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Design, Inc.**

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Hamilton, NJ 08691**

2021 PAVEMENT CONDITION INDEX (PCI) REPORT

Report Submitted to:

**Jacobs Engineering
Group, Inc.**

December 2023

***Princeton Airport (39N)
Montgomery Township, Somerset County, New Jersey***



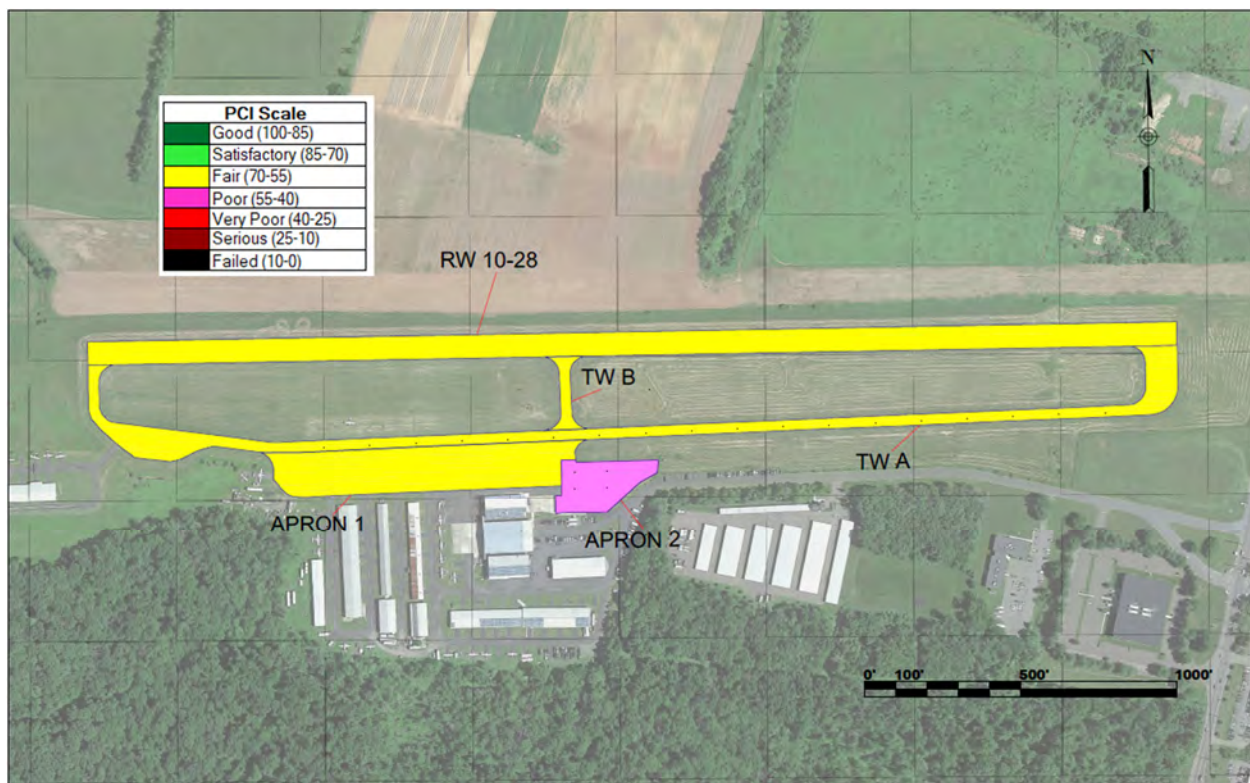
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Executive Summary

The pavement condition of the runway, taxiway, and apron of Princeton Airport (39N) was evaluated (June 2021 inspection) in this project through a pavement distress survey and the Pavement Condition Index (PCI) was computed. The results were compared to those obtained from a 2014 inspection of the 39N airport pavement.

The 2021 distress survey indicated that that the runway, taxiway, and apron pavement of airport 39N, considered as a whole, is currently at the high end of the FAIR range with an overall average PCI of 66. This is a 9-point reduction from the overall PCI of 75 (SATISFACTORY) found for the airport in 2014. In terms of area, the airport pavement was mostly in SATISFACTORY condition (93%) with the remaining area in FAIR condition (7%) in 2014 but deteriorated to mostly FAIR condition (93%) with the remaining area in POOR condition (7%) in 2021. With respect to branch type/use, the runway and taxiways worsened from the SATISFACTORY condition in 2014 to FAIR condition in 2021. The aprons worsened from mostly SATISFACTORY condition (77%) with the remaining area in FAIR condition (23%) in 2014 to mostly FAIR condition (23%) with the remaining area in POOR condition in 2021. The PCI deterioration rate for the runway, taxiway, and apron pavement were -1.1, -1.1, and -2.1 PCI points/year, respectively.





In terms of distresses, the entire pavement area is primarily affected by climatic/durability factors. Longitudinal and transverse cracking is the predominant distress observed in most sections. Block cracking, weathering, and Patching were also significant contributors to PCI deductions on many pavement sections. Alligator cracking (load related distress) and oil spillage was found on both Aprons.



Part I – Introduction

Jacobs Engineering Group Inc. retained Advanced Infrastructure Design, Inc. (AID) to provide technical services pertaining to the collection of Pavement Condition Index (PCI) data on the airside pavement of seventeen (17) airports in New Jersey. This report pertains to the PCI data collection work conducted on 6/15/2021 and 6/16/2021 at Princeton Airport (39N) and includes a comparison of the results to those obtained in 2014. The project site is located in Montgomery Township, Somerset County, New Jersey.

AID collected PCI data for the runways, taxiways, and aprons at 17 airports in 2014. This data was then used to develop an Airport Pavement Management System (APMS) for each of those 17 airports. Several years later, it is now prudent to update the PCI data at the 17 airports to account for deterioration and improvements that have occurred since the last PCI survey conducted in 2014. The updated PCI information will provide the New Jersey Department of Transportation (NJDOT) and Federal Aviation Administration (FAA) with important existing condition information that can then be used to allocate funds appropriately. Additionally, the new set of PCI data can eventually be added to the 2014 data in the APMS to enable refinements to pavement deterioration models.

AID's work on this project was intended to collect PCI data on the primary airside pavement, which can be readily entered into the Airport Pavement Management System (APMS) for 39N. To this end, the distress survey was conducted on the runway, taxiway, and apron pavements. The remainder of this report discusses the scope of work in detail and presents the results yielded by the PCI inspection. In addition to this report, the database created in 2014 is being updated with the 2021 distress survey data. The database will include the airport pavement inventory, distresses, and PCI data from the 2014 and 2021 distress surveys.

The airport layout showing the various pavement branches and sections at the airport and their respective designations is shown in Appendix A. It should be noted that the letter designations that were arbitrarily assigned to the taxiways during AID's 2014 PCI survey were also followed for the current survey.



Part II – Scope of Work

As part of the PCI data collection efforts, AID performed the following tasks:

2.1 Reviewed Existing Information

To understand the existing pavement assets and their structure and condition for planning the project work, updates since the 2014 work to pertinent information such as the Airport Layout Plan (ALP), CADD files, pavement type information, historical pavement condition information, and past and planned maintenance and rehabilitation (M&R) activities were requested. For 39N details of M&R activity were not available to AID at the time of this report. Google Earth imagery was used for mapping on this project and identifying the location of the M&R activity on the pavement. Although, no M&R activity could be identified from Google Earth imagery.

2.2 Performed PCI Survey

ASTM D5340-20: Standard Test Method for Airport Pavement Condition Index Surveys, which is employed as the visual distress identification and rating system in *FAA AC No. 150/5380-6C: Guidelines and Procedures for Maintenance of Airport Pavements*, was followed in carrying out the PCI inspection work for this project. This work can be divided into three components – sampling, inspection, and analysis.

2.2.1 Sampling

The sampling plan from the 2014 PCI survey was again followed for the current, 2021 survey. This involved first dividing the airport pavement into different branches based on functionality and geography. The branches were then subdivided into different sections, where appropriate, based on the pavement type, condition, and geometry. The sections were further divided into sample units for the purpose of PCI inspection, where each unit has an area of $5000 \text{ SF} \pm 2000 \text{ SF}$ for asphalt concrete (AC) surfaced pavements. Following *ASTM D5340-20*, a sampling rate was established to balance the need for reliable data with the need to efficiently carry out the inspection work, keeping in mind that the PCI data being collected is intended to be used in making network-level decisions regarding M&R treatments. Table 1 shows the sampling rate plan that was typically followed. This displays the minimum number of sample units to be surveyed within a section with a specified total number of sample units. These are designated “Random” sample units. “Additional” sample units are sample units that have a non-representative pavement condition and are inspected in addition to the random sample units when they were found to exist. Locations and designations for all the branches, sections, and sample units are shown in Appendix A.

Table 1. Sampling Rate Plan

Total No. of Sample Units in a Section	No. of Sample Units to Survey
1	1
2-4	2
5-7	3
8-10	4
11-12	5
13-15	6
16-18	7
19-21	8
22-25	9
26-30	10
31-35	11
36-60	12
>60	20%

2.2.2 Inspection

The layout of the branches, sections, and sample units established during the 2014 distress survey as well as the sampling plan from 2014 were followed for the current PCI survey. AID conducted the distress survey on 39N between June 15 and June 16, 2021.

PCI is used for quantifying pavement condition, where values range from 0-100 with 0 being the worst possible condition and 100 being the best possible condition. Using “deduct curves” from *ASTM D5340-20*, a single PCI value is calculated for each surveyed sample unit based on the distress types, severities (low, medium, or high), and quantities found within that sample unit. The PCI can be related to a verbal description called a “pavement condition rating” for ease of interpretation of the results. The PCI scale shown below is cited as an example in *ASTM D5340-20* and was used for this project.

PCI Scale	
	Good (100-85)
	Satisfactory (85-70)
	Fair (70-55)
	Poor (55-40)
	Very Poor (40-25)
	Serious (25-10)
	Failed (10-0)



2.2.3 Analysis

The distress survey data collected during the inspections was analyzed using *Paver (v.7.0.10)*, which was developed by the U.S. Army Corps of Engineers, Construction Engineering Research Laboratory (CERL). The analysis of the distress survey data includes calculation of the PCI and distress quantities extrapolated over the entirety of the surveyed pavement sections.

Part III – Results

3.1 Overview

Based on the pavement distress survey and analysis, it was found that the runway, taxiway, and apron pavement of airport 39N, considered as a whole, is currently at the high end of the FAIR range with an overall average PCI of 66. This is a 9-point reduction from the overall PCI of 75 (SATISFACTORY) found for the airport in 2014. The percentage breakdowns of the pavement area falling within each PCI condition category, both in 2014 and 2021, are provided in Figure 1. This figure shows that the airport pavement was mostly in SATISFACTORY condition (93%) with remaining area in FAIR condition (7%) in 2014 but deteriorated to mostly FAIR condition (93%) with the remaining area in POOR condition (7%) in 2021.

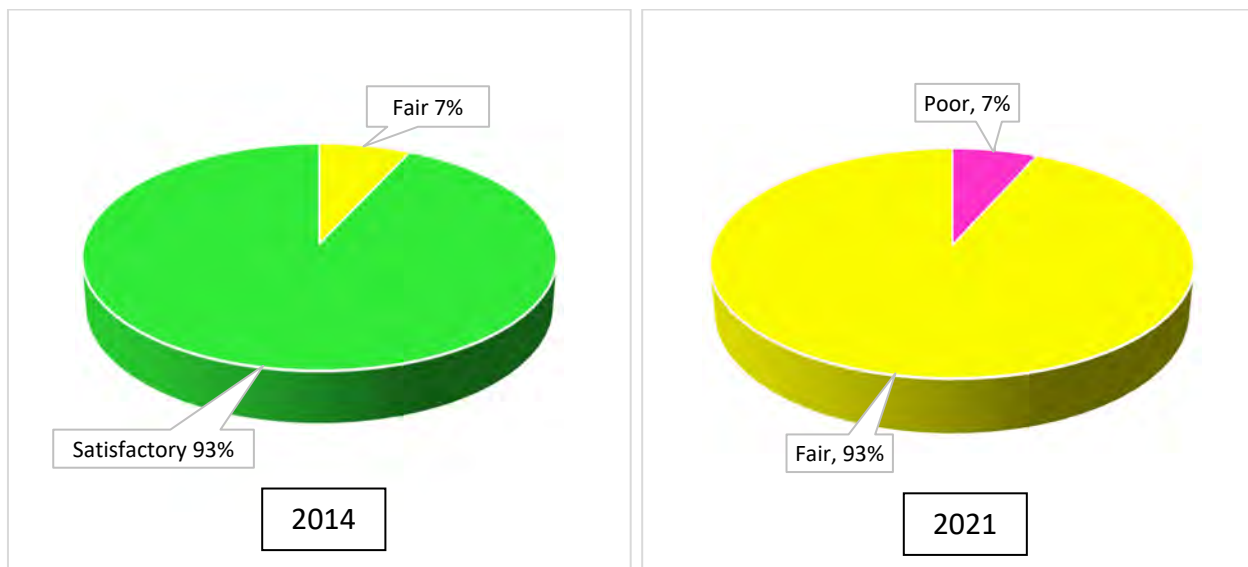


Figure 1. Comparison of Overall 39N PCI Category Breakdown in 2014 and 2021.

Figure 2 shows the PCI category breakdown by branch use in 2014 vs. 2021. The runway and taxiways worsened from SATISFACTORY condition in 2014 to FAIR condition in 2021. The aprons worsened from mostly SATISFACTORY condition (77%) with remaining area in FAIR condition (23%) in 2014 to mostly FAIR condition (23%) with remaining area in POOR condition in 2021.

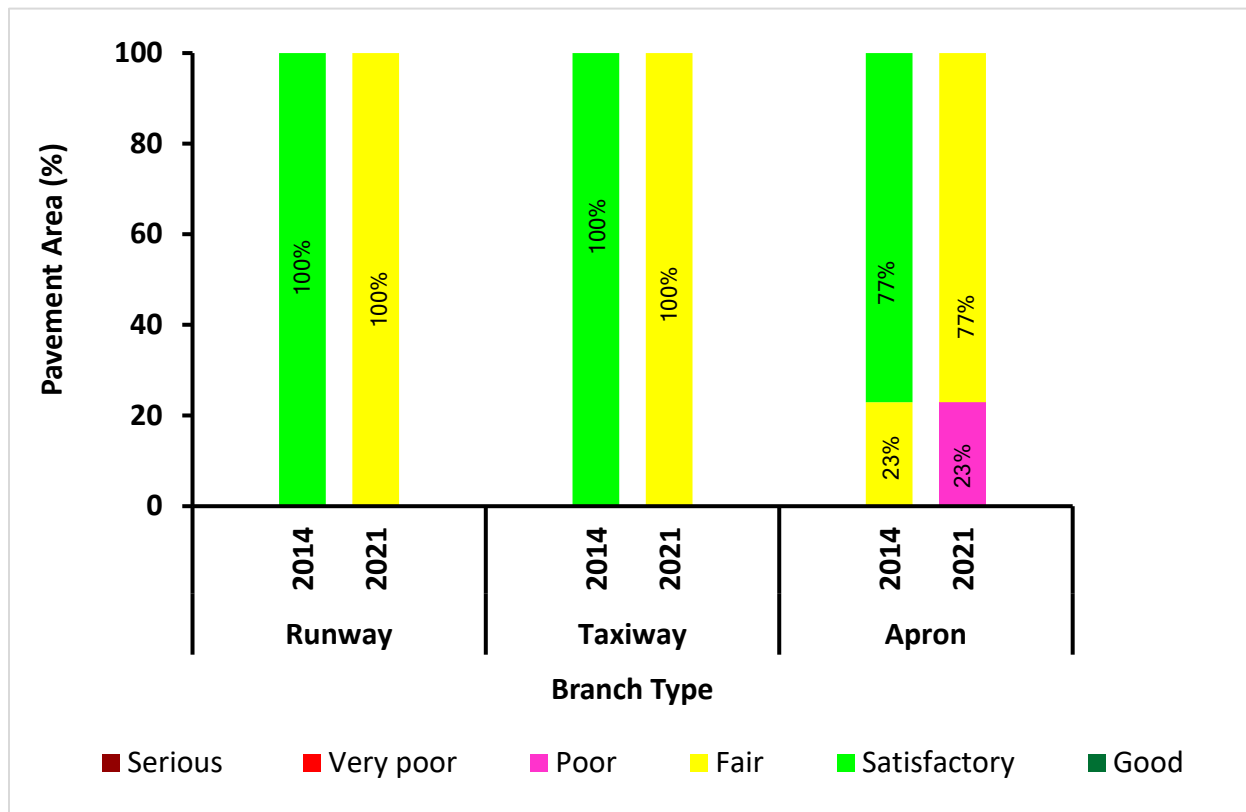


Figure 2. Comparison of PCI Category Breakdown by Branch Use in 2014 and 2021.

Figure 3 shows the weighted average PCI change from 2014 to 2021 to visualize the rate of deterioration. The PCI deterioration rate for the runway, taxiway, and apron pavement were -1.1, -1.1, and -2.1 PCI points/year, respectively.

The detailed data collected and produced through pavement inspections, including branch, section, and sample unit reports as well as a report with extrapolated distress data by section, is compiled in Appendix B. Because no information was made available to AID at the time of this report regarding the “Last Construction Date”, which reflects the date when the last major rehabilitation was carried out, an arbitrary date assigned by Paver program is listed in the Section Condition Report.

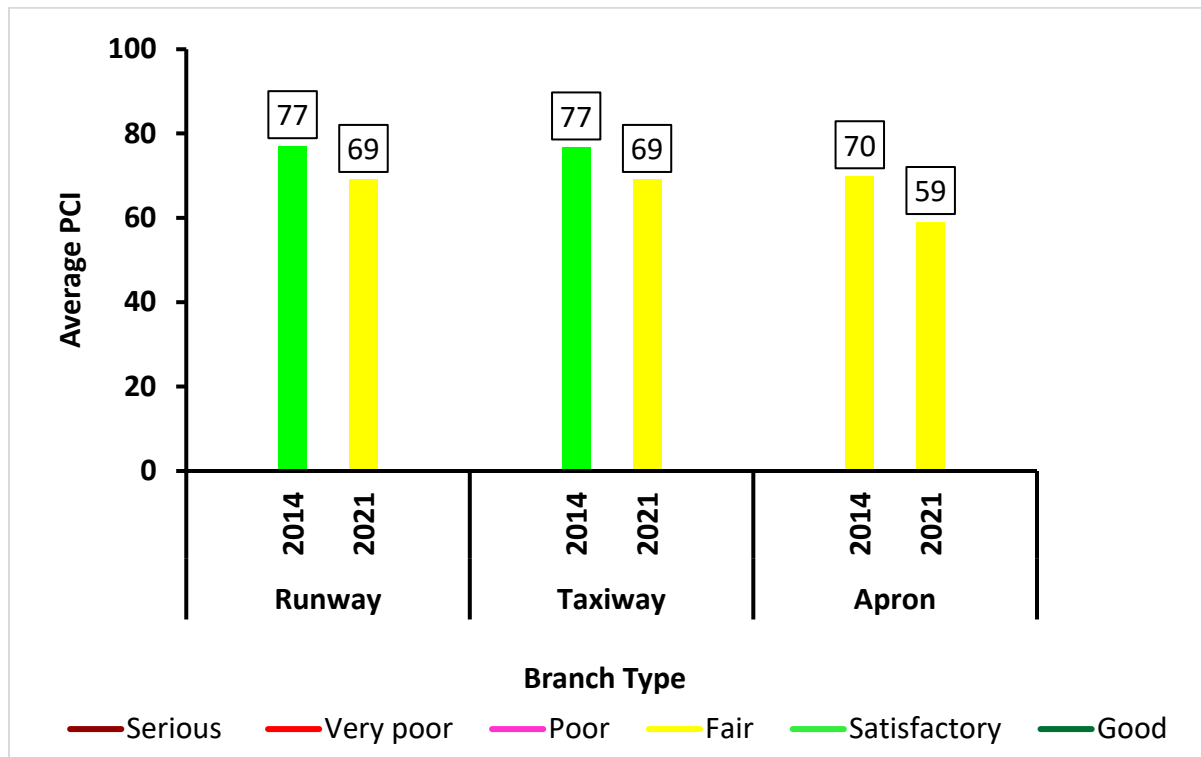


Figure 3. Comparison of Average PCI by Branch Use in 2014 and 2021.

3.2 Branch/Section Discussion

Table 2 summarizes pertinent attributes of the pavement branches and sections. This table also lists the total number of samples in each section along with the number of random and additional samples that were surveyed. Table 3 summarizes the PCI by section and branch for both 2014 and 2021.

Table 4 summarizes the observed distresses by section from the 2021 survey. In terms of distresses, the entire pavement area is primarily affected by climatic/durability factors. Longitudinal and transverse cracking is the predominant distress observed in most sections. Block cracking, weathering, and Patching were also significant contributors to PCI deductions on many pavement sections. Alligator cracking (load related distress) and oil spillage were found on both Aprons. A photo log is included to visualize the typical condition in the various pavement sections at the time of the 2021 inspection.

Table 2. Summary of Pavement Branch and Section Attributes

Branch ID	Section ID	Surface Type	Total Area (sq. feet)	Total Sample Units	Sample Units Inspected	
					Random	Additional
Runway 10-28	1	AC	56,512	52	13	0
Taxiway A	1	AC	178,620	34	13	0
Taxiway B	1	AC	95,264	2	2	0
Apron 1	1	AC	309,092	27	12	0
Apron 2	1	AC	56,512	7	4	0

Notes:

1. AC- Asphalt Concrete
2. Refer to Appendix A for Branch ID, Section ID, and Locations

Table 3. PCI Comparison by Branch and Section for 2014 and 2021

Branch ID	Section ID	PCI-2014		PCI-2021		Predominant distresses in 2021
		Section/ Branch PCI	Section/ Branch PCI Category	Section/ Branch PCI	Section/ Branch PCI Category	
Runway 10-28	1	77	Satisfactory	69	Fair	Longitudinal and transverse cracking
Taxiway A	1	77	Satisfactory	69	Fair	Longitudinal and transverse cracking
Taxiway B	1	72	Satisfactory	62	Fair	Longitudinal and transverse cracking
Apron 1	1	71	Satisfactory	62	Fair	Longitudinal and transverse cracking
Apron 2	1	66	Fair	47	Poor	Block Cracking

Table 4. Summary of 2021 Observed Distress Types by Section

Branch ID	Section ID	Pavement Distresses										
		Alligator cracking	Block cracking	Depression	Long. & Trans. Cracking	Patching	Raveling/ weathering	Rutting	Shoving	Slippage Cracking	Swell	Others
Runway 10-28	1		L/M		L/M/H	L/M						
Taxiway A	1		M		L/M/H	L/M	L					
Taxiway B	1				L/M/H	L	L					
Apron 1	1	L/M	L	L/M	L/M/H	L/M	L					Oil Spillage
Apron 2	2	M	M	L/M	M		M/H					Oil Spillage

Notes: L- Low severity; M-Medium Severity; H-High Severity; Bold text represents predominant distress



Condition Photo Log



Photo No: A-1

Airport Code: 39N

Branch: RW 10-28

Section: 1

Date: 6/16/2021

Latitude: 40.398920°

Longitude: -74.657124°

Description: H-Longitudinal & Transverse Cracking



Photo No: A-2

Airport Code: 39N

Branch: RW 10-28

Section: 1

Date: 6/16/2021

Latitude: 40.399148°

Longitude: -74.653686°

Description: L-Patching



Photo No: A-3

Airport Code: 39N

Branch: RW 10-28

Section: 1

Date: 6/16/2021

Latitude: 40.399183°

Longitude: -74.654699°

Description: L/M-Longitudinal & Transverse Cracking



Photo No: A-7

Airport Code: 39N

Branch: Taxiway A

Section: 1

Date: 6/15/2021

Latitude: 40.399174°

Longitude: -74.652715°

Description: M-Block Cracking; L-Weathering



Photo No: A-7

Airport Code: 39N

Branch: Taxiway A

Section: 1

Date: 6/15/2021

Latitude: 40.398353°

Longitude: -74.664537°

Description: M/H-Longitudinal & Transverse Cracking; L-Weathering



Photo No: A-9

Airport Code: 39N

Branch: Taxiway B

Section: 1

Date: 6/15/2021

Latitude: 40.398674°

Longitude: -74.659841°

Description: L-Longitudinal & Transverse Cracking; L-Patching; L-Raveling



Photo No: A-10

Airport Code: 39N

Branch: Apron 1

Section: 1

Date: 6/15/2021

Latitude: 40.397797°

Longitude: -74.662052°

Description: L/M-Longitudinal & Transverse Cracking; L-Weathering



Photo No: A-11

Airport Code: 39N

Branch: Apron 1

Section: 1

Date: 6/15/2021

Latitude: 40.397884°

Longitude: -74.662104°

Description: M-Depression; M/H-Longitudinal & Transverse Cracking



Photo No: A-12

Airport Code: 39N

Branch: Apron 2

Section: 1

Date: 6/16/2021

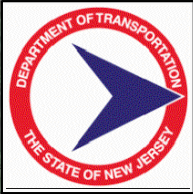
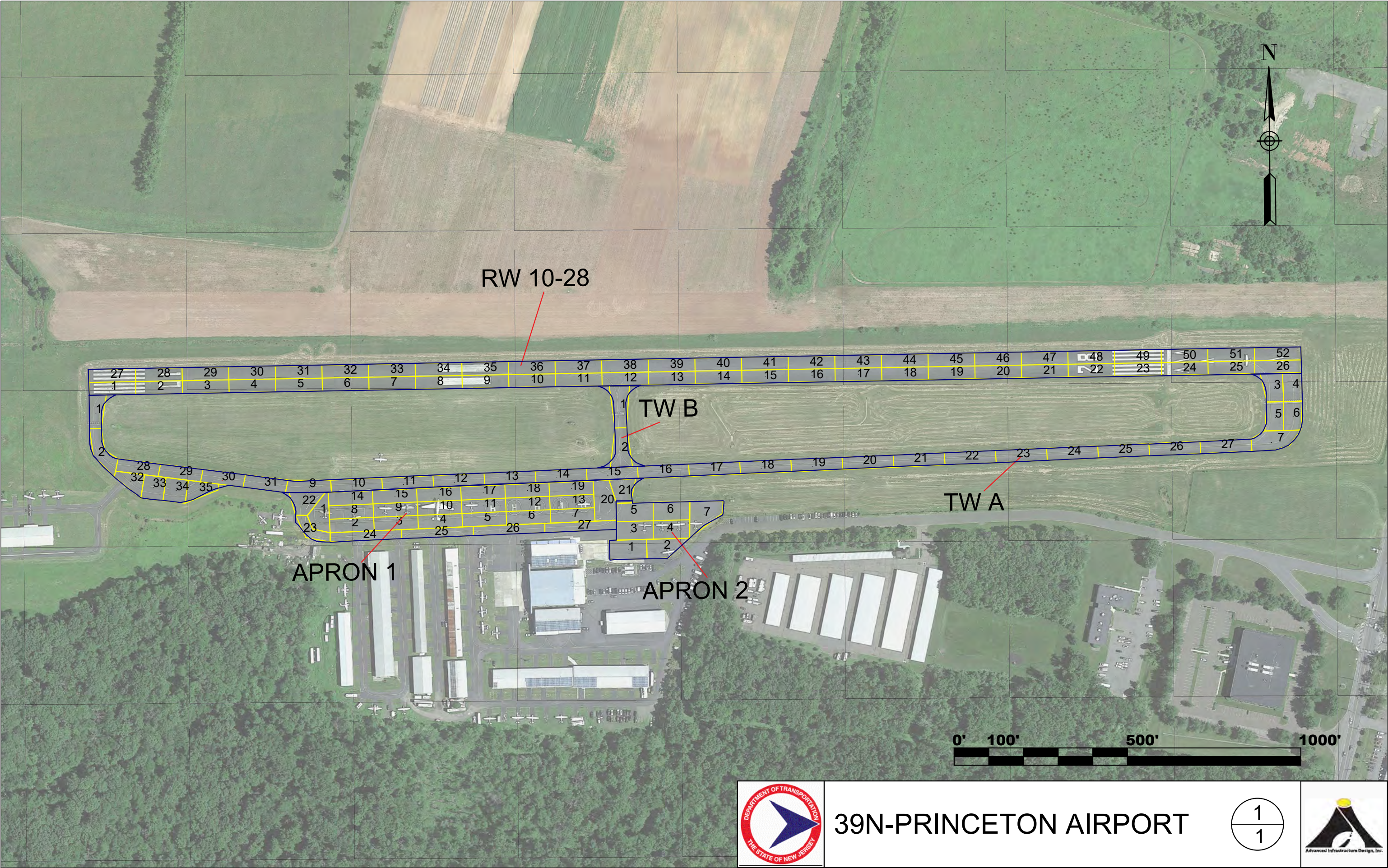
Latitude: 40.398022°

Longitude: -74.659344°

Description: M-Longitudinal & Transverse Cracking; M-Raveling



Appendix A: Layout and Results Maps



39N-PRINCETON AIRPORT

1
1





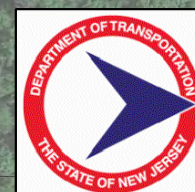
RW 10-28

TW B

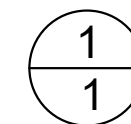
TW A

APRON 1

APRON 2



39N-PRINCETON AIRPORT SECTION RESULTS





Appendix B: Detailed Data Reports

12/27/2023**Branch Listing Report****Page 1 of 2*****Pavement Database: 2014-NJDOT-GA AIRPORTS***

Network ID	Branch ID	Name	Use	Number of Sections	True Area (SqFt)	Comments
39N	APR 1	Apron 1	APRON	1	135,741.00	
39N	APR 2	Apron 2	APRON	1	40,414.00	
39N	RW 10-28	Runway 10-28	RUNWAY	1	263,060.00	
39N	TW A	Taxiway A	TAXIWAY	1	161,385.00	
39N	TW B	Taxiway B	TAXIWAY	1	10,892.00	

Branch Listing Report (Summary)
Pavement Database: 2014-NJDOT-GA AIRPORTS

Total Number of Networks:	1
Total Number of Branches:	5
Total Number of Sections:	5
Total True Area:	611,492.00 (SqFt)
Average Branch True Area:	122,298.40 (SqFt)

12/27/2023

Branch Condition Report

Page 1 of 2

Pavement Database: 2014-NJDOT-GA AIRPORTS

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
APR 1	1	1,141.00	119.00	135,741.00	APRON	62.00	0.00	62.00
APR 2	1	251.02	161.00	40,414.00	APRON	47.00	0.00	47.00
RW 10-28	1	3,507.47	75.00	263,060.00	RUNWAY	69.00	0.00	69.00
TW A	1	4,611.00	35.00	161,385.00	TAXIWAY	69.00	0.00	69.00
TW B	1	294.00	37.00	10,892.00	TAXIWAY	61.60	0.00	61.60

12/27/2023

Branch Condition Report

Page 2 of 2

Pavement Database: 2014-NJDOT-GA AIRPORTS

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	2	176,155.00	54.50	7.50	58.56
RUNWAY	1	263,060.00	69.00	0.00	69.00
TAXIWAY	2	172,277.00	65.30	3.70	68.53
ALL	5	611,492.00	61.72	8.03	65.86

*Pavement Database: 2014-NJDOT-GA AIRPORTS**NetworkId: 39N*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
APR 1	1	1/1/1900	AC	APRON	A	0	135,741.00	6/15/2021	121	62
APR 2	1	1/1/1900	AC	APRON	A	0	40,414.00	6/16/2021	121	47
RW 10-28	1	1/1/1900	AC	RUNWAY	A	0	263,060.00	6/16/2021	121	69
TW A	1	1/1/1900	AC	TAXIWAY	A	0	161,385.00	6/15/2021	121	69
TW B	1	1/1/1900	AC	TAXIWAY	A	0	10,892.00	6/15/2021	121	61.6

Pavement Database: 2014-NJDOT-GA AIRPORTS

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
50+	121	611,492.00	5	61.72	8.03	65.86
ALL	121	611,492.00	5	61.72	8.03	65.86

Inspection Report

2014-NJDOT-GA AIRPORTS

Generated Date 12/27/2023

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Network:	39N	Name:	Princeton Airport						
Branch:	APR 1	Name:	Apron 1	Use:	APRON	Area:	135,741 SqFt		
Section:	1	of	1	From:	TW A	To:	Fuel Tank	Last Const.:	1/1/1900
Surface:	AC	Family:	DEFAULT	Zone:		Category:		Rank:	A
Area:	135,741 SqFt	Length:	1,141 Ft	Width:	119 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									

Work Date:	1/1/1900	Work Type:	New Construction - Initial	Code:	NC-IN	Is Major M&R:	True
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Last Insp. Date:	6/15/2021	Total Samples:	27	Surveyed:	12
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Conditions: PCI: 62

Inspection Comments:

Sample Number:	1	Type:	R	Area:	5641.00 SqFt	PCI:	67
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Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
45	DEPRESSION	L	20.00 SqFt	0.4	2.1	
48	L & T CR	L	24.00 Ft	0.4	3.9	
48	L & T CR	L	24.00 Ft	0.4	3.9	
48	L & T CR	L	20.00 Ft	0.4	3.8	
48	L & T CR	L	20.00 Ft	0.4	3.8	
48	L & T CR	M	14.00 Ft	0.2	5.8	
48	L & T CR	M	12.00 Ft	0.2	5.3	
48	L & T CR	M	90.00 Ft	1.6	14.0	
50	PATCHING	L	456.00 SqFt	8.1	13.0	
57	WEATHERING	L	5185.00 SqFt	91.9	5.9	

Sample Number:	10	Type:	R	Area:	5055.39 SqFt	PCI:	50
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Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00 Ft	0.2	3.1	
48	L & T CR	L	10.00 Ft	0.2	3.1	
48	L & T CR	M	24.00 Ft	0.5	8.1	
48	L & T CR	H	27.00 Ft	0.5	14.8	
48	L & T CR	H	10.00 Ft	0.2	10.2	
48	L & T CR	H	27.00 Ft	0.5	14.8	
48	L & T CR	H	126.00 Ft	2.5	30.1	
49	OIL SPILLAGE	N	1875.00 SqFt	37.1	27.0	
52	RAVELING	L	1000.00 SqFt	19.8	13.6	

Sample Number:	12	Type:	R	Area:	5055.39 SqFt	PCI:	65
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Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
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48	L & T CR	M	114.00	Ft	2.3	16.7
48	L & T CR	M	30.00	Ft	0.6	8.9
48	L & T CR	M	10.00	Ft	0.2	5.1
48	L & T CR	H	115.00	Ft	2.3	28.9
48	L & T CR	H	8.00	Ft	0.2	9.3

Sample Number: 17

Type: R

Area: 5055.39 SqFt

PCI: 61

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	47.00	Ft	0.9	10.9
48	L & T CR	H	10.00	Ft	0.2	10.2
48	L & T CR	H	30.00	Ft	0.6	15.5
48	L & T CR	H	15.00	Ft	0.3	11.8
48	L & T CR	H	8.00	Ft	0.2	9.3
48	L & T CR	H	114.00	Ft	2.3	28.8

Sample Number: 20

Type: R

Area: 6397.00 SqFt

PCI: 58

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	M	21.00	SqFt	0.3	19.4
45	DEPRESSION	L	6.00	SqFt	0.1	0.3
45	DEPRESSION	L	8.00	SqFt	0.1	0.3
48	L & T CR	L	20.00	Ft	0.3	3.6
48	L & T CR	L	16.00	Ft	0.3	3.4
48	L & T CR	M	34.00	Ft	0.5	8.5
48	L & T CR	M	20.00	Ft	0.3	6.6
48	L & T CR	M	10.00	Ft	0.2	4.5
48	L & T CR	H	63.00	Ft	1.0	19.5
48	L & T CR	H	50.00	Ft	0.8	17.5
50	PATCHING	L	126.00	SqFt	2.0	5.5
50	PATCHING	L	5.00	SqFt	0.1	2.0

Sample Number: 21

Type: R

Area: 4540.00 SqFt

PCI: 73

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00	Ft	0.2	3.2
48	L & T CR	M	3.00	Ft	0.1	4.0
48	L & T CR	M	40.00	Ft	0.9	10.6
48	L & T CR	M	23.00	Ft	0.5	8.3
48	L & T CR	M	60.00	Ft	1.3	12.8
48	L & T CR	M	30.00	Ft	0.7	9.4
50	PATCHING	L	176.00	SqFt	3.9	8.5
50	PATCHING	L	46.00	SqFt	1.0	3.6

Sample Number: 22		Type: R	Area: 4003.00 SqFt		PCI: 67	
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	63.00 Ft	1.6	6.3	
48	L & T CR	L	23.00 Ft	0.6	4.2	
48	L & T CR	L	6.00 Ft	0.1	2.7	
48	L & T CR	L	10.00 Ft	0.2	3.4	
48	L & T CR	M	33.00 Ft	0.8	10.3	
48	L & T CR	M	15.00 Ft	0.4	7.3	
48	L & T CR	M	33.00 Ft	0.8	10.3	
48	L & T CR	M	24.00 Ft	0.6	9.0	
50	PATCHING	L	33.00 SqFt	0.8	3.2	
50	PATCHING	L	51.00 SqFt	1.3	4.1	
50	PATCHING	M	23.00 SqFt	0.6	8.2	

Sample Number: 27	Type: R	Area: 5434.00 SqFt	PCI: 59
Sample Comments:			

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	L	60.00	SqFt	1.1	21.4	
43	BLOCK CR	L	16.00	SqFt	0.3	5.3	
48	L & T CR	L	14.00	Ft	0.3	3.4	
48	L & T CR	L	12.00	Ft	0.2	3.2	
48	L & T CR	L	9.00	Ft	0.2	2.9	
48	L & T CR	L	10.00	Ft	0.2	3.0	
48	L & T CR	L	20.00	Ft	0.4	3.8	
48	L & T CR	L	6.00	Ft	0.1	2.5	
48	L & T CR	L	12.00	Ft	0.2	3.2	
48	L & T CR	L	10.00	Ft	0.2	3.0	
48	L & T CR	L	12.00	Ft	0.2	3.2	
48	L & T CR	L	12.00	Ft	0.2	3.2	
48	L & T CR	L	49.00	Ft	0.9	4.7	
48	L & T CR	M	12.00	Ft	0.2	5.5	
48	L & T CR	M	25.00	Ft	0.5	8.0	
50	PATCHING	L	100.00	SqFt	1.8	5.3	

Sample Number: 3
Type: R
Area:
5055.39 SqFt
PCI: 49

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	L	135.00	SqFt	2.7	29.9	
43	BLOCK CR	L	160.00	SqFt	3.2	11.7	
45	DEPRESSION	M	2.00	SqFt	0.0	5.2	
45	DEPRESSION	M	28.00	SqFt	0.6	11.3	
45	DEPRESSION	M	30.00	SqFt	0.6	11.7	
48	L & T CR	L	18.00	Ft	0.4	3.8	
48	L & T CR	L	12.00	Ft	0.2	3.3	
48	L & T CR	L	23.00	Ft	0.5	4.0	
48	L & T CR	L	10.00	Ft	0.2	3.1	
48	L & T CR	M	28.00	Ft	0.6	8.7	
48	L & T CR	M	40.00	Ft	0.8	10.1	
48	L & T CR	M	74.00	Ft	1.5	13.4	
48	L & T CR	M	18.00	Ft	0.4	7.1	
48	L & T CR	M	10.00	Ft	0.2	5.1	
48	L & T CR	H	20.00	Ft	0.4	13.1	

Sample Number: 5
Type: R
Area:
5055.39 SqFt
PCI: 56

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	12.00	Ft	0.2	5.7	
48	L & T CR	M	13.00	Ft	0.3	6.0	

48	L & T CR	M	12.00	Ft	0.2	5.7
48	L & T CR	H	90.00	Ft	1.8	25.7
48	L & T CR	H	80.00	Ft	1.6	24.3
48	L & T CR	H	38.00	Ft	0.8	17.2
48	L & T CR	H	20.00	Ft	0.4	13.1
48	L & T CR	H	26.00	Ft	0.5	14.6

Sample Number: 7 Type: R Area: 5055.39 SqFt PCI: 75

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	8.00	Ft	0.2	2.8
48	L & T CR	L	4.00	Ft	0.1	2.5
48	L & T CR	M	13.00	Ft	0.3	6.0
48	L & T CR	M	20.00	Ft	0.4	7.4
48	L & T CR	M	50.00	Ft	1.0	11.2
48	L & T CR	M	35.00	Ft	0.7	9.6
48	L & T CR	M	24.00	Ft	0.5	8.1
48	L & T CR	M	12.00	Ft	0.2	5.7
48	L & T CR	H	14.00	Ft	0.3	11.5

Network:	39N			Name:	Princeton Airport						
Branch:	APR 2		Name:	Apron 2		Use:	APRON	Area:	40,414 SqFt		
Section:	1	of	1	From:	Apron 1		To:	Grass	Last Const.:	1/1/1900	
Surface:	AC	Family:	DEFAULT		Zone:		Category:		Rank:	A	
Area:	40,414 SqFt	Length:	251 Ft		Width:	161 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1900			Work Type:	New Construction - Initial			Code:	NC-IN	Is Major M&R:	True
Last Insp. Date:	6/16/2021			TotalSamples:	7		Surveyed:	4			
Conditions:	PCI:	47									
Inspection Comments:											
Sample Number:	1	Type:	R	Area:	5997.00 SqFt		PCI:	38			
Sample Comments:											
Distress	Description	Severity	Quantity	Density	Deduct	Comments					
41	ALLIGATOR CR	M	40.00 SqFt	0.7	25.4						
43	BLOCK CR	M	3744.00 SqFt	62.4	44.4						
49	OIL SPILLAGE	N	12.00 SqFt	0.2	2.5						
52	RAVELING	M	87.00 SqFt	1.5	9.1						
52	RAVELING	H	20.00 SqFt	0.3	9.1						
52	RAVELING	H	25.00 SqFt	0.4	10.0						
Sample Number:	4	Type:	R	Area:	5577.00 SqFt		PCI:	60			
Sample Comments:											
Distress	Description	Severity	Quantity	Density	Deduct	Comments					
48	L & T CR	M	105.00 Ft	1.9	15.2						
48	L & T CR	M	105.00 Ft	1.9	15.2						
48	L & T CR	M	50.00 Ft	0.9	10.7						
48	L & T CR	M	105.00 Ft	1.9	15.2						
48	L & T CR	M	50.00 Ft	0.9	10.7						
49	OIL SPILLAGE	N	15.00 SqFt	0.3	2.8						
49	OIL SPILLAGE	N	20.00 SqFt	0.4	3.0						
52	RAVELING	M	20.00 SqFt	0.4	5.5						
Sample Number:	5	Type:	R	Area:	5577.00 SqFt		PCI:	51			
Sample Comments:											
Distress	Description	Severity	Quantity	Density	Deduct	Comments					
43	BLOCK CR	M	1944.00 SqFt	34.9	35.8						
48	L & T CR	M	60.00 Ft	1.1	11.6						
48	L & T CR	M	71.00 Ft	1.3	12.6						
49	OIL SPILLAGE	N	20.00 SqFt	0.4	3.0						
52	RAVELING	M	20.00 SqFt	0.4	5.5						
Sample Number:	7	Type:	R	Area:	6673.00 SqFt		PCI:	40			
Sample Comments:											
Distress	Description	Severity	Quantity	Density	Deduct	Comments					

43	BLOCK CR	M	4225.00	SqFt	63.3	44.6
45	DEPRESSION	L	75.00	SqFt	1.1	7.3
45	DEPRESSION	M	4.00	SqFt	0.1	5.2
52	RAVELING	M	3.00	SqFt	0.0	4.0
52	RAVELING	H	4.00	SqFt	0.1	6.0

Network:	39N			Name:	Princeton Airport								
Branch:	RW 10-28		Name:	Runway 10-28		Use:	RUNWAY	Area:	263,060 SqFt				
Section:	1	of	1	From:	RW 10			To:	RW 28		Last Const.:	1/1/1900	
Surface:	AC	Family:	DEFAULT		Zone:				Category:	Rank:			A
Area:	263,060 SqFt		Length:	3,507 Ft		Width:	75 Ft						
Slabs:	Slab Length:		Ft		Slab Width:	Ft			Joint Length:	Ft			
Shoulder:	Street Type:				Grade:	0			Lanes:	0			
Section Comments:													
Work Date:	1/1/1900			Work Type:	New Construction - Initial			Code:	NC-IN		Is Major M&R:	True	
Last Insp. Date:	6/16/2021			TotalSamples:	52			Surveyed:	13				
Conditions:	PCI:	69											
Inspection Comments:													
Sample Number:	1	Type:	R	Area:	5058.85 SqFt			PCI:	71				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
48	L & T CR	L	114.00 Ft	2.3	8.1								
48	L & T CR	L	6.00 Ft	0.1	2.5								
48	L & T CR	L	30.00 Ft	0.6	4.2								
48	L & T CR	M	8.00 Ft	0.2	4.5								
48	L & T CR	M	6.00 Ft	0.1	4.0								
48	L & T CR	M	3.00 Ft	0.1	4.0								
48	L & T CR	M	114.00 Ft	2.3	16.7								
48	L & T CR	H	20.00 Ft	0.4	13.1								
48	L & T CR	H	7.00 Ft	0.1	8.8								
48	L & T CR	H	20.00 Ft	0.4	13.1								
Sample Number:	12	Type:	R	Area:	5058.85 SqFt			PCI:	53				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
43	BLOCK CR	L	2080.00 SqFt	41.1	26.8								
48	L & T CR	M	50.00 Ft	1.0	11.2								
48	L & T CR	M	8.00 Ft	0.2	4.5								
48	L & T CR	M	20.00 Ft	0.4	7.4								
48	L & T CR	H	20.00 Ft	0.4	13.1								
50	PATCHING	L	160.00 SqFt	3.2	7.5								
50	PATCHING	L	104.00 SqFt	2.1	5.7								
50	PATCHING	M	134.00 SqFt	2.6	14.2								
Sample Number:	17	Type:	R	Area:	5058.85 SqFt			PCI:	67				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
48	L & T CR	M	20.00 Ft	0.4	7.4								
48	L & T CR	M	10.00 Ft	0.2	5.1								
48	L & T CR	H	37.00 Ft	0.7	17.0								
48	L & T CR	H	50.00 Ft	1.0	19.5								

50	PATCHING	L	55.00	SqFt	1.1	3.7
Sample Number:	21	Type:	R	Area:	5058.85 SqFt	PCI: 74
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	25.00 Ft	0.5	8.3	
48	L & T CR	M	24.00 Ft	0.5	8.1	
48	L & T CR	H	34.00 Ft	0.7	16.4	
50	PATCHING	L	115.00 SqFt	2.3	6.0	
Sample Number:	25	Type:	R	Area:	5058.85 SqFt	PCI: 71
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	12.00 Ft	0.2	5.7	
48	L & T CR	M	25.00 Ft	0.5	8.3	
48	L & T CR	M	45.00 Ft	0.9	10.7	
48	L & T CR	M	14.00 Ft	0.3	6.2	
48	L & T CR	M	20.00 Ft	0.4	7.4	
48	L & T CR	H	30.00 Ft	0.6	15.5	
48	L & T CR	H	20.00 Ft	0.4	13.1	
50	PATCHING	M	140.00 SqFt	2.8	14.5	
Sample Number:	29	Type:	R	Area:	5058.85 SqFt	PCI: 79
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	H	33.00 Ft	0.7	16.2	
50	PATCHING	M	96.00 SqFt	1.9	12.1	
Sample Number:	34	Type:	R	Area:	5058.85 SqFt	PCI: 63
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	800.00 SqFt	15.8	27.2	
48	L & T CR	L	20.00 Ft	0.4	3.9	
48	L & T CR	L	6.00 Ft	0.1	2.5	
48	L & T CR	L	22.00 Ft	0.4	3.9	
48	L & T CR	M	10.00 Ft	0.2	5.1	
48	L & T CR	M	22.00 Ft	0.4	7.8	
50	PATCHING	M	136.00 SqFt	2.7	14.3	
50	PATCHING	M	72.00 SqFt	1.4	10.7	
Sample Number:	39	Type:	R	Area:	5058.85 SqFt	PCI: 74
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00 Ft	0.2	3.1	
48	L & T CR	M	30.00 Ft	0.6	8.9	
48	L & T CR	M	8.00 Ft	0.2	4.5	

48	L & T CR	M	54.00	Ft	1.1	11.6
48	L & T CR	H	34.00	Ft	0.7	16.4
50	PATCHING	L	47.00	SqFt	0.9	3.4
50	PATCHING	L	80.00	SqFt	1.6	4.8

Sample Number: 41 **Type:** R **Area:** 5058.85 SqFt **PCI:** 67
Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00	Ft	0.2	3.1
48	L & T CR	L	10.00	Ft	0.2	3.1
48	L & T CR	L	15.00	Ft	0.3	3.6
48	L & T CR	H	5.00	Ft	0.1	7.5
48	L & T CR	H	34.00	Ft	0.7	16.4
48	L & T CR	H	34.00	Ft	0.7	16.4
50	PATCHING	L	120.00	SqFt	2.4	6.2

Sample Number: 45 **Type:** R **Area:** 5058.85 SqFt **PCI:** 66
Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	20.00	Ft	0.4	3.9
48	L & T CR	M	15.00	Ft	0.3	6.4
48	L & T CR	H	35.00	Ft	0.7	16.6
48	L & T CR	H	10.00	Ft	0.2	10.2
48	L & T CR	H	36.00	Ft	0.7	16.8
50	PATCHING	L	75.00	SqFt	1.5	4.6

Sample Number: 49 **Type:** R **Area:** 5058.85 SqFt **PCI:** 67
Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	8.00	Ft	0.2	4.5
48	L & T CR	M	134.00	Ft	2.6	18.2
48	L & T CR	M	134.00	Ft	2.6	18.2
48	L & T CR	M	134.00	Ft	2.6	18.2

Sample Number: 52 **Type:** R **Area:** 5058.85 SqFt **PCI:** 71
Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	10.00	Ft	0.2	5.1
48	L & T CR	M	45.00	Ft	0.9	10.7
48	L & T CR	M	5.00	Ft	0.1	4.0
48	L & T CR	H	10.00	Ft	0.2	10.2
48	L & T CR	H	34.00	Ft	0.7	16.4
48	L & T CR	H	34.00	Ft	0.7	16.4

Sample Number: 6 **Type:** R **Area:** 5058.85 SqFt **PCI:** 71
Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	3.00 Ft	0.1	2.5	
48	L & T CR	L	39.00 Ft	0.8	4.5	
48	L & T CR	M	26.00 Ft	0.5	8.4	
48	L & T CR	H	34.00 Ft	0.7	16.4	
48	L & T CR	H	42.00 Ft	0.8	18.0	

Network:	39N			Name:	Princeton Airport							
Branch:	TW A		Name:	Taxiway A		Use:	TAXIWAY	Area:	161,385 SqFt			
Section:	1	of	1	From:	RW 10			To:	RW 28		Last Const.:	1/1/1900
Surface:	AC		Family:	DEFAULT		Zone:		Category:	Rank: A			
Area:	161,385 SqFt		Length:	4,611 Ft		Width:	35 Ft					
Slabs:	Slab Length:			Ft		Slab Width:			Ft		Joint Length:	Ft
Shoulder:	Street Type:			Grade:			0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1900			Work Type: New Construction - Initial				Code:	NC-IN		Is Major M&R:	True
Last Insp. Date:	6/15/2021			TotalSamples:	34			Surveyed:	13			
Conditions:	PCI:	69										
Inspection Comments:												
Sample Number:	1	Type:	R	Area:	3948.00 SqFt			PCI:	74			
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
48	L & T CR		L	35.00	Ft	0.9	4.7					
48	L & T CR		L	15.00	Ft	0.4	3.8					
48	L & T CR		M	86.00	Ft	2.2	16.4					
50	PATCHING		L	140.00	SqFt	3.5	8.0					
50	PATCHING		L	15.00	SqFt	0.4	2.2					
Sample Number:	11	Type:	R	Area:	5084.17 SqFt			PCI:	78			
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
48	L & T CR		L	30.00	Ft	0.6	4.2					
48	L & T CR		L	12.00	Ft	0.2	3.3					
48	L & T CR		M	35.00	Ft	0.7	9.5					
48	L & T CR		M	35.00	Ft	0.7	9.5					
48	L & T CR		H	35.00	Ft	0.7	16.5					
Sample Number:	14	Type:	R	Area:	5084.17 SqFt			PCI:	64			
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
48	L & T CR		L	17.00	Ft	0.3	3.7					
48	L & T CR		L	121.00	Ft	2.4	8.4					
48	L & T CR		L	17.00	Ft	0.3	3.7					
48	L & T CR		M	15.00	Ft	0.3	6.4					
48	L & T CR		M	17.00	Ft	0.3	6.9					
48	L & T CR		M	17.00	Ft	0.3	6.9					
50	PATCHING		M	300.00	SqFt	5.9	21.2					
57	WEATHERING		L	4784.00	SqFt	94.1	5.9					
Sample Number:	17	Type:	R	Area:	5084.17 SqFt			PCI:	74			
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
48	L & T CR		L	5.00	Ft	0.1	2.5					

48	L & T CR	L	5.00	Ft	0.1	2.5
48	L & T CR	L	5.00	Ft	0.1	2.5
48	L & T CR	L	12.00	Ft	0.2	3.3
48	L & T CR	M	35.00	Ft	0.7	9.5
48	L & T CR	M	31.00	Ft	0.6	9.1
48	L & T CR	M	17.00	Ft	0.3	6.9
48	L & T CR	M	17.00	Ft	0.3	6.9
48	L & T CR	M	20.00	Ft	0.4	7.4
48	L & T CR	M	25.00	Ft	0.5	8.2
57	WEATHERING	L	5084.00	SqFt	100.0	6.0

Sample Number: 2
Type: R
Area: 4906.00 SqFt
PCI: 72

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00	Ft	0.2	3.1
48	L & T CR	L	28.00	Ft	0.6	4.2
48	L & T CR	L	20.00	Ft	0.4	3.9
48	L & T CR	H	40.00	Ft	0.8	17.8
50	PATCHING	L	200.00	SqFt	4.1	8.8
50	PATCHING	L	20.00	SqFt	0.4	2.3

Sample Number: 20
Type: R
Area: 5084.17 SqFt
PCI: 73

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	20.00	Ft	0.4	3.9
48	L & T CR	L	15.00	Ft	0.3	3.6
48	L & T CR	L	20.00	Ft	0.4	3.9
48	L & T CR	H	35.00	Ft	0.7	16.5
57	WEATHERING	L	5084.00	SqFt	100.0	6.0

Sample Number: 23
Type: R
Area: 5084.17 SqFt
PCI: 70

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00	Ft	0.2	3.1
48	L & T CR	L	67.00	Ft	1.3	5.7
48	L & T CR	L	17.00	Ft	0.3	3.7
48	L & T CR	L	17.00	Ft	0.3	3.7
48	L & T CR	L	17.00	Ft	0.3	3.7
48	L & T CR	L	25.00	Ft	0.5	4.0
48	L & T CR	M	17.00	Ft	0.3	6.9
48	L & T CR	H	35.00	Ft	0.7	16.5
57	WEATHERING	L	5084.00	SqFt	100.0	6.0

Sample Number: 26
Type: R
Area: 5084.17 SqFt
PCI: 70

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	6.00	Ft	0.1	2.5	
48	L & T CR	L	27.00	Ft	0.5	4.1	
48	L & T CR	L	17.00	Ft	0.3	3.7	
48	L & T CR	L	15.00	Ft	0.3	3.6	
48	L & T CR	M	17.00	Ft	0.3	6.9	
48	L & T CR	M	17.00	Ft	0.3	6.9	
48	L & T CR	H	35.00	Ft	0.7	16.5	
48	L & T CR	H	18.00	Ft	0.4	12.6	
57	WEATHERING	L	5084.00	SqFt	100.0	6.0	

Sample Number: 28

Type: R

Area:

4557.00 SqFt

PCI: 67

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	11.00	Ft	0.2	3.4	
48	L & T CR	L	10.00	Ft	0.2	3.2	
48	L & T CR	L	10.00	Ft	0.2	3.2	
48	L & T CR	M	78.00	Ft	1.7	14.5	
48	L & T CR	M	17.00	Ft	0.4	7.2	
48	L & T CR	M	35.00	Ft	0.8	10.0	
48	L & T CR	M	20.00	Ft	0.4	7.8	
48	L & T CR	M	8.00	Ft	0.2	4.8	
50	PATCHING	L	25.00	SqFt	0.5	2.6	
50	PATCHING	L	140.00	SqFt	3.1	7.3	
50	PATCHING	L	18.00	SqFt	0.4	2.3	
50	PATCHING	M	16.00	SqFt	0.4	7.6	

Sample Number: 34

Type: R

Area:

4258.00 SqFt

PCI: 70

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	30.00	Ft	0.7	4.4	
48	L & T CR	L	59.00	Ft	1.4	5.8	
48	L & T CR	M	68.00	Ft	1.6	14.0	
48	L & T CR	M	34.00	Ft	0.8	10.2	
48	L & T CR	M	31.00	Ft	0.7	9.8	
48	L & T CR	H	34.00	Ft	0.8	17.7	

Sample Number: 4

Type: R

Area:

4466.00 SqFt

PCI: 47

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	1824.00	SqFt	40.8	38.0	
48	L & T CR	L	25.00	Ft	0.6	4.2	
48	L & T CR	M	50.00	Ft	1.1	11.8	
48	L & T CR	M	25.00	Ft	0.6	8.7	

48	L & T CR	M	28.00	Ft	0.6	9.2
50	PATCHING	L	26.00	SqFt	0.6	2.6
50	PATCHING	L	250.00	SqFt	5.6	10.6
57	WEATHERING	L	4190.00	SqFt	93.8	5.9

Sample Number: 5
 Type: R
 Area: 4170.00 SqFt
 PCI: 70

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	22.00	Ft	0.5	4.1	
48	L & T CR	L	14.00	Ft	0.3	3.7	
48	L & T CR	M	65.00	Ft	1.6	13.8	
48	L & T CR	H	22.00	Ft	0.5	14.8	
50	PATCHING	L	24.00	SqFt	0.6	2.6	
57	WEATHERING	L	4146.00	SqFt	99.4	6.0	

Sample Number: 7
 Type: R
 Area: 6202.00 SqFt
 PCI: 66

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	110.00	Ft	1.8	6.8	
48	L & T CR	M	35.00	Ft	0.6	8.8	
48	L & T CR	M	35.00	Ft	0.6	8.8	
48	L & T CR	M	25.00	Ft	0.4	7.5	
48	L & T CR	H	35.00	Ft	0.6	15.2	
50	PATCHING	L	72.00	SqFt	1.2	3.9	
57	WEATHERING	L	6130.00	SqFt	98.8	6.0	

Network:	39N			Name:	Princeton Airport							
Branch:	TW B		Name:	Taxiway B		Use:	TAXIWAY		Area:	10,892 SqFt		
Section:	1	of 1		From:	RW 10-28			To:	Fuel Tank		Last Const.:	1/1/1900
Surface:	AC		Family:	DEFAULT		Zone:				Category:	Rank: A	
Area:	10,892 SqFt		Length:	294 Ft		Width:	37 Ft					
Slabs:	Slab Length:			Ft		Slab Width:			Ft		Joint Length:	Ft
Shoulder:	Street Type:			Grade:			0		Lanes:		0	
Section Comments:												

Work Date: 1/1/1900	Work Type: New Construction - Initial	Code: NC-IN	Is Major M&R: True
Last Insp. Date: 6/15/2021	TotalSamples: 2	Surveyed: 2	
Conditions: PCI: 62			
Inspection Comments:			

Sample Number:	1	Type:	R	Area:	5446.00 SqFt	PCI:	64
Sample Comments:							

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	15.00	Ft	0.3	3.5	
48	L & T CR	L	16.00	Ft	0.3	3.6	
48	L & T CR	M	55.00	Ft	1.0	11.3	
48	L & T CR	M	30.00	Ft	0.6	8.7	
48	L & T CR	M	35.00	Ft	0.6	9.3	
50	PATCHING	L	140.00	SqFt	2.6	6.5	
52	RAVELING	L	5306.00	SqFt	97.4	26.1	

Sample Number:	2	Type:	R	Area:	5446.00 SqFt	PCI:	59
Sample Comments:							

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	15.00	Ft	0.3	3.5	
48	L & T CR	L	13.00	Ft	0.2	3.3	
48	L & T CR	L	15.00	Ft	0.3	3.5	
48	L & T CR	L	10.00	Ft	0.2	3.0	
48	L & T CR	L	5.00	Ft	0.1	2.5	
48	L & T CR	L	19.00	Ft	0.3	3.8	
48	L & T CR	M	43.00	Ft	0.8	10.1	
48	L & T CR	M	17.00	Ft	0.3	6.6	
48	L & T CR	M	21.00	Ft	0.4	7.4	
48	L & T CR	M	33.00	Ft	0.6	9.0	
48	L & T CR	H	35.00	Ft	0.6	16.1	
48	L & T CR	H	17.50	Ft	0.3	12.1	
52	RAVELING	L	5446.00	SqFt	100.0	26.4	

Extrapolated Distress Data by Section

BRANCH ID	SECTION ID	SHORT DESCRIPTION	DISTRESS ID	DISTRESS SEVERITY	DISTRESS QUANTITY	DISTRESS UNITS	PCI DEDUCT	DENSITY (%)	DISTRESS MECHANISM
Runway 10-28	1	BLOCK CRACKING	43	Medium	3200	SqFt	12.6	1.2	Climate/Durability
		BLOCK CRACKING	43	Low	8320	SqFt	11.7	3.2	Climate/Durability
		L & T CR	48	Low	1220	Ft	4.0	0.5	Climate/Durability
		L & T CR	48	High	2452	Ft	19.0	0.9	Climate/Durability
		L & T CR	48	Medium	4156	Ft	13.9	1.6	Climate/Durability
		PATCHING	50	Medium	2312	SqFt	9.1	0.9	Climate/Durability
		PATCHING	50	Low	3024	SqFt	3.9	1.1	Climate/Durability
Taxiway A	1	BLOCK CRACKING	43	Medium	4672	SqFt	16.1	2.9	Climate/Durability
		L & T CR	48	High	740	Ft	13.9	0.5	Climate/Durability
		L & T CR	48	Low	2295	Ft	5.9	1.4	Climate/Durability
		L & T CR	48	Medium	2446	Ft	13.7	1.5	Climate/Durability
		PATCHING	50	Medium	809	SqFt	8.0	0.5	Climate/Durability
		PATCHING	50	Low	2382	SqFt	4.6	1.5	Climate/Durability
		WEATHERING	57	Low	101387	SqFt	5.3	62.8	Climate/Durability
Taxiway B	1	L & T CR	48	High	52	Ft	14.2	0.5	Climate/Durability
		L & T CR	48	Low	108	Ft	4.9	1.0	Climate/Durability
		L & T CR	48	Medium	234	Ft	16.3	2.1	Climate/Durability
		PATCHING	50	Low	140	SqFt	4.2	1.3	Climate/Durability
		RAVELING	52	Low	10752	SqFt	26.2	98.7	Climate/Durability
Apron 1	1	ALLIGATOR CRACKING	41	Medium	46	SqFt	10.0	0.0	Load
		ALLIGATOR CRACKING	41	Low	428	SqFt	11.1	0.3	Load
		BLOCK CRACKING	43	Low	387	SqFt	5.3	0.3	Climate/Durability
		DEPRESSION	45	Low	75	SqFt	0.3	0.1	Other
		DEPRESSION	45	Medium	132	SqFt	5.2	0.1	Other
		L & T CR	48	Low	1942	Ft	5.9	1.4	Climate/Durability
		L & T CR	48	High	1958	Ft	23.3	1.4	Climate/Durability
		L & T CR	48	Medium	2485	Ft	15.0	1.8	Climate/Durability
		OIL SPILLAGE	49	N/A	4120	SqFt	7.6	3.0	Other
		PATCHING	50	Medium	51	SqFt	6.2	0.0	Climate/Durability
		PATCHING	50	Low	2467	SqFt	5.2	1.8	Climate/Durability
		RAVELING	52	Low	2197	SqFt	3.5	1.6	Climate/Durability
		WEATHERING	57	Low	23046	SqFt	2.5	17.0	Climate/Durability
Apron 2	1	ALLIGATOR CRACKING	41	Medium	68	SqFt	14.1	0.2	Load
		BLOCK CRACKING	43	Medium	16816	SqFt	38.2	41.6	Climate/Durability
		DEPRESSION	45	Medium	7	SqFt	5.2	0.0	Other
		DEPRESSION	45	Low	127	SqFt	1.8	0.3	Other
		L & T CR	48	Medium	926	Ft	16.9	2.3	Climate/Durability
		OIL SPILLAGE	49	N/A	114	SqFt	2.8	0.3	Other
		RAVELING	52	High	83	SqFt	8.0	0.2	Climate/Durability
		RAVELING	52	Medium	221	SqFt	6.3	0.5	Climate/Durability

Asphalt Surfaced Airfields

<u>Pavement Distress</u>	<u>Distress Type</u>
41. Alligator Cracking	Load
42. Bleeding	Other
43. Block Cracking	Climate/Durability
44. Corrugation	Other
45. Depression	Other
46. Jet Blast	Other
47. Joint Reflection Cracking	Climate/Durability
48. Longitudinal/Transverse Cracking	Climate/Durability
49. Oil Spillage	Other
50. Patching	Climate/Durability
51. Polished Aggregate	Other
52. Raveling	Climate/Durability
53. Rutting	Load
54. Shoving	Other
55. Slippage Cracking	Other
56. Swell	Other
57. Weathering	Climate/Durability

Concrete Surfaced Airfields

<u>Pavement Distress</u>	<u>Distress Type</u>
61. Blow Up	Climate/Durability
62. Corner Break	Load
63. Linear Cracking	Load
64. Durability Cracking	Climate/Durability
65. Joint Seal Damage	Climate/Durability
66. Small Patch	Other
67. Large Patch/Utility Cut	Other
68. Popouts	Other
69. Pumping	Other
70. Scaling	Other
71. Faulting	Other
72. Shattered Slab	Load
73. Shrinkage Cracking	Other
74. Joint Spalling	Other
75. Corner Spalling	Other
76. Alkali Silica Reaction (ASR)	Other

Unsurfaced Roads

<u>Pavement Distress</u>	<u>Distress Type</u>
81. Improper Cross Section	Other
82. Inadequate Roadside Drainage	Other
83. Corrugation	Climate/Durability
84. Dust	Other
85. Pothole	Climate/Durability
86. Rutting	Climate/Durability
87. Loose Aggregate	Other

Asphalt Surfaced Airfields

<u>Pavement Distress</u>	<u>Distress Type</u>
41. Alligator Cracking	Load
42. Bleeding	Other
43. Block Cracking	Climate/Durability
44. Corrugation	Other
45. Depression	Other
46. Jet Blast	Other
47. Joint Reflection Cracking	Climate/Durability
48. Longitudinal/Transverse Cracking	Climate/Durability
49. Oil Spillage	Other
50. Patching	Climate/Durability
51. Polished Aggregate	Other
52. Raveling	Climate/Durability
53. Rutting	Load
54. Shoving	Other
55. Slippage Cracking	Other
56. Swell	Other
57. Weathering	Climate/Durability

Concrete Surfaced Airfields

<u>Pavement Distress</u>	<u>Distress Type</u>
61. Blow Up	Climate/Durability
62. Corner Break	Load
63. Linear Cracking	Load
64. Durability Cracking	Climate/Durability
65. Joint Seal Damage	Climate/Durability
66. Small Patch	Other
67. Large Patch/Utility Cut	Other
68. Popouts	Other
69. Pumping	Other
70. Scaling	Other
71. Faulting	Other
72. Shattered Slab	Load
73. Shrinkage Cracking	Other
74. Joint Spalling	Other
75. Corner Spalling	Other
76. Alkali Silica Reaction (ASR)	Other

Unsurfaced Roads

<u>Pavement Distress</u>	<u>Distress Type</u>
81. Improper Cross Section	Other
82. Inadequate Roadside Drainage	Other
83. Corrugation	Climate/Durability
84. Dust	Other
85. Pothole	Climate/Durability
86. Rutting	Climate/Durability
87. Loose Aggregate	Other