



**Advanced Infrastructure
Design, Inc.**

**1 Crossroads Dr.
Hamilton, NJ 08691**

**2021
PAVEMENT CONDITION INDEX
(PCI) REPORT**

Report Submitted to:

**Jacobs Engineering
Group, Inc.**

December 2023

***Somerset Airport (SMQ)
Bedminster Township, Somerset County, New Jersey***



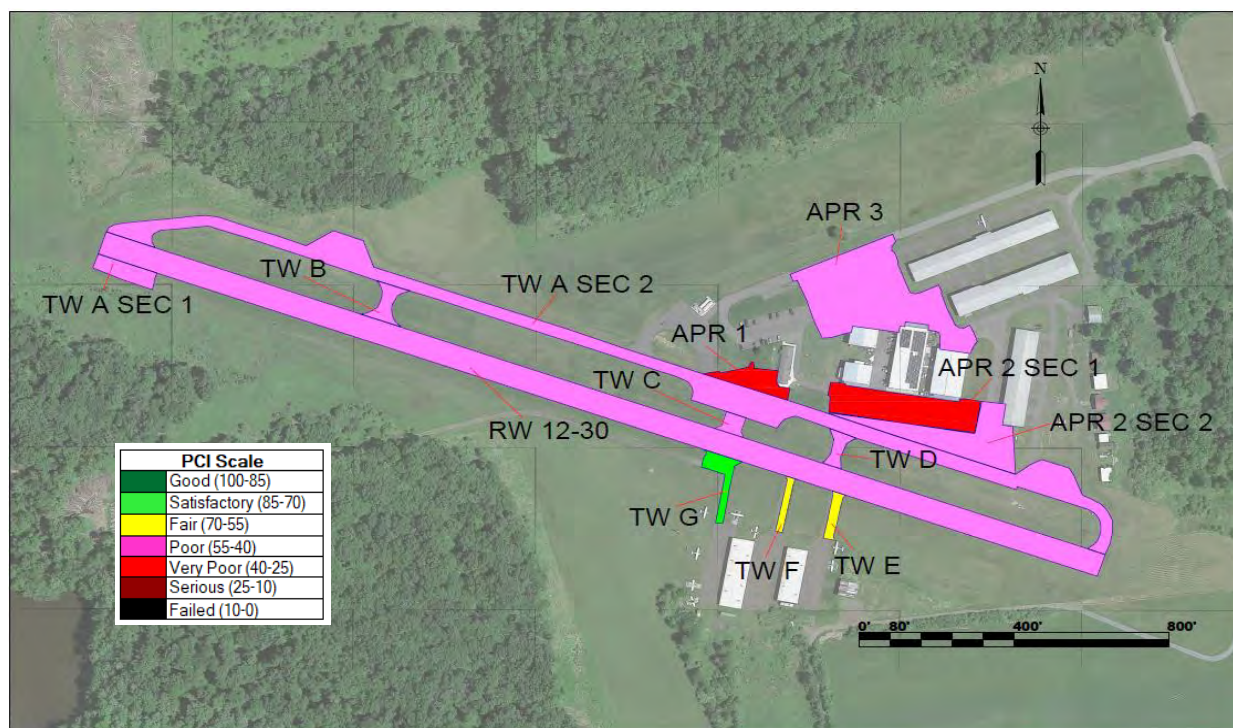
Table of Contents

Executive Summary	2
Part I – Introduction	4
Part II – Scope of Work	5
2.1 Reviewed Existing Information.....	5
2.2 Performed PCI Survey	5
2.2.1. <i>Sampling.....</i>	<i>5</i>
2.2.2. <i>Inspection</i>	<i>5</i>
2.2.3. <i>Analysis.....</i>	<i>7</i>
Part III – Results.....	8
3.1 Overview	8
3.2 Branch/Section Discussion.....	9
Condition Photo Log	
Appendix A: Layout and Results Maps	
Appendix B: Detailed Data Reports	

Executive Summary

The pavement condition of the runway, taxiway, and apron of Somerset Airport (SMQ) was evaluated through a pavement distress survey in June/July 2021 and the Pavement Condition Index (PCI) was computed. The results were compared to those obtained from the 2014 condition assessment of the SMQ airport pavement.

The 2021 distress survey indicated that the runway, taxiway, and apron pavement of airport SMQ, considered as a whole, is currently in POOR condition with an overall average PCI of 44. This is a 23-point reduction from the overall PCI of 67 (FAIR) found for the airport in 2014. In terms of area, the airport pavement was in mostly FAIR condition (82%) with the remaining area in GOOD (17%) and SATISFACTORY (1%) conditions in 2014 but deteriorated to mostly POOR condition (89%) with the remaining area in VERY POOR (9%), FAIR (1%), and SATISFACTORY (1%) conditions in 2021. With respect to branch type/use, the runway worsened from FAIR condition in 2014 to POOR condition in 2021. The taxiways, which were mostly in FAIR condition (92%) with the remaining area in GOOD (6%) and SATISFACTORY (2%) conditions in 2014, became mostly POOR condition (92%) with the remainder evenly split between SATISFACTORY (4%), and FAIR (4%) conditions in 2021. The aprons worsened from being evenly split between GOOD (50%) and FAIR (50%) condition in 2014 to mostly POOR condition (72%) with the remaining area (28%) in VERY POOR condition in 2021. The PCI deterioration rate of the runway, taxiway, and apron pavement were -2.4, -3.1, and -1.6 PCI points/year, respectively.





In terms of distresses observed, the entire pavement area is nearly solely affected by climatic/durability factors. Block cracking and longitudinal and transverse cracking are the predominant distresses observed across most of the airport pavement. Raveling/weathering were also significant contributors to PCI deductions on all pavement areas. Patching, alligator cracking (load-related distress), localized depressions, and oil spillage were also observed in some sections.



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 6/18/2021 and 7/06/2021 at Somerset Airport (SMQ) and includes a comparison of the results to those obtained in 2014. The project site is located in Bedminster 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.

The intent of AID's work on this project was to collect PCI data on the primary airside pavement, which can be readily entered into the Airport Pavement Management System (APMS) for SMQ. To this end, the distress survey was conducted on the runway, taxiway, and apron pavement. 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 SMQ, airport personnel had reported that there has not been any major M&R work on the airport since 2014. Google Earth was used for the mapping of this project. Based on the GE image history, it appears that a section of the apron (denoted as Section 2, refer to Appendix A) was resurfaced in late 2007/early 2008. The field observations also indicate that this section has less distresses compared to the rest. Consequently, this section was separated from the rest of the pavement and the PCI values were computed separately.

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 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 ± 2000 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 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 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 SMQ between June 18 and July 6, 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 the 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 SMQ, considered as a whole, is currently in POOR condition with an overall average PCI of 44. This is a 23-point reduction from the overall PCI of 67 (FAIR) 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 in mostly FAIR condition (82%) with the remaining area in GOOD (17%) and SATISFACTORY (1%) conditions in 2014 but deteriorated to mostly POOR condition (89%) with the remaining area in VERY POOR (9%), FAIR (1%), and SATISFACTORY (1%) conditions in 2021.

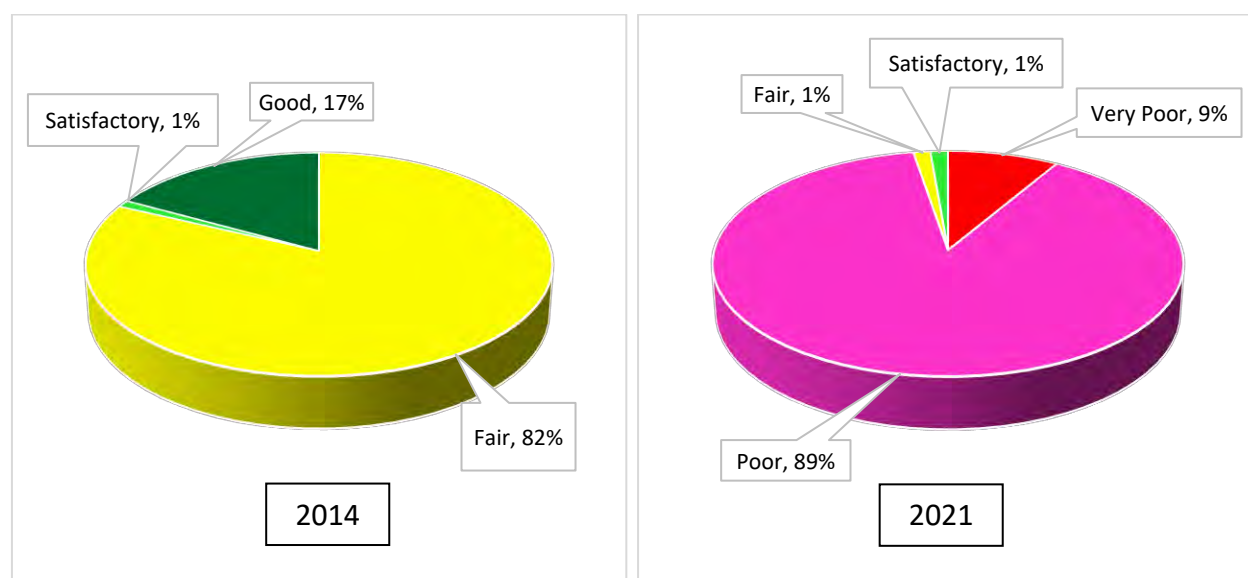


Figure 1. Comparison of Overall SMQ PCI Category Breakdown in 2014 and 2021.

Figure 2 shows the PCI category breakdown by branch use in 2014 vs. 2021. The runway worsened from FAIR condition in 2014 to POOR condition in 2021. The taxiways, which were mostly in FAIR condition (92%) with the remaining area in GOOD (6%) and SATISFACTORY (2%) condition in 2014, became mostly POOR condition (92%) with the remainder evenly split between SATISFACTORY (4%), and FAIR (4%) condition in 2021. The aprons worsened from being evenly split between GOOD (50%) and FAIR (50%) condition in 2014 to mostly POOR condition (72%) with the remaining area (28%) in VERY POOR condition in 2021.

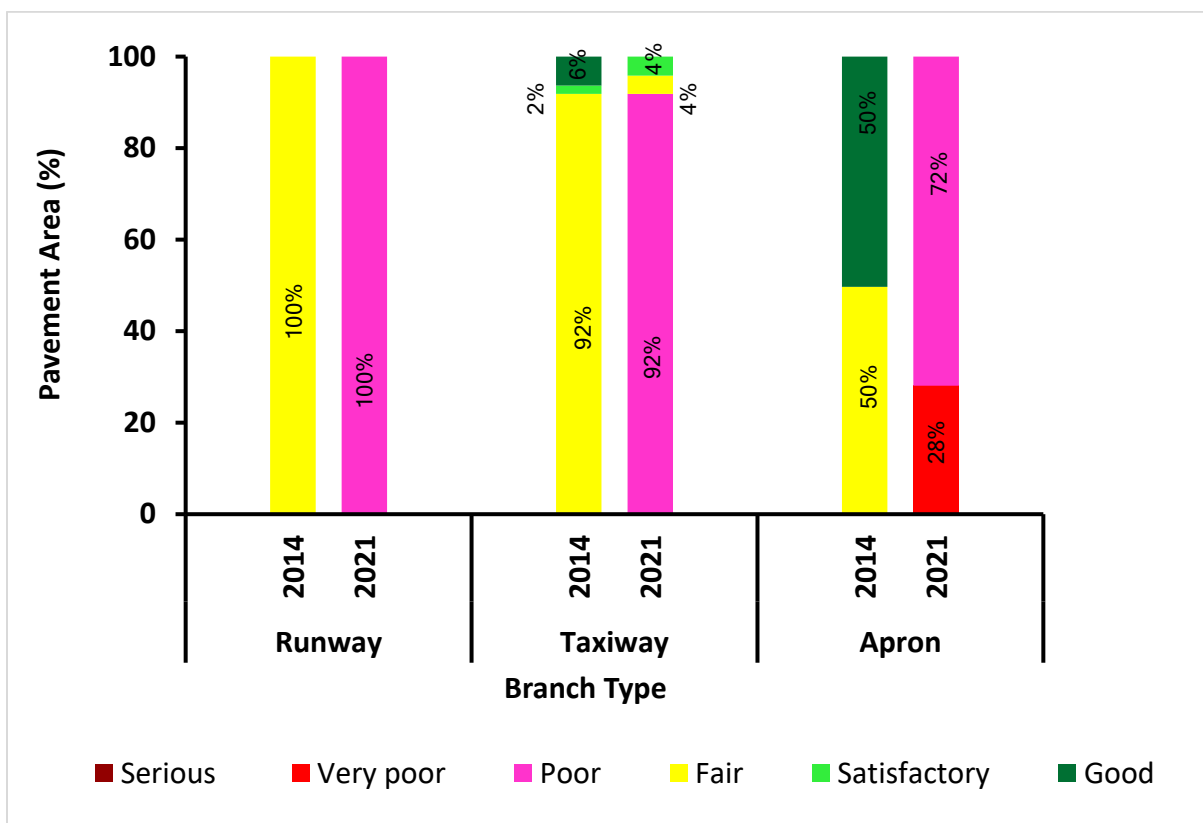


Figure 2. Comparison of PCI Category Breakdown by Branch Use in 2014 and 2021.

Figure 3 shows the weighted average PCI change from 2014 to 2021 to visualize the rate of deterioration. The PCI deterioration rates from 2014 to 2021 for the runway, taxiway, and apron pavements were -2.4, -3.1, and -1.6 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.

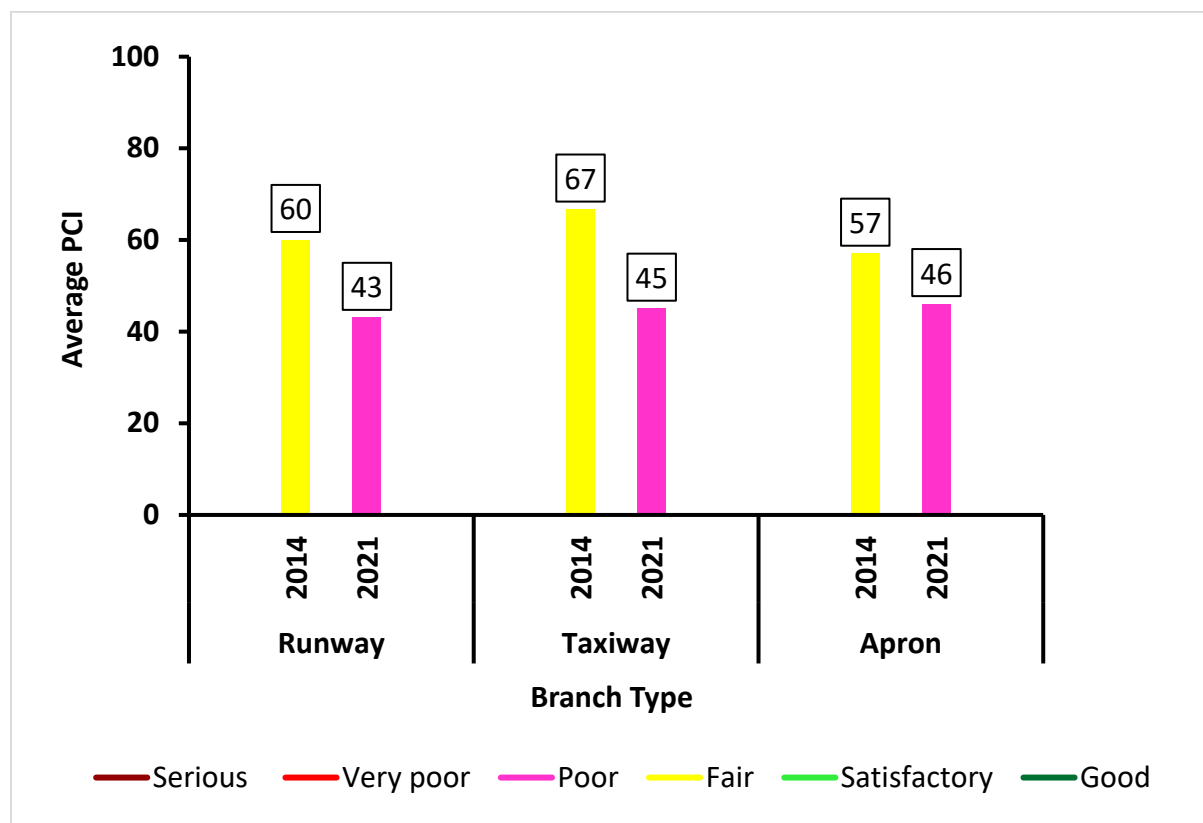


Figure 3. Comparison of Average PCI by Branch Use in 2014 and 2021.

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 nearly solely affected by climatic/durability factors. Block cracking and longitudinal and/or transverse cracking are the predominant distresses observed across most of the airport pavement. Raveling/weathering were also significant contributors to PCI deductions on all pavement areas. Patching, alligator cracking (load related distress), localized depressions, and oil spillage were also observed on some sections. A photo log is included to visualize the typical condition in 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 12-30	1	AC	176228	36	12	0
Taxiway A	1	AC	7520	2	2	0
	2	AC	123575	24	11	1
Taxiway B	1	AC	5283	1	1	0
Taxiway C	1	AC	3071	1	1	0
Taxiway D	1	AC	3687	1	1	0
Taxiway E	1	AC	3395	1	1	0
Taxiway F	1	AC	2785	1	1	0
Taxiway G	1	AC	6489	1	1	0
Apron 1	1	AC	9191	2	2	0
Apron 2	1	0	31654	6	3	0
	2	0	31350	6	2	0
Apron 3	1	0	73266	13	6	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
		Branch PCI	Branch PCI Category	Section PCI	Section PCI Category	Branch PCI	Branch PCI Category	Section PCI	Section PCI Category	
Runway 12-30	1	60	Fair	60	Fair	43	Poor	43	Poor	Block cracking
Taxiway A	1	65	Fair	68	Fair	42	Poor	42	Poor	Block cracking
	2			65	Fair			42	Poor	Block cracking
Taxiway B	1	65	Fair	65	Fair	41	Poor	41	Poor	Block cracking
Taxiway C	1	62	Fair	62	Fair	43	Poor	43	Poor	Block cracking
Taxiway D	1	66	Fair	66	Fair	44	Poor	44	Poor	Block cracking
Taxiway E	1	86	Good	86	Good	70	Fair	70	Fair	Longitudinal and transverse cracking
Taxiway F	1	82	Satisfactory	82	Satisfactory	64	Fair	64	Fair	Longitudinal and transverse cracking
Taxiway G	1	87	Good	87	Good	75	Satisfactory	75	Satisfactory	Longitudinal and transverse cracking, and weathering
Apron 1	1	64	Fair	64	Fair	38	Very poor	38	Very poor	Block cracking
Apron 2	1	57	Fair	57	Fair	42	Poor	36	Very poor	Block cracking
	2							48	Poor	Longitudinal and transverse cracking
Apron 3	1	91	Good	91	Good	51	Poor	51	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 12-30	1		M				M					
Taxiway A	1		M				M					
	2	L	L/M		L/M/H		L/M/H					
Taxiway B	1		M		M		M					
Taxiway C	1		L/M				M					
Taxiway D	1		M		L/M		M					
Taxiway E	1				L/M		L/M					
Taxiway F	1				L/M		L/M					
Taxiway G	1				L/M	L	L					
Apron 1	1		M			L/M	M					
Apron 2	1		M		M/H	L/M	M					
	2		M		M		L					Oil Spillage
Apron 3	1	M	M	L	L/M/H	M	L/M/H					

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



Condition Photo Log



Photo No: A-1

Airport Code: SMQ

Branch: RW 12-30

Section: N/A

Date: 7/6/2021

Latitude: 40.625488°

Longitude: -74.670292°

Description: M-Block Cracking; M-Weathering



Photo No: A-2

Airport Code: SMQ

Branch: RW 12-30

Section: N/A

Date: 6/18/2021

Latitude: 40.625988°

Longitude: -74.671110°

Description: M-Block Cracking; M-Weathering



Photo No: A-3

Airport Code: SMQ

Branch: RW 12-30

Section: N/A

Date: 6/18/2021

Latitude: 40.625874°

Longitude: -74.671719°

Description: M-Block Cracking; M-Weathering



Photo No: A-4

Airport Code: SMQ

Branch: Taxiway A

Section: 1

Date: 6/18/2021

Latitude: 40.626742°

Longitude: -74.674776°

Description: M-Block Cracking; M-Weathering



Photo No: A-5

Airport Code: SMQ

Branch: Taxiway A

Section: 2

Date: 6/18/2021

Latitude: 40.625208°

Longitude: -74.666398°

Description: L/M-Block Cracking; M-Weathering



Photo No: A-6

Airport Code: SMQ

Branch: Taxiway A

Section: 2

Date: 6/18/2021

Latitude: 40.625109°

Longitude: -74.666707°

Description: M-Block Cracking; M-Weathering



Photo No: A-7

Airport Code: SMQ

Branch: Taxiway B

Section: N/A

Date: 6/18/2021

Latitude: 40.626593°

Longitude: -74.672619°

Description: M-Block Cracking; M-Weathering



Photo No: A-8

Airport Code: SMQ

Branch: Taxiway C

Section: N/A

Date: 6/18/2021

Latitude: 40.625641°

Longitude: -74.669438°

Description: L/M-Block Cracking; M-Weathering



Photo No: A-9

Airport Code: SMQ

Branch: Taxiway D

Section: N/A

Date: 6/18/2021

Latitude: 40.625306°

Longitude: -74.668549°

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



Photo No: A-8

Airport Code: SMQ

Branch: Taxiway E

Section: N/A

Date: 11/28/2023

Latitude: 40.624825°

Longitude: -74.668395°

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



Photo No: A-9

Airport Code: SMQ

Branch: Taxiway F

Section: N/A

Date: 11/28/2023

Latitude: 40.62507°

Longitude: -74.669340°

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



Photo No: A-10

Airport Code: SMQ

Branch: Taxiway G

Section: N/A

Date: 11/28/2023

Latitude: 40.625090°

Longitude: -74.669357°

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



Photo No: A-10

Airport Code: SMQ

Branch: Apron 1

Section: N/A

Date: 7/6/2021

Latitude: 40.625978°

Longitude: -74.669233°

Description: M-Block Cracking; L-Patching; M-Weathering



Photo No: A-9

Airport Code: SMQ

Branch: Apron 1

Section: N/A

Date: 7/6/2021

Latitude: 40.625960°

Longitude: -74.668949°

Description: L/M-Patching; M-Weathering



Photo No: A-11

Airport Code: SMQ

Branch: Apron 2

Section: 1

Date: 7/6/2021

Latitude: 40.625508°

Longitude: -74.667145°

Description: M-Block Cracking; M-Weathering



Photo No: A-10

Airport Code: SMQ

Branch: Apron 2

Section: 2

Date: 7/6/2021

Latitude: 40.625650°

Longitude: -74.667084°

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



Photo No: A-12

Airport Code: SMQ

Branch: Apron 3

Section: N/A

Date: 7/6/2021

Latitude: 40.626317°

Longitude: -74.667564°

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



Photo No: A-13

Airport Code: SMQ

Branch: Apron 3

Section: N/A

Date: 7/6/2021

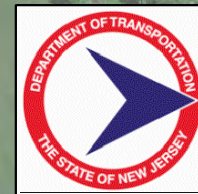
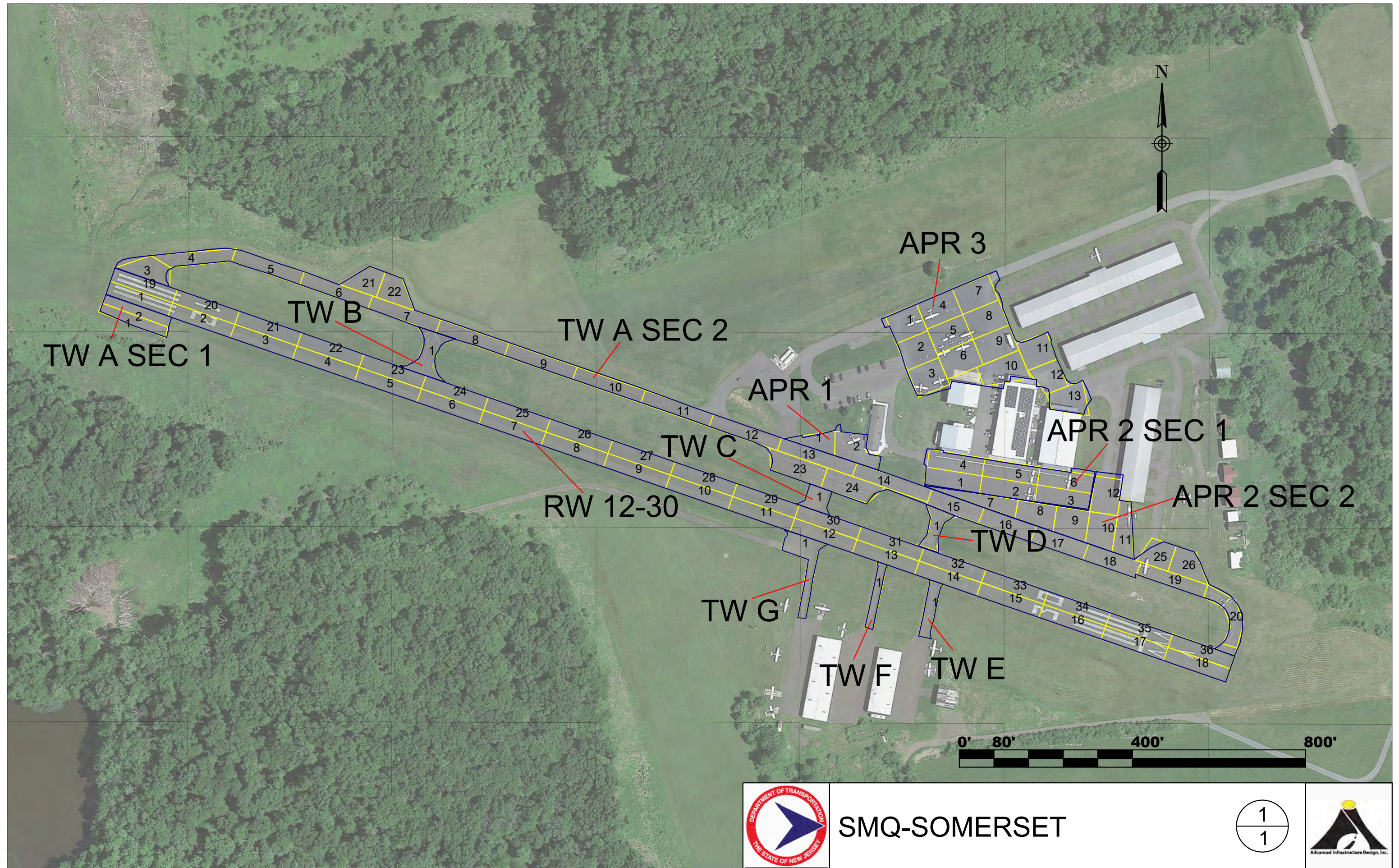
Latitude: 40.626620°

Longitude: -74.667743°

Description: M-Fatigue Cracking; M-Block Cracking; M-Weathering



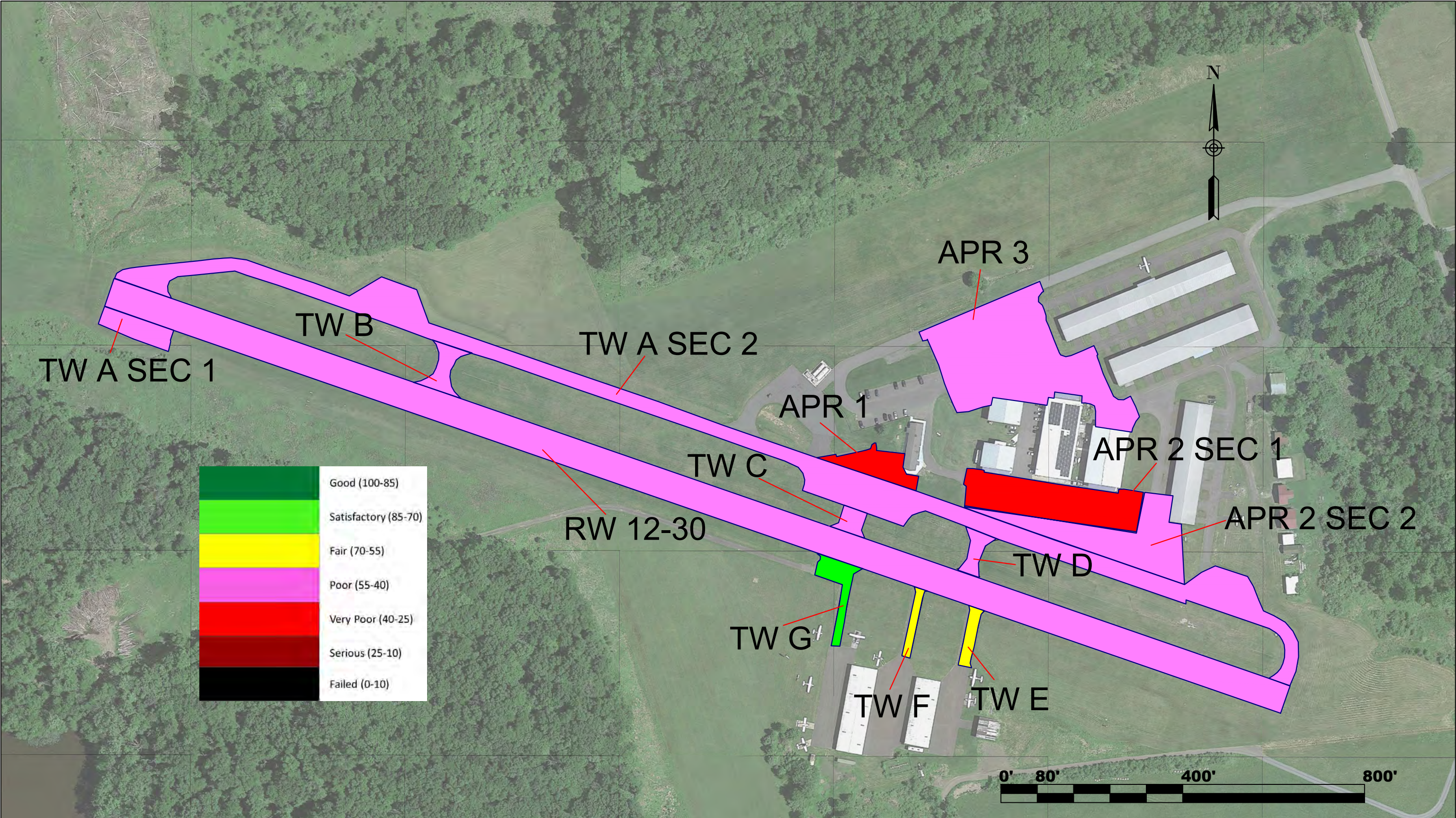
Appendix A: Layout and Results Maps



SMQ-SOMERSET

1
1





SMQ-SOMERSET 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
SMQ	APR 1	Apron 1	APRON	1	9,191.00	
SMQ	APR 2	Apron 2	APRON	2	63,004.00	
SMQ	APR 3	Apron 3	APRON	1	73,266.00	
SMQ	RW 12-30	Runway 12-30	RUNWAY	1	176,228.00	
SMQ	TW A	Taxiway A	TAXIWAY	2	131,095.00	
SMQ	TW B	Taxiway B	TAXIWAY	1	5,283.00	
SMQ	TW C	Taxiway C	TAXIWAY	1	3,071.00	
SMQ	TW D	Taxiway D	TAXIWAY	1	3,686.98	
SMQ	TW E	Taxiway E	TAXIWAY	1	3,395.00	
SMQ	TW F	Taxiway F	TAXIWAY	1	2,785.00	
SMQ	TW G	Taxiway G	TAXIWAY	1	6,489.00	

12/27/2023

Branch Listing Report (Summary)

Page 2 of 2

Pavement Database: 2014-AID-PCI-from pavement Computer-052015

Total Number of Networks:	1
Total Number of Branches:	11
Total Number of Sections:	13
Total True Area:	477,493.99 (SqFt)
Average Branch True Area:	43,408.54 (SqFt)

1/23/2024

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	231.00	40.00	9,191.00	APRON	38.00	0.00	38.00
APR 2	2	258.00	62.00	63,004.00	APRON	41.55	6.05	41.52
APR 3	1	262.00	280.00	73,266.00	APRON	51.00	0.00	51.00
RW 12-30	1	2,711.20	65.00	176,228.00	RUNWAY	43.00	0.00	43.00
TW A	2	4,146.29	39.00	131,095.00	TAXIWAY	42.10	0.10	42.19
TW B	1	51.54	102.50	5,283.00	TAXIWAY	41.00	0.00	41.00
TW C	1	53.88	57.00	3,071.00	TAXIWAY	43.00	0.00	43.00
TW D	1	120.41	30.62	3,686.98	TAXIWAY	44.00	0.00	44.00
TW E	1	139.65	24.31	3,395.00	TAXIWAY	69.60	0.00	69.60
TW F	1	162.00	17.00	2,785.00	TAXIWAY	64.00	0.00	64.00
TW G	1	392.00	17.00	6,489.00	TAXIWAY	75.30	0.00	75.30

1/23/2024

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	4	145,461.00	43.03	6.45	46.07
RUNWAY	1	176,228.00	43.00	0.00	43.00
TAXIWAY	8	155,804.99	52.64	13.49	44.57
ALL	13	477,493.99	48.94	12.11	44.45

*Pavement Database: 2014-NJDOT-GA AIRPORTS**NetworkId: SMQ*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
APR 1	1	11/24/1900	AC	APRON	A	0	9,191.00	7/6/2021	121	38
APR 2	1	11/24/1900	AC	APRON	A	0	31,654.00	7/6/2021	121	35.5
APR 2	2	11/24/1900	AC	APRON	P	0	31,350.00	7/6/2021	121	47.6
APR 3	1	11/24/1900	AC	APRON	A	0	73,266.00	7/6/2021	121	51
RW 12-30	1	11/24/1900	AC	RUNWAY	A	0	176,228.00	6/18/2021	121	43
TW A	1	11/24/1900	AC	TAXIWAY	A	0	7,520.00	6/18/2021	121	42
TW A	2	11/24/1900	AC	TAXIWAY	A	0	123,575.00	6/18/2021	121	42.2
TW B	1	11/24/1900	AC	TAXIWAY	A	0	5,283.00	6/18/2021	121	41
TW C	1	11/24/1900	AC	TAXIWAY	A	0	3,071.00	6/18/2021	121	43
TW D	1	11/24/1900	AC	TAXIWAY	A	0	3,686.98	6/18/2021	121	44
TW E	1	11/24/1900	AC	TAXIWAY	A	0	3,395.00	11/28/2023	123	69.6
TW F	1	11/24/1900	AC	TAXIWAY	A	0	2,785.00	11/28/2023	123	64
TW G	1	11/24/1900	AC	TAXIWAY	A	0	6,489.00	11/28/2023	123	75.3

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	477,493.99	13	48.94	12.11	44.45
ALL	121	477,493.99	13	48.94	12.11	44.45

Inspection Report

2014-NJDOT-GA AIRPORTS

Generated Date1/23/2024

Page 1 of 21

Network:	SMQ	Name:	Somerset Municipal Airport						
Branch:	APR 1	Name:	Apron 1	Use:	APRON	Area:	9,191 SqFt		
Section:	1	of	1	From:	Fuel Tank	To:	Admin Office	Last Const.:	11/24/1900
Surface:	AC	Family:	DEFAULT	Zone:		Category:		Rank:	A
Area:	9,191 SqFt	Length:	231 Ft	Width:	40 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	11/24/1900	Work Type:	New Construction - Initial		Code:	NC-IN	Is Major M&R:	True	

Last Insp. Date:	7/6/2021	TotalSamples:	2	Surveyed:	2
Conditions:	PCI:	38			
Inspection Comments:					

Sample Number:	1	Type:	R	Area:	3294.00 SqFt	PCI:	40
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	3286.00 SqFt	99.8	53.0	
50	PATCHING	L	4.00 SqFt	0.1	2.0	
50	PATCHING	L	4.00 SqFt	0.1	2.0	
57	WEATHERING	M	3286.00 SqFt	99.8	20.3	

Sample Number:	2	Type:	R	Area:	5897.00 SqFt	PCI:	37
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	5897.00 SqFt	100.0	53.0	
50	PATCHING	L	34.00 SqFt	0.6	2.6	
50	PATCHING	M	4.00 SqFt	0.1	6.2	utility patch
57	WEATHERING	M	5863.00 SqFt	99.4	20.3	

Network:	SMQ			Name:	Somerset Municipal Airport							
Branch:	APR 2		Name:	Apron 2		Use:	APRON		Area:	63,004 SqFt		
Section:	1	of 2		From:	Admin Office			To:	RW 30 End		Last Const.:	11/24/1900
Surface:	AC		Family:	DEFAULT		Zone:				Category:	Rank: A	
Area:	31,654 SqFt		Length:	257 Ft		Width:	123 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft			Joint Length:	123 Ft		
Shoulder:	Street Type:				Grade:	0			Lanes:	0		
Section Comments:												
Work Date:	11/24/1900		Work Type:				New Construction - Initial			Code:	NC-IN	
										Is Major M&R:		True
Last Insp. Date:	7/6/2021		TotalSamples:	6				Surveyed:		3		
Conditions:	PCI:	36										
Inspection Comments:												
Sample Number:	1	Type:	R	Area:		5307.17 SqFt			PCI:	32		
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
43	BLOCK CR		M	3441.00	SqFt	64.8	45.0					
50	PATCHING		M	1866.00	SqFt	35.2	47.8					
57	WEATHERING		M	1721.00	SqFt	32.4	12.0					
57	WEATHERING		M	1720.00	SqFt	32.4	12.0					
Sample Number:	3	Type:	R	Area:		5307.17 SqFt			PCI:	40		
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
43	BLOCK CR		M	5307.00	SqFt	100.0	53.0					
50	PATCHING		L	12.00	SqFt	0.2	2.0	UTILITY PATCHES				
57	WEATHERING		M	2653.00	SqFt	50.0	15.3					
57	WEATHERING		M	2653.50	SqFt	50.0	15.3					
Sample Number:	5	Type:	R	Area:		5307.17 SqFt			PCI:	35		
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
43	BLOCK CR		M	3515.00	SqFt	66.2	45.4					
48	L & T CR		M	13.00	Ft	0.2	5.8					
48	L & T CR		M	10.00	Ft	0.2	5.0					
48	L & T CR		M	13.00	Ft	0.2	5.8					
48	L & T CR		M	12.00	Ft	0.2	5.5					
48	L & T CR		M	5.00	Ft	0.1	4.0					
48	L & T CR		M	14.00	Ft	0.3	6.0					
48	L & T CR		M	128.00	Ft	2.4	17.3					
48	L & T CR		M	12.00	Ft	0.2	5.5					
48	L & T CR		M	12.00	Ft	0.2	5.5					
48	L & T CR		M	12.00	Ft	0.2	5.5					
48	L & T CR		M	6.00	Ft	0.1	4.0					
48	L & T CR		H	12.00	Ft	0.2	10.7					
50	PATCHING		M	256.00	SqFt	4.8	19.1	PATCH DRAINAGE INLET				

50	PATCHING	M	18.00	SqFt	0.3	7.6
50	PATCHING	M	18.00	SqFt	0.3	7.6
57	WEATHERING	M	3368.00	SqFt	63.5	17.1
57	WEATHERING	M	1683.00	SqFt	31.7	11.8

Network:	SMQ			Name:	Somerset Municipal Airport		
Branch:	APR 2	Name:	Apron 2	Use:	APRON	Area:	63,004 SqFt
Section:	2	of	2	From:	RW 30 End	To:	Hangar
Surface:	AC	Family:	DEFAULT	Zone:		Category:	
Area:	31,350 SqFt	Length:	1 Ft	Width:	1 Ft	Rank:	P
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	1 Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							

Work Date: 11/24/1900	Work Type: New Construction - Initial	Code: NC-IN	Is Major M&R: True
Last Insp. Date: 7/6/2021	TotalSamples: 6	Surveyed: 2	
Conditions: PCI: 48			
Inspection Comments:			

Sample Number:	12	Type:	R	Area:	5350.00 SqFt	PCI:	46
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	1950.00 SqFt	36.4	36.4	
48	L & T CR	M	479.00 Ft	9.0	34.6	
49	OIL SPILLAGE	N	4.00 SqFt	0.1	2.0	
57	WEATHERING	L	5350.00 SqFt	100.0	6.0	

Sample Number:	8	Type:	R	Area:	4590.00 SqFt	PCI:	49
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	607.00 SqFt	13.2	25.7	
48	L & T CR	M	497.00 Ft	10.8	37.9	
48	L & T CR	M	80.00 Ft	1.7	14.6	
57	WEATHERING	L	4590.00 SqFt	100.0	6.0	

Network:	SMQ			Name:	Somerset Municipal Airport								
Branch:	APR 3		Name:	Apron 3		Use:	APRON	Area:	73,266 SqFt				
Section:	1	of	1	From:	Admin office			To:	Airport Entrance		Last Const.:	11/24/1900	
Surface:	AC		Family:	DEFAULT		Zone:				Category:	Rank:		A
Area:	73,266 SqFt		Length:	262 Ft		Width:	280 Ft						
Slabs:			Slab Length:	Ft		Slab Width:	Ft			Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0			Lanes:	0		
Section Comments:													
Work Date:	11/24/1900			Work Type:	New Construction - Initial			Code:	NC-IN		Is Major M&R:	True	
Last Insp. Date:	7/6/2021			TotalSamples:	13			Surveyed:	6				
Conditions:	PCI:	51											
Inspection Comments:													
Sample Number:	1	Type:	R	Area:	5140.33 SqFt			PCI:	56				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
45	DEPRESSION	L	48.00 SqFt	0.9	6.3								
48	L & T CR	L	18.00 Ft	0.4	3.8								
48	L & T CR	M	13.00 Ft	0.3	5.9								
48	L & T CR	M	25.00 Ft	0.5	8.2								
48	L & T CR	M	67.00 Ft	1.3	12.7								
48	L & T CR	M	21.00 Ft	0.4	7.6								
48	L & T CR	M	25.00 Ft	0.5	8.2								
48	L & T CR	M	17.00 Ft	0.3	6.8								
48	L & T CR	M	24.00 Ft	0.5	8.0								
48	L & T CR	H	30.00 Ft	0.6	15.4								
48	L & T CR	H	13.00 Ft	0.3	11.1								
52	RAVELING	L	3598.00 SqFt	70.0	23.1								
Sample Number:	12	Type:	R	Area:	4211.00 SqFt			PCI:	37				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
43	BLOCK CR	M	4211.00 SqFt	100.0	53.0								
50	PATCHING	M	9.00 SqFt	0.2	7.3								
50	PATCHING	M	8.00 SqFt	0.2	7.2								
50	PATCHING	M	12.00 SqFt	0.3	7.5								
50	PATCHING	M	15.00 SqFt	0.4	7.7								
57	WEATHERING	M	4167.00 SqFt	99.0	20.3								
Sample Number:	3	Type:	R	Area:	5140.33 SqFt			PCI:	69				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
48	L & T CR	L	33.00 Ft	0.6	4.3								
48	L & T CR	L	12.00 Ft	0.2	3.3								
48	L & T CR	M	70.00 Ft	1.4	13.0								
48	L & T CR	M	45.00 Ft	0.9	10.6								

48	L & T CR	M	14.00	Ft	0.3	6.1
52	RAVELING	L	2570.00	SqFt	50.0	20.3
57	WEATHERING	L	2570.00	SqFt	50.0	4.8

Sample Number: 5 **Type:** R **Area:** 5581.83 SqFt **PCI:** 42
Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	M	200.00	SqFt	3.6	43.1
48	L & T CR	L	15.00	Ft	0.3	3.5
48	L & T CR	L	4.00	Ft	0.1	2.5
48	L & T CR	M	14.00	Ft	0.3	5.9
48	L & T CR	H	9.00	Ft	0.2	9.4
52	RAVELING	L	3907.00	SqFt	70.0	23.1

Sample Number: 7 **Type:** R **Area:** 5582.00 SqFt **PCI:** 59
Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	10.00	Ft	0.2	3.0
48	L & T CR	M	46.00	Ft	0.8	10.3
48	L & T CR	M	64.00	Ft	1.1	12.0
48	L & T CR	M	41.00	Ft	0.7	9.8
48	L & T CR	M	14.00	Ft	0.3	5.9
48	L & T CR	M	51.00	Ft	0.9	10.8
48	L & T CR	M	8.00	Ft	0.1	4.3
48	L & T CR	H	24.00	Ft	0.4	13.6
48	L & T CR	H	19.00	Ft	0.3	12.4
57	WEATHERING	M	5522.00	SqFt	98.9	20.3
57	WEATHERING	H	60.00	SqFt	1.1	8.4

Sample Number: 9 **Type:** R **Area:** 5582.00 SqFt **PCI:** 42
Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	5582.00	SqFt	100.0	53.0
57	WEATHERING	M	5582.00	SqFt	100.0	20.3

Network:	SMQ		Name:	Somerset Municipal Airport							
Branch:	RW 12-30		Name:	Runway 12-30		Use:	RUNWAY	Area:	176,228 SqFt		
Section:	1	of	1	From:	RW 12 End		To:	RW 30 End		Last Const.:	11/24/1900
Surface:	AC		Family:	DEFAULT		Zone:	Category:		Rank: A		
Area:	176,228 SqFt		Length:	2,711 Ft		Width:	65 Ft				
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft
Shoulder:	Street Type:		Grade:		0		Lanes:		0		
Section Comments:											
Work Date:	11/24/1900		Work Type: New Construction - Initial				Code:	NC-IN		Is Major M&R: True	
Last Insp. Date:	6/18/2021		TotalSamples:		36		Surveyed: 12				
Conditions:	PCI: 43										
Inspection Comments:											
Sample Number:	10		Type:	R		Area:		4895.22 SqFt		PCI:	42
Sample Comments:											
Distress	Description		Severity	Quantity		Density	Deduct	Comments			
43	BLOCK CR		M	4895.00 SqFt		100.0	53.0				
57	WEATHERING		M	4895.00 SqFt		100.0	20.3				
Sample Number:	13		Type:	R		Area:		4895.22 SqFt		PCI:	42
Sample Comments:											
Distress	Description		Severity	Quantity		Density	Deduct	Comments			
43	BLOCK CR		M	4895.00 SqFt		100.0	53.0				
57	WEATHERING		M	4895.00 SqFt		100.0	20.3				
Sample Number:	16		Type:	R		Area:		4895.22 SqFt		PCI:	42
Sample Comments:											
Distress	Description		Severity	Quantity		Density	Deduct	Comments			
43	BLOCK CR		M	4895.00 SqFt		100.0	53.0				
57	WEATHERING		M	4895.00 SqFt		100.0	20.3				
Sample Number:	19		Type:	R		Area:		4895.22 SqFt		PCI:	50
Sample Comments:											
Distress	Description		Severity	Quantity		Density	Deduct	Comments			
43	BLOCK CR		M	3264.00 SqFt		66.7	45.5				
57	WEATHERING		M	4895.00 SqFt		100.0	20.3				
Sample Number:	24		Type:	R		Area:		4895.22 SqFt		PCI:	42
Sample Comments:											
Distress	Description		Severity	Quantity		Density	Deduct	Comments			
43	BLOCK CR		M	4895.00 SqFt		100.0	53.0				
57	WEATHERING		M	4895.00 SqFt		100.0	20.3				
Sample Number:	27		Type:	R		Area:		4895.22 SqFt		PCI:	42
Sample Comments:											
Distress	Description		Severity	Quantity		Density	Deduct	Comments			
43	BLOCK CR		M	4895.00 SqFt		100.0	53.0				
57	WEATHERING		M	4895.00 SqFt		100.0	20.3				
Sample Number:	29		Type:	R		Area:		4895.22 SqFt		PCI:	42
Sample Comments:											

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4895.00 SqFt	100.0	53.0	
57	WEATHERING	M	4895.00 SqFt	100.0	20.3	
Sample Number: 3		Type: R	Area:		4895.22 SqFt	PCI: 42
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4895.00 SqFt	100.0	53.0	
57	WEATHERING	M	4895.00 SqFt	100.0	20.3	
Sample Number: 32		Type: R	Area:		4895.22 SqFt	PCI: 42
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4895.00 SqFt	100.0	53.0	
57	WEATHERING	M	4895.00 SqFt	100.0	20.3	
Sample Number: 36		Type: R	Area:		4895.22 SqFt	PCI: 42
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4895.00 SqFt	100.0	53.0	
57	WEATHERING	M	4895.00 SqFt	100.0	20.3	
Sample Number: 4		Type: R	Area:		4895.22 SqFt	PCI: 42
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4895.00 SqFt	100.0	53.0	
57	WEATHERING	M	4895.00 SqFt	100.0	20.3	
Sample Number: 8		Type: R	Area:		4895.22 SqFt	PCI: 42
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4895.00 SqFt	100.0	53.0	
57	WEATHERING	M	4895.00 SqFt	100.0	20.3	

Network:	SMQ			Name:	Somerset Municipal Airport							
Branch:	TW A		Name:	Taxiway A		Use:	TAXIWAY		Area:	131,095 SqFt		
Section:	1	of 2		From:	RW 12 End			To:	Turn around		Last Const.:	11/24/1900
Surface:	AC		Family:	DEFAULT		Zone:				Category:	Rank: A	
Area:	7,520 SqFt		Length:	160 Ft		Width:	47 Ft					
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft	
Shoulder:	Street Type:				Grade:	0		Lanes:		0		
Section Comments:												

Work Date: 11/24/1900	Work Type: New Construction - Initial	Code: NC-IN	Is Major M&R: True
Last Insp. Date: 6/18/2021	TotalSamples: 2	Surveyed: 2	
Conditions: PCI: 42			
Inspection Comments:			

Sample Number:	1	Type:	R	Area:	3957.00 SqFt	PCI:	42
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	3957.00 SqFt	100.0	53.0	
57	WEATHERING	M	3957.00 SqFt	100.0	20.3	

Sample Number:	2	Type:	R	Area:	3563.00 SqFt	PCI:	42
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	3563.00 SqFt	100.0	53.0	
57	WEATHERING	M	3563.00 SqFt	100.0	20.3	

Network:	SMQ			Name:	Somerset Municipal Airport									
Branch:	TW A		Name:	Taxiway A		Use:	TAXIWAY	Area:	131,095 SqFt					
Section:	2	of	2	From:	RW 12 End			To:	RW 30 End		Last Const.:	11/24/1900		
Surface:	AC		Family:	DEFAULT		Zone:		Category:		Rank:	A			
Area:	123,575 SqFt		Length:	3,986 Ft		Width:	31 Ft							
Slabs:	Slab Length:			Ft	Slab Width:			Ft	Joint Length:			Ft		
Shoulder:	Street Type:			Grade:			0	Lanes:			0			
Section Comments:														
Work Date:	11/24/1900			Work Type:				New Construction - Initial			Code:	NC-IN	Is Major M&R:	True
Last Insp. Date:	6/18/2021			TotalSamples:		24		Surveyed:		12				
Conditions:	PCI:	42												
Inspection Comments:														
Sample Number:	11	Type:	R	Area:		5196.00 SqFt			PCI:	36				
Sample Comments:														
Distress	Description		Severity	Quantity		Density	Deduct	Comments						
41	ALLIGATOR CR		L	40.00	SqFt	0.8	18.1							
43	BLOCK CR		L	840.00	SqFt	16.2	19.8							
43	BLOCK CR		M	600.00	SqFt	11.5	24.6							
43	BLOCK CR		M	2773.00	SqFt	53.4	41.9							
48	L & T CR		M	6.00	Ft	0.1	4.0							
48	L & T CR		M	20.00	Ft	0.4	7.3							
48	L & T CR		M	7.00	Ft	0.1	4.2							
57	WEATHERING		M	5196.00	SqFt	100.0	20.3							
Sample Number:	13	Type:	R	Area:		5840.50 SqFt			PCI:	36				
Sample Comments:														
Distress	Description		Severity	Quantity		Density	Deduct	Comments						
41	ALLIGATOR CR		L	27.00	SqFt	0.5	13.9							
41	ALLIGATOR CR		L	12.00	SqFt	0.2	8.7							
43	BLOCK CR		M	56.00	SqFt	1.0	11.8							
48	L & T CR		L	18.00	Ft	0.3	3.6							
48	L & T CR		L	16.00	Ft	0.3	3.5							
48	L & T CR		M	6.00	Ft	0.1	4.0							
48	L & T CR		M	12.00	Ft	0.2	5.2							
48	L & T CR		M	16.00	Ft	0.3	6.2							
48	L & T CR		M	16.00	Ft	0.3	6.2							
48	L & T CR		M	24.00	Ft	0.4	7.6							
48	L & T CR		M	7.00	Ft	0.1	4.0							
48	L & T CR		M	16.00	Ft	0.3	6.2							
48	L & T CR		M	6.00	Ft	0.1	4.0							
48	L & T CR		M	16.00	Ft	0.3	6.2							
48	L & T CR		M	6.00	Ft	0.1	4.0							
48	L & T CR		M	16.00	Ft	0.3	6.2							
48	L & T CR		M	11.00	Ft	0.2	5.0							

48	L & T CR	M	5.00	Ft	0.1	4.0
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	12.00	Ft	0.2	5.2
48	L & T CR	M	16.00	Ft	0.3	6.2
48	L & T CR	M	16.00	Ft	0.3	6.2
48	L & T CR	M	12.00	Ft	0.2	5.2
48	L & T CR	M	140.00	Ft	2.4	17.3
48	L & T CR	M	8.00	Ft	0.1	4.2
48	L & T CR	M	16.00	Ft	0.3	6.2
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	16.00	Ft	0.3	6.2
48	L & T CR	M	7.00	Ft	0.1	4.0
48	L & T CR	M	10.00	Ft	0.2	4.7
48	L & T CR	M	16.00	Ft	0.3	6.2
48	L & T CR	M	7.00	Ft	0.1	4.0
48	L & T CR	M	18.00	Ft	0.3	6.6
48	L & T CR	M	12.00	Ft	0.2	5.2
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	14.00	Ft	0.2	5.7
48	L & T CR	M	4.00	Ft	0.1	4.0
48	L & T CR	M	40.00	Ft	0.7	9.5
48	L & T CR	M	3.00	Ft	0.1	4.0
48	L & T CR	M	13.00	Ft	0.2	5.5
48	L & T CR	M	4.00	Ft	0.1	4.0
48	L & T CR	M	8.00	Ft	0.1	4.2
48	L & T CR	M	12.00	Ft	0.2	5.2
48	L & T CR	M	3.00	Ft	0.1	4.0
48	L & T CR	M	4.00	Ft	0.1	4.0
48	L & T CR	M	53.00	Ft	0.9	10.8
48	L & T CR	M	16.00	Ft	0.3	6.2
52	RAVELING	L	120.00	SqFt	2.1	4.1
52	RAVELING	L	60.00	SqFt	1.0	2.7
57	WEATHERING	M	5804.50	SqFt	99.4	20.3
57	WEATHERING	H	36.00	SqFt	0.6	6.6

Sample Number:	15	Type:	R	Area:	5113.00 SqFt	PCI:	41
----------------	----	-------	---	-------	--------------	------	----

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	418.00	SqFt	8.2	22.0
43	BLOCK CR	M	640.00	SqFt	12.5	25.2
43	BLOCK CR	M	308.00	SqFt	6.0	20.0

43	BLOCK CR	M	350.00	SqFt	6.8	20.8
43	BLOCK CR	M	560.00	SqFt	11.0	24.1
43	BLOCK CR	M	1254.00	SqFt	24.5	31.7
43	BLOCK CR	M	576.00	SqFt	11.3	24.4
48	L & T CR	M	18.00	Ft	0.4	7.0
48	L & T CR	M	18.00	Ft	0.4	7.0
48	L & T CR	M	14.00	Ft	0.3	6.2
48	L & T CR	M	18.00	Ft	0.4	7.0
48	L & T CR	M	14.00	Ft	0.3	6.2
48	L & T CR	M	18.00	Ft	0.4	7.0
48	L & T CR	M	18.00	Ft	0.4	7.0
48	L & T CR	M	14.00	Ft	0.3	6.2
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	7.00	Ft	0.1	4.2
57	WEATHERING	M	5113.00	SqFt	100.0	20.3

Sample Number: 18

Type: R

Area: 5113.00 SqFt

PCI: 43

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	L	2540.00	SqFt	49.7	28.4
43	BLOCK CR	M	2540.00	SqFt	49.7	40.8
57	WEATHERING	M	5113.00	SqFt	100.0	20.3

Sample Number: 20

Type: A

Area: 5730.00 SqFt

PCI: 44

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	L	48.00	SqFt	0.8	7.4
43	BLOCK CR	M	391.00	SqFt	6.8	20.8
43	BLOCK CR	M	107.50	SqFt	1.9	14.2
43	BLOCK CR	M	225.00	SqFt	3.9	17.6
43	BLOCK CR	M	212.50	SqFt	3.7	17.3
43	BLOCK CR	M	1425.00	SqFt	24.9	31.8
48	L & T CR	L	20.00	Ft	0.3	3.8
48	L & T CR	M	12.00	Ft	0.2	5.3
48	L & T CR	M	12.50	Ft	0.2	5.4
48	L & T CR	M	30.00	Ft	0.5	8.5
48	L & T CR	M	10.00	Ft	0.2	4.8
48	L & T CR	M	12.50	Ft	0.2	5.4
48	L & T CR	M	12.50	Ft	0.2	5.4
48	L & T CR	M	60.00	Ft	1.0	11.5
48	L & T CR	M	18.00	Ft	0.3	6.6
48	L & T CR	M	12.50	Ft	0.2	5.4

48	L & T CR	M	31.00	Ft	0.5	8.6
48	L & T CR	M	8.00	Ft	0.1	4.2
48	L & T CR	M	35.00	Ft	0.6	9.1
48	L & T CR	M	12.50	Ft	0.2	5.4
48	L & T CR	H	12.50	Ft	0.2	10.5
48	L & T CR	H	23.00	Ft	0.4	13.2
57	WEATHERING	M	5730.00	SqFt	100.0	20.3

Sample Number: 21 Type: R Area: 4031.00 SqFt PCI: 42

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4031.00	SqFt	100.0	53.0
57	WEATHERING	M	4031.00	SqFt	100.0	20.3

Sample Number: 22 Type: R Area: 4031.00 SqFt PCI: 42

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4031.00	SqFt	100.0	53.0
57	WEATHERING	M	4031.00	SqFt	100.0	20.3

Sample Number: 23 Type: R Area: 6131.00 SqFt PCI: 42

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	6131.00	SqFt	100.0	53.0
57	WEATHERING	M	6131.00	SqFt	100.0	20.3

Sample Number: 26 Type: R Area: 4526.00 SqFt PCI: 42

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4526.00	SqFt	100.0	53.0
57	WEATHERING	M	4526.00	SqFt	100.0	20.3

Sample Number: 5 Type: R Area: 5196.00 SqFt PCI: 51

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	525.00	SqFt	10.1	23.5
48	L & T CR	L	10.00	Ft	0.2	3.1
48	L & T CR	L	4.00	Ft	0.1	2.5
48	L & T CR	L	11.00	Ft	0.2	3.2
48	L & T CR	L	22.00	Ft	0.4	3.9
48	L & T CR	M	25.00	Ft	0.5	8.2
48	L & T CR	M	16.00	Ft	0.3	6.6
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	35.00	Ft	0.7	9.4
48	L & T CR	M	14.00	Ft	0.3	6.1
48	L & T CR	M	20.00	Ft	0.4	7.3

48	L & T CR	M	18.00	Ft	0.3	7.0
48	L & T CR	M	18.00	Ft	0.3	7.0
48	L & T CR	M	17.50	Ft	0.3	6.9
48	L & T CR	M	87.00	Ft	1.7	14.4
48	L & T CR	M	17.50	Ft	0.3	6.9
48	L & T CR	M	18.00	Ft	0.3	7.0
48	L & T CR	M	10.00	Ft	0.2	5.0
48	L & T CR	M	35.00	Ft	0.7	9.4
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	10.00	Ft	0.2	5.0
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	18.00	Ft	0.3	7.0
48	L & T CR	M	10.00	Ft	0.2	5.0
48	L & T CR	M	18.00	Ft	0.3	7.0
48	L & T CR	M	8.00	Ft	0.2	4.4
57	WEATHERING	M	5196.00	SqFt	100.0	20.3

Sample Number: 7
Type: R
Area: 5196.00 SqFt
PCI: 50

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	14.00	SqFt	0.3	5.2	
43	BLOCK CR	L	14.00	SqFt	0.3	5.2	
43	BLOCK CR	M	193.00	SqFt	3.7	17.3	
43	BLOCK CR	M	315.00	SqFt	6.1	20.1	
43	BLOCK CR	M	35.00	SqFt	0.7	10.7	
43	BLOCK CR	M	17.50	SqFt	0.3	9.1	
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	14.00	Ft	0.3	3.5	
48	L & T CR	L	15.00	Ft	0.3	3.6	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	36.00	Ft	0.7	9.6	
48	L & T CR	M	36.00	Ft	0.7	9.6	
48	L & T CR	M	20.00	Ft	0.4	7.3	
48	L & T CR	M	33.00	Ft	0.6	9.2	
48	L & T CR	M	9.00	Ft	0.2	4.7	
48	L & T CR	M	18.00	Ft	0.3	7.0	
48	L & T CR	M	14.00	Ft	0.3	6.1	
48	L & T CR	M	8.00	Ft	0.2	4.4	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	18.00	Ft	0.3	7.0	

48	L & T CR	M	20.00	Ft	0.4	7.3
48	L & T CR	M	22.00	Ft	0.4	7.7
48	L & T CR	M	18.00	Ft	0.3	7.0
48	L & T CR	M	18.00	Ft	0.3	7.0
48	L & T CR	H	17.50	Ft	0.3	12.4
57	WEATHERING	M	5196.00	SqFt	100.0	20.3

Sample Number:	8	Type:	R	Area:	5196.00 SqFt	PCI:	38
Sample Comments:							

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	400.00	SqFt	7.7	15.6	
43	BLOCK CR	M	2280.00	SqFt	43.9	39.0	
48	L & T CR	L	18.00	Ft	0.3	3.7	
48	L & T CR	L	18.00	Ft	0.3	3.7	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	18.00	Ft	0.3	7.0	
48	L & T CR	M	12.00	Ft	0.2	5.6	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	44.00	Ft	0.8	10.4	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	10.00	Ft	0.2	5.0	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	3.00	Ft	0.1	4.0	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	10.00	Ft	0.2	5.0	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	10.00	Ft	0.2	5.0	
48	L & T CR	M	18.00	Ft	0.3	7.0	
48	L & T CR	M	17.50	Ft	0.3	6.9	
48	L & T CR	M	10.00	Ft	0.2	5.0	
48	L & T CR	M	5.00	Ft	0.1	4.0	
48	L & T CR	H	40.00	Ft	0.8	17.4	
57	WEATHERING	M	5196.00	SqFt	100.0	20.3	

Network:	SMQ			Name:	Somerset Municipal Airport								
Branch:	TW B		Name:	Taxiway B		Use:	TAXIWAY	Area:	5,283 SqFt				
Section:	1	of	1	From:	TW A		To:	RW 12-30		Last Const.:	11/24/1900		
Surface:	AC		Family:	DEFAULT		Zone:	Category:		Rank: A				
Area:	5,283 SqFt		Length:	52 Ft		Width:	103 Ft						
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:		0				
Section Comments:													
Work Date:	11/24/1900			Work Type:			New Construction - Initial			Code:	NC-IN	Is Major M&R:	True
Last Insp. Date:	6/18/2021			TotalSamples:			1			Surveyed:			1
Conditions:	PCI: 41												
Inspection Comments:													
Sample Number:	1		Type:	R		Area:	5283.00 SqFt		PCI:			41	
Sample Comments:													
Distress	Description		Severity	Quantity		Density	Deduct	Comments					
43	BLOCK CR		M	4323.00 SqFt		81.8	49.1						
48	L & T CR		M	21.00 Ft		0.4	7.5						
57	WEATHERING		M	5283.00 SqFt		100.0	20.3						

Network:	SMQ			Name:	Somerset Municipal Airport								
Branch:	TW C		Name:	Taxiway C		Use:	TAXIWAY	Area:	3,071 SqFt				
Section:	1	of	1	From:	TW A		To:	RW 12-30		Last Const.:	11/24/1900		
Surface:	AC		Family:	DEFAULT		Zone:	Category:		Rank: A				
Area:	3,071 SqFt		Length:	54 Ft		Width:	57 Ft						
Slabs:	Slab Length:			Ft	Slab Width:			Ft	Joint Length:			Ft	
Shoulder:	Street Type:			Grade:			0	Lanes:			0		
Section Comments:													
Work Date:	11/24/1900			Work Type:			New Construction - Initial		Code:	NC-IN		Is Major M&R:	True
Last Insp. Date:	6/18/2021			TotalSamples:	1		Surveyed:					1	
Conditions:	PCI:		43										
Inspection Comments:													
Sample Number:	1		Type:	R		Area:	3071.00 SqFt		PCI:	43			
Sample Comments:													
Distress	Description		Severity	Quantity		Density	Deduct	Comments					
43	BLOCK CR		L	1024.00	SqFt	33.3	25.0						
43	BLOCK CR		M	2047.00	SqFt	66.7	45.5						
57	WEATHERING		M	3071.00	SqFt	100.0	20.3						

Network:	SMQ			Name:	Somerset Municipal Airport						
Branch:	TW D		Name:	Taxiway D		Use:	TAXIWAY	Area:	3,687 SqFt		
Section:	1	of	1	From:	TW A		To:	RW 12-30			
Surface:	AC		Family:	DEFAULT		Zone:	Category:		Rank:	A	
Area:	3,687 SqFt		Length:	120 Ft		Width:	31 Ft				
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:	Ft	
Shoulder:	Street Type:		Grade:		0		Lanes:		0		
Section Comments:											
Work Date:	11/24/1900			Work Type:			New Construction - Initial		Code:	NC-IN	
								Is Major M&R:			True
Last Insp. Date:	6/18/2021			TotalSamples:		1		Surveyed:			1
Conditions:	PCI:		44								
Inspection Comments:											
Sample Number:	1		Type:	R		Area:	3686.98 SqFt		PCI:	44	
Sample Comments:											

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	1843.00 SqFt	50.0	40.9	
48	L & T CR	L	12.00 Ft	0.3	3.7	
48	L & T CR	L	15.00 Ft	0.4	3.9	
48	L & T CR	M	33.00 Ft	0.9	10.7	
48	L & T CR	M	17.00 Ft	0.5	8.0	
48	L & T CR	M	75.00 Ft	2.0	15.8	
48	L & T CR	M	17.00 Ft	0.5	8.0	
48	L & T CR	M	15.00 Ft	0.4	7.5	
48	L & T CR	M	15.00 Ft	0.4	7.5	
48	L & T CR	M	12.00 Ft	0.3	6.8	
57	WEATHERING	M	3686.98 SqFt	100.0	20.3	

Network:	SMQ			Name:	Somerset Municipal Airport							
Branch:	TW E		Name:	Taxiway E		Use:	TAXIWAY	Area:	3,395 SqFt			
Section:	1	of	1	From:	RW 12-30			To:	Hangar		Last Const.:	11/24/1900
Surface:	AC		Family:	DEFAULT		Zone:		Category:	Rank: A			
Area:	3,395 SqFt		Length:	140 Ft		Width:	24 Ft					
Slabs:	Slab Length:			Ft	Slab Width:			Ft	Joint Length:			Ft
Shoulder:	Street Type:			Grade:			0	Lanes:			0	
Section Comments:												
Work Date:	11/24/1900			Work Type: New Construction - Initial				Code:	NC-IN		Is Major M&R:	True
Last Insp. Date:	11/28/2023			TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	70										
Inspection Comments:												
Sample Number:	1	Type:	R	Area:	3395.00 SqFt			PCI:	70			
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
48	L & T CR		L	82.00	Ft	2.4	8.5					
48	L & T CR		M	67.00	Ft	2.0	15.6					
57	WEATHERING		L	1697.50	SqFt	50.0	4.8					
57	WEATHERING		M	1697.50	SqFt	50.0	15.3					

Network:	SMQ			Name:	Somerset Municipal Airport							
Branch:	TW F		Name:	Taxiway F		Use:	TAXIWAY	Area:	2,785 SqFt			
Section:	1	of	1	From:	RW 12-30		To:	Hangar	Last Const.:	11/24/1900		
Surface:	AC	Family:	DEFAULT		Zone:		Category:		Rank:	A		
Area:	2,785 SqFt		Length:	162 Ft		Width:	17 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:		Street Type:		Grade:	0		Lanes:	0				
Section Comments:												
Work Date:	11/24/1900			Work Type:	New Construction - Initial			Code:	NC-IN		Is Major M&R:	True
Last Insp. Date:	11/28/2023			TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	64										
Inspection Comments:												
Sample Number:	1	Type:	R	Area:	2785.00 SqFt		PCI:	64				
Sample Comments:												

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	34.00 Ft	1.2	5.4	
48	L & T CR	M	19.00 Ft	0.7	9.5	
48	L & T CR	M	89.00 Ft	3.2	20.2	
57	WEATHERING	L	1671.00 SqFt	60.0	5.2	
57	WEATHERING	M	1114.00 SqFt	40.0	13.5	

Network:	SMQ			Name:	Somerset Municipal Airport						
Branch:	TW G		Name:	Taxiway G		Use:	TAXIWAY	Area:	6,489 SqFt		
Section:	1	of	1	From:	RW 12-30		To:	Hangar	Last Const.:	11/24/1900	
Surface:	AC	Family:	DEFAULT		Zone:		Category:		Rank:	A	
Area:	6,489 SqFt		Length:	392 Ft		Width:	17 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	11/24/1900		Work Type:	New Construction - Initial			Code:	NC-IN		Is Major M&R:	True
Last Insp. Date:	11/28/2023		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	75									
Inspection Comments:											
Sample Number:	1	Type:	R	Area:	6489.00 SqFt		PCI:	75			
Sample Comments:											
Distress	Description	Severity	Quantity	Density	Deduct	Comments					
48	L & T CR	L	42.00 Ft	0.6	4.3						
48	L & T CR	M	48.00 Ft	0.7	9.8						
48	L & T CR	M	59.00 Ft	0.9	10.8						
50	PATCHING	L	44.00 SqFt	0.7	2.8						
57	WEATHERING	L	1946.70 SqFt	30.0	3.7						
57	WEATHERING	L	4542.30 SqFt	70.0	5.5						

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 12-30	1	BLOCK CRACKING	43	Medium	171327	SqFt	52.4	97.2	Climate/Durability
		WEATHERING	57	Medium	176220	SqFt	20.3	100.0	Climate/Durability
Taxiway A	1	BLOCK CRACKING	43	Medium	7520	SqFt	53.0	100.0	Climate/Durability
		WEATHERING	57	Medium	7520	SqFt	20.3	100.0	Climate/Durability
	2	ALLIGATOR CRACKING	41	Low	168	SqFt	7.3	0.1	Load
		BLOCK CRACKING	43	Low	8124	SqFt	14.8	6.6	Climate/Durability
		BLOCK CRACKING	43	Medium	70561	SqFt	42.9	57.1	Climate/Durability
		L & T CR	48	High	157	Ft	8.5	0.1	Climate/Durability
		L & T CR	48	Low	372	Ft	3.6	0.3	Climate/Durability
		L & T CR	48	Medium	4190	Ft	20.8	3.4	Climate/Durability
		RAVELING	52	Low	382	SqFt	1.4	0.3	Climate/Durability
		WEATHERING	57	High	76	SqFt	3.2	0.1	Climate/Durability
		WEATHERING	57	Medium	123499	SqFt	20.3	99.9	Climate/Durability
		BLOCK CRACKING	43	Medium	4323	SqFt	49.1	81.8	Climate/Durability
Taxiway B	1	L & T CR	48	Medium	21	Ft	7.5	0.4	Climate/Durability
		WEATHERING	57	Medium	5283	SqFt	20.3	100.0	Climate/Durability
		BLOCK CRACKING	43	Low	1024	SqFt	25.0	33.3	Climate/Durability
Taxiway C	1	BLOCK CRACKING	43	Medium	2047	SqFt	45.5	66.7	Climate/Durability
		WEATHERING	57	Medium	3071	SqFt	20.3	100.0	Climate/Durability
		BLOCK CRACKING	43	Medium	1843	SqFt	40.9	50.0	Climate/Durability
Taxiway D	1	L & T CR	48	Low	27	Ft	4.4	0.7	Climate/Durability
		L & T CR	48	Medium	184	Ft	25.7	5.0	Climate/Durability
		WEATHERING	57	Medium	3687	SqFt	20.3	100.0	Climate/Durability
		L & T CR	48	Medium	67	Ft	15.6	2.0	Climate/Durability
Taxiway E	1	L & T CR	48	Low	82	Ft	8.5	2.4	Climate/Durability
		WEATHERING	57	Low	1698	SqFt	4.8	50.0	Climate/Durability
		WEATHERING	57	Medium	1698	SqFt	15.3	50.0	Climate/Durability
		L & T CR	48	Low	34	Ft	5.4	1.2	Climate/Durability
Taxiway F	1	L & T CR	48	Medium	108	Ft	22.4	3.9	Climate/Durability
		WEATHERING	57	Medium	1114	SqFt	13.5	40.0	Climate/Durability
		WEATHERING	57	Low	1671	SqFt	5.2	60.0	Climate/Durability
		L & T CR	48	Low	42	Ft	4.3	0.6	Climate/Durability
Taxiway G	1	L & T CR	48	Medium	107	Ft	14.2	1.6	Climate/Durability
		PATCHING	50	Low	44	SqFt	2.8	0.7	Climate/Durability
		WEATHERING	57	Low	6489	SqFt	6.0	100.0	Climate/Durability
		BLOCK CRACKING	43	Medium	9183	SqFt	53.0	99.9	Climate/Durability
Apron 1	1	PATCHING	50	Medium	4	SqFt	6.2	0.0	Climate/Durability
		PATCHING	50	Low	42	SqFt	2.4	0.5	Climate/Durability
		WEATHERING	57	Medium	9149	SqFt	20.3	99.5	Climate/Durability
		BLOCK CRACKING	43	Medium	24380	SqFt	48.0	77.0	Climate/Durability
Apron 2	1	L & T CR	48	High	24	Ft	7.5	0.1	Climate/Durability
		L & T CR	48	Medium	471	Ft	13.5	1.5	Climate/Durability
		PATCHING	50	Low	24	SqFt	2.0	0.1	Climate/Durability
		PATCHING	50	Medium	4290	SqFt	31.8	13.6	Climate/Durability
		WEATHERING	57	Medium	27433	SqFt	19.4	86.7	Climate/Durability
	2	BLOCK CRACKING	43	Medium	8065	SqFt	32.2	25.7	Climate/Durability
		L & T CR	48	Medium	3331	Ft	37.6	10.6	Climate/Durability
		OIL SPILLAGE	49	N/A	13	SqFt	2.0	0.0	Other
		WEATHERING	57	Low	31350	SqFt	6.0	100.0	Climate/Durability
Apron 3	1	ALLIGATOR CRACKING	41	Medium	469	SqFt	25.0	0.6	Load
		BLOCK CRACKING	43	Medium	22969	SqFt	34.5	31.4	Climate/Durability
		DEPRESSION	45	Low	113	SqFt	0.5	0.2	Other
		L & T CR	48	Low	216	Ft	3.6	0.3	Climate/Durability
		L & T CR	48	High	223	Ft	11.9	0.3	Climate/Durability
		L & T CR	48	Medium	1311	Ft	14.8	1.8	Climate/Durability
		PATCHING	50	Medium	103	SqFt	6.8	0.1	Climate/Durability
		RAVELING	52	Low	23630	SqFt	16.9	32.3	Climate/Durability
		WEATHERING	57	High	141	SqFt	4.3	0.2	Climate/Durability
		WEATHERING	57	Low	6028	SqFt	1.5	8.2	Climate/Durability
		WEATHERING	57	Medium	35817	SqFt	15.1	48.9	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