



**Advanced Infrastructure
Design, Inc.**

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Hamilton, NJ 08691**

**2021/2023
PAVEMENT CONDITION INDEX
(PCI) REPORT**

**Report Submitted to:
Jacobs Engineering
Group, Inc.**

**October 2023
(Revised December 2023)**

***Greenwood Lake Airport (4N1)
West Milford Township, Passaic County, New Jersey***



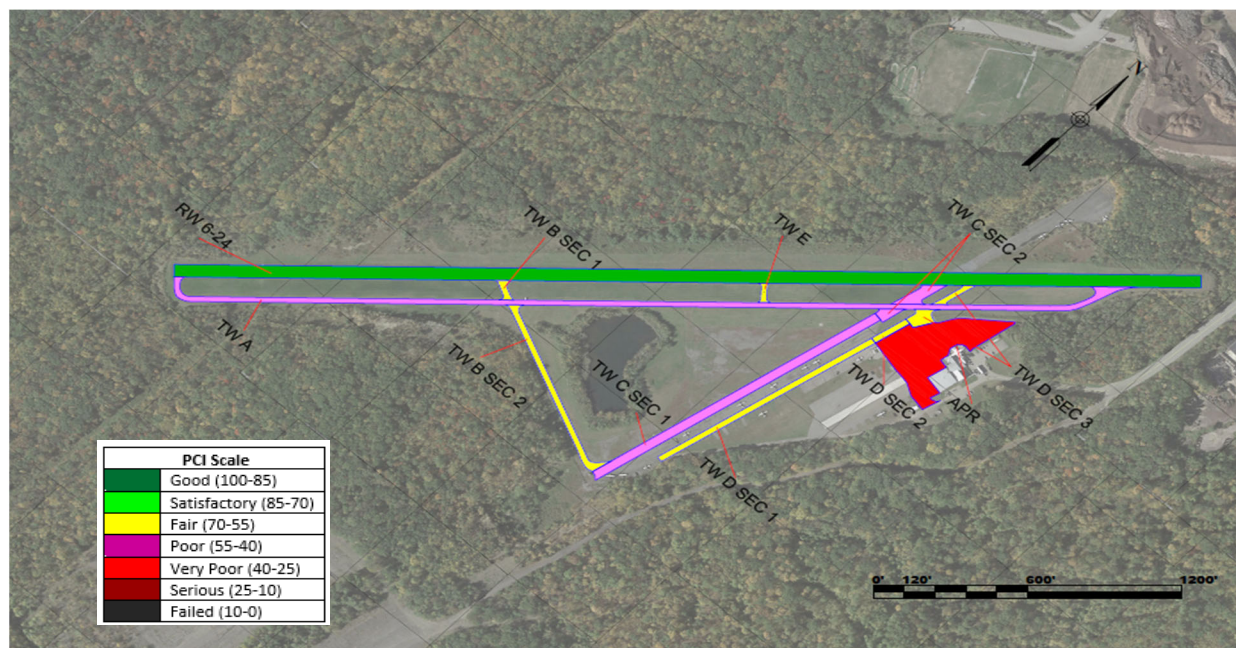
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Executive Summary

The pavement condition of the runway, taxiway, and apron of Greenwood Lake Airport (4N1) was evaluated through a pavement distress survey in September 2021 and September 2023 and the Pavement Condition Index (PCI) was computed. The results were compared to those obtained from the 2014 condition assessment of the 4N1 airport pavement. This report is an updated version of the August 2022 (revised October 2023) report to include the updated condition of the recently resurfaced Runway.

The 2021/2023 distress survey indicated that the runway, taxiway, and apron pavement of airport 4N1, considered as a whole, is currently in SATISFACTORY condition with an overall average PCI of 72. This is a 7-point increase from the overall PCI of 65 (FAIR) found for the airport in 2014. The majority of the airport pavement (63%) was in SATISFACTORY (remainder split between FAIR and POOR) condition in 2014 but improved to 43% GOOD, 28% POOR, 17% VERY POOR, and 12% FAIR conditions in 2021/2023. With respect to branch type/use, Runway 6-24 improved from SATISFACTORY condition in 2014 to GOOD condition in 2023. This improvement is due to the resurfacing in 2022. The taxiways, which were mostly evenly split between SATISFACTORY and FAIR conditions in 2014, became mostly (69%) POOR condition with the remainder (31%) in FAIR condition in 2021. The PCI deterioration rate of the taxiways was -1.4 PCI points/year. The apron worsened from POOR condition in 2014 to a VERY POOR condition in 2021. It should be noted that a minor M&R activity (limited patching) was reported to have taken place in 2017.





In terms of distresses observed, the entire pavement area is primarily affected by climatic/durability factors. Low-severity patching (small area) was the only distress observed on the Runway pavement. Longitudinal and transverse cracking (mostly medium-severity) was the predominant distress observed on the taxiway pavement. Medium-severity block cracking was the predominant distress observed on the apron pavement. Other contributors to PCI deductions include weathering, alligator cracking (load-related distress), slippage cracking, and oil spillage.

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. A PCI report was submitted in August 2022 (revised October 2023), but AID was asked to resurvey Runway 6-24 to capture the updated condition due to a recent resurfacing project. This report pertains to the PCI data collection work conducted on 9/15/2021, 9/20/2021, and 12/11/2023 at Greenwood Lake Airport (4N1) and includes a comparison of the results to those obtained in 2014. The project site is located in West Milford Township, Passaic County, New Jersey.

AID collected 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 4N1. 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 2021/2023 distress survey data. The database will include the airport pavement inventory, distresses, and PCI data from the 2014 and 2021/2023 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 4N1, NJDOT personnel had reported that minor M&R activity occurred on the apron in 2017, and a resurfacing operation was conducted on Runway 6-24 in October 2022. However, the details of the M&R activity were not available to AID at the time of this report. Google Earth imagery was used for mapping this project and identifying the location of the M&R activity on the pavement.

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, 2021/2023 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.

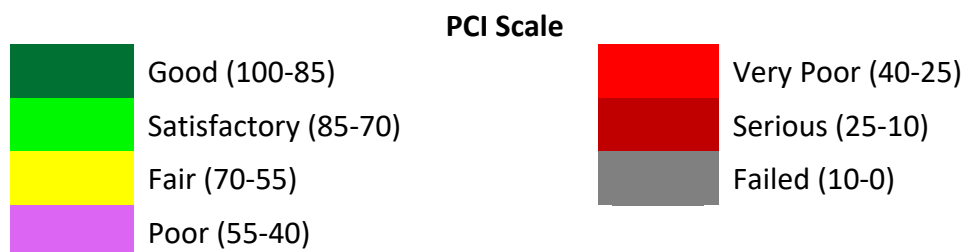
Table 1. Sampling Plan.

Total No. of Sample Units in a Section	Minimum No. of Sample Units Surveyed
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 4N1 in September 2021. The runway was resurveyed in December 2023 following resurfacing in October 2022.

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.





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 4N1, considered as a whole, is currently in the SATISFACTORY range with an overall average PCI of 72. This is a 7-point increase from the overall PCI of 65 (FAIR) found for the airport in 2014. The percent breakdowns of the pavement area falling within each PCI condition category, both in 2014 and 2021/2023, are provided in Figure 1. This figure shows that the airport pavement was 63% SATISFACTORY (remainder split between FAIR and POOR) in 2014 but improved to 43% GOOD, 28% POOR, 17% VERY POOR, and 12% FAIR conditions in 2021/2023.

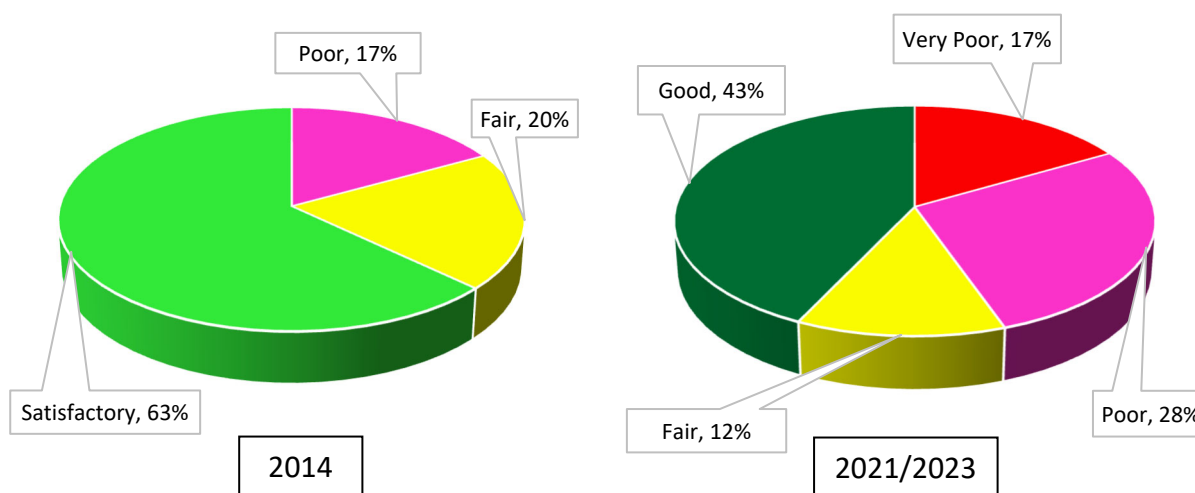


Figure 1. Comparison of Overall 4N1 PCI Category Breakdown in 2014 and 2021/2023

Figure 2 shows the PCI category breakdown by branch use in 2014 vs. 2021/2023. Runway 6-24 improved from SATISFACTORY condition in 2014 to GOOD condition in 2023. This improvement is due to the resurfacing operation conducted in October 2022. The taxiways, which were mostly evenly split between SATISFACTORY and FAIR conditions in 2014, became mostly (69%) POOR with the remainder (31%) in FAIR condition in 2021. The apron worsened from POOR condition in 2014 to VERY POOR condition in 2021. It should be noted that a minor M&R activity (limited patching) was reported to have been completed in 2017.

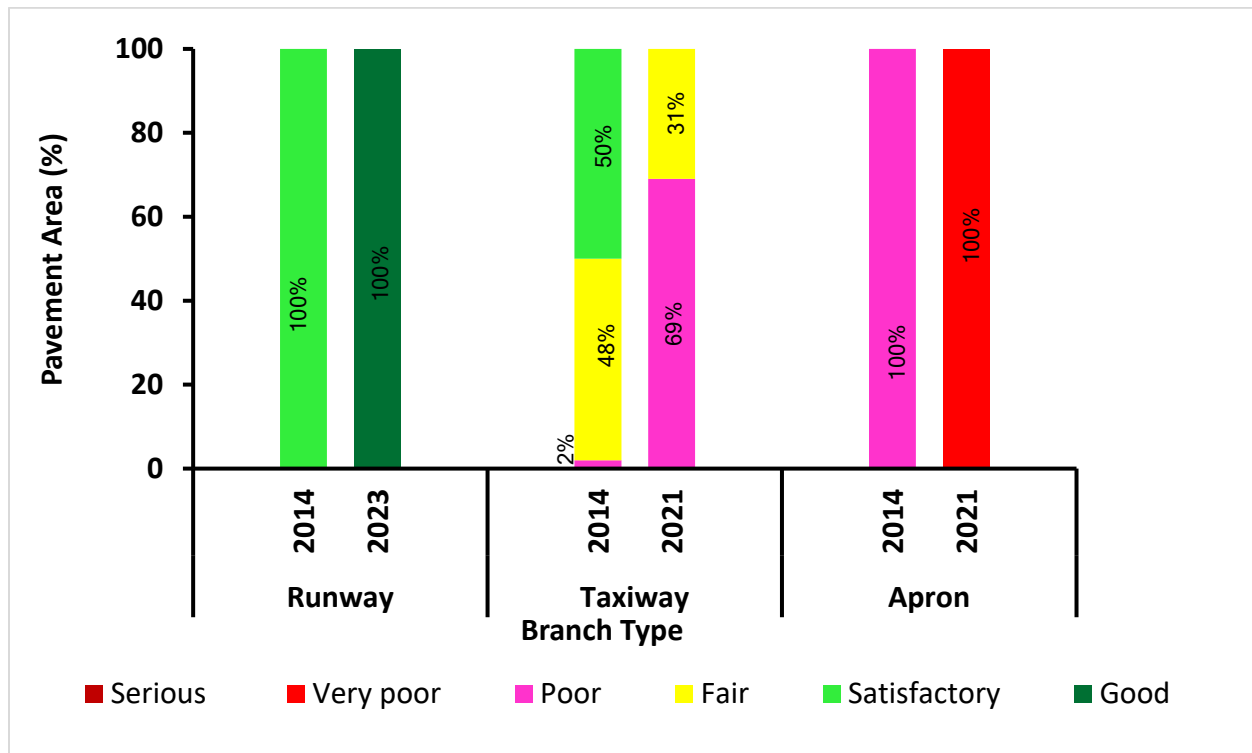


Figure 2. Comparison of PCI Category Breakdown by Branch Use in 2014 and 2021/2023

Figure 3 shows the weighted average PCI change from 2014 to 2021/2023 to visualize the rate of deterioration. As noted before, the improvement in PCI in the runway is due to M&R activity performed, thus the PCI deterioration rate is invalid. The PCI deterioration rate of the taxiways was -1.4 PCI points/year. The PCI deterioration rate of the apron is also invalid due to minor M&R activity which occurred.

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.

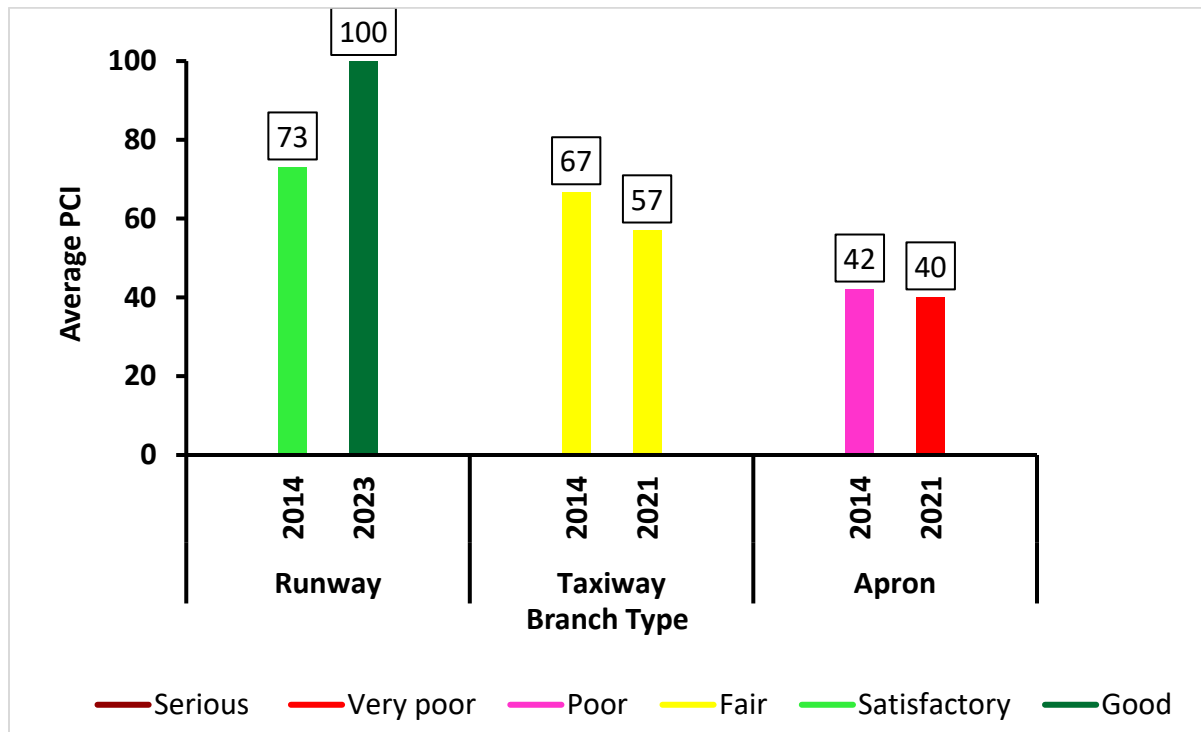


Figure 3. Comparison of Average PCI by Branch Use in 2014 and 2021/2023

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 2021/2023.

Table 4 summarizes the observed distresses by section from the 2021/2023 survey. In terms of distresses, the entire pavement area is primarily affected by climatic/durability factors. Low-severity patching was the only distress observed on the Runway pavement. Longitudinal and transverse cracking (mostly medium-severity) was the predominant distress observed on the taxiway pavement. Medium-severity block cracking was the predominant distress observed on the apron pavement. Other contributors to PCI deductions include weathering, alligator cracking (load-related distress), slippage cracking, and oil spillage. A photo log is included to visualize the typical condition in the various pavement sections at the time of the 2021/2023 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 6-24	1	AC	232,018	48	13	3
Taxiway A	1	AC	87,289	20	9	1
Taxiway B	1	AC	2,923	1	1	0
Taxiway B	2	AC	22,022	4	2	0
Taxiway C	1	AC	51,806	10	4	1
Taxiway C	2	AC	11,969	3	3	0
Taxiway D	1	AC	26,194	5	3	0
Taxiway D	2	AC	4,212	1	1	0
Taxiway D	3	AC	10,155	2	2	0
Taxiway E	1	AC	2,272	1	1	0
Apron	1	AC	90,184	19	8	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 2021/2023.

Branch ID	Section ID	PCI-2014				PCI-2021/2023				Predominant distresses in 2021/2023
		Branch PCI	Branch PCI Category	Section PCI	Section PCI Category	Branch PCI	Branch PCI Category	Section PCI	Section PCI Category	
Runway 6-24	1	73	Satisfactory	73	Satisfactory	100	Good	100	Good	Patching*
Taxiway A	1	72	Satisfactory	72	Satisfactory	54	Poor	54	Poor	Longitudinal and transverse cracking
Taxiway B	1	65	Satisfactory	59	Fair	62	Fair	59	Fair	Longitudinal and transverse cracking
	2			74	Satisfactory			62	Fair	Longitudinal and transverse cracking
Taxiway C	1	61	Fair	62	Fair	55	Poor	55	Poor	Longitudinal and transverse cracking
	2			59	Fair			54	Poor	Longitudinal and transverse cracking
Taxiway D	1	60	Fair	64	Fair	61	Fair	59	Fair	Longitudinal and transverse cracking
	2			45	poor			56	Fair	Longitudinal and transverse cracking
	3			57	Fair			69	Fair	Longitudinal and transverse cracking
Taxiway E	1	65	Fair	65	Fair	63	Fair	63	Fair	Longitudinal and transverse cracking
Apron	1	42	Poor	42	Poor	40	Very poor	40	Very poor	Block Cracking

Note: *Not significant enough to change the PCI of the Section.

Table 4. Summary of 2021/2023 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 6-24	1					L						
Taxiway A	1	M	L/M		L/M/H	M	L/H			N/A		
Taxiway B	1				M		M					
	2				M/H		M					
Taxiway C	1				M/H	M	M					
	2				L/M/H		L/M/H			N/A		
Taxiway D	1				M/H		M					
	2				M		M					
	3				M	L	L/M					
Taxiway E	1				M		M					
Apron	1		M			L/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: 4N1

Branch: RW 6-24

Section: 1

Date: 9/15/2021

Latitude: 41.12456

Longitude: -74.35184

Description: L-Patching



Photo No: A-2

Airport Code: 4N1

Branch: RW 6-24

Section: 1

Date: 9/15/2021

Latitude: 41.12580

Longitude: -74.35041

Description: Minimal Distress



Photo No: A-3

Airport Code: 4N1

Branch: RW 6-24

Section: 1

Date: 9/15/2021

Latitude: 41.13060

Longitude: -74.34316

Description: Minimal Distress



Photo No: A-4

Airport Code: 4N1

Branch: Taxiway A

Section: 1

Date: 9/15/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-5

Airport Code: 4N1

Branch: Taxiway A

Section: 1

Date: 9/15/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-6

Airport Code: 4N1

Branch: Taxiway B

Section: 1

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-7

Airport Code: 4N1

Branch: Taxiway B

Section: 2

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-8

Airport Code: 4N1

Branch: Taxiway C

Section: 1

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-9

Airport Code: 4N1

Branch: Taxiway C

Section: 1

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-10

Airport Code: 4N1

Branch: Taxiway C

Section: 2

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-11

Airport Code: 4N1

Branch: Taxiway D

Section: 1

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-12

Airport Code: 4N1

Branch: Taxiway D

Section: 2

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-13

Airport Code: 4N1

Branch: Taxiway D

Section: 3

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-14

Airport Code: 4N1

Branch: Taxiway E

Section:

Date: 9/20/2021

Latitude: 0.00000

Longitude: 0.00000

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



Photo No: A-1

Airport Code: 4N1

Branch: Apron

Section: 1

Date: 9/20/2021

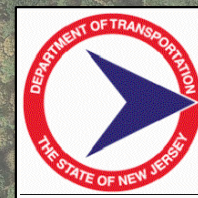
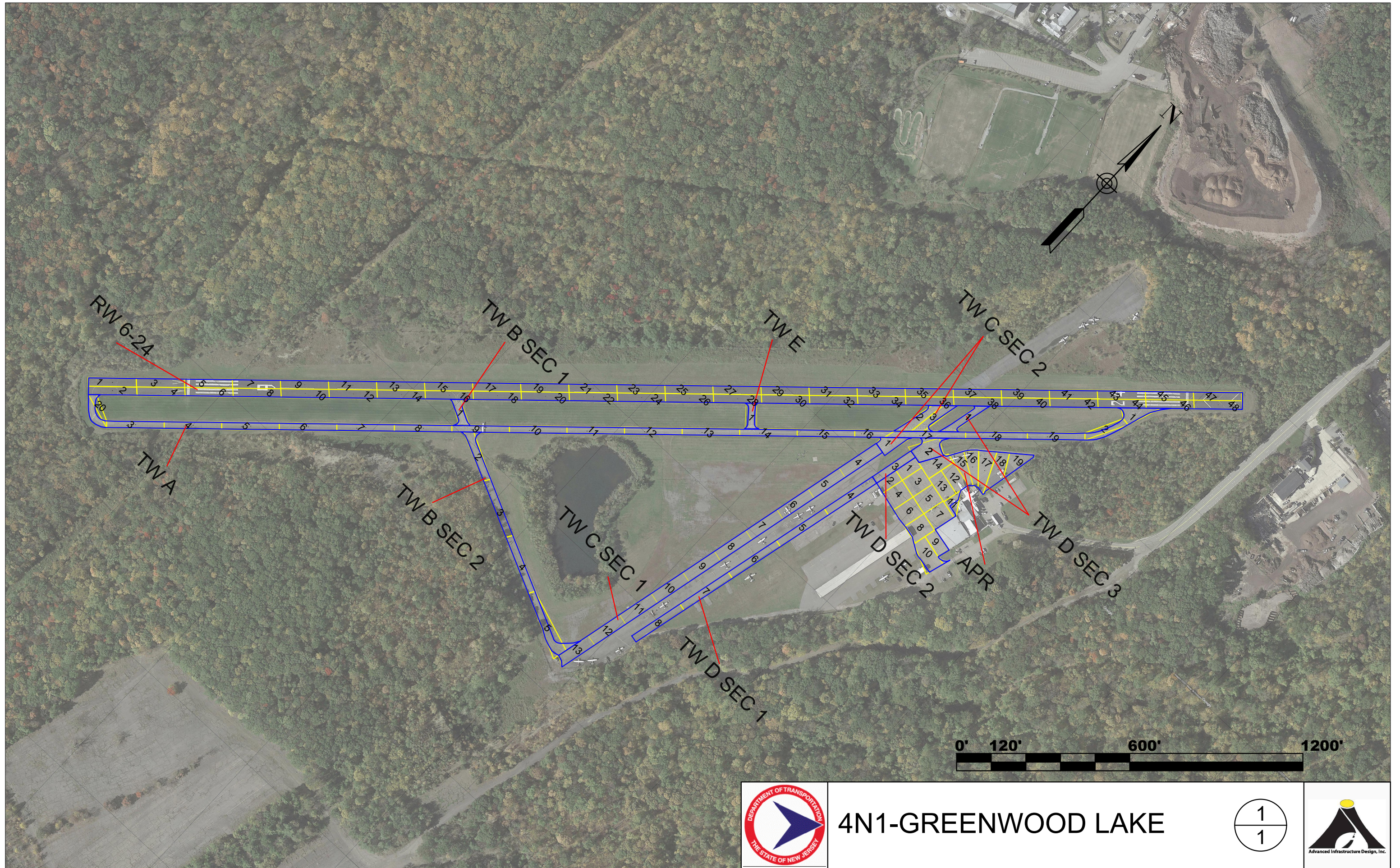
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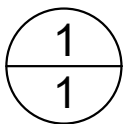
Description: L/M-Block Cracking; Oil Spillage; M/H-Weathering; M-Raveling

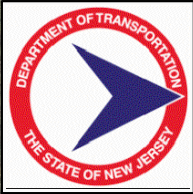
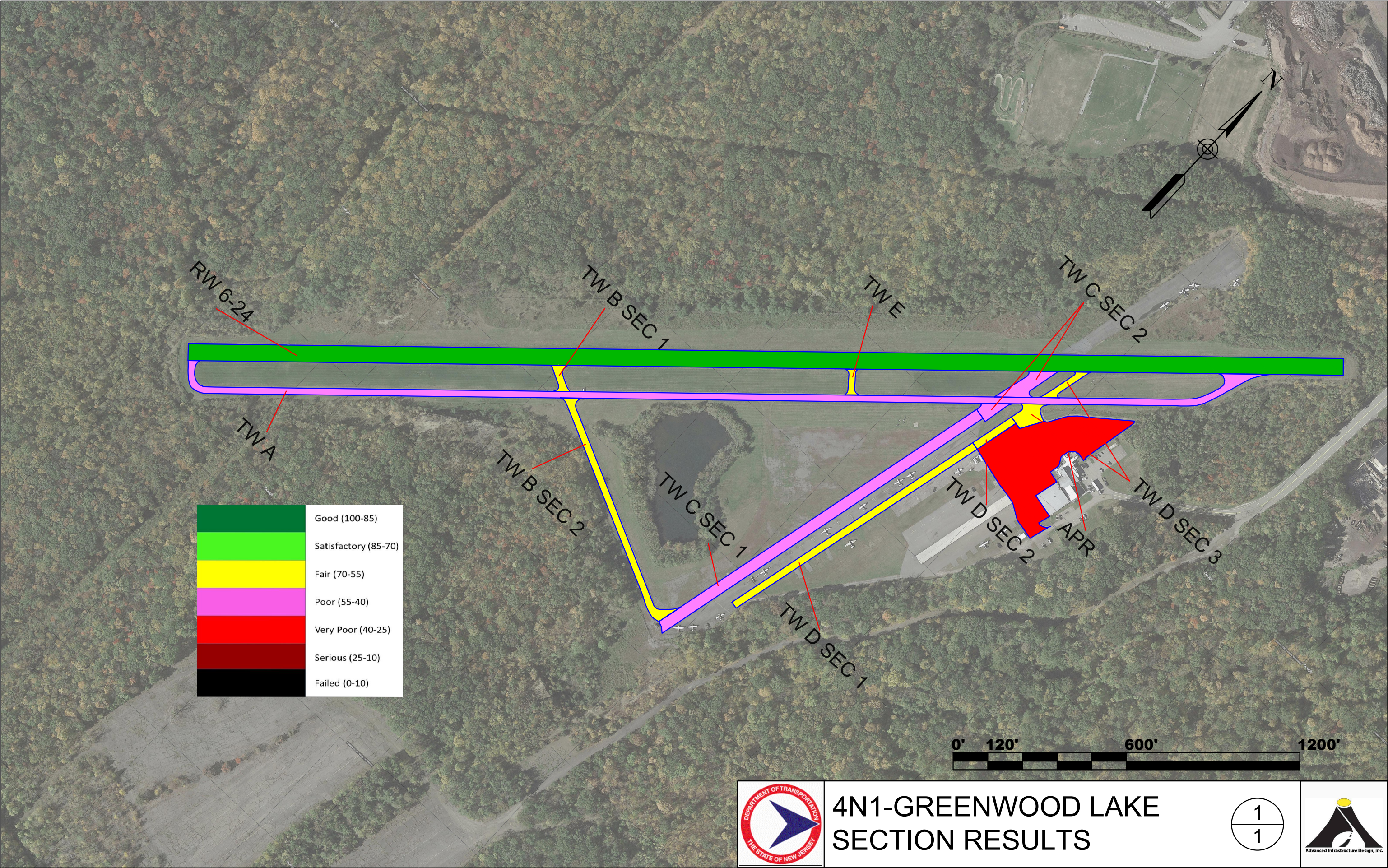


Appendix A: Layout and Results Maps



4N1-GREENWOOD LAKE





4N1-GREENWOOD LAKE SECTION RESULTS





Appendix B: Detailed Data Reports

12/27/2023

Branch Listing Report

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

Network ID	Branch ID	Name	Use	Number of Sections	True Area (SqFt)	Comments
4N1	APR	Apron	APRON	1	90,184.00	
4N1	RW 6-24	Runway 6-24	RUNWAY	1	232,018.00	
4N1	TW A	Taxiway A	TAXIWAY	1	87,289.00	
4N1	TW B	Taxiway B	TAXIWAY	2	24,945.00	
4N1	TW C	Taxiway C	TAXIWAY	2	63,775.00	
4N1	TW D	Taxiway D	TAXIWAY	3	40,564.00	
4N1	TW E	Taxiway E	TAXIWAY	1	2,272.00	

Total Number of Networks:	1
Total Number of Branches:	7
Total Number of Sections:	11
Total True Area:	541,047.00 (SqFt)
Average Branch True Area:	77,292.43 (SqFt)

12/27/2023

Branch Condition Report

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

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	395.00	228.00	90,184.00	APRON	40.00	0.00	40.00
RW 6-24	1	4,000.00	58.00	232,018.00	RUNWAY	100.00	0.00	100.00
TW A	1	3,492.00	25.00	87,289.00	TAXIWAY	54.00	0.00	54.00
TW B	2	998.00	25.00	24,945.00	TAXIWAY	60.50	1.50	61.65
TW C	2	1,586.00	46.00	63,775.00	TAXIWAY	54.50	0.50	54.81
TW D	3	1,457.00	30.67	40,564.00	TAXIWAY	61.33	5.56	61.19
TW E	1	95.00	24.00	2,272.00	TAXIWAY	63.00	0.00	63.00

12/27/2023

Branch Condition Report

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

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	1	90,184.00	40.00	0.00	40.00
RUNWAY	1	232,018.00	99.50	0.00	99.50
TAXIWAY	9	218,845.00	59.00	4.71	56.54
ALL	11	541,047.00	60.95	14.01	72.20

*Pavement Database: 2014-NJDOT-GA AIRPORTS**NetworkId: 4N1*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
APR	1	1/1/1900	AC	APRON	A	0	90,184.00	9/20/2021	121	40
RW 6-24	1	1/1/1900	AC	RUNWAY	A	0	232,018.00	12/11/2023	123	100
TW A	1	1/1/1900	AC	TAXIWAY	A	0	87,289.00	9/15/2021	121	54
TW B	1	1/1/1900	AC	TAXIWAY	A	0	2,923.00	9/20/2021	121	59
TW B	2	1/1/1900	AC	TAXIWAY	A	0	22,022.00	9/20/2021	121	62
TW C	1	1/1/1900	AC	TAXIWAY	A	0	51,806.00	9/20/2021	121	55
TW C	2	1/1/1900	AC	TAXIWAY	A	0	11,969.00	9/20/2021	121	54
TW D	1	1/1/1900	AC	TAXIWAY	A	0	26,197.00	9/20/2021	121	59
TW D	2	1/1/1900	AC	TAXIWAY	A	0	4,212.00	9/20/2021	121	56
TW D	3	1/1/1900	AC	TAXIWAY	A	0	10,155.00	9/20/2021	121	69
TW E	1	1/1/1900	AC	TAXIWAY	A	0	2,272.00	9/20/2021	121	63

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	541,047.00	11	61.00	14.14	72.42
ALL	121	541,047.00	11	61.00	14.14	72.42

Inspection Report

2014-NJDOT-GA AIRPORTS

Generated Date 1/22/2024

Network:	4N1	Name:	Greenwood Lake						
Branch:	APR	Name:	Apron	Use:	APRON	Area:	90,184 SqFt		
Section:	1	of	1	From:	TW D	To:	End APR Sec 1	Last Const.:	1/1/1900
Surface:	AC	Family:	DEFAULT	Zone:		Category:		Rank:	A
Area:	90,184 SqFt	Length:	395 Ft	Width:	228 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:	9/20/2021	TotalSamples:	19	Surveyed:	8
Conditions:	PCI: 40				
Inspection Comments:					

Sample Number:	13	Type:	R	Area:	4879.00 SqFt	PCI:	42
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4879.00 SqFt	100.0	53.0	
57	WEATHERING	M	4879.00 SqFt	100.0	20.3	

Sample Number:	14	Type:	R	Area:	5126.00 SqFt	PCI:	44
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4613.00 SqFt	90.0	50.9	
57	WEATHERING	M	5126.00 SqFt	100.0	20.3	

Sample Number:	16	Type:	R	Area:	4359.00 SqFt	PCI:	32
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	3923.00 SqFt	90.0	50.9	
49	OIL SPILLAGE	N	12.00 SqFt	0.3	2.8	
50	PATCHING	M	8.00 SqFt	0.2	7.1	anchors
57	WEATHERING	M	4341.00 SqFt	99.6	20.3	
57	WEATHERING	H	10.00 SqFt	0.2	4.5	

Sample Number:	18	Type:	R	Area:	5726.00 SqFt	PCI:	41
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	4580.00 SqFt	80.0	48.7	
50	PATCHING	M	24.00 SqFt	0.4	7.8	anchors
57	WEATHERING	M	5722.00 SqFt	99.9	20.3	

Sample Number:	2	Type:	R	Area:	3319.00 SqFt	PCI:	42
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	M	2495.00 SqFt	75.2	47.6	
50	PATCHING	L	141.00 SqFt	4.2	9.0	

Network:		4N1		Name:		Greenwood Lake									
Branch:		APR		Name:		Apron		Use:		APRON		Area:		90,184 SqFt	
57		WEATHERING		M		3319.00 SqFt		100.0		20.3					
Sample Number:		5		Type:		R		Area:		5463.00 SqFt		PCI:		42	
Sample Comments:															
Distress		Description		Severity		Quantity		Density		Deduct		Comments			
43		BLOCK CR		M		4917.00 SqFt		90.0		50.9					
50		PATCHING		L		28.00 SqFt		0.5		2.5		anchors			
57		WEATHERING		M		5463.00 SqFt		100.0		20.3					
Sample Number:		7		Type:		R		Area:		5463.00 SqFt		PCI:		41	
Sample Comments:															
Distress		Description		Severity		Quantity		Density		Deduct		Comments			
43		BLOCK CR		M		4917.00 SqFt		90.0		50.9					
50		PATCHING		L		32.00 SqFt		0.6		2.6		anchors			
57		WEATHERING		M		5463.00 SqFt		100.0		20.3					
Sample Number:		8		Type:		R		Area:		5463.00 SqFt		PCI:		35	
Sample Comments:															
Distress		Description		Severity		Quantity		Density		Deduct		Comments			
43		BLOCK CR		M		4370.00 SqFt		80.0		48.7					
43		BLOCK CR		M		425.00 SqFt		7.8		21.7					
50		PATCHING		L		230.00 SqFt		4.2		8.9					
50		PATCHING		M		255.00 SqFt		4.7		18.8					
57		WEATHERING		M		4783.00 SqFt		87.6		19.5					

Network:	4N1			Name:	Greenwood Lake								
Branch:	RW 6-24		Name:	Runway 6-24		Use:	RUNWAY	Area:	232,018 SqFt				
Section:	1	of	1	From:	RW 6			To:	RW 24		Last Const.:	1/1/1900	
Surface:	AC	Family:	DEFAULT		Zone:				Category:	Rank: A			
Area:	232,018 SqFt		Length:	4,000 Ft		Width:	58 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:	12/11/2023			TotalSamples:	48			Surveyed:	16				
Conditions:	PCI:	100											
Inspection Comments:													
Sample Number:	1	Type:	R	Area:	5010.00 SqFt			PCI:	100				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
<No Distress>													
Sample Number:	14	Type:	R	Area:	5010.00 SqFt			PCI:	100				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
<No Distress>													
Sample Number:	17	Type:	R	Area:	5010.00 SqFt			PCI:	100				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
<No Distress>													
Sample Number:	2	Type:	A	Area:	5010.00 SqFt			PCI:	83				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
50	PATCHING	L	675.00 SqFt	13.5	16.9								
Sample Number:	22	Type:	R	Area:	5010.00 SqFt			PCI:	100				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
<No Distress>													
Sample Number:	25	Type:	R	Area:	5010.00 SqFt			PCI:	100				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
<No Distress>													
Sample Number:	3	Type:	A	Area:	5010.00 SqFt			PCI:	100				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
<No Distress>													
Sample Number:	30	Type:	R	Area:	5010.00 SqFt			PCI:	100				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
<No Distress>													

Branch:	RW 6-24	Name:	Runway 6-24		Use:	RUNWAY	Area:	232,018 SqFt
Sample Number:	33	Type:	R	Area:	5010.00 SqFt	PCI:	100	
Sample Comments:								
Distress	Description	Severity	Quantity	Density	Deduct	Comments		
<No Distress>								
Sample Number:	37	Type:	R	Area:	5010.00 SqFt	PCI:	100	
Sample Comments:								
Distress	Description	Severity	Quantity	Density	Deduct	Comments		
<No Distress>								
Sample Number:	4	Type:	A	Area:	5010.00 SqFt	PCI:	100	
Sample Comments:								
Distress	Description	Severity	Quantity	Density	Deduct	Comments		
<No Distress>								
Sample Number:	42	Type:	R	Area:	5010.00 SqFt	PCI:	100	
Sample Comments:								
Distress	Description	Severity	Quantity	Density	Deduct	Comments		
<No Distress>								
Sample Number:	45	Type:	R	Area:	5010.00 SqFt	PCI:	100	
Sample Comments:								
Distress	Description	Severity	Quantity	Density	Deduct	Comments		
<No Distress>								
Sample Number:	48	Type:	R	Area:	5010.00 SqFt	PCI:	100	
Sample Comments:								
Distress	Description	Severity	Quantity	Density	Deduct	Comments		
<No Distress>								
Sample Number:	6	Type:	R	Area:	5010.00 SqFt	PCI:	100	
Sample Comments:								
Distress	Description	Severity	Quantity	Density	Deduct	Comments		
<No Distress>								
Sample Number:	9	Type:	R	Area:	5010.00 SqFt	PCI:	100	
Sample Comments:								
Distress	Description	Severity	Quantity	Density	Deduct	Comments		
<No Distress>								

Network:	4N1			Name:	Greenwood Lake									
Branch:	TW A		Name:	Taxiway A		Use:	TAXIWAY	Area:	87,289 SqFt					
Section:	1	of	1	From:	RW 6			To:	RW 24		Last Const.:	1/1/1900		
Surface:	AC		Family:	DEFAULT		Zone:		Category:		Rank:	A			
Area:	87,289 SqFt		Length:	3,492 Ft		Width:	25 Ft							
Slabs:	Slab Length:			Ft	Slab Width:			Ft	Joint Length:			Ft		
Shoulder:	Street Type:			Grade:			0		Lanes:			0		
Section Comments:														
Work Date:	1/1/1900			Work Type:				New Construction - Initial		Code:	NC-IN		Is Major M&R:	True
Last Insp. Date:	9/15/2021			TotalSamples:	20			Surveyed:	10					
Conditions:	PCI:	54												
Inspection Comments:														
Sample Number:	11		Type:	R		Area:	5000.00 SqFt			PCI:	67			
Sample Comments:														
Distress	Description		Severity	Quantity		Density	Deduct	Comments						
48	L & T CR		M	16.50 Ft		0.3	6.8							
48	L & T CR		M	23.00 Ft		0.5	8.0							
48	L & T CR		M	132.00 Ft		2.6	18.2							
48	L & T CR		M	7.00 Ft		0.1	4.2							
48	L & T CR		M	23.00 Ft		0.5	8.0							
50	PATCHING		M	46.00 SqFt		0.9	9.2							
50	PATCHING		M	46.00 SqFt		0.9	9.2							
50	PATCHING		M	46.00 SqFt		0.9	9.2							
50	PATCHING		M	46.00 SqFt		0.9	9.2							
57	WEATHERING		L	4816.00 SqFt		96.3	5.9							
Sample Number:	14		Type:	R		Area:	5000.00 SqFt			PCI:	57			
Sample Comments:														
Distress	Description		Severity	Quantity		Density	Deduct	Comments						
48	L & T CR		L	16.50 Ft		0.3	3.7							
48	L & T CR		L	25.00 Ft		0.5	4.1							
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		M	23.00 Ft		0.5	8.0							
48	L & T CR		M	45.00 Ft		0.9	10.7							
48	L & T CR		M	40.00 Ft		0.8	10.2							
48	L & T CR		M	50.00 Ft		1.0	11.2							
48	L & T CR		M	20.00 Ft		0.4	7.5							
48	L & T CR		M	16.50 Ft		0.3	6.8							
48	L & T CR		M	35.00 Ft		0.7	9.6							
48	L & T CR		H	23.00 Ft		0.5	14.0							
48	L & T CR		H	23.00 Ft		0.5	14.0							
50	PATCHING		M	46.00 SqFt		0.9	9.2							

Branch: TW A		Name:		Taxiway A		Use:		TAXIWAY		Area:		87,289 SqFt	
50	PATCHING	M	46.00	SqFt	0.9	9.2							
57	WEATHERING	L	4954.00	SqFt	99.1	6.0							
Sample Number: 16		Type:	R	Area:		2854.00 SqFt	PCI:		37				
Sample Comments:													
Distress	Description	Severity	Quantity		Density	Deduct	Comments						
48	L & T CR	L	16.50	Ft	0.6	4.2							
48	L & T CR	M	8.00	Ft	0.3	6.2							
48	L & T CR	M	23.00	Ft	0.8	10.2							
48	L & T CR	M	16.50	Ft	0.6	8.8							
48	L & T CR	M	67.00	Ft	2.3	17.1							
48	L & T CR	M	24.00	Ft	0.8	10.4							
48	L & T CR	M	23.00	Ft	0.8	10.2							
48	L & T CR	M	30.00	Ft	1.1	11.5							
48	L & T CR	H	23.00	Ft	0.8	17.8							
50	PATCHING	M	46.00	SqFt	1.6	11.3							
50	PATCHING	M	40.00	SqFt	1.4	10.7							
55	SLIPPAGE CR	N	36.00	SqFt	1.3	13.8							
55	SLIPPAGE CR	N	90.00	SqFt	3.2	27.4							
57	WEATHERING	L	2532.00	SqFt	88.7	5.8							
57	WEATHERING	H	110.00	SqFt	3.9	14.6							
Sample Number: 17		Type:	A	Area:		6179.00 SqFt	PCI:		49				
Sample Comments:													
Distress	Description	Severity	Quantity		Density	Deduct	Comments						
48	L & T CR	L	8.00	Ft	0.1	2.6							
48	L & T CR	L	4.00	Ft	0.1	2.5							
48	L & T CR	M	6.00	Ft	0.1	4.0							
48	L & T CR	M	39.00	Ft	0.6	9.2							
48	L & T CR	M	24.00	Ft	0.4	7.4							
48	L & T CR	M	9.00	Ft	0.1	4.3							
48	L & T CR	M	24.00	Ft	0.4	7.4							
48	L & T CR	M	36.00	Ft	0.6	8.9							
48	L & T CR	M	24.00	Ft	0.4	7.4							
48	L & T CR	M	21.00	Ft	0.3	6.9							
48	L & T CR	M	18.00	Ft	0.3	6.4							
48	L & T CR	M	8.00	Ft	0.1	4.1							
48	L & T CR	M	24.00	Ft	0.4	7.4							
48	L & T CR	M	28.00	Ft	0.5	7.9							
48	L & T CR	M	23.00	Ft	0.4	7.2							
48	L & T CR	M	18.00	Ft	0.3	6.4							

48	L & T CR	M	37.00	Ft	0.6	9.0
48	L & T CR	M	26.00	Ft	0.4	7.7
48	L & T CR	M	23.00	Ft	0.4	7.2
48	L & T CR	M	15.00	Ft	0.2	5.8
48	L & T CR	M	14.00	Ft	0.2	5.5
48	L & T CR	M	20.00	Ft	0.3	6.7
48	L & T CR	M	11.00	Ft	0.2	4.8
48	L & T CR	H	23.00	Ft	0.4	12.8
48	L & T CR	H	23.00	Ft	0.4	12.8
48	L & T CR	H	23.00	Ft	0.4	12.8
50	PATCHING	M	46.00	SqFt	0.7	8.7
55	SLIPPAGE CR	N	98.00	SqFt	1.6	16.6
57	WEATHERING	L	6035.00	SqFt	97.7	5.9

Sample Number: 18
Type: R
Area: 5046.00 SqFt
PCI: 63

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	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	12.00	Ft	0.2	5.7
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	17.00	Ft	0.3	6.9
48	L & T CR	M	15.00	Ft	0.3	6.4
48	L & T CR	H	17.00	Ft	0.3	12.4
48	L & T CR	H	17.00	Ft	0.3	12.4
50	PATCHING	M	46.00	SqFt	0.9	9.2
50	PATCHING	M	278.00	SqFt	5.5	20.5
57	WEATHERING	L	4722.00	SqFt	93.6	5.9

Sample Number: 2
Type: R
Area: 3645.00 SqFt
PCI: 54

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
43	BLOCK CR	L	70.00	SqFt	1.9	9.9
48	L & T CR	L	7.00	Ft	0.2	3.1
48	L & T CR	M	49.00	Ft	1.3	12.9
48	L & T CR	M	24.00	Ft	0.7	9.4
48	L & T CR	M	72.00	Ft	2.0	15.6
48	L & T CR	M	17.00	Ft	0.5	8.0
48	L & T CR	M	28.00	Ft	0.8	10.0
48	L & T CR	H	24.00	Ft	0.7	16.2
50	PATCHING	M	48.00	SqFt	1.3	10.4

57	WEATHERING	L	3597.00	SqFt	98.7	6.0
Sample Number: 3		Type: R	Area: 5000.00 SqFt		PCI: 51	
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	M	12.00 SqFt	0.2	16.9	
43	BLOCK CR	M	15.00 SqFt	0.3	8.8	
43	BLOCK CR	M	10.00 SqFt	0.2	8.2	
43	BLOCK CR	M	6.00 SqFt	0.1	7.8	
48	L & T CR	M	18.00 Ft	0.4	7.1	
48	L & T CR	M	98.00 Ft	2.0	15.5	
48	L & T CR	M	8.00 Ft	0.2	4.5	
48	L & T CR	M	23.00 Ft	0.5	8.0	
48	L & T CR	M	16.50 Ft	0.3	6.8	
48	L & T CR	M	14.00 Ft	0.3	6.2	
48	L & T CR	M	20.00 Ft	0.4	7.5	
48	L & T CR	M	21.00 Ft	0.4	7.7	
48	L & T CR	M	23.00 Ft	0.5	8.0	
48	L & T CR	M	16.50 Ft	0.3	6.8	
48	L & T CR	M	4.00 Ft	0.1	4.0	
48	L & T CR	M	3.00 Ft	0.1	4.0	
48	L & T CR	M	6.00 Ft	0.1	4.0	
48	L & T CR	M	33.00 Ft	0.7	9.4	
48	L & T CR	M	13.00 Ft	0.3	6.0	
48	L & T CR	M	7.00 Ft	0.1	4.2	
48	L & T CR	H	23.00 Ft	0.5	14.0	
50	PATCHING	M	46.00 SqFt	0.9	9.2	
50	PATCHING	M	46.00 SqFt	0.9	9.2	
Sample Number: 4		Type: R	Area: 5000.00 SqFt		PCI: 23	
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	M	8.00 SqFt	0.2	13.7	
43	BLOCK CR	M	21.00 SqFt	0.4	9.5	
43	BLOCK CR	M	12.00 SqFt	0.2	8.5	
48	L & T CR	L	12.00 Ft	0.2	3.3	
48	L & T CR	L	16.50 Ft	0.3	3.7	
48	L & T CR	M	7.00 Ft	0.1	4.2	
48	L & T CR	M	6.00 Ft	0.1	4.0	
48	L & T CR	M	14.00 Ft	0.3	6.2	
48	L & T CR	M	16.50 Ft	0.3	6.8	
48	L & T CR	M	21.00 Ft	0.4	7.7	

48	L & T CR	M	16.50	Ft	0.3	6.8
48	L & T CR	M	26.00	Ft	0.5	8.4
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	20.00	Ft	0.4	7.5
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	16.50	Ft	0.3	6.8
48	L & T CR	M	16.00	Ft	0.3	6.7
48	L & T CR	M	16.50	Ft	0.3	6.8
48	L & T CR	M	16.50	Ft	0.3	6.8
48	L & T CR	M	6.00	Ft	0.1	4.0
48	L & T CR	M	26.00	Ft	0.5	8.4
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	18.00	Ft	0.4	7.1
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	H	16.00	Ft	0.3	12.1
48	L & T CR	H	16.50	Ft	0.3	12.3
50	PATCHING	M	46.00	SqFt	0.9	9.2
50	PATCHING	M	23.00	SqFt	0.5	7.9
50	PATCHING	M	23.00	SqFt	0.5	7.9
55	SLIPPAGE CR	N	330.00	SqFt	6.6	42.0
55	SLIPPAGE CR	N	200.00	SqFt	4.0	31.9
57	WEATHERING	L	4412.00	SqFt	88.2	5.8

Sample Number:	6	Type:	R	Area:	5000.00 SqFt	PCI:	68
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Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	7.00	Ft	0.1	2.6
48	L & T CR	L	12.00	Ft	0.2	3.3
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	16.50	Ft	0.3	6.8
48	L & T CR	M	18.00	Ft	0.4	7.1
48	L & T CR	M	18.00	Ft	0.4	7.1
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	H	16.50	Ft	0.3	12.3
48	L & T CR	H	16.50	Ft	0.3	12.3
50	PATCHING	M	46.00	SqFt	0.9	9.2
50	PATCHING	M	46.00	SqFt	0.9	9.2
57	WEATHERING	L	4908.00	SqFt	98.2	5.9

Sample Number:	9	Type:	R	Area:	5000.00 SqFt	PCI:	59
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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	36.00 Ft	0.7	4.4	
48	L & T CR	M	16.50 Ft	0.3	6.8	
48	L & T CR	M	89.00 Ft	1.8	14.8	
48	L & T CR	M	6.00 Ft	0.1	4.0	
48	L & T CR	M	27.00 Ft	0.5	8.6	
48	L & T CR	M	12.00 Ft	0.2	5.7	
48	L & T CR	M	24.00 Ft	0.5	8.1	
48	L & T CR	M	16.50 Ft	0.3	6.8	
48	L & T CR	M	14.00 Ft	0.3	6.2	
48	L & T CR	H	23.00 Ft	0.5	14.0	
50	PATCHING	M	20.00 SqFt	0.4	7.8	
50	PATCHING	M	32.00 SqFt	0.6	8.4	
50	PATCHING	M	46.00 SqFt	0.9	9.2	
50	PATCHING	M	32.00 SqFt	0.6	8.4	
57	WEATHERING	L	4870.00 SqFt	97.4	5.9	

Network:	4N1			Name:	Greenwood Lake							
Branch:	TW B		Name:	Taxiway B		Use:	TAXIWAY	Area:	24,945 SqFt			
Section:	1	of	2	From:	RW 6		To:	TW A	Last Const.:	1/1/1900		
Surface:	AC	Family:	DEFAULT		Zone:		Category:		Rank:	A		
Area:	2,923 SqFt		Length:	117 Ft		Width:	25 Ft					
Slabs:	Slab Length:			Ft	Slab Width:			Ft	Joint Length:	Ft		
Shoulder:	Street Type:			Grade:			0	Lanes:	0			
Section Comments:												
Work Date:	1/1/1900			Work Type:			New Construction - Initial		Code:	NC-IN	Is Major M&R:	True
Last Insp. Date:	9/20/2021			TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	59										
Inspection Comments:												
Sample Number:	1	Type:	R	Area:	2923.00 SqFt		PCI:	59				
Sample Comments:												
Distress	Description	Severity	Quantity	Density	Deduct	Comments						
48	L & T CR	M	20.00 Ft	0.7	9.5							
48	L & T CR	M	29.00 Ft	1.0	11.2							
48	L & T CR	M	11.00 Ft	0.4	7.3							
48	L & T CR	M	34.00 Ft	1.2	12.0							
48	L & T CR	M	29.00 Ft	1.0	11.2							
48	L & T CR	M	10.00 Ft	0.3	6.9							
48	L & T CR	M	58.00 Ft	2.0	15.6							
48	L & T CR	M	32.00 Ft	1.1	11.7							
48	L & T CR	M	17.00 Ft	0.6	8.9							
48	L & T CR	M	29.00 Ft	1.0	11.2							
48	L & T CR	M	23.00 Ft	0.8	10.1							
57	WEATHERING	M	2923.00 SqFt	100.0	20.3							

Network:	4N1			Name:	Greenwood Lake							
Branch:	TW B		Name:	Taxiway B		Use:	TAXIWAY		Area:	24,945 SqFt		
Section:	2	of	2	From:	TW A			To:	TW C		Last Const.:	1/1/1900
Surface:	AC		Family:	DEFAULT		Zone:				Category:	Rank: A	
Area:	22,022 SqFt		Length:	881 Ft		Width:	25 Ft					
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft	
Shoulder:	Street Type:				Grade:		0		Lanes:		0	
Section Comments:												
Work Date:	1/1/1900		Work Type: New Construction - Initial				Code:	NC-IN		Is Major M&R: True		
Last Insp. Date:	9/20/2021		TotalSamples:	4		Surveyed: 2						
Conditions:	PCI: 62											
Inspection Comments:												

Sample Number: 2		Type: R	Area:		4831.00 SqFt		PCI: 67	
Sample Comments:								
Distress	Description	Severity	Quantity		Density	Deduct	Comments	
48	L & T CR	M	26.00	Ft	0.5	8.6		
48	L & T CR	M	34.00	Ft	0.7	9.6		
48	L & T CR	M	25.00	Ft	0.5	8.4		
48	L & T CR	M	25.00	Ft	0.5	8.4		
48	L & T CR	M	12.00	Ft	0.2	5.8		
48	L & T CR	M	12.50	Ft	0.3	6.0		
48	L & T CR	M	12.00	Ft	0.2	5.8		
48	L & T CR	M	26.00	Ft	0.5	8.6		
48	L & T CR	H	26.00	Ft	0.5	14.9		
57	WEATHERING	M	4831.00	SqFt	100.0	20.3		

Sample Number:	4	Type:	R	Area:	5225.00 SqFt	PCI:	58
Sample Comments:							

Distress	Description	Severity	Quantity	Density	Deduct	Comments				
48	L & T CR	M	6.00 Ft	0.1	4.0					
48	L & T CR	M	4.00 Ft	0.1	4.0					
48	L & T CR	M	19.00 Ft	0.4	7.1					
48	L & T CR	M	12.00 Ft	0.2	5.6					
48	L & T CR	M	12.50 Ft	0.2	5.7					
48	L & T CR	M	6.00 Ft	0.1	4.0					
48	L & T CR	M	7.00 Ft	0.1	4.2					
48	L & T CR	M	6.00 Ft	0.1	4.0					
48	L & T CR	M	11.00 Ft	0.2	5.3					
48	L & T CR	M	25.00 Ft	0.5	8.1					
48	L & T CR	M	14.00 Ft	0.3	6.1					
48	L & T CR	M	26.00 Ft	0.5	8.3					
48	L & T CR	M	13.00 Ft	0.2	5.8					
48	L & T CR	M	14.00 Ft	0.3	6.1					

48	L & T CR	M	3.00	Ft	0.1	4.0
48	L & T CR	H	26.00	Ft	0.5	14.4
48	L & T CR	H	25.00	Ft	0.5	14.2
48	L & T CR	H	26.00	Ft	0.5	14.4
48	L & T CR	H	25.00	Ft	0.5	14.2
57	WEATHERING	M	5225.00	SqFt	100.0	20.3

Network:	4N1			Name:	Greenwood Lake							
Branch:	TW C		Name:	Taxiway C		Use:	TAXIWAY	Area:	63,775 SqFt			
Section:	1	of	2	From:	TW B			To:	TW C Sec 2		Last Const.:	1/1/1900
Surface:	AC	Family:	DEFAULT		Zone:				Category:	Rank: A		
Area:	51,806 SqFt		Length:	1,363 Ft		Width:	38 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:	9/20/2021			TotalSamples:	10			Surveyed:	5			
Conditions:	PCI:	55										
Inspection Comments:												
Sample Number:	10	Type:	R	Area:	4940.00 SqFt			PCI:	57			
Sample Comments:												
Distress	Description	Severity	Quantity	Density	Deduct	Comments						
48	L & T CR	M	16.00 Ft	0.3	6.7							
48	L & T CR	M	35.00 Ft	0.7	9.7							
48	L & T CR	M	17.00 Ft	0.3	7.0							
48	L & T CR	M	30.00 Ft	0.6	9.0							
48	L & T CR	M	6.00 Ft	0.1	4.0							
48	L & T CR	M	20.00 Ft	0.4	7.5							
48	L & T CR	M	35.00 Ft	0.7	9.7							
48	L & T CR	M	14.00 Ft	0.3	6.3							
48	L & T CR	M	34.00 Ft	0.7	9.5							
48	L & T CR	M	12.00 Ft	0.2	5.8							
48	L & T CR	M	17.00 Ft	0.3	7.0							
48	L & T CR	M	17.00 Ft	0.3	7.0							
48	L & T CR	M	49.00 Ft	1.0	11.2							
48	L & T CR	M	7.00 Ft	0.1	4.3							
48	L & T CR	M	59.00 Ft	1.2	12.2							
48	L & T CR	M	130.00 Ft	2.6	18.2							
48	L & T CR	M	6.00 Ft	0.1	4.0							
48	L & T CR	M	18.00 Ft	0.4	7.2							
48	L & T CR	M	8.00 Ft	0.2	4.6							
48	L & T CR	M	14.00 Ft	0.3	6.3							
57	WEATHERING	M	4940.00 SqFt	100.0	20.3							
Sample Number:	12	Type:	R	Area:	4940.00 SqFt			PCI:	51			
Sample Comments:												
Distress	Description	Severity	Quantity	Density	Deduct	Comments						
48	L & T CR	M	32.00 Ft	0.6	9.3							
48	L & T CR	M	130.00 Ft	2.6	18.2							
48	L & T CR	M	38.00 Ft	0.8	10.0							

Branch: TW C		Name:	Taxiway C		Use:	TAXIWAY	Area:	63,775 SqFt
48	L & T CR	M	20.00	Ft	0.4	7.5		
48	L & T CR	M	20.00	Ft	0.4	7.5		
48	L & T CR	M	14.00	Ft	0.3	6.3		
48	L & T CR	M	20.00	Ft	0.4	7.5		
48	L & T CR	M	38.00	Ft	0.8	10.0		
48	L & T CR	M	14.00	Ft	0.3	6.3		
48	L & T CR	M	12.00	Ft	0.2	5.8		
48	L & T CR	M	23.00	Ft	0.5	8.0		
48	L & T CR	M	50.00	Ft	1.0	11.3		
48	L & T CR	M	7.00	Ft	0.1	4.3		
48	L & T CR	M	107.00	Ft	2.2	16.4		
48	L & T CR	M	35.00	Ft	0.7	9.7		
48	L & T CR	H	35.00	Ft	0.7	16.8		
57	WEATHERING	M	4940.00	SqFt	100.0	20.3		

Sample Number: 4
 Type: R
 Area: 5624.00 SqFt
 PCI: 57

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	130.00	Ft	2.3	16.9	
48	L & T CR	M	70.00	Ft	1.2	12.4	
48	L & T CR	M	12.00	Ft	0.2	5.3	
48	L & T CR	M	20.00	Ft	0.4	7.1	
48	L & T CR	M	35.00	Ft	0.6	9.1	
48	L & T CR	M	8.00	Ft	0.1	4.3	
48	L & T CR	M	130.00	Ft	2.3	16.9	
48	L & T CR	M	35.00	Ft	0.6	9.1	
48	L & T CR	M	26.00	Ft	0.5	8.0	
48	L & T CR	M	23.00	Ft	0.4	7.6	
48	L & T CR	M	35.00	Ft	0.6	9.1	
48	L & T CR	M	55.00	Ft	1.0	11.1	
48	L & T CR	M	23.00	Ft	0.4	7.6	
57	WEATHERING	M	5624.00	SqFt	100.0	20.3	

Sample Number: 6
 Type: A
 Area: 4940.00 SqFt
 PCI: 52

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	35.00	Ft	0.7	9.7	
48	L & T CR	M	40.00	Ft	0.8	10.2	
48	L & T CR	M	130.00	Ft	2.6	18.2	
48	L & T CR	M	35.00	Ft	0.7	9.7	
48	L & T CR	M	78.00	Ft	1.6	13.9	

48	L & T CR	M	130.00	Ft	2.6	18.2
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	25.00	Ft	0.5	8.3
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	12.00	Ft	0.2	5.8
50	PATCHING	M	140.00	SqFt	2.8	14.7
57	WEATHERING	M	4800.00	SqFt	97.2	20.2

Sample Number: 8

Type: R

Area: 4940.00 SqFt

PCI: 55

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	130.00	Ft	2.6	18.2
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	20.00	Ft	0.4	7.5
48	L & T CR	M	8.00	Ft	0.2	4.6
48	L & T CR	M	18.00	Ft	0.4	7.2
48	L & T CR	M	35.00	Ft	0.7	9.7
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	17.00	Ft	0.3	7.0
48	L & T CR	M	130.00	Ft	2.6	18.2
48	L & T CR	M	23.00	Ft	0.5	8.0
48	L & T CR	M	10.00	Ft	0.2	5.2
48	L & T CR	M	25.00	Ft	0.5	8.3
48	L & T CR	H	35.00	Ft	0.7	16.8
57	WEATHERING	M	4940.00	SqFt	100.0	20.3

Network:	4N1			Name:	Greenwood Lake							
Branch:	TW C		Name:	Taxiway C		Use:	TAXIWAY	Area:	63,775 SqFt			
Section:	2	of	2	From:	TW C Sec 1			To:	RW 24		Last Const.:	1/1/1900
Surface:	AC		Family:	DEFAULT		Zone:		Category:		Rank:	A	
Area:	11,969 SqFt		Length:	223 Ft		Width:	54 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:	9/20/2021			TotalSamples:	3		Surveyed:	3				
Conditions:	PCI:	54										
Inspection Comments:												
Sample Number:	1	Type:	R	Area:	3728.00 SqFt			PCI:	45			
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
48	L & T CR		L	50.00	Ft	1.3	5.7					
48	L & T CR		L	4.00	Ft	0.1	2.5					
48	L & T CR		M	69.00	Ft	1.9	15.1					
48	L & T CR		M	69.00	Ft	1.9	15.1					
48	L & T CR		M	85.00	Ft	2.3	16.8					
48	L & T CR		M	55.00	Ft	1.5	13.5					
48	L & T CR		M	46.00	Ft	1.2	12.4					
48	L & T CR		M	50.00	Ft	1.3	12.9					
48	L & T CR		M	25.00	Ft	0.7	9.4					
48	L & T CR		M	12.00	Ft	0.3	6.7					
55	SLIPPAGE CR		N	63.00	SqFt	1.7	17.4					
57	WEATHERING		M	3570.00	SqFt	95.8	20.1					
57	WEATHERING		H	90.00	SqFt	2.4	11.9					
Sample Number:	2	Type:	R	Area:	4121.00 SqFt			PCI:	64			
Sample Comments:												
Distress	Description		Severity	Quantity		Density	Deduct	Comments				
48	L & T CR		M	26.00	Ft	0.6	9.2					
48	L & T CR		M	26.00	Ft	0.6	9.2					
48	L & T CR		M	6.00	Ft	0.1	4.3					
48	L & T CR		M	28.00	Ft	0.7	9.5					
48	L & T CR		M	30.00	Ft	0.7	9.8					
48	L & T CR		M	28.00	Ft	0.7	9.5					
48	L & T CR		M	33.00	Ft	0.8	10.2					
48	L & T CR		M	28.00	Ft	0.7	9.5					
48	L & T CR		M	26.00	Ft	0.6	9.2					
48	L & T CR		M	32.00	Ft	0.8	10.0					
48	L & T CR		M	30.00	Ft	0.7	9.8					

57	WEATHERING	L	4121.00	SqFt	100.0	6.0
Sample Number: 3		Type: R	Area: 4121.00 SqFt		PCI: 52	
Sample Comments:						
Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	20.00 Ft	0.5	4.0	
48	L & T CR	M	30.00 Ft	0.7	9.8	
48	L & T CR	M	10.00 Ft	0.2	5.8	
48	L & T CR	M	28.00 Ft	0.7	9.5	
48	L & T CR	M	10.00 Ft	0.2	5.8	
48	L & T CR	M	73.00 Ft	1.8	14.8	
48	L & T CR	M	145.00 Ft	3.5	21.2	
48	L & T CR	M	26.00 Ft	0.6	9.2	
48	L & T CR	M	26.00 Ft	0.6	9.2	
48	L & T CR	M	60.00 Ft	1.5	13.4	
48	L & T CR	M	33.00 Ft	0.8	10.2	
48	L & T CR	H	20.00 Ft	0.5	14.3	
57	WEATHERING	L	4121.00	SqFt	100.0	6.0

Network:	4N1			Name:	Greenwood Lake								
Branch:	TW D		Name:	Taxiway D		Use:	TAXIWAY	Area:	40,564 SqFt				
Section:	1	of	3	From:	Start TW D Sec 1			To:	TW D Sec 2	Last Const.:	1/1/1900		
Surface:	AC	Family:	DEFAULT		Zone:				Category:	Rank: A			
Area:	26,197 SqFt		Length:	1,048 Ft		Width:	25 Ft						
Slabs:	Slab Length:			Ft	Slab Width:			Ft	Joint Length: Ft				
Shoulder:	Street Type:			Grade:			0	Lanes: 0					
Section Comments:													
Work Date:	1/1/1900			Work Type:			New Construction - Initial		Code:	NC-IN		Is Major M&R:	True
Last Insp. Date:	9/20/2021			TotalSamples:	5		Surveyed: 3						
Conditions:	PCI:	59											
Inspection Comments:													
Sample Number:	5	Type:	R	Area:	5200.00 SqFt			PCI:	53				
Sample Comments:													
Distress	Description		Severity	Quantity		Density	Deduct	Comments					
48	L & T CR		M	4.00	Ft	0.1	4.0						
48	L & T CR		M	25.00	Ft	0.5	8.2						
48	L & T CR		M	12.50	Ft	0.2	5.7						
48	L & T CR		M	25.00	Ft	0.5	8.2						
48	L & T CR		M	25.00	Ft	0.5	8.2						
48	L & T CR		M	25.00	Ft	0.5	8.2						
48	L & T CR		M	200.00	Ft	3.8	22.3						
48	L & T CR		M	11.00	Ft	0.2	5.3						
48	L & T CR		M	165.00	Ft	3.2	20.1						
48	L & T CR		M	10.00	Ft	0.2	5.0						
48	L & T CR		M	20.00	Ft	0.4	7.3						
48	L & T CR		H	25.00	Ft	0.5	14.2						
57	WEATHERING		M	5200.00	SqFt	100.0	20.3						
Sample Number:	6	Type:	R	Area:	5000.00 SqFt			PCI:	62				
Sample Comments:													
Distress	Description		Severity	Quantity		Density	Deduct	Comments					
48	L & T CR		M	12.50	Ft	0.3	5.9						
48	L & T CR		M	25.00	Ft	0.5	8.3						
48	L & T CR		M	28.00	Ft	0.6	8.7						
48	L & T CR		M	4.00	Ft	0.1	4.0						
48	L & T CR		M	10.00	Ft	0.2	5.1						
48	L & T CR		M	6.00	Ft	0.1	4.0						
48	L & T CR		M	25.00	Ft	0.5	8.3						
48	L & T CR		M	26.00	Ft	0.5	8.4						
48	L & T CR		M	25.00	Ft	0.5	8.3						
48	L & T CR		M	170.00	Ft	3.4	20.9						
48	L & T CR		M	12.00	Ft	0.2	5.7						

Branch: TW D		Name:	Taxiway D			Use: TAXIWAY	Area: 40,564 SqFt
48	L & T CR	M	18.00	Ft	0.4	7.1	
48	L & T CR	M	30.00	Ft	0.6	9.0	
48	L & T CR	M	7.00	Ft	0.1	4.2	
48	L & T CR	M	11.00	Ft	0.2	5.4	
48	L & T CR	M	4.00	Ft	0.1	4.0	
57	WEATHERING	M	5000.00	SqFt	100.0	20.3	

Sample Number: 8 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	200.00	Ft	4.0	22.8	
48	L & T CR	M	25.00	Ft	0.5	8.3	
48	L & T CR	M	25.00	Ft	0.5	8.3	
48	L & T CR	M	25.00	Ft	0.5	8.3	
48	L & T CR	M	12.00	Ft	0.2	5.7	
48	L & T CR	H	25.00	Ft	0.5	14.4	
57	WEATHERING	M	5000.00	SqFt	100.0	20.3	

Network:	4N1			Name:	Greenwood Lake								
Branch:	TW D		Name:	Taxiway D		Use:	TAXIWAY	Area:	40,564 SqFt				
Section:	2	of	3	From:	TW D Sec 1			To:	TW D Sec 3	Last Const.:	1/1/1900		
Surface:	AC	Family:	DEFAULT		Zone:				Category:			Rank:	A
Area:	4,212 SqFt		Length:	162 Ft		Width:	26 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:	9/20/2021			TotalSamples:	1		Surveyed:	1					
Conditions:	PCI:	56											
Inspection Comments:													
Sample Number:	3	Type:	R	Area:	4212.00 SqFt			PCI:	56				
Sample Comments:													
Distress	Description	Severity	Quantity	Density	Deduct	Comments							
48	L & T CR	M	25.00 Ft	0.6	8.9								
48	L & T CR	M	12.50 Ft	0.3	6.4								
48	L & T CR	M	22.00 Ft	0.5	8.5								
48	L & T CR	M	158.00 Ft	3.8	22.0								
48	L & T CR	M	25.00 Ft	0.6	8.9								
48	L & T CR	M	12.50 Ft	0.3	6.4								
48	L & T CR	M	21.00 Ft	0.5	8.3								
48	L & T CR	M	28.00 Ft	0.7	9.4								
48	L & T CR	M	23.00 Ft	0.5	8.6								
48	L & T CR	M	25.00 Ft	0.6	8.9								
48	L & T CR	M	12.00 Ft	0.3	6.3								
48	L & T CR	M	25.00 Ft	0.6	8.9								
48	L & T CR	M	12.50 Ft	0.3	6.4								
48	L & T CR	M	11.00 Ft	0.3	6.0								
48	L & T CR	M	11.00 Ft	0.3	6.0								
48	L & T CR	M	24.00 Ft	0.6	8.8								
48	L & T CR	M	25.00 Ft	0.6	8.9								
57	WEATHERING	M	4212.00 SqFt	100.0	20.3								

Network:	4N1			Name:	Greenwood Lake						
Branch:	TW D		Name:	Taxiway D		Use:	TAXIWAY	Area:	40,564 SqFt		
Section:	3	of	3	From:	TW D Sec 2			To:	RW 24	Last Const.:	1/1/1900
Surface:	AC	Family:	DEFAULT		Zone:				Category:	Rank: A	
Area:	10,155 SqFt		Length:	247 Ft		Width:	41 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:	9/20/2021			TotalSamples:	2		Surveyed:	2			
Conditions:	PCI:	69									
Inspection Comments:											
Sample Number:	1	Type:	R	Area:	3787.00 SqFt			PCI:	67		
Sample Comments:											
Distress	Description	Severity	Quantity	Density	Deduct	Comments					
48	L & T CR	M	6.00 Ft	0.2	4.5						
48	L & T CR	M	14.00 Ft	0.4	7.2						
48	L & T CR	M	25.00 Ft	0.7	9.4						
48	L & T CR	M	25.00 Ft	0.7	9.4						
48	L & T CR	M	25.00 Ft	0.7	9.4						
48	L & T CR	M	12.50 Ft	0.3	6.8						
48	L & T CR	M	25.00 Ft	0.7	9.4						
48	L & T CR	M	7.00 Ft	0.2	4.9						
48	L & T CR	M	25.00 Ft	0.7	9.4						
48	L & T CR	M	25.00 Ft	0.7	9.4						
48	L & T CR	M	25.00 Ft	0.7	9.4						
48	L & T CR	M	6.00 Ft	0.2	4.5						
57	WEATHERING	M	3787.00 SqFt	100.0	20.3						
Sample Number:	2	Type:	R	Area:	6368.00 SqFt			PCI:	70		
Sample Comments:											
Distress	Description	Severity	Quantity	Density	Deduct	Comments					
48	L & T CR	M	38.00 Ft	0.6	9.0						
48	L & T CR	M	48.00 Ft	0.8	9.9						
48	L & T CR	M	4.00 Ft	0.1	4.0						
48	L & T CR	M	16.00 Ft	0.3	5.9						
48	L & T CR	M	38.00 Ft	0.6	9.0						
48	L & T CR	M	14.00 Ft	0.2	5.4						
48	L & T CR	M	49.00 Ft	0.8	10.0						
50	PATCHING	L	312.00 SqFt	4.9	9.8						
50	PATCHING	L	180.00 SqFt	2.8	7.0						
50	PATCHING	L	25.00 SqFt	0.4	2.3						
57	WEATHERING	L	5851.00 SqFt	91.9	5.9						

Network:	4N1			Name:	Greenwood Lake							
Branch:	TW E		Name:	Taxiway E		Use:	TAXIWAY	Area:	2,272 SqFt			
Section:	1	of	1	From:	RW 6-24		To:	TW A	Last Const.:	1/1/1900		
Surface:	AC	Family:	DEFAULT		Zone:		Category:		Rank:	A		
Area:	2,272 SqFt		Length:	95 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:	1/1/1900			Work Type:			New Construction - Initial		Code:	NC-IN	Is Major M&R:	True
Last Insp. Date:	9/20/2021			TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	63										
Inspection Comments:												
Sample Number:	1	Type:	R	Area:	2272.00 SqFt			PCI:	63			
Sample Comments:												

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	M	12.00 Ft	0.5	8.5	
48	L & T CR	M	25.00 Ft	1.1	11.7	
48	L & T CR	M	25.00 Ft	1.1	11.7	
48	L & T CR	M	25.00 Ft	1.1	11.7	
48	L & T CR	M	29.00 Ft	1.3	12.6	
48	L & T CR	M	53.00 Ft	2.3	17.0	
57	WEATHERING	M	2272.00 SqFt	100.0	20.3	

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 6-24	1	PATCHING	50	Low	675	SqFt	2.1	0.3	Climate/Durability
Taxiway A	1	ALLIGATOR CRACKING	41	Medium	39	SqFt	10.0	0.0	Load
		BLOCK CRACKING	43	Medium	125	SqFt	7.9	0.1	Climate/Durability
		BLOCK CRACKING	43	Low	137	SqFt	4.6	0.2	Climate/Durability
		L & T CR	48	Low	398	Ft	4.0	0.5	Climate/Durability
		L & T CR	48	High	535	Ft	15.7	0.6	Climate/Durability
		L & T CR	48	Medium	4071	Ft	24.7	4.7	Climate/Durability
		PATCHING	50	Medium	2272	SqFt	14.1	2.6	Climate/Durability
		SLIPPAGE CRACKING	55	N/A	1379	SqFt	16.5	1.6	Other
		WEATHERING	57	High	215	SqFt	4.7	0.2	Climate/Durability
		WEATHERING	57	Low	73998	SqFt	5.8	84.8	Climate/Durability
Taxiway B	1	L & T CR	48	Medium	292	Ft	36.5	10.0	Climate/Durability
		WEATHERING	57	Medium	2923	SqFt	20.3	100.0	Climate/Durability
	2	L & T CR	48	High	280	Ft	21.9	1.3	Climate/Durability
		L & T CR	48	Medium	769	Ft	21.2	3.5	Climate/Durability
		WEATHERING	57	Medium	22022	SqFt	20.3	100.0	Climate/Durability
Taxiway C	1	L & T CR	48	High	160	Ft	12.0	0.3	Climate/Durability
		L & T CR	48	Medium	5501	Ft	37.5	10.6	Climate/Durability
		PATCHING	50	Medium	140	SqFt	7.4	0.3	Climate/Durability
		WEATHERING	57	Medium	51666	SqFt	20.3	99.7	Climate/Durability
	2	L & T CR	48	High	20	Ft	9.5	0.2	Climate/Durability
		L & T CR	48	Low	74	Ft	4.3	0.6	Climate/Durability
		L & T CR	48	Medium	1145	Ft	35.7	9.6	Climate/Durability
		SLIPPAGE CRACKING	55	N/A	63	SqFt	7.5	0.5	Other
		WEATHERING	57	High	90	SqFt	7.2	0.8	Climate/Durability
		WEATHERING	57	Medium	3570	SqFt	11.4	29.8	Climate/Durability
		WEATHERING	57	Low	8241	SqFt	5.5	68.9	Climate/Durability
Taxiway D	1	L & T CR	48	High	86	Ft	12.3	0.3	Climate/Durability
		L & T CR	48	Medium	2108	Ft	32.9	8.0	Climate/Durability
		WEATHERING	57	Medium	26197	SqFt	20.3	100.0	Climate/Durability
	2	L & T CR	48	Medium	473	Ft	38.5	11.2	Climate/Durability
		WEATHERING	57	Medium	4212	SqFt	20.3	100.0	Climate/Durability
	3	L & T CR	48	Medium	427	Ft	23.4	4.2	Climate/Durability
		PATCHING	50	Low	517	SqFt	10.0	5.1	Climate/Durability
		WEATHERING	57	Medium	3787	SqFt	13.0	37.3	Climate/Durability
		WEATHERING	57	Low	5851	SqFt	5.1	57.6	Climate/Durability
Taxiway E	1	L & T CR	48	Medium	169	Ft	31.6	7.4	Climate/Durability
		WEATHERING	57	Medium	2272	SqFt	20.3	100.0	Climate/Durability
Apron	1	BLOCK CRACKING	43	Medium	79581	SqFt	50.5	88.2	Climate/Durability
		OIL SPILLAGE	49	N/A	27	SqFt	2.0	0.0	Other
		PATCHING	50	Medium	650	SqFt	8.6	0.7	Climate/Durability
		PATCHING	50	Low	977	SqFt	3.7	1.1	Climate/Durability
		WEATHERING	57	High	23	SqFt	3.2	0.0	Climate/Durability
		WEATHERING	57	Medium	88593	SqFt	20.2	98.2	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