ	001	Patching - PCC Full Depth	251	SqFt	\$18,304
ΑΡΑ	001	Patching - PCC Partial Depth	66	SqFt	\$690
Preve	entive	PCI Before: 75 After: 82	-	Total	\$59,884
ΑΡΑ	002	Grinding (Localized)	112	Ft	\$547
ΑΡΑ	002	Joint Seal (Localized)	29,485	Ft	\$55,432
ΑΡΑ	002	Patching - PCC Partial Depth	24	SqFt	\$253
Preve	entive	PCI Before: 79 After: 88	-	Total	\$56,232
ΑΡΑ	003	Crack Sealing - AC	175	Ft	\$217
ΑΡΑ	003	Surface Treatment	18,150	SqFt	\$9,257
Preve	ntive	PCI Before: 70 After: 84	-	Total	\$9,473
APB	001	Crack Sealing - AC	20,126	Ft	\$24,956
APB	001	Patching - AC Deep	2,079	SqFt	\$24,090
APB	001	Surface Treatment	10,711	SqFt	\$5 <i>,</i> 463
Preve	ntive	PCI Before: 53 After: 67	-	Total	\$54,509
APB	002	Crack Sealing - AC	4,301	Ft	\$5,332
APB	002	Patching - AC Deep	113	SqFt	\$1,313
Preve	ntive	PCI Before: 66 After: 72	-	Total	\$6,645
APB	004	Joint Seal (Localized)	714	Ft	\$1,342
Preve	entive	PCI Before: 54 After: 56	-	Total	\$1,342
CTA1	001	Grinding (Localized)	125	Ft	\$612
					'
CTA1	001	Patching - PCC Full Depth	81	SqFt	\$5,901
CTA1 Preve	001	Patching - PCC Full Depth PCI Before: 62 After: 65	81	SqFt Total	
	001			· ·	\$5,901
Preve	001 Intive	PCI Before: 62 After: 65	-	Total	\$5,901 \$6,513
Preve CTA3	001 entive 001	PCI Before: 62 After: 65 Crack Sealing - PCC	- 37	Total Ft	\$5,901 \$6,513 \$70
Preve CTA3 CTA3 CTA3	001 ntive 001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth	- 37 913	Total Ft SqFt	\$5,901 \$6,513 \$70 \$66,530
Preve CTA3 CTA3 CTA3	001 entive 001 001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth	- 37 913 13	Total Ft SqFt SqFt	\$5,901 \$6,513 \$70 \$66,530 \$125
Preve CTA3 CTA3 CTA3 CTA3 Resto	001 ntive 001 001 001 rative	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61	- 37 913 13 -	Total Ft SqFt SqFt Total	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725
Preve CTA3 CTA3 CTA3 CTA3 Resto CTA6	001 entive 001 001 001 rative 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC	- 37 913 13 - 113	Total Ft SqFt SqFt Total Ft	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213
CTA3 CTA3 CTA3 CTA3 CTA3 Resto CTA6 CTA6	001 entive 001 001 001 rative 001 001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth	- 37 913 13 - 113 698	Total Ft SqFt SqFt Total Ft SqFt	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6	001 entive 001 001 001 rative 001 001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth	- 37 913 13 - 113 698	Total Ft SqFt SqFt Total Ft SqFt SqFt	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6 CTA6 CTA6 Stop CTA7	001 entive 001 001 001 rative 001 001 001 001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 48 After: 56	- 37 913 13 - 113 698 25 -	Total Ft SqFt SqFt Total Ft SqFt SqFt SqFt	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255 \$51,265
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6 CTA6 CTA6 Stop CTA7	001 entive 001 001 001 rative 001 001 001 ogap 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 48 After: 56 Patching - PCC Full Depth	- 37 913 13 - 113 698 25 -	Total Ft SqFt SqFt Total Ft SqFt SqFt SqFt SqFt	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255 \$51,265 \$38,346
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6 CTA6 CTA6 CTA7 Resto	001 entive 001 001 001 rative 001 001 001 001 rative 001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth Patching - PCC Partial Depth PCI Before: 48 After: 56 Patching - PCC Full Depth PCI Before: 57 After: 65	- 37 913 13 - 113 698 25 - 526 -	TotalFtSqFtTotalFtSqFtSqFtSqFtTotalSqFtTotalSqFt	\$5,901 \$66,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255 \$51,265 \$38,346 \$38,346
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6 CTA6 CTA7 Resto CTA7	001 entive 001 001 001 rative 001 001 001 001 rative 001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 48 After: 56 Patching - PCC Full Depth PCI Before: 57 After: 65 Crack Sealing - AC	- 37 913 13 - 113 698 25 - 526 -	Total Ft SqFt SqFt Total Ft SqFt SqFt SqFt SqFt Total SqFt Total Ft	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255 \$51,265 \$38,346 \$38,346 \$20
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6 CTA6 CTA7 Resto CTA7 Resto CTA8	001 ntive 001 001 001 rative 001 001 001 pgap 001 rative 001 rative	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Full Depth Patching - PCC Full Depth PCI Before: 48 After: 56 Patching - PCC Full Depth PCI Before: 57 After: 65 Crack Sealing - AC PCI Before: 73 After: 74	- 37 913 13 - 113 698 25 - 526 - 526 - 16 16 -	Total Ft SqFt SqFt Total Ft SqFt SqFt Total SqFt Total Ft Total	\$5,901 \$66,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255 \$51,265 \$38,346 \$38,346 \$20 \$20 \$20
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6 CTA6 CTA7 Resto CTA7 Resto CTA8 Preve	001 entive 001 001 001 001 rative 001 001 001 001 001 001 001 001 o01 o01 o01 o01 o01 o01 rative 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 48 After: 56 Patching - PCC Full Depth PCI Before: 57 After: 65 Crack Sealing - AC PCI Before: 73 After: 74 Grinding (Localized)	- 37 913 13 - 113 698 25 - 526 - 526 - 16 - 16 - 90	Total Ft SqFt SqFt Total Ft SqFt SqFt Total SqFt Total Ft Total Ft	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255 \$51,265 \$38,346 \$38,346 \$20 \$20 \$20 \$437
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6 CTA6 CTA7 CTA7 Resto CTA7 CTA8 Preve CTA9 CTA9	001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 48 After: 56 Patching - PCC Full Depth PCI Before: 57 After: 65 Crack Sealing - AC PCI Before: 73 After: 74 Grinding (Localized) Joint Seal (Localized)	- 37 913 13 - 113 698 25 - 526 - 526 - 16 - 16 - 90 7,690	Total Ft SqFt SqFt Total Ft SqFt SqFt SqFt SqFt Total Ft Total Ft Ft Ft	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255 \$51,265 \$38,346 \$38,346 \$38,346 \$20 \$20 \$437 \$14,457
Preve CTA3 CTA3 CTA3 CTA3 CTA6 CTA6 CTA6 CTA6 CTA6 CTA7 Resto CTA7 Resto CTA7 CTA9 CTA9 CTA9	001 entive 001 001 001 rative 001 001 001 rative 001 rative 001 001 001 001 001 001	PCI Before: 62 After: 65 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Partial Depth PCI Before: 49 After: 61 Crack Sealing - PCC Patching - PCC Full Depth Patching - PCC Full Depth Patching - PCC Full Depth PCI Before: 48 After: 56 Patching - PCC Full Depth PCI Before: 57 After: 65 Crack Sealing - AC PCI Before: 73 After: 74 Grinding (Localized) Joint Seal (Localized) Patching - PCC Full Depth	- 37 913 13 - 113 698 25 - 526 - 526 - 16 - 90 7,690 793	Total Ft SqFt SqFt Total Ft SqFt SqFt Total Ft Total Ft Ft SqFt SqFt	\$5,901 \$6,513 \$70 \$66,530 \$125 \$66,725 \$213 \$50,796 \$255 \$51,265 \$38,346 \$38,346 \$20 \$437 \$14,457 \$57,751

Table F.1. Recommended maintenance by section report (RST)

Branch	Section	Treatment	Quantity	Unit	Cost
CTA10	001	Joint Seal (Localized)	2,147	Ft	\$4,036
CTA10	001	Patching - PCC Partial Depth	13	SqFt	\$136
Preve	ntive	PCI Before: 90 After: 93	-	Total	\$4,172
CTB1	001	Crack Sealing - AC	599	Ft	\$742
Preve	entive	PCI Before: 75 After: 83	-	Total	\$742
CTB2	001	Crack Sealing - AC	221	Ft	\$274
Preve	entive	PCI Before: 83 After: 90	-	Total	\$274
СТВЗ	001	Crack Sealing - AC	230	Ft	\$285
Preve	1	PCI Before: 80 After: 82	-	Total	\$285
CTB4	001	Crack Sealing - AC	2,362	Ft	\$2,929
CTB4	001	Patching - AC Shallow	9	SqFt	\$70
CTB4	001	Surface Treatment	8,089	SqFt	\$4,125
	rative	PCI Before: 55 After: 65	-	Total	\$7,125
СТС	001	Joint Seal (Localized)	1,275	Ft	\$2,398
Preve	1	PCI Before: 93 After: 100	-	Total	\$2,398
CTD	001	Joint Seal (Localized)	1,027	Ft	\$1,930
Preve	1	PCI Before: 96 After: 99	-	Total	\$1,930
CTD	002	Joint Seal (Localized)	970	Ft	\$1,823
Preve	1	PCI Before: 93 After: 100	-	Total	\$1,823
СТЕ	001	Joint Seal (Localized)	1,344	Ft	\$2,528
CTE	001	Patching - PCC Partial Depth	4	SqFt	\$41
Preve	1	PCI Before: 93 After: 98	-	Total	\$2,569
CTF	001	Joint Seal (Localized)	2,980	Ft	\$5,602
CTF	001	Patching - PCC Partial Depth	19	SqFt	\$199
Preve	1	PCI Before: 84 After: 96	-	Total	\$5,801
CTG	001	Crack Sealing - AC	787	Ft	\$976
CTG	001	Patching - AC Deep	263	SqFt	\$3,044
CTG	001	Patching - AC Shallow	16	SqFt	\$123
CTG	001	Surface Treatment	9,445	SqFt	\$4,817
Resto		PCI Before: 49 After: 62	-	Total	\$8,959
СТН	001	Crack Sealing - AC	1,168	Ft	\$1,448
CTH	001	Patching - AC Deep	74	SqFt	\$857
Stop	<u> </u>	PCI Before: 46 After: 57	2.060	Total	\$2,305
СТЈ	001	Crack Sealing - AC	2,069 988	Ft	\$2,565 \$11,447
		Patching - AC Deep	988	SqFt	
Stop CTK	001	PCI Before: 28 After: 58 Surface Treatment	1 1/1	Total SqFt	\$14,013 \$584
	rative	PCI Before: 59 After: 61	1,145	Total	۶۵۵4 \$584
CTM	001	Joint Seal (Localized)	4,328	Ft	\$ 364 \$8,137
СТМ	001				\$33
Preve	1	Patching - PCC Partial Depth PCI Before: 88 After: 99	3	SqFt Total	\$33 \$8,170
Preve	002		- 126		
PTA PTA	002	Crack Sealing - PCC Joint Seal (Localized)	+ +	Ft C+	\$237 \$52,110
			28,250	Ft	\$53,110 \$128,226
ΡΤΑ	002	Patching - PCC Full Depth	1,760	SqFt	\$128,226

Branch	Section	Treatment	Quantity	Unit	Cost
ΡΤΑ	002	Patching - PCC Partial Depth	147	SqFt	\$1,536
Preve	entive	PCI Before: 83 After: 93	-	Total	\$183,109
РТВ	001	Crack Sealing - AC	5,057	Ft	\$6,271
РТВ	001	Surface Treatment	17,739	SqFt	\$9,047
Preve	entive	PCI Before: 60 After: 69	-	Total	\$15,317
РТВ	002	Crack Sealing - AC	8,618	Ft	\$10,686
РТВ	002	Patching - AC Deep	57	SqFt	\$666
Preve	entive	PCI Before: 68 After: 71	-	Total	\$11,352
RY1331	01C	Crack Sealing - PCC	1,769	Ft	\$3,327
RY1331	01C	Grinding (Localized)	118	Ft	\$576
RY1331	01C	Joint Seal (Localized)	11,300	Ft	\$21,244
RY1331	01C	Patching - PCC Full Depth	1,368	SqFt	\$99,753
RY1331	01C	Patching - PCC Partial Depth	171	SqFt	\$1,782
	rative	PCI Before: 55 After: 71	-	Total	\$126,681
RY1331	01W	Crack Sealing - PCC	5,491	Ft	\$10,323
RY1331	01W	Grinding (Localized)	343	Ft	\$1,675
RY1331	01W	Joint Seal (Localized)	28,764	Ft	\$54,076
RY1331	01W	Patching - PCC Full Depth	9,711	SqFt	\$707,551
RY1331	01W	Patching - PCC Partial Depth	154	SqFt	\$1,624
RY1331	01W	Slab Replacement - PCC	4,289	SqFt	\$168,245
	rative	PCI Before: 46 After: 67	-	Total	\$943,493
RY1331	02C	Crack Sealing - PCC	125	Ft	\$235
Preve		PCI Before: 89 After: 92	-	Total	\$235
RY1331	02W	Crack Sealing - PCC	75	Ft	\$141
RY1331	02W	Joint Seal (Localized)	12,480	Ft	\$23,462
RY1331	02W	Patching - PCC Partial Depth	28	SqFt	\$287
Preve	1	PCI Before: 90 After: 100	-	Total	\$23,891
RY220	01C	Joint Seal (Localized)	13,197	Ft	\$24,810
RY220	01C	Patching - PCC Full Depth	12,500	SqFt	\$910,792
RY220	01C	Patching - PCC Partial Depth	144	SqFt	\$1,512
	rative	PCI Before: 44 After: 67	-	Total	\$937,114
RY220	01W	Crack Sealing - PCC	319	Ft	\$600
RY220	01W	Grinding (Localized)	106	Ft	\$519
RY220	01W	Joint Seal (Localized)	30,164	Ft	\$56,709
RY220	01W	Patching - PCC Full Depth	21,464	SqFt	\$1,563,904
RY220	01W	Patching - PCC Partial Depth	233	SqFt	\$2,422
RY220	01W	Slab Replacement - PCC	2,660	SqFt	\$104,306
	rative	PCI Before: 40 After: 62	-	Total	\$1,728,459
RY220	02C	Joint Seal (Localized)	3,125	Ft	\$5,875
Preve		PCI Before: 94 After: 98	-	Total	\$5,875
RY220	02W	Joint Seal (Localized)	10,417	Ft	\$19,583
Preve	1	PCI Before: 91 After: 96	-	Total	\$19,583
TLA	002	Crack Sealing - AC	5,749	Ft	\$7,129
TLA	002	Patching - AC Deep	622	SqFt	\$7,212

Branch	Section	Treatment	Quantity	Unit	Cost
TLA	002	Patching - AC Shallow	165	SqFt	\$1,281
TLA	002	Surface Treatment	102,268	SqFt	\$52,157
Preve	ntive	PCI Before: 55 After: 68	-	Total	\$67,778
TLA	003	Crack Sealing - AC	327	Ft	\$406
TLA	003	Patching - AC Shallow	95	SqFt	\$738
Preve	ntive	PCI Before: 71 After: 76	-	Total	\$1,144
TLB	002	Crack Sealing - AC	159	Ft	\$198
Preve	ntive	PCI Before: 66 After: 68	-	Total	\$198
TLC	001	Patching - AC Deep	1,423	SqFt	\$16,492
TLC	001	Patching - AC Shallow	308	SqFt	\$2,402
Restor	rative	PCI Before: 25 After: 75	-	Total	\$18,894
TLC	002	002 Patching - AC Deep		SqFt	\$239,094
Resto	rative	PCI Before: 0 After: 62	-	Total	\$239,094

- I	a .:	Distress	a :	_	Estimated		•
Branch	Section	Туре	Severity	Treatment	Quantity	Unit	Cost
APA	003	L & T CR	М	Crack Sealing - AC	175	Ft	\$217
APB	001	L & T CR	М	Crack Sealing - AC	20,126	Ft	\$24,956
APB	002	ALLIGATOR CR	L	Crack Sealing - AC	149	Ft	\$185
APB	002	L & T CR	М	Crack Sealing - AC	4,151	Ft	\$5,147
CTA8	001	L & T CR	М	Crack Sealing - AC	16	Ft	\$20
CTB1	001	L & T CR	М	Crack Sealing - AC	599	Ft	\$742
CTB2	001	L & T CR	М	Crack Sealing - AC	221	Ft	\$274
CTB3	001	L & T CR	М	Crack Sealing - AC	230	Ft	\$285
CTB4	001	ALLIGATOR CR	L	Crack Sealing - AC	409	Ft	\$507
CTB4	001	BLOCK CR	М	Crack Sealing - AC	365	Ft	\$453
CTB4	001	L & T CR	М	Crack Sealing - AC	1,588	Ft	\$1,969
CTG	001	BLOCK CR	М	Crack Sealing - AC	384	Ft	\$476
CTG	001	L & T CR	М	Crack Sealing - AC	403	Ft	\$500
СТН	001	ALLIGATOR CR	L	Crack Sealing - AC	8	Ft	\$10
СТН	001	BLOCK CR	М	Crack Sealing - AC	404	Ft	\$501
CTH	001	L & T CR	М	Crack Sealing - AC	651	Ft	\$807
CTH	001	BLOCK CR	Н	Crack Sealing - AC	73	Ft	\$91
CTH	001	L & T CR	Н	Crack Sealing - AC	32	Ft	\$39
CTJ	001	BLOCK CR	М	Crack Sealing - AC	98	Ft	\$121
CTJ	001	L & T CR	М	Crack Sealing - AC	50	Ft	\$61
CTJ	001	BLOCK CR	Н	Crack Sealing - AC	1,922	Ft	\$2,383
PTB	001	L & T CR	М	Crack Sealing - AC	4,051	Ft	\$5 <i>,</i> 023
PTB	001	BLOCK CR	М	Crack Sealing - AC	1,006	Ft	\$1,247
PTB	002	L & T CR	М	Crack Sealing - AC	8,618	Ft	\$10,686
TLA	002	ALLIGATOR CR	L	Crack Sealing - AC	209	Ft	\$259
TLA	002	L & T CR	М	Crack Sealing - AC	4,313	Ft	\$5,348
TLA	002	L & T CR	Н	Crack Sealing - AC	1,227	Ft	\$1,522
TLA	003	ALLIGATOR CR	L	Crack Sealing - AC	29	Ft	\$36
TLA	003	L & T CR	М	Crack Sealing - AC	298	Ft	\$370
TLB	002	L & T CR	М	Crack Sealing - AC	159	Ft	\$198
				Total:	51,964	Ft	\$64,434
APA	001	LINEAR CR	М	Crack Sealing - PCC	76	Ft	\$144
CTA3	001	LINEAR CR	М	Crack Sealing - PCC	37	Ft	\$70
CTA6	001	SHAT. SLAB	М	Crack Sealing - PCC	113	Ft	\$213
PTA	002	LINEAR CR	М	Crack Sealing - PCC	126	Ft	\$237
RY1331	01C	SHAT. SLAB	М	Crack Sealing - PCC	236	Ft	\$444
RY1331	01C	LINEAR CR	М	Crack Sealing - PCC	1,533	Ft	\$2,883
RY1331	01W	LINEAR CR	М	Crack Sealing - PCC	5,491	Ft	\$10,323
RY1331	02C	LINEAR CR	М	Crack Sealing - PCC	125	Ft	\$235
RY1331	02W	LINEAR CR	М	Crack Sealing - PCC	75	Ft	\$141
RY220	01W	LINEAR CR	М	Crack Sealing - PCC	319	Ft	\$600
				Total:	8,133	Ft	\$15,290
APA	002	FAULTING	М	Grinding (Localized)	112	Ft	\$547

Table F.2. Recommended maintenance by treatment. (RST)

Branch	Section	Distress Type	Severity	Treatment	Estimated Quantity	Unit	Cost
CTA1	001	FAULTING	М	Grinding (Localized)	125	Ft	\$612
CTA9	001	FAULTING	М	Grinding (Localized)	90	Ft	\$437
RY1331	01C	FAULTING	М	Grinding (Localized)	118	Ft	\$576
RY1331	01W	FAULTING	М	Grinding (Localized)	343	Ft	\$1 <i>,</i> 675
RY220	01W	FAULTING	М	Grinding (Localized)	106	Ft	\$519
				Total:	895	Ft	\$4,366
APA	001	JT SEAL DMG	М	Joint Seal (Localized)	18,085	Ft	\$34,000
APA	001	JT SEAL DMG	Н	Joint Seal (Localized)	3,588	Ft	\$6,746
APA	002	JT SEAL DMG	М	Joint Seal (Localized)	13,329	Ft	\$25,058
APA	002	JT SEAL DMG	Н	Joint Seal (Localized)	16,156	Ft	\$30,374
APB	004	JT SEAL DMG	М	Joint Seal (Localized)	714	Ft	\$1,342
CTA10	001	JT SEAL DMG	М	Joint Seal (Localized)	2,147	Ft	\$4,036
CTA9	001	JT SEAL DMG	Н	Joint Seal (Localized)	7,690	Ft	\$14,457
CTC	001	JT SEAL DMG	М	Joint Seal (Localized)	1,275	Ft	\$2,398
CTD	001	JT SEAL DMG	М	Joint Seal (Localized)	1,027	Ft	\$1,930
CTD	002	JT SEAL DMG	М	Joint Seal (Localized)	970	Ft	\$1,823
CTE	001	JT SEAL DMG	М	Joint Seal (Localized)	1,344	Ft	\$2 <i>,</i> 528
CTF	001	JT SEAL DMG	М	Joint Seal (Localized)	929	Ft	\$1,746
CTF	001	JT SEAL DMG	Н	Joint Seal (Localized)	2,051	Ft	\$3 <i>,</i> 856
CTM	001	JT SEAL DMG	М	Joint Seal (Localized)	1,332	Ft	\$2,504
CTM	001	JT SEAL DMG	Н	Joint Seal (Localized)	2,996	Ft	\$5 <i>,</i> 633
PTA	002	JT SEAL DMG	М	Joint Seal (Localized)	28,250	Ft	\$53,110
RY1331	01C	JT SEAL DMG	М	Joint Seal (Localized)	11,300	Ft	\$21,244
RY1331	01W	JT SEAL DMG	М	Joint Seal (Localized)	20,546	Ft	\$38,626
RY1331	01W	JT SEAL DMG	Н	Joint Seal (Localized)	8,218	Ft	\$15,450
RY1331	02W	JT SEAL DMG	М	Joint Seal (Localized)	12,480	Ft	\$23,462
RY220	01C	JT SEAL DMG	М	Joint Seal (Localized)	13,197	Ft	\$24,810
RY220	01W	JT SEAL DMG	М	Joint Seal (Localized)	27,650	Ft	\$51,983
RY220	01W	JT SEAL DMG	Н	Joint Seal (Localized)	2,514	Ft	\$4,726
RY220	02C	JT SEAL DMG	М	Joint Seal (Localized)	3,125	Ft	\$5 <i>,</i> 875
RY220	02W	JT SEAL DMG	М	Joint Seal (Localized)	10,417	Ft	\$19,583
				Total:	211,330	Ft	\$397,302
APB	001	ALLIGATOR CR	М	Patching - AC Deep	2,079	SqFt	\$24,090
APB	002	ALLIGATOR CR	М	Patching - AC Deep	113	SqFt	\$1,313
CTG	001	ALLIGATOR CR	М	Patching - AC Deep	263	SqFt	\$3,044
СТН	001	ALLIGATOR CR	М	Patching - AC Deep	74	SqFt	\$857
CTJ	001	ALLIGATOR CR	М	Patching - AC Deep	988	SqFt	\$11,447
PTB	002	ALLIGATOR CR	М	Patching - AC Deep	57	SqFt	\$666
TLA	002	ALLIGATOR CR	М	Patching - AC Deep	622	SqFt	\$7,212
TLC	001	ALLIGATOR CR	М	Patching - AC Deep	1,423	SqFt	
TLC	002	ALLIGATOR CR	М	Patching - AC Deep	10,315	SqFt	\$119,547
TLC	002	ALLIGATOR CR	Н	Patching - AC Deep	10,315	SqFt	\$119,547
				Total:	26,249	SqFt	\$304,214
CTB4	001	RAVELING	Н	Patching - AC Shallow	9	SqFt	\$70

Branch	Section	Distress Type	Severity	Treatment	Estimated Quantity	Unit	Cost
CTG	001	RAVELING	Н	Patching - AC Shallow	16	SqFt	\$123
TLA	002	PATCHING	М	Patching - AC Shallow	165	SqFt	\$1,281
TLA	003	DEPRESSION	М	Patching - AC Shallow	95	SqFt	\$738
TLC	001	PATCHING	М	Patching - AC Shallow	308	SqFt	\$2,402
				Total:	592	SqFt	\$4,613
APA	001	LINEAR CR	Н	Patching - PCC Full Depth	251	SqFt	\$18,304
CTA1	001	CORNER BREAK	М	Patching - PCC Full Depth	81	SqFt	\$5,901
CTA3	001	DURABIL. CR	М	Patching - PCC Full Depth	913	SqFt	\$66,530
CTA6	001	DURABIL. CR	М	Patching - PCC Full Depth	698	SqFt	\$50,796
CTA7	001	LARGE PATCH	М	Patching - PCC Full Depth	287	SqFt	\$20,916
CTA7	001	DURABIL. CR	М	Patching - PCC Full Depth	239	SqFt	\$17,430
CTA9	001	DURABIL. CR	М	Patching - PCC Full Depth	735	SqFt	\$53,535
CTA9	001	CORNER BREAK	М	Patching - PCC Full Depth	58	SqFt	\$4,215
PTA	002	DURABIL. CR	М	Patching - PCC Full Depth	1,553	SqFt	\$113,140
PTA	002	LINEAR CR	Н	Patching - PCC Full Depth	207	SqFt	\$15,085
RY1331	01C	LARGE PATCH	М	Patching - PCC Full Depth	580	SqFt	\$42,299
RY1331	01C	DURABIL. CR	М	Patching - PCC Full Depth	483	SqFt	\$35,249
RY1331	01C	CORNER BREAK	М	Patching - PCC Full Depth	305	SqFt	\$22,204
RY1331	01W	DURABIL. CR	М	Patching - PCC Full Depth	9,148	SqFt	\$666,533
RY1331	01W	LINEAR CR	Н	Patching - PCC Full Depth	563	SqFt	\$41,017
RY220	01C	CORNER BREAK	М	Patching - PCC Full Depth	203	SqFt	\$14,852
RY220	01C	DURABIL. CR	М	Patching - PCC Full Depth	12,297	SqFt	\$895,941
RY220	01W	LARGE PATCH	М	Patching - PCC Full Depth	7,853	SqFt	\$572,160
RY220	01W	DURABIL. CR	М	Patching - PCC Full Depth	13,088	SqFt	\$953 <i>,</i> 600
RY220	01W	LARGE PATCH	Н	Patching - PCC Full Depth	523	SqFt	\$38,144
				Total:	50,065	SqFt	\$3,647,854
APA	001	SMALL PATCH	М	Patching - PCC Partial Depth	66	SqFt	\$690
APA	002	CORNER SPALL	М	Patching - PCC Partial Depth	12	SqFt	\$126
APA	002	CORNER SPALL	Н	Patching - PCC Partial Depth	12	SqFt	\$126
CTA10	001	JOINT SPALL	М	Patching - PCC Partial Depth	13	SqFt	\$136
CTA3	001	CORNER SPALL	М	Patching - PCC Partial Depth	4	SqFt	\$42
CTA3	001	SMALL PATCH	М	Patching - PCC Partial Depth	4	SqFt	\$42
CTA3	001	CORNER SPALL	Н	Patching - PCC Partial Depth	4	SqFt	\$42
CTA6	001	SMALL PATCH	М	Patching - PCC Partial Depth	25	SqFt	\$255
CTA9	001	SMALL PATCH	М	Patching - PCC Partial Depth	14	SqFt	\$151
CTA9	001	CORNER SPALL	М	Patching - PCC Partial Depth	10	SqFt	\$101
CTA9	001	CORNER SPALL	Н	Patching - PCC Partial Depth	19	SqFt	\$202
CTE	001	CORNER SPALL	Н	Patching - PCC Partial Depth	4	SqFt	\$41
CTF	001	JOINT SPALL	М	Patching - PCC Partial Depth	8	SqFt	\$75
CTF	001	CORNER SPALL	Н	Patching - PCC Partial Depth	3	SqFt	\$31
CTF	001	JOINT SPALL	Н	Patching - PCC Partial Depth	9	SqFt	\$93
CTM	001	CORNER SPALL	Н	Patching - PCC Partial Depth	3	SqFt	\$33
PTA	002	JOINT SPALL	М	Patching - PCC Partial Depth	66	SqFt	\$683
PTA	002	CORNER SPALL	М	Patching - PCC Partial Depth	14	SqFt	\$142

Branch	Section	Distress Type	Severity	Treatment	Estimated Quantity	Unit	Cost
PTA	002	SMALL PATCH	М	Patching - PCC Partial Depth	61	SqFt	\$640
PTA	002	CORNER SPALL	Н	Patching - PCC Partial Depth	6	SqFt	\$71
RY1331	01C	JOINT SPALL	М	Patching - PCC Partial Depth	30	SqFt	\$319
RY1331	01C	SMALL PATCH	М	Patching - PCC Partial Depth	26	SqFt	\$266
RY1331	01C	CORNER SPALL	М	Patching - PCC Partial Depth	26	SqFt	\$266
RY1331	01C	CORNER SPALL	Н	Patching - PCC Partial Depth	13	SqFt	\$133
RY1331	01C	JOINT SPALL	Н	Patching - PCC Partial Depth	76	SqFt	\$798
RY1331	01W	SMALL PATCH	М	Patching - PCC Partial Depth	55	SqFt	\$580
RY1331	01W	JOINT SPALL	М	Patching - PCC Partial Depth	44	SqFt	\$464
RY1331	01W	CORNER SPALL	Н	Patching - PCC Partial Depth	55	SqFt	\$580
RY1331	02W	JOINT SPALL	М	Patching - PCC Partial Depth	19	SqFt	\$203
RY1331	02W	CORNER SPALL	Н	Patching - PCC Partial Depth	9	SqFt	\$85
RY220	01C	SMALL PATCH	М	Patching - PCC Partial Depth	42	SqFt	\$445
RY220	01C	JOINT SPALL	М	Patching - PCC Partial Depth	102	SqFt	\$1,067
RY220	01W	JOINT SPALL	М	Patching - PCC Partial Depth	83	SqFt	\$863
RY220	01W	CORNER SPALL	М	Patching - PCC Partial Depth	12	SqFt	\$120
RY220	01W	SMALL PATCH	М	Patching - PCC Partial Depth	126	SqFt	\$1,319
RY220	01W	SMALL PATCH	Н	Patching - PCC Partial Depth	12	SqFt	\$120
				Total:	1,087	SqFt	\$11,351
CTA9	001	DURABIL. CR	Н	Slab Replacement - PCC	1,119	SqFt	\$43,918
RY1331	01W	SHAT. SLAB	Н	Slab Replacement - PCC	4,289	SqFt	\$168,245
RY220	01W	DURABIL. CR	Н	Slab Replacement - PCC	2,660	SqFt	\$104,306
				Total:	8,069	SqFt	\$316,469
APA	003	WEATHERING	М	Surface Treatment	18,150	SqFt	\$9,257
APB	001	WEATHERING	М	Surface Treatment	10,711	SqFt	\$5 <i>,</i> 463
CTB4	001	RAVELING	М	Surface Treatment	1,198	SqFt	\$611
CTB4	001	WEATHERING	М	Surface Treatment	6,891	SqFt	\$3,514
CTG	001	WEATHERING	М	Surface Treatment	9,445	SqFt	\$4,817
СТК	001	WEATHERING	М	Surface Treatment	1,145	SqFt	\$584
PTB	001	WEATHERING	М	Surface Treatment	17,739	SqFt	\$9 <i>,</i> 047
TLA	002	WEATHERING	М	Surface Treatment	102,268	SqFt	\$52,157
				Total:	167,548	SqFt	\$85,450

Appendix G Maintenance Repair Guidelines

General Comments

Ongoing inspections are the cornerstone of a maintenance management program. Crack sealing prevents surface water from entering the pavement structure and helps prevent the introduction of incompressible material into the paving joints and cracks, reducing the chances for spalls and further pavement deterioration.

Preservation of a pavement system will require a combination of preventive, sustaining, and restorative maintenance repairs. Preventive maintenance is primarily an inspection program, sustaining maintenance is an ongoing maintenance function, whose purpose is to seal newly formed cracks in areas where the sealant is in otherwise satisfactory condition. Restorative repairs are major work items, often performed under contract that typically involves complete removal and replacement of existing sealant.

Maintenance Activities

Flexible (Asphalt) Pavement

Longitudinal and transverse (L&T) cracks at medium severity (>¼" wide) should be filled with a good quality crack filler material. High-severity cracks must normally be patched. Cracks rated at low severity may be narrow-unsealed cracks or sealed cracks up to 3 inches wide. The PCI procedure does not distinguish between narrow unfilled cracks and wider filled cracks. When 25 percent or more of total crack quantity is at medium or high severity, a restorative program becomes cost-effective. When medium- or high-severity cracking constitutes less than 25 percent of the total, sustaining maintenance is usually more cost-effective.

Medium- and high-severity existing patches should be replaced with new patches. Small areas (usually less than 100 square feet per patch) of alligator cracking and rutting at medium and high severity may also be repaired by patching. Larger patches should be considered if equipment can be made available to accomplish the work. Patching to repair up to 10 percent of the surface of a pavement section that is otherwise serviceable can result in significant cost savings as compared to rehabilitation of the entire section.

PCC (Concrete) Pavement

Joint seal damage at medium and high severity should be repaired. If medium- and high-severity damage is limited to less than about 25 percent of total joint length, sustaining maintenance is recommended. If medium and high-severity damage exceeds about 25 percent of the total joint length, joint sealant should be removed and replaced under a restorative repair project.

Longitudinal/transverse/diagonal (LTD) cracks at low and medium severity should be considered for sealing as part of the joint sealing project. High-severity LTD cracks require sealing, patching, or slab replacement, depending on the extent of deterioration.

Small patches are most often placed to repair medium- and high-severity spalls or to replace deteriorated older patches. Restorative small patches are typically partial depth repairs, usually to load transfer steel. Large patches and corner breaks at medium and high severity should be repaired by full-depth large patches.

High-severity LTD cracks and shattered slabs are candidates for patching and slab replacement. Low-severity shattered slabs can be left in place pending further deterioration.

Pavement Failure

Before maintenance and repairs are attempted, it helps to have an understanding of the way pavement performs and deteriorates.

Environmental/Age-Related Deterioration

Seasonal temperature changes cause expansion and contraction of the pavement materials, causing the pavement to move up to 1 foot per 1,000 feet. Much of this movement can be witnessed as the opening and closing of existing transverse cracks.

The pavement thickness and type of subgrade plays a large role in the formation and spacing interval of transverse cracks. If the subgrade material is smooth or rounded, the pavement surface will move relatively freely, the transverse cracks will usually be spaced far apart (>60 feet). If the subgrade material is rough or angular the pavement surface will not move freely and transverse cracks will be spaced more closely (<40 feet). The distance between transverse cracks will also depend on the pavement thickness, as a thicker pavement can resist cracking for longer lengths, but around 50 feet is typical for general aviation airport pavements.

Age related distress deals with the pavement oxidation or loss of volatile components to the atmosphere. An oxidized pavement becomes more brittle with time. Surface treatments and seal coats are designed, in part, to provide a protective barrier and prevent this type of oxidation.

Materials Related Deterioration

Subsurface water can have the greatest impact on pavement deterioration. A wet subgrade greatly reduces the ability of a pavement to support wheel loads, and the results often show up as rutting and cracking. The fine materials in a wet base can be pumped up through the cracks and eventually result in a loss of subgrade support. This loss of support can be evidenced as corner breaks and faulting. Moisture inside a pavement system expands when it freezes; creating stresses that push and tear at the pavement. The following thaw cycles will leave voids in the pavement structure that enable further rutting and breaking. Repeated freeze/thaw cycles will eventually cause pavement to disintegrate. One of the best ways to assure pavement longevity is to provide drainage and keep the subgrade dry.

Aggregate is the biggest component of any pavement structure, and it is the contact between the aggregate particles that actually transfers the load and provides the strength. Aggregate durability and shape are major factors affecting pavement performance. Durability is the ability of the aggregate to perform satisfactorily over time and resist the detrimental effect of nature. Sharp, well-angled aggregate that interlock, compact densely, and resists movement are the most desirable.

Air Voids

Well-distributed interconnected air voids allow escape paths for freezing water and generally reduce susceptibility to freeze/thaw damage. In PCC pavements, closely spaced interconnected air voids provide the greatest degree of protection.

Asphalt pavements, on the other hand, only tolerate air voids as necessary. Air voids allow for expansion of the asphalt binder, but also allow water penetration into the pavement. Interconnected air voids are undesirable here because the voids allow air to penetrate the asphalt layers and oxidize the binder. As air voids increase, durability and flexibility decrease, but stability and skid resistance increase. Asphalt pavements should be designed and compacted so that air voids are not interconnected. The air voids should allow only for the expansion of the asphalt and aggregate without, bleeding, and air voids should be kept low enough to prevent water and air from penetrating the asphalt layers.

Binders

Regardless of whether the pavement is asphalt or concrete, the binder material is mixed with the aggregate to coat all particles with a thin film. An asphalt coating allows the pavement to be flexible and still resist large movements. Durability of the asphalt pavement is increased by a thicker film because it is more resistant to age hardening; however, too thick of a film and the asphalt acts like a lubricant, promoting ruts, shoving, and bleeding. Specifications control aggregate and binder mix quantities, but each mix should be customized for materials available locally.

With a concrete pavement, the aggregate supports the load, but the cement binder interlocks with the aggregate to inhibit all movement. Hydration is the term for the chemical reaction of portland cement with water, and in the hydration process, dry cement particles react with water, to form gels, and then crystals, that grow and bond with the aggregate to form a rigid interlocking structure. Hydration can continue for years, but much of the ultimate strength will be reached within 28 days. Hydration is a sensitive chemical process, and typically, any admixtures used to accelerate the hydration process will reduce durability, and their use should be considered carefully or avoided.

Stress Distribution/Load Related Deterioration

PCC (rigid) and asphalt (flexible) pavements differ in the way loads are distributed. A concrete slab resists bending and transfers loads evenly, an asphalt pavement is designed to bend, and gradually spreads loads over wider areas. Rutting is a subgrade failure caused by a compressive yielding of the subgrade.

Load-related cracks can start at the top or bottom of a pavement section. In asphalt sections, loadrelated (fatigue) cracks start at the bottom. If a load-related crack reaches the surface, it usually indicates significant structural deficiency. In PCC pavement, corner breaks are caused by top tension, and the crack propagates downward. Mid-slab LTD cracks are examples of bottom tension.

Spalls can be caused by either wheel loads or environmental factors, anytime there is movement between adjacent slabs. If a small rock is allowed into a joint, a differential movement between adjacent slabs can cause a spall. Spalling can be minimized by keeping joint and crack sealant intact.

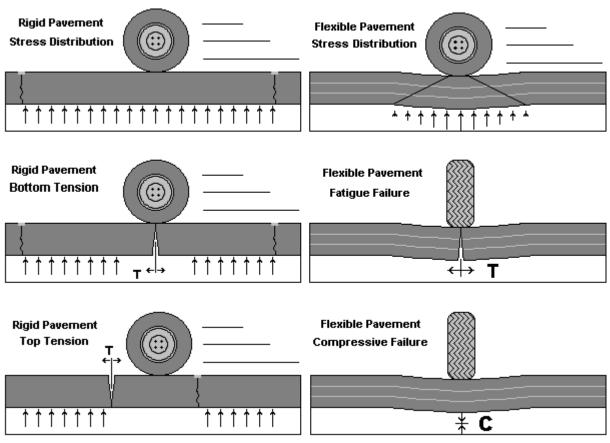


Figure 1. Pavement failure.

Points to Remember

Pavement wears out.

The longer a pavement remains in service, the greater the effort needed to keep it in service. A good maintenance and repair program will increase service life significantly, but cannot be expected to extend service life indefinitely.

Pavement moves.

Pavement moves in response to temperature changes. Transverse cracks can vary from nearly closed in the summer to open an inch or more in winter. This movement cannot be prevented. It must be understood and provided for during design and construction. The changing crack widths will dictate the reservoir size required for sealant. Measure cracks at their widest and narrowest states, then prepare adequate ($\frac{1}{2}$ - 1 $\frac{1}{2}$ inch) sealant reservoirs for crack sealing projects.

Longitudinal joints and cracks are important.

The most important reason for sealing cracks is to deny surface water access to the pavement and subgrade. Most water drains from centerline to shoulders. Longitudinal cracks, which run parallel to the centerline provide the greatest potential to divert water into the pavement structure, and must be sealed.

Sealing is not always the best answer.

The FAA maximum allowable open trench width on aircraft movement areas is three-inches; therefore, any crack wider than three-inches should be patched. A severe spall or a crack that has settled below the pavement elevation indicates a failure. If the pavement has disintegrated to the point that aggregate interlock is lost, sealant alone will not be sufficient, and patching should be considered.

Maintenance and repairs must be done correctly.

To achieve optimum results from repairs, proper preparation, use of quality materials, and proper application are essential. Any shortcuts will reduce the quality and effectiveness of the repairs. A rule of thumb is that proper maintenance will last twice as long as an unprepared area. Good maintenance takes time and deserves high-quality materials.

Schedule maintenance and repair activities carefully.

Any pavement defect can be corrected. Concentrate on repairs that are cost-effective, operationally important, and that extend service life. Some surface blemishes can be ignored safely, and many structural problems are beyond economical correction. When future rehabilitation is imminent, maintenance activities should be limited to only those that ensure continued safety and minimize foreign object damage (FOD) potential.

Equipment

Many excellent pavement repair and sealing products are available. Specialized tools and equipment help ensure quality repairs. This section reviews equipment compatible with airport needs.

Air Compressor

Used to remove sand and debris from prepared cracks and joints, the compressor should have a sustained capacity of 120 cubic feet per minute with a nozzle velocity of 100 psi. Trailer-mounted compressors typically have capacities in this range.

Concrete Saw

A saw capable of making a minimum 3-inch deep cut is required. The saw should be capable of making cuts in asphalt or concrete. Gasoline-powered 5-25 hp wheel mounted saws typically are preferred for this type of work, but electric and pneumatic tools are also available.

Heating Kettle

Applying sealant is the most time-consuming operation, and a sealing machine with heating and pressure application capabilities is a critical item in a sealing program. The capacity of the sealing equipment dictates the rate at which a crew progresses. For large sealing projects, a minimum 100 gallons/per hour sustained capacity is recommended. The unit should be a double boiler type, with mechanical agitators or continuous recirculation.

Router

A concrete saw can be used to prepare joints, but for random cracking, a mechanical router with a vertical impact mechanism is preferred. When cracks are being routed, this activity will dictate speed of the crew. Crack routers in the 25hp range are commonly used and are available from a variety of manufacturers.

Sand Cleaner

A sand blaster helps to clean loose particles and dust from prepared cracks. The unit must have sufficient force to expose fresh, vital pavement to bond with sealant and patching materials.

Vibratory Roller or Plate Compactor

Required to properly compact plant mixed and packaged patching materials. Small rollers are best for pothole type applications, plate compactors are best for large areas.

Other Equipment

Other general use equipment that can be helpful in a maintenance program includes bucket loaders, dump trucks, water tanks, and a power sweeper unit.

Materials

Pavement repair materials are constantly being introduced and improved. This section provides information on products compatible with airport needs.

Joint and Crack Sealer

Hot poured, pressure injected, polymeric rubberized asphalt sealant meeting ASTM D3405 specifications is suitable for most joint and crack sealing requirements. This product is relatively inexpensive, durable, and suitable for both PCC and asphalt pavements. Other, more expensive, hot applied sealants that promise longer life are being developed for specialty applications, and twin component cold applied sealants, similar to URASEAL 200, have also been used with success. Contact your local distributor.

Flexible Pavement Patch

Long-term patches should be made with a high-quality plant mixed hot asphalt having a ¾-inch maximum aggregate size and meeting FAA P401, or highest quality highway specifications. High-performance plant mixed cold patching products that can be stockpiled on-site have been developed. Low-quality packaged materials available from local hardware type stores should be avoided and only be used for temporary patches that maintain safety and service.

PCC Pavement Patch

Permanent patches in PCC pavement should be made with a minimum 6-bag mix of hi-early airentrained cement with 1-inch maximum size aggregate. Concrete should have zero slump and a coarse texture. As with asphalt patches, low-quality packaged materials should only be used as temporary patches to maintain safety and service until a more permanent repair can be made.

Techniques

Crack Sealing

- Cracks over ¼ inches wide should be sealed. Cracks wider than 3 inches should be patched.
- Sealant depth above the backer rope should be equal to the width of the reservoir, or as recommended by the manufacturer.
- Routed cracks should be sand blasted, to prepare the vertical edges for bonding with the sealant. Clean cracks with compressed air prior to sealing.
- Backing material should always be placed into the cracks. Commercial products are available, and several sizes of rope should always be available to accommodate various crack sizes.
- Apply sealant after placing the backer rope. Follow the manufacturer's instructions. Sealant should be applied to within ¼ inch of the pavement surface.
- The final activity is to clean the surrounding pavement areas. A vacuum sweeper works well for this. Allow the sealant time to set, before using a broom.

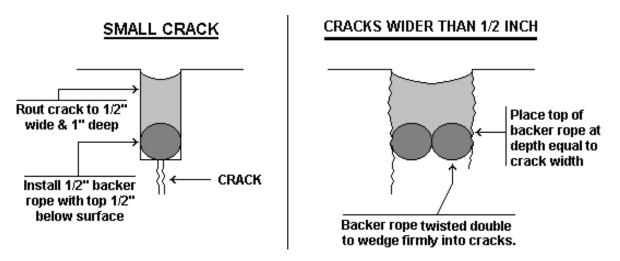


Figure 2. Crack sealing.

Note:

This crack sealing technique is meticulous in its design and procedure. It has a proven record of performance. Using backer rope forces the sealant into a predictable shape—narrow in the center and wide on the sides. This sealant profile allows the sealant to firmly bond with the vertical edges, yet stretch easily with pavement movement. In an effort to minimize labor requirements and reduce crack-sealing costs, an alternative procedure, the overband technique, is presented on the following page. This procedure can produce good results for up to 5 years.

Always remember that, within reasonable limits, thinner sealant material will stretch more easily with the pavement movement, and stay bonded longer.

Overband Technique

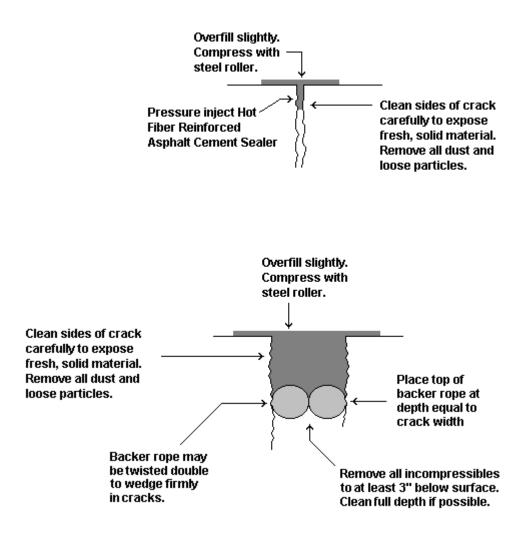
A latex modified, fiber reinforced, asphalt cement sealant using the techniques outlined below.

Material

- Blend grade 20 or equivalent asphalt cement with latex rubber at 5 percent by weight of asphalt.
- Again, at 5 percent by weight of asphalt, add polyester fibers into agitator tank.
- Maintain blended asphalt temperature at least 20 degrees below flash point.
- Continuously recycle hot blended asphalt through pumps and hoses when heating kettle is in standby mode.

Application

- Sealant should be applied to dry pavement, with ambient temperatures above 40 degrees.
- Cracks should be sand cleaned and blown free of debris immediately before sealing.
- Application of sealant immediately follows cleaning of the crack.
- Sealant should be pressure applied from a wand-type applicator with a special "overband" nozzle.
- Seat the sealant with a steel-wheeled roller immediately after placement.
- In wider cracks, a backer rope is recommended to limit material quantities required.



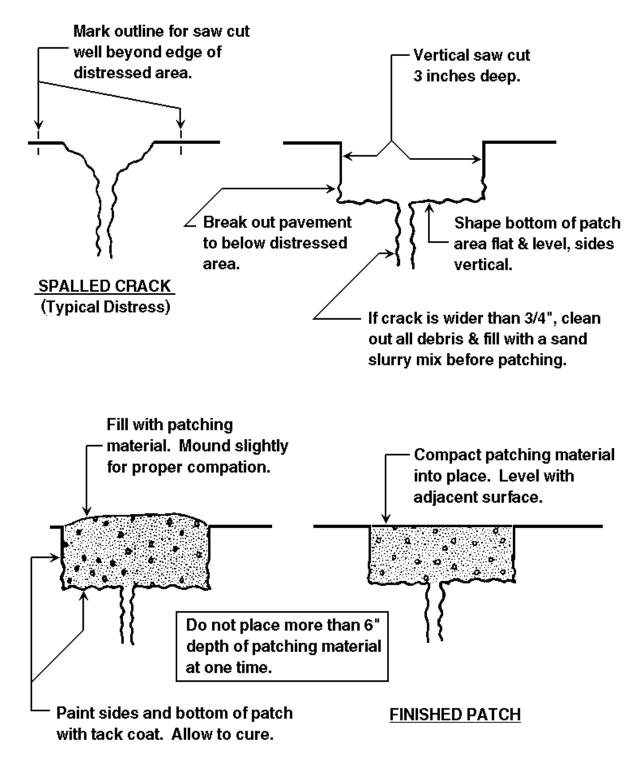


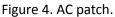
Patching (Asphalt Pavement)

Cracks wider than 3 inches should be patched. Cracks with secondary cracking and vertical movement should also be patched. Failed existing patches should be replaced. Patching can also repair small areas of alligator cracking and rutting. A patch differs from sealant in that it restores load-bearing capacity. Therefore, it must be constructed carefully to distribute stresses evenly and perform as an integral piece of the surrounding pavement. The patch must be wide enough to ensure that it bonds to fresh, vital pavement on all sides, and deep enough to reach fresh underlying layers, but never less than 3 inches.

- Examine the distressed area and mark the patch outline. This examination may require a pick or chisel to test the pavement integrity in and around the distressed area.
- The patch area should be cut out with a vertical saw cut not less than 3 inches deep.
- The enclosed pavement should then be removed, leaving the vertical sawed edges undamaged and providing a relatively even, flat floor at the appropriate depth.
- The sides and bottom should be sand cleaned and blown out with compressed air

- The sides and bottom should then be painted with a rapid curing asphalt tack coat. The tack coat may be sprayed on or applied with a brush or rag. Care should be taken to achieve complete coverage without allowing excess material to "pool" on the bottom.
- Allow tack coat to cure (about 2 to 4 hours) until it reaches a gummy consistency, which readily retains the impression of a fingerprint.
- Place hot mixed asphalt concrete evenly and mound slightly above surrounding pavement. Allow approximately ¼ inch of compaction for each inch of patch depth.
- Compact in place with vibratory roller or plate compactor. Asphalt concrete should not be compacted in layers greater than 6 inches. If patch depth is greater than 6 inches, asphalt concrete should be placed and compacted in successive layers.
- In deep, narrow patches such as at joint reflective cracks, a sand asphalt mix may be required in lower layers to allow movement and prevent bridging the adjacent slabs.
- Considerable judgment is required in placing the asphalt concrete to achieve a fully compacted patch without creating a bump or depression. The ¼ inch per inch factor is a rule of thumb. Actual compression will vary with the mix. Experimentation and experience are required to achieve optimum results.





Patching (PCC)

The technique outlined here simulates a thin bonded PCC overlay. This procedure has been proven in service throughout the country.

- Examine the distressed area and mark the patch outline. This examination may require a pick or chisel to test pavement integrity in and around the distressed area.
- Saw cut the area to a depth of 2 inches. The enclosed area is then chipped or jack hammered to solid pavement, but not less than a 2-inch nominal depth.
- The sides and bottom are sand cleaned and air-blasted to expose vital, clean concrete.
- A 25 percent solution of muriatic acid is applied to all exposed surfaces within the patch.
- The muriatic acid solution is thoroughly flushed from the patch area with water.
- Compressed air is used to remove excess water from the area, but exposed concrete must be maintained in a moist condition.
- The sides and bottom of the area are then coated with approximately a 1/16-inch layer of cement grout applied at the consistency of paste. The grout acts as an adhesive to bond the fresh concrete to existing concrete.
- If the patch is adjacent to joints, the continuity of the joint must be maintained by placing inserts approximately the shape of the desired joint against the wall of the patch.
- Before concrete grout begins to dry, concrete is placed in the patch area and is compacted into position with hand tampers or a vibrating plate tamper.
- When the patch has been struck to the proper slope and elevation, a surface texture is applied to approximate the texture of adjacent pavement.
- Joint edges may be edged slightly to remove sharp edges. The patch should be covered with polyethylene or sprayed with a curing compound.
- Clean the surrounding pavement before concrete spillover has a chance to set up.
- The patch may be open to traffic in 72 hours.

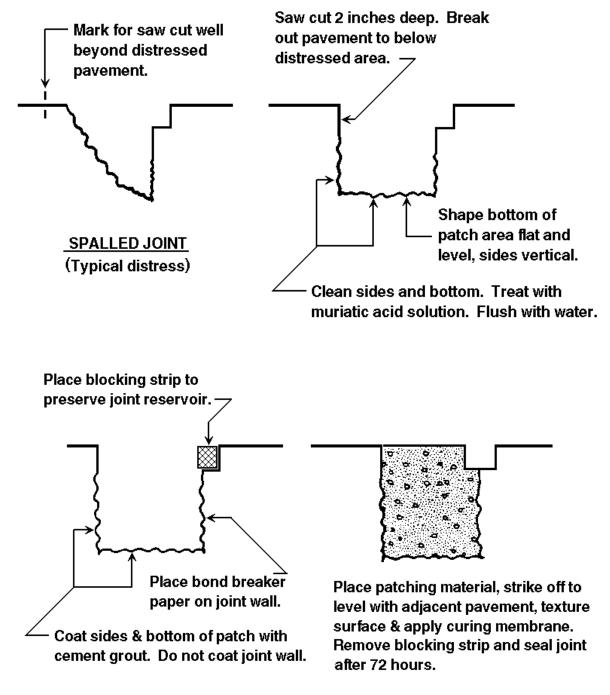
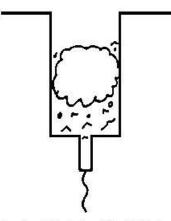


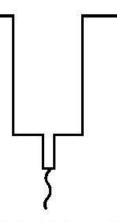
Figure 5. PCC patch.

Joint Repair (PCC)

Seal joints in PCC pavement when existing sealant has deteriorated to a degree that allows water and incompressibles to enter the joint. Hairline cracks are not yet candidates for sealing.

- Rout a reservoir for the sealant. Sealant reservoir should be ½ inch wide and 1 inch deep.
- For cracks wider than ½ inch, the reservoir should be ¼ inch wider than the crack. Depth should be such that sealant above the backer rope is at most equal to reservoir width, or as recommended by manufacturer.
- Routed cracks should be sand cleaned, using fine sand at reduced pressure. Proper cleaning will expose fresh, vital pavement on the vertical crack edge.
- Immediately prior to sealing, cracks should be cleaned with compressed air. Ensure that all sand, debris, and incompressibles are removed from the crack. A small hand-held hook or plowing tool may be needed to dislodge some particles. Water cleaning is not recommended, simply because the drying time delays the sealing operation.
- After cleaning with compressed air, a backing material should be placed into the crack. The backer rope may be any compressible substance compatible with bituminous sealant material that will wedge into cracks at a designated depth and support the sealant. Several sizes should be immediately available in the field to accommodate various crack sizes.
- Sealant should be pressure applied with a wand type applicator to within ¼ inch of the pavement surface. Follow the equipment manufacturer's instructions.
- The final activity is to clean the surrounding pavement area. A vacuum sweeper works well. Brooms should not be used until the sealant has taken an initial set.





Typical joint with deficient sealant and a collection of debris & incompressibles.

Rout out old sealant, debris and incompressibles. Clean joint sides to expose fresh, clean concrete and stone. Retain existing reservoir shape.

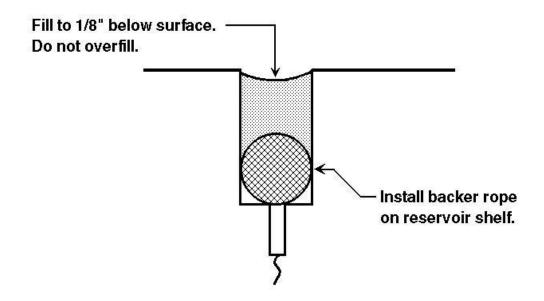


Figure 6. PCC joint/crack repair.

Inspection Date	Inspector	Pavement location (branch/section)	Change in condition (new distress type, increased quantity or severity)	Maintenance performed since last inspection

Table 1. Maintenance and "drive by" inspection log.