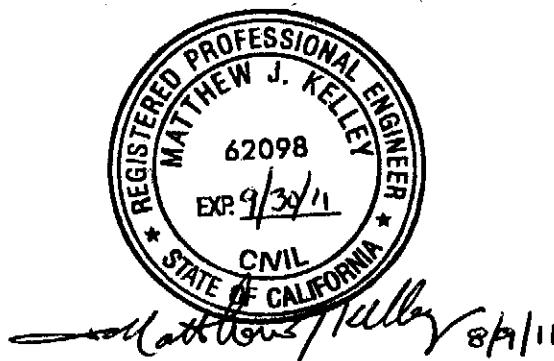


FINAL ENGINEERING REPORT
for the
CITY OF HOLLISTER
HOLLISTER MUNICIPAL AIRPORT
PAVEMENT MANAGMENT SYSTEM
AUGUST 2011



KELLEY
ENGINEERING & SURVEYING

1000 SAN BENITO STREET, HOLLISTER, CA 95023
OFFICE: (831) 636-1104 FAX (831) 636-1837

Scope of Services

1. Limited Geotechnical Engineering Investigation

Earth Systems Pacific, under contract with Kelley Engineering & Surveying, will obtain 12 core samples from subsurface borings as described in section 202 of the FAA circular AC 150/5320-6E with the exception of the recommended number and spacing of the borings. Laboratory analysis including CBR tests will be performed in conformance with ASTM B-1883. Subsurface borings will be drilled in selected locations of interest. Kelley Engineering and Surveying will use the results of the core samples and CBR tests to provide preliminary recommendations to accommodate anticipated aircraft loadings. It is understood that this investigation is not in conformance with FAA advisory circular 150/5320-6E with respect to the number and spacing of the borings, and is preliminary in nature. Additional geotechnical investigations and engineering are required prior to forming any final recommendations.

2. Airport Pavement Inventory

Perform an inventory depicting locations of all runways, taxiways, and aprons. Inventory will include the type of pavement, year of construction if known, a description of the most recent rehabilitation and dimensions.

3. Pavement Assessment

Prepare an inventory assessment of the runways, taxiways, and aprons based upon a field inspection. The assessment will describe distress types, levels, and quantities.

4. Develop MicroPAVER database

Utilizing City supplied Micro PAVER software, develop and run the maintenance program and prepare reports, financial and otherwise. Kelley Engineering & Surveying shall provide all databases prepared to the City for future use by the City of Hollister.

5. Reports and Preliminary Recommendations

Prepare an engineering report based on the collected data to recommend improvements and maintenance activities to the runways, taxiways and aprons. The report shall contain preliminary recommendations to reach the City's goal of accommodating a fully loaded C17 (500,000 lbs) on runway 31 and a fully loaded C130 (155,000) lbs on runway 24.

6. Meetings with City Staff

Meet with City staff for project kick-off meeting.

Meet with City staff to discuss implementation of the software.

7. Final Engineering Report

Provided that MicroPAVER software is capable of linking with the County wide GIS, Kelley Engineering & Surveying will assist the County's GIS analyst in accomplishing this link.

Prepare a final engineering report as required by the FAA to close the grant. Deliverables of documents described above shall be provided to the City in formats and quantities suitable for the City's use. Each document provided shall consist of three printed and bound copies with an electronic file in Adobe ".PDF" format and delivered at the end of the project.

1. Limited Geotechnical Engineering Investigation

A limited geotechnical investigation was performed by Earth Systems Pacific under contract with Kelley Engineering and Surveying. A report was prepared and is dated May 26, 2011 and is identified with Earth Systems' file number SH-11508-SA

On April 25, 2011, 12 boring samples were taken from various locations on the airfield. A map of the boring locations is included in the Earth Systems report and as an attachment to this report. The depths of the borings vary from 5 and 10 feet. A graphic log of soil conditions found at each location is prepared and contains the location, date performed, auger type, pavement thickness, soil description, depth of soils, sample type, dry density, and moisture content.

Pavement thicknesses vary from a minimum of 3 inches found in boring #12 located in the taxiway leading to runway 31, to a maximum of 8" found in boring # 8 located in runway 24. The average pavement thickness encountered was 5 inches.

Material encountered beneath the asphalt layer varied from soil, minimally lime treated soil, lime treated soil, and aggregate base. Depth of lime treatment encountered varied from 0 inches to 5 inches. Depth of aggregate base encountered varied from 0 inches to 12 inches.

The soils encountered are primarily clay, some mixed with sand and some with gravel.

Subsurface water was not encountered in any of the borings.

The conclusions paragraph of the Earth Systems report states that the in-situ moisture content of the subgrade soils is at least twice the optimum value. It goes on to say that "...the high moisture content of the subgrade soil would cause the soils to exhibit plastic behavior, particularly under moderate cyclic loading."

The maximum CBR of the subgrade soil was determined to be 4 at 100 percent of maximum dry density (117.4 pcf) and optimum moisture content (12.1 percent). "Although CBR tests were not performed at the in-situ moistures and densities, from the test results it is apparent that the CBR of the subgrade soils at their existing moisture contents and densities would be 1 or less.

Reference is hereby made to the Earth Systems report for full particulars.

2. Airport Pavement Inventory

The MicroPAVER database was structured to include logical branches, sections and sample areas. Survey data from the Hollister Municipal Airport Resurfacing Project AIP 3-06-0105-11 was used to create a site plan identifying and quantifying the airfield, taxiway and hanger pavement areas. The inventory was entered into MicroPAVER through the intuitive user interface.

3. Pavement Assessment

A pavement assessment was performed by on-site visual inspections. Inspections took place between April 25, 2011 and May 2, 2011. An Airfield Asphalt Pavement Condition Survey Data Sheet was completed during the inspection for all asphalt surfaces. An Airfield Concrete Pavement Condition Survey Data Sheet was completed during the inspection for all concrete surfaces.

The inspection sheets contain all relevant data such as sample ID, dimensions, distress codes and severities.

The Asphalt Surfaced Airfields Paver Distress Identification Manual and the Concrete Surfaced Airfields Pavement Condition Index Manual were used as reference in determining pavement stresses and severities.

The data sheets are included in the appendix to this report.

4. Develop MicroPAVER database

The MicroPAVER database was developed through the intuitive user interface. The airfield inventory was divided into logical branches, sections, and sample areas. A site plan showing the identification of each branch, sections and sample is included in the appendix to this report.

The forecasting ability of MicroPAVER is dependent upon a consistent entry of data over a period of time. Pavement distresses from several sources were used to supplement the current inspection records. Documents with relevant historical pavement data were received from the airport manager. The data from these documents was analyzed and translated to the new inventory. The documents used include a letter from Kleinfelder to the Airport Manager/Operator dated May 17, 1993; an Airport Pavement Management System (APMS) report prepared by Kleinfelder and dated June 1995; a letter from the Department of Transportation Aeronautics Program to Allan D. Ritter dated July 17, 1995; and a memorandum from Jeff Hall, City of Hollister Construction Inspector, to David Rubcic, City of Hollister Engineer, dated November 28, 2001.

5. Reports and Preliminary Recommendations

Based upon the collected data and review of the FAA Advisory Circular AC 150/5320-6E Airport Pavement Design and Evaluation we offer the following preliminary recommendations:

1. To be able to take advantage of the prediction and management tools available in MicroPAVER, continue the evaluation of the airfield pavement by performing regularly scheduled pavement inspections and maintenance of the MicroPAVER database.
2. The scope of the Limited Geotechnical Engineering Investigation was developed to fit within budgetary constraints. A determination should be made if further subsurface investigation is warranted.
3. Since no ground water was encountered in any of soil borings and borings were taken at depths of 10 feet, it is evident that storm water is infiltrating into the subgrade soils. Therefore it is recommended that airport wide storm drain system improvements be designed and constructed in anticipation of major airport wide pavement reconstruction. Storm water should be collected at the surface and carried in underground closed conduits to an outfall located away from any airfield pavement.
4. The FAA pavement design criteria **requires** specific compaction minimums at specific depth ranges. These are found in Table 3-4 of the previously referenced advisory circular. According to the conclusions in the Earth Systems report the in-situ soils do not meet any of the minimum criteria. It is our recommendation therefore that a design team evaluate suitable subgrade and subbase treatment such that this data can be used to determine the recommended pavement structure to support the desired aircraft mix.

6. Meetings with City Staff

The project kick-off meeting was held on March 31, 2011. Present were David Rubcic and Mike Chambless of the City of Hollister, George Barnett of Earth Systems, and Matt Kelley of Kelley Engineering & Surveying. The meeting to transfer the software and discuss implementation is tentatively scheduled for the week of August 8th.

7. Final Engineering Report

Kelley Engineering and Surveying is please to provide this Final Engineering Report along with the fully developed MicroPAVER database and all supporting data.

From reading the MicroPAVER documentation it appears that it is capable of linking the database to a shapefile. The feasibility and practicality of this task should be carefully evaluated by the County's GIS Analyst. Kelley Engineering can assist the implementation by providing AutoCAD drawings depicting the pavement inventory.

The following reports are attached for use by City staff:

- Branch Condition Report
- Section Condition Report
- Work History Report
- Pavement Condition Analysis Runway 6-24
- Pavement Condition Analysis Runway 13-31

Date: 6 /13/2011

Branch Condition Report

1 of 3

Pavement Database: HOLLISTER MUNICIPAL AIRPORT NetworkID: Airport

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP-A (Apron A)	1	320.00	300.00	96,000.00	APRON	85.00	0.00	85.00
AP-B (Apron B)	1	800.00	300.00	240,000.00	APRON	85.00	0.00	85.00
AP-C (Apron C)	1	169.00	300.00	50,700.00	APRON	85.00	0.00	85.00
AP-D (Apron D)	1	269.90	269.90	72,846.01	APRON	85.00	0.00	85.00
AP-E (Apron E)	1	225.00	150.00	33,750.00	APRON	85.00	0.00	85.00
AP-F (Apron F)	1	60.00	50.00	3,000.00	APRON	85.00	0.00	85.00
AP-G (Apron G)	1	342.00	50.00	17,112.00	APRON	85.00	0.00	85.00
AP-H (Apron H)	1	335.43	335.43	112,516.28	APRON	85.00	0.00	85.00
AP-J (Apron J)	1	361.00	361.00	130,276.00	APRON	85.00	0.00	85.00
LIT 24 (Lead In Taxiway 24)	1	451.71	100.00	45,171.00	TAXIWAY	85.00	0.00	85.00
LIT 31 (Lead in Taxiway 13-31)	1	1,154.00	100.00	115,356.00	TAXIWAY	85.00	0.00	85.00
LIT 6 (Lead In Taxiway 6)	1	722.00	100.00	72,198.00	TAXIWAY	85.00	0.00	85.00
Rnwy 13-31 (Runway 13-31)	4	6,349.00	100.00	634,908.00	RUNWAY	70.00	15.71	70.00
Rnwy 6-24 (Runway 6-24)	3	3,081.28	100.00	306,358.00	RUNWAY	70.00	0.47	70.00
Shldr 6-24 (Shoulders 6-24)	10	8,120.58	50.00	389,885.50	TAXIWAY	70.00	15.43	70.00
Shldr 13-31 (Shoulders 13-31)	6	7,355.00	50.00	360,034.00	TAXIWAY	70.00	18.24	70.00

Date: 6/13/2011

Branch Condition Report

2 of 3

Pavement Database: HOLLISTER MUNICIPAL AIRPORT NetworkID: Airport

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average IRI	PCI Standard Deviation	Weighted Average IRI
Txln-Y (Taxilane Y)	1	1,492.00	25.00	37,300.00	TAXIWAY	7.00	0.00	7.00
Txwy A (Taxiway A)	6	8,123.08	50.00	415,824.00	TAXIWAY	23.12	19.12	23.12
Txwy B (Taxiway B)	2	295.00	50.00	16,635.00	TAXIWAY	2.00	0.00	2.00
Txwy C (Taxiway C)	5	4,241.00	50.00	221,774.00	TAXIWAY	22.80	3.50	22.80
Txwy D (Taxiway D)	1	500.00	50.00	33,813.00	TAXIWAY	25.00	0.00	25.00
Txwy E (Taxiway E)	1	225.00	50.00	12,495.00	TAXIWAY	15.00	0.00	15.00
Txwy F (Taxiway F)	1	225.00	50.00	11,921.00	TAXIWAY	50.00	0.00	50.00
Txwy H (Taxiway H)	1	175.00	50.00	11,150.00	TAXIWAY	10.00	0.00	10.00
Txwy J (Taxiway J)	2	423.00	50.00	22,414.00	TAXIWAY	11.00	11.50	11.00

Date: 6 /13/2011

Branch Condition Report

3 of 3

Pavement Database: HOLLISTER MUNICIPAL AIRPORT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	9	756,200.30	62.33	16.30	61.47
RUNWAY	7	941,266.00	74.14	18.60	70.16
TAXIWAY	39	1,765,970.50	57.54	32.42	54.68
All	55	3,463,436.80	60.44	29.38	60.37

Date: 6 /13/2011

Section Condition Report

1 of 4

Pavement Database: HOLLISTER MUNICIPAL AIRPORT

NetworkID: Airport

Branch ID	Section ID	Year Survey Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Area In SqFt	Age At Inspection	PCC Thickness
AP-A (Apron A)	AP-A	05/01/1942	PCC	APRON	P	0	96,000.00	96,000.00	69	50.00
AP-B (Apron B)	Apron B	05/01/1942	PCC	APRON	S	0	240,000.00	240,000.00	69	50.00
AP-C (Apron C)	Apron C	05/01/1942	PCC	APRON	S	0	50,700.00	50,700.00	69	75.00
AP-D (Apron D)	Apron D	05/01/1942	PCC	APRON	S	0	72,846.01	72,846.01	69	50.00
AP-E (Apron E)	Apron E	05/01/1942	PCC	APRON	S	0	33,750.00	33,750.00	69	50.00
AP-F (Apron F)	Apron F	05/01/1942	PCC	APRON	S	0	3,000.00	3,000.00	69	50.00
AP-G (Apron G)	Apron G	05/01/1942	AC	APRON	S	0	17,112.00	17,112.00	69	75.00
AP-H (Apron H)	Apron H	05/01/1942	AC	APRON	S	0	112,516.28	112,516.28	69	50.00
AP-J (Apron J)	Apron J	05/01/2011	AC	APRON	S	0	130,276.00	130,276.00	10	50.00
LIT 24 (Lead In Taxiway 24)	LIT 24	05/01/1942	AC	TAXIWAY	P	0	45,171.00	45,171.00	69	50.00
LIT 31 (Lead in Taxiway 13-31)	LIT 31	05/01/1942	AC	TAXIWAY	P	0	115,356.00	115,356.00	69	50.00
LIT 6 (Lead In Taxiway 6)	LIT 6	05/01/1942	AC	TAXIWAY	P	0	72,198.00	72,198.00	69	50.00
Rnwy 13-31 (Runway 13-31)	13-31 A	05/01/1949	AC	RUNWAY	P	0	234,908.00	234,908.00	21	50.00
Rnwy 13-31 (Runway 13-31)	13-31 B	05/01/1949	AC	RUNWAY	P	0	120,000.00	120,000.00	21	50.00
Rnwy 13-31 (Runway 13-31)	13-31 C	05/01/1942	AC	RUNWAY	P	0	120,000.00	120,000.00	69	50.00
Rnwy 13-31 (Runway 13-31)	13-31 D	05/01/1942	AC	RUNWAY	P	0	160,000.00	160,000.00	69	50.00
Rnwy 6-24 (Runway 6-24)	6-24 A	05/01/1942	AC	RUNWAY	P	0	67,000.00	67,000.00	69	50.00
Rnwy 6-24 (Runway 6-24)	6-24 B	05/01/1942	AC	RUNWAY	P	0	95,128.00	95,128.00	69	50.00
Rnwy 6-24 (Runway 6-24)	6-24 C	05/01/1942	AC	RUNWAY	P	0	144,230.00	144,230.00	69	50.00
Shldr 6-24 (Shoulders 6-24)	S LT 24 NW	05/01/1942	AC	TAXIWAY	T	0	22,585.50	22,585.50	69	50.00
Shldr 6-24 (Shoulders 6-24)	S LT 24 SE	05/01/1942	AC	TAXIWAY	T	0	16,757.00	16,757.00	69	50.00
Shldr 6-24 (Shoulders 6-24)	S LT 6 NW	05/01/1942	AC	TAXIWAY	T	0	36,099.00	36,099.00	69	50.00
Shldr 6-24 (Shoulders 6-24)	S LT 6 SE	05/01/1942	AC	TAXIWAY	T	0	30,173.00	30,173.00	87	50.00
Shldr 6-24 (Shoulders 6-24)	S6-24ANW	05/01/1942	AC	TAXIWAY	T	0	33,500.00	33,500.00	69	50.00
Shldr 6-24 (Shoulders 6-24)	S6-24ASE	05/01/1942	AC	TAXIWAY	T	0	34,334.00	34,334.00	69	50.00
Shldr 6-24 (Shoulders 6-24)	S6-24BNW	05/01/1942	AC	TAXIWAY	T	0	41,199.00	41,199.00	69	50.00

Date: 6 / 13 / 2011

Section Condition Report

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Pavement Database: HOLLISTER MUNICIPAL AIRPORT

NetworkID: Airport

Branch ID	Section ID	Year Constructed	Surface	Use	Rank	Lanes	True Area (SqFt)	Year Inspected	Age At Inspection	PCI
Shldr 6-24 (Shoulders 6-24)	S6-24BSE	0000/1942	AC	TAXIWAY	T	0	44,230.00	04/27/2011	69	25.00
Shldr 6-24 (Shoulders 6-24)	S6-24CNW	0000/1942	AC	TAXIWAY	T	0	69,444.00	04/27/2011	69	25.00
Shldr 6-24 (Shoulders 6-24)	S6-24CSE	0000/1942	AC	TAXIWAY	T	0	61,564.00	04/27/2011	69	25.00
Shldr13-31 (Shoulders 13-31)	S LT 31 NE	0000/1942	AC	TAXIWAY	T	0	45,169.00	04/27/2011	69	25.00
Shldr13-31 (Shoulders 13-31)	S LT 31 SW	0000/1942	AC	TAXIWAY	T	0	57,678.00	04/27/2011	69	25.00
Shldr13-31 (Shoulders 13-31)	SH C NE	0000/1942	AC	TAXIWAY	T	0	49,136.00	04/27/2011	69	25.00
Shldr13-31 (Shoulders 13-31)	SH C SW	0000/1942	AC	TAXIWAY	T	0	53,578.00	04/27/2011	69	25.00
Shldr13-31 (Shoulders 13-31)	SH D NE	0000/1942	AC	TAXIWAY	T	0	76,273.00	04/27/2011	69	25.00
Shldr13-31 (Shoulders 13-31)	SH D SW	0000/1942	AC	TAXIWAY	T	0	78,200.00	04/27/2011	69	25.00
Txn-Y (Taxilane Y)	Taxilane Y	0000/2007	AC	TAXIWAY	S	0	37,300.00	04/27/2011	10	25.00
Txwy A (Taxiway A)	TW-A-A	0000/1999	AC	TAXIWAY	P	0	125,582.00	04/27/2011	21	25.00
Txwy A (Taxiway A)	TW-A-B	0000/1999	AC	TAXIWAY	P	0	70,000.00	04/27/2011	21	25.00
Txwy A (Taxiway A)	TW-A-C	0000/1999	AC	TAXIWAY	P	0	52,476.00	04/27/2011	21	25.00
Txwy A (Taxiway A)	TW-A-D	0000/1999	AC	TAXIWAY	P	0	79,991.00	04/27/2011	21	25.00
Txwy A (Taxiway A)	TW-A-E	0000/1999	AC	TAXIWAY	P	0	37,372.00	04/27/2011	21	25.00
Txwy A (Taxiway A)	TW-A-F	0000/1942	AC	TAXIWAY	P	0	50,403.00	04/27/2011	69	25.00
Txwy B (Taxiway B)	TW-B-A	0000/1942	AC	TAXIWAY	P	0	4,040.00	04/27/2011	69	25.00
Txwy B (Taxiway B)	TW-B-B	0000/1942	AC	TAXIWAY	P	0	12,595.00	04/27/2011	69	25.00
Txwy C (Taxiway C)	TW-C-A	0000/1942	AC	TAXIWAY	P	0	74,438.00	04/27/2011	69	25.00
Txwy C (Taxiway C)	TW-C-B	0000/1942	AC	TAXIWAY	P	0	54,177.00	04/27/2011	69	25.00
Txwy C (Taxiway C)	TW-C-C	0000/1942	AC	TAXIWAY	P	0	13,714.00	04/27/2011	69	25.00
Txwy C (Taxiway C)	TW-C-D	0000/1942	AC	TAXIWAY	P	0	18,283.00	04/27/2011	69	25.00
Txwy C (Taxiway C)	TW-C-E	0000/1942	AC	TAXIWAY	P	0	61,162.00	04/27/2011	69	25.00
Txwy D (Taxiway D)	TW-D	0000/1942	AC	TAXIWAY	P	0	33,813.00	04/27/2011	69	25.00
Txwy E (Taxiway E)	TW-E	0000/1999	AC	TAXIWAY	P	0	12,495.00	04/27/2011	21	25.00
Txwy F (Taxiway F)	TW-F	0000/1999	AC	TAXIWAY	P	0	11,921.00	04/27/2011	21	25.00

Date: 6 /13/2011

Section Condition Report

3 of 4

Pavement Database: HOLLISTER MUNICIPAL AIRPORT

NetworkID: Airport

Branch ID	Section ID	True Area (SqFt)	Surface	Use	Rank	Lanes	True Area (SqFt)	Age At Inspection	PC
Txwy H (Taxiway H)	TW-H	11,150.00	AC	TAXIWAY	P	0	11,150.00	69	25.00
Txwy J (Taxiway J)	TW-J-A	9,199.00	AC	TAXIWAY	P	0	9,199.00	69	25.00
Txwy J (Taxiway J)	TW-J-B	13,215.00	AC	TAXIWAY	P	0	13,215.00	69	25.00

Date: 6 /13/2011

Section Condition Report

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Pavement Database: HOLLISTER MUNICIPAL AIRPORT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
06-10	10.00	167,576.00	2	80.50	5.50	83.55
21-25	21.00	744,745.00	9	65.89	18.50	56.46
over 40	69.41	2,551,115.80	44	58.41	31.29	59.99
All	59.33	3,463,436.80	55	60.44	29.38	60.37

Date:06/17/2011

Work History Report

1 of 8

Pavement Database:HOLLISTER MUNICIPAL

AIRPORT

Network: Airport		Branch: AP-A		(Apron A)		Section: AP-A		Surface: PCC	
L.C.D.: 06/01/1942		Use: APRON		Rank: P	Length: 320.00 Ft	Width: 300.00 Ft	True Area: 96,000.00 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
NU-IN		\$0	6.00	True					
Network: Airport		Branch: AP-B		(Apron B)		Section: Apron B		Surface: PCC	
L.C.D.: 06/01/1942		Use: APRON		Rank: S	Length: 800.00 Ft	Width: 300.00 Ft	True Area: 240,000.00 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
NU-IN		\$0	6.00	True					
Network: Airport		Branch: AP-C		(Apron C)		Section: Apron C		Surface: PCC	
L.C.D.: 06/01/1942		Use: APRON		Rank: S	Length: 169.00 Ft	Width: 300.00 Ft	True Area: 50,700.00 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
NU-IN		\$0	6.00	True					
Network: Airport		Branch: AP-D		(Apron D)		Section: Apron D		Surface: PCC	
L.C.D.: 06/01/1942		Use: APRON		Rank: S	Length: 269.90 Ft	Width: 269.90 Ft	True Area: 72,846.01 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
NU-IN		\$0	6.00	True					
Network: Airport		Branch: AP-E		(Apron E)		Section: Apron E		Surface: PCC	
L.C.D.: 06/01/1942		Use: APRON		Rank: S	Length: 225.00 Ft	Width: 150.00 Ft	True Area: 33,750.00 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
NU-IN		\$0	6.00	True					
Network: Airport		Branch: AP-F		(Apron F)		Section: Apron F		Surface: PCC	
L.C.D.: 06/01/1942		Use: APRON		Rank: S	Length: 60.00 Ft	Width: 50.00 Ft	True Area: 3,000.00 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
NU-IN		\$0	6.00	True					
Network: Airport		Branch: AP-G		(Apron G)		Section: Apron G		Surface: AC	
L.C.D.: 06/01/1942		Use: APRON		Rank: S	Length: 342.00 Ft	Width: 50.00 Ft	True Area: 17,112.00 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
SS-RE		\$0	6.00	False					
NU-IN		\$0	2.00	True					
Network: Airport		Branch: AP-H		(Apron H)		Section: Apron H		Surface: AC	
L.C.D.: 06/01/1942		Use: APRON		Rank: S	Length: 335.43 Ft	Width: 335.43 Ft	True Area: 112,516.28 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
SS-RE		\$0	6.00	False					
NU-IN		\$0	2.00	True					
Network: Airport		Branch: AP-J		(Apron J)		Section: Apron J		Surface: AC	
L.C.D.: 06/25/2001		Use: APRON		Rank: S	Length: 361.00 Ft	Width: 361.00 Ft	True Area: 130,276.00 SqF		
Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
SS-RE		\$0	6.00	False					
		\$0	6.00	False					

Date:06/17/2011

Work History Report

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Pavement Database:HOLLISTER MUNICIPAL

AIRPORT

NU-IN

\$0

True

Network: Airport Branch: LIT 24 (Lead In Taxiway 24) Section: LIT 24 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 451.71 Ft Width: 100.00 Ft True Area: 45.171.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal Rejuvenating	\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	5.00	True	

Network: Airport Branch: LIT 31 (Lead in Taxiway 13-31) Section: LIT 31 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 1.154.00 Ft Width: 100.00 Ft True Area: 115.356.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal Rejuvenating	\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	5.00	True	

Network: Airport Branch: LIT 6 (Lead In Taxiway 6) Section: LIT 6 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 722.00 Ft Width: 100.00 Ft True Area: 72.198.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal Rejuvenating	\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	5.00	True	

Network: Airport Branch: Rnwy 13-31 (Runway 13-31) Section: 13-31 A Surface: AC
 L.C.D.: 06/01/1990 Use: RUNWAY Rank: P Length: 2.349.00 Ft Width: 100.00 Ft True Area: 234.908.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal Rejuvenating	\$0	0.10	False	
06/01/1990	NU-IN	New Construction - Initial	\$0	4.00	True	

Network: Airport Branch: Rnwy 13-31 (Runway 13-31) Section: 13-31 B Surface: AC
 L.C.D.: 06/01/1990 Use: RUNWAY Rank: P Length: 1.200.00 Ft Width: 100.00 Ft True Area: 120.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal Rejuvenating	\$0	0.10	False	
06/01/1990	NU-IN	New Construction - Initial	\$0	4.50	True	

Network: Airport Branch: Rnwy 13-31 (Runway 13-31) Section: 13-31 C Surface: AC
 L.C.D.: 06/01/1942 Use: RUNWAY Rank: P Length: 1.200.00 Ft Width: 100.00 Ft True Area: 120.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal Rejuvenating	\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	5.00	True	

Network: Airport Branch: Rnwy 13-31 (Runway 13-31) Section: 13-31 D Surface: AC
 L.C.D.: 06/01/1942 Use: RUNWAY Rank: P Length: 1.600.00 Ft Width: 100.00 Ft True Area: 160.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal Rejuvenating	\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	5.00	True	

Network: Airport Branch: Rnwy 6-24 (Runway 6-24) Section: 6-24 A Surface: AC
 L.C.D.: 06/01/1942 Use: RUNWAY Rank: P Length: 670.00 Ft Width: 100.00 Ft True Area: 67.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal Rejuvenating	\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	4.50	True	

Date:06/17/2011

Work History Report

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Pavement Database:HOLLISTER MUNICIPAL

AIRPORT

Network: Airport Branch: Rnwy 6-24 (Runway 6-24) Section: 6-24 B Surface: AC
 L.C.D.: 06/01/1942 Use: RUNWAY Rank: P Length: 951.28 Ft Width: 100.00 Ft True Area: 95,128.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/1942	SS-RE	Surface Seal - Repaving/overlay	\$0	3.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	4.00	True	

Network: Airport Branch: Rnwy 6-24 (Runway 6-24) Section: 6-24 C Surface: AC
 L.C.D.: 06/01/1942 Use: RUNWAY Rank: P Length: 1,460.00 Ft Width: 100.00 Ft True Area: 144,230.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/1942			\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	8.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S LT 24 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 451.71 Ft Width: 50.00 Ft True Area: 22,585.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Construction - Initial	\$0	2.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S LT 24 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 337.36 Ft Width: 50.00 Ft True Area: 16,757.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Construction - Initial	\$0	2.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S LT 6 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 721.98 Ft Width: 50.00 Ft True Area: 36,099.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Construction - Initial	\$0	2.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S LT 6 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 606.00 Ft Width: 50.00 Ft True Area: 30,173.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	Unknown	Unknown Work - construction	\$0	0.00	True	
06/01/1942	NU-IN	New Construction - Initial	\$0	2.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S6-24AN Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 670.00 Ft Width: 50.00 Ft True Area: 33,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Construction - Initial	\$0	2.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S6-24AS Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 704.40 Ft Width: 50.00 Ft True Area: 34,334.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Construction - Initial	\$0	2.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S6-24BN Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 833.09 Ft Width: 50.00 Ft True Area: 41,199.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Construction - Initial	\$0	2.00	True	

Date:06/17/2011

Work History Report

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Pavement Database:HOLLISTER MUNICIPAL
AIRPORT

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S6-24BS Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 911.43 Ft Width: 50.00 Ft True Area: 44,230.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S6-24CN Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 1,460.50 Ft Width: 50.00 Ft True Area: 69,444.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Network: Airport Branch: Shldr 6-24 (Shoulders 6-24) Section: S6-24CS Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 1,424.11 Ft Width: 50.00 Ft True Area: 61,564.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Network: Airport Branch: Shldr13-31 (Shoulders 13-31) Section: S LT 31 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 927.00 Ft Width: 50.00 Ft True Area: 45,169.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Network: Airport Branch: Shldr13-31 (Shoulders 13-31) Section: S LT 31 Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 1,154.00 Ft Width: 50.00 Ft True Area: 57,678.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Network: Airport Branch: Shldr13-31 (Shoulders 13-31) Section: SH C NE Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 1,003.00 Ft Width: 50.00 Ft True Area: 49,136.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Network: Airport Branch: Shldr13-31 (Shoulders 13-31) Section: SH C SW Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 1,081.00 Ft Width: 50.00 Ft True Area: 53,578.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Network: Airport Branch: Shldr13-31 (Shoulders 13-31) Section: SH D NE Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 1,626.00 Ft Width: 50.00 Ft True Area: 76,273.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	SS-RE	Shoulder Seal - 1942	\$0	2.00	False	
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Network: Airport Branch: Shldr13-31 (Shoulders 13-31) Section: SH D SW Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: T Length: 1,564.00 Ft Width: 50.00 Ft True Area: 78,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1942	SS-RE	Shoulder Seal - 1942	\$0	2.00	False	
06/01/1942	NU-IN	New Shoulder - 1942	\$0	2.00	True	

Date:06/17/2011

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Pavement Database:HOLLISTER MUNICIPAL
AIRPORT

Network: Airport Branch: Txdn-Y (Taxilane Y) Section: Taxilane Surface: AC
 L.C.D.: 06/25/2001 Use: TAXIWAY Rank: S Length: 1,492.00 Ft Width: 25.00 Ft True Area: 37,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/25/2001	NU-IN	New Construction - Initial	\$0	2.00	True	

Network: Airport Branch: Txdy A (Taxiway A) Section: TW-A-A Surface: AC
 L.C.D.: 06/01/1990 Use: TAXIWAY Rank: P Length: 2,349.08 Ft Width: 50.00 Ft True Area: 125,582.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/01/1990	NU-IN	New Construction - Initial	\$0	4.00	True	

Network: Airport Branch: Txdy A (Taxiway A) Section: TW-A-B Surface: AC
 L.C.D.: 06/01/1990 Use: TAXIWAY Rank: P Length: 1,400.00 Ft Width: 50.00 Ft True Area: 70,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/01/1990	NU-IN	New Construction - Initial	\$0	4.00	True	
06/01/1942	Unknown	Unknown Major Construction	\$0	0.00	True	

Network: Airport Branch: Txdy A (Taxiway A) Section: TW-A-C Surface: AC
 L.C.D.: 06/01/1990 Use: TAXIWAY Rank: P Length: 1,042.00 Ft Width: 50.00 Ft True Area: 52,476.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/01/1990	NU-IN	New Construction - Initial	\$0	3.00	True	
06/01/1942	Unknown	Unknown Major Construction	\$0	0.00	True	

Network: Airport Branch: Txdy A (Taxiway A) Section: TW-A-D Surface: AC
 L.C.D.: 06/01/1990 Use: TAXIWAY Rank: P Length: 1,593.00 Ft Width: 50.00 Ft True Area: 79,991.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/01/1990	NU-IN	New Construction - Initial	\$0	3.00	True	
06/01/1942	Unknown	Unknown Major Construction	\$0	0.00	True	

Network: Airport Branch: Txdy A (Taxiway A) Section: TW-A-E Surface: AC
 L.C.D.: 06/01/1990 Use: TAXIWAY Rank: P Length: 728.00 Ft Width: 50.00 Ft True Area: 37,372.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/01/1990	NU-IN	New Construction - Initial	\$0	3.00	True	
06/01/1942	Unknown	Unknown Major Construction	\$0	0.00	True	

Network: Airport Branch: Txdy A (Taxiway A) Section: TW-A-F Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 1,011.00 Ft Width: 50.00 Ft True Area: 50,403.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2008	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	3.00	True	

Network: Airport Branch: Txdy B (Taxiway B) Section: TW-B-A Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 70.00 Ft Width: 50.00 Ft True Area: 4,040.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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Date:06/17/2011

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Pavement Database:HOLLISTER MUNICIPAL

AIRPORT

Work Date	06/01/1992	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	
Network: Airport Branch: Txyw B (Taxiway B) Section: TW-B-B Surface: AC L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 225.00 Ft Width: 50.00 Ft True Area: 12.595.00 SqF													
Work Date	06/01/1992	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	
Network: Airport Branch: Txyw C (Taxiway C) Section: TW-C-A Surface: AC L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 1.392.00 Ft Width: 50.00 Ft True Area: 74.438.00 SqF													
Work Date	06/01/1992	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	
Network: Airport Branch: Txyw C (Taxiway C) Section: TW-C-B Surface: AC L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 1.075.00 Ft Width: 50.00 Ft True Area: 54.177.00 SqF													
Work Date	06/01/1992	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	
Network: Airport Branch: Txyw C (Taxiway C) Section: TW-C-C Surface: AC L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 225.00 Ft Width: 50.00 Ft True Area: 13.714.00 SqF													
Work Date	06/01/1992	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	
Network: Airport Branch: Txyw C (Taxiway C) Section: TW-C-D Surface: AC L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 374.00 Ft Width: 50.00 Ft True Area: 18.283.00 SqF													
Work Date	06/01/1992	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	
Network: Airport Branch: Txyw C (Taxiway C) Section: TW-C-E Surface: AC L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 1.175.00 Ft Width: 50.00 Ft True Area: 61.162.00 SqF													
Work Date	06/01/1992	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	
Network: Airport Branch: Txyw D (Taxiway D) Section: TW-D Surface: AC L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 500.00 Ft Width: 50.00 Ft True Area: 33.813.00 SqF													
Work Date	06/01/1992	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	
Network: Airport Branch: Txyw E (Taxiway E) Section: TW-E Surface: AC L.C.D.: 06/01/1990 Use: TAXIWAY Rank: P Length: 225.00 Ft Width: 50.00 Ft True Area: 12.495.00 SqF													
Work Date	06/01/1990	Work Code	SS-RE NU-IN	Work Description	Surface Seal - Restoring New Construction - Initial	Cost	\$0 \$0	Thickness (in)	0.10 0.00	Major M&R	False True	Comments	

Date:06/17/2011

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Pavement Database:HOLLISTER MUNICIPAL

AIRPORT

Network: Airport Branch: Txwy F (Taxiway F) Section: TW-F Surface: AC
 L.C.D.: 06/01/1990 Use: TAXIWAY Rank: P Length: 225.00 Ft Width: 50.00 Ft True Area: 11,921.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/17/2005	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/01/1990	NU-IN	New Construction - Initial	\$0	4.00	True	

Network: Airport Branch: Txwy H (Taxiway H) Section: TW-H Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 175.00 Ft Width: 50.00 Ft True Area: 11,150.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2005	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	
06/01/1942	NU-IN	New Construction - Initial	\$0	6.00	True	

Network: Airport Branch: Txwy J (Taxiway J) Section: TW-J-A Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 188.00 Ft Width: 50.00 Ft True Area: 9,199.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2005	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	Surf seal
06/01/1942	NU-IN	New Construction - Initial	\$0	6.00	True	

Network: Airport Branch: Txwy J (Taxiway J) Section: TW-J-B Surface: AC
 L.C.D.: 06/01/1942 Use: TAXIWAY Rank: P Length: 235.00 Ft Width: 50.00 Ft True Area: 13,215.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/22/2005	SS-RE	Surface Seal - Resurfacing	\$0	0.10	False	Surf seal
06/01/1942	NU-IN	New Construction - Initial	\$0	2.00	True	

Date:06/17/2011

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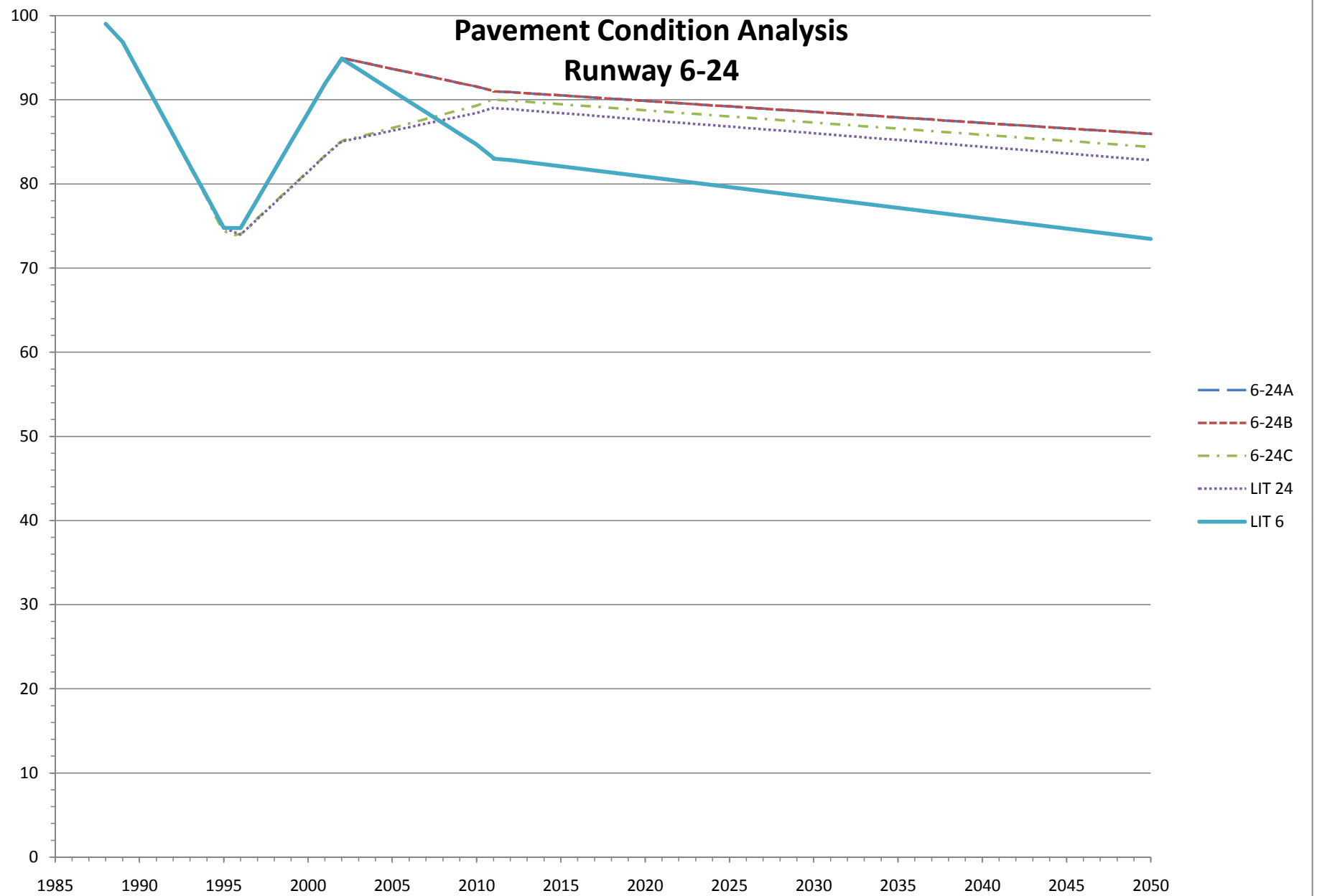
Pavement Database:HOLLISTER MUNICIPAL

AIRPORT

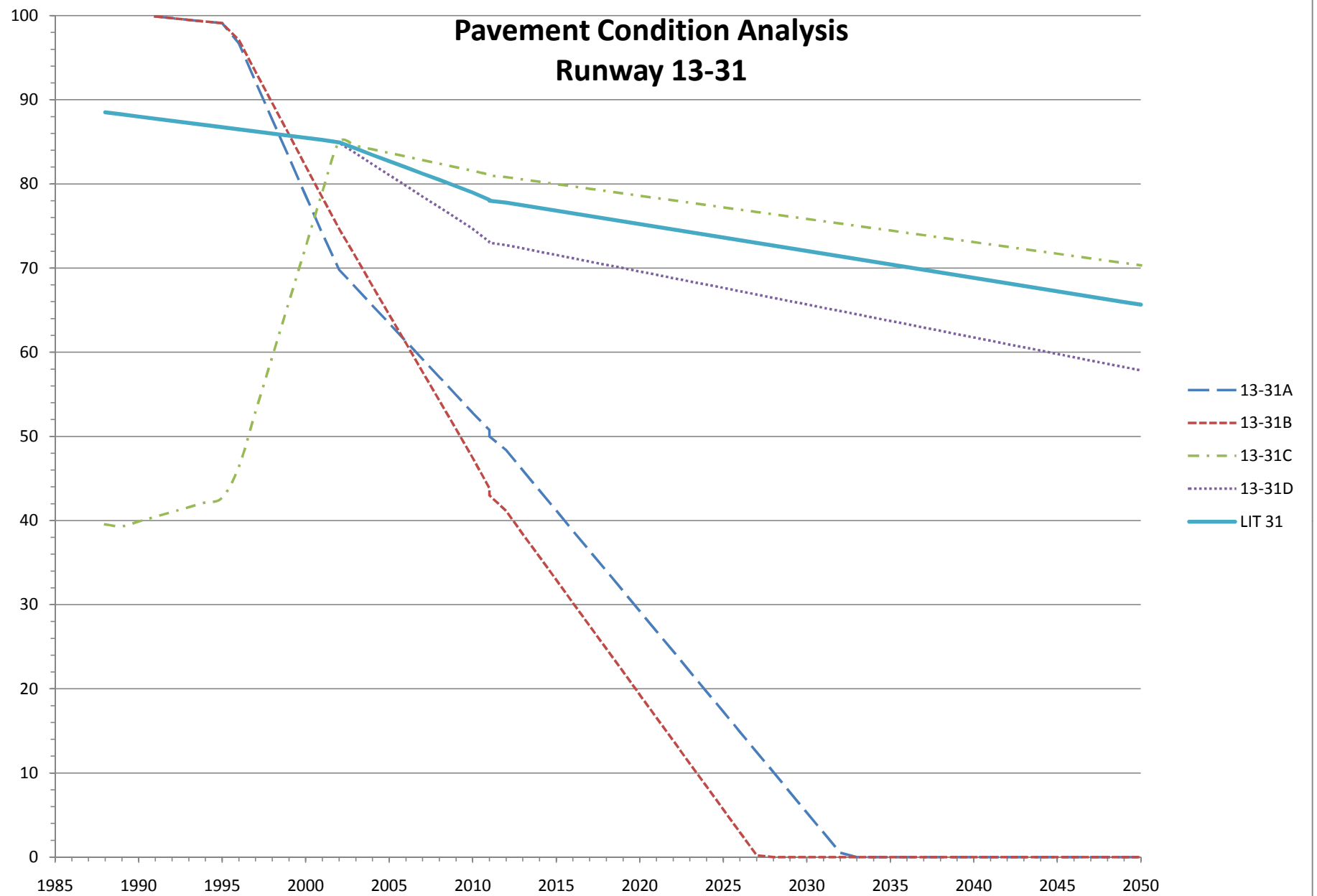
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
	0	274,506.00	.05	.07
New Construction - Initial	55	3,463,436.80	3.15	2.18
Surface Seal - Rejuvenating	34	2,227,464.29	.10	.00
Unknown Major - construction	5	270,012.00	.00	.00

Pavement Condition Analysis Runway 6-24



Pavement Condition Analysis Runway 13-31





May 26, 2011

File No. SH-11508-SA

Mr. Matthew Kelley, P.E., L.S.
Kelley Engineering & Surveying
1000 San Benito Street
Hollister, CA 95023

Project: **Hollister Municipal Airport Pavement Management System**
Hollister, California

Subject: **Limited Geotechnical Engineering Investigation**

Reference: Proposal for a Limited Geotechnical Engineering Investigation, Hollister Municipal Airport Pavement Management System, Hollister, California, by Earth Systems Pacific, dated January 13, 2011

Dear Mr. Kelley:

In accordance with your authorization of the above-referenced proposal, we have conducted a limited geotechnical engineering investigation in support of the Hollister Municipal Airport Pavement Management System (PMS) project. We understand that the intent of the PMS is to guide the Hollister Municipal Airport in efficient maintenance strategies for the existing runways and taxiways using pavement management software, Micro Paver. The PMS is to be developed in conjunction with FAA grant program and technical advisory circulars. A limited geotechnical engineering report was needed to determine the existing pavement sections for the runways, taxiways, and aprons, as well as general subsurface information. Due to the project budget constraints, the proposed limited geotechnical engineering investigation was not intended to be in conformance with the provisions of FAA Advisory Circular AC 150/5320—6E.

Scope of Services

The scope of work for the limited geotechnical engineering investigation included subsurface exploration, laboratory testing of selected soil samples, engineering evaluation of the data collected, and preparation of this report. The analysis and report were based on a preliminary boring location map and other information provided by the client.

The report is intended to comply with common geotechnical engineering practice in this area at this time under similar conditions. The field and laboratory tests were performed in general conformance with the standards noted, as modified by common geotechnical practice in this area at this time under similar conditions.



Evaluation of the site geology, and analyses of the soil for asbestos (either man-made or naturally occurring), corrosion potential, radioisotopes, hydrocarbons, or other chemical properties are beyond the scope of this report.

Field Investigation and Laboratory Testing

The subsurface exploration consisted of twelve borings drilled at the site on April 25, 2011. The borings were drilled at the locations specified by the client using a truck mounted Mobile Drill rig, Model B-60, equipped with an 8-inch outside diameter, continuous flight, hollow stem auger.

Soils encountered in the borings were categorized and logged in general accordance with the Unified Soil Classification System. Copies of the boring logs are attached. As the borings were drilled, soil samples were obtained using a ring-lined barrel sampler (ASTM D 3550-01 (2007) with a shoe similar to D 2937-04), and bulk samples were obtained from the auger cuttings.

Twenty-four ring samples of the soil were tested for moisture and density (ASTM D 2216-05 and D 2937-04, modified for ring liners). A bulk sample of the combined subgrade soil from five boring locations was tested for particle size distribution (ASTM D 422-63 (2007) and D 1140-06), plasticity index (ASTM D 4318-05), maximum dry density/optimum moisture content (ASTM D 1557-07, and California Bearing Ratio (CBR - ASTM D 1883-07). The CBR test was performed for a range of moisture contents and dry densities to assess the effects of those variables on the CBR. Copies of the laboratory test results are attached.

General Subsurface Profile

All of the borings were drilled through the existing asphalt concrete pavement, where the pavement thickness typically ranged from approximately 4 to 6 inches. However, at the locations of Borings 8 and 12, the asphalt concrete thicknesses were 8 inches and 3 inches, respectively. In Borings 1, 2 and 10, it appeared that the soil directly beneath the pavement had been lime treated, although in Boring 1, the depth of lime treatment was uncertain and it appeared that the treatment was minimal. Aggregate base (AB) layers were present beneath the pavement in Borings 3, 4, 6, 7, 8, 9, 11 and 12. The AB thicknesses in those borings typically ranged from about 8 to 12 inches, although the AB thicknesses in Borings 4 and 12 were 4 and 3 inches, respectively. At the locations of Borings 4, 5, 8, 11 and 12, layers of imported fill that may have been used as aggregate sub-base (ASB) were encountered.



The following table summarizes the measured thicknesses of AC, AB, and ASB. Where it appeared that the subgrade soil was lime treated, the estimated thickness of lime treated material is indicated in the ASB Thickness column. Comments are provided where considered appropriate regarding the observed properties of the ASB and lime treatment. It should be noted that although the material is described as ASB in the following table, it may not conform to any recognized standards for ASB.

Boring No.	AC Thickness	AB Thickness	ASB Thickness	Comments
1	4"	---	Minimal lime	Some indication of slight lime treatment
2	4.5"	---	18"ASB/5" lime	Lean clay with gravel/clayey sand ASB
3	5"	12"	---	
4	6"	4"	10"	Clayey sand with gravel ASB
5	5"	---	18"	Clayey sand ASB
6	5"	8"	---	
7	4.5"	12"	---	
8	8"	8"	8"	Silty sand ASB
9	5"	12"	---	
10	4"	---	8" lime	
11	6"	8"	15"	Well graded sand ASB
12	3"	3"	18"	Clayey sand/sandy clay ASB

The native soils beneath the above-described pavement sections typically consisted of medium stiff to very stiff fat clays (CH) and lean clays (CL) that had variable sand contents. In Borings 3, 5 and 6, loose to medium dense clayey sands were present below depths ranging from 4 ½ to 9 ½ feet beneath the pavement surface. The AB, ASB and soils encountered in the borings were typically very moist at the time of drilling. Free subsurface water was not encountered within the 10-foot depth of exploration.



Conclusions

Bulk density tests of the ring samples indicated that the soil at a depth of 2 to 2-½ feet below the pavement surface had dry densities ranging from 86.8 to 99.5 pcf. When compared to the tested maximum dry density of the combined fat clay with sand sample (117.4 pcf), the resulting degrees of relative compaction range from 74 to 85 percent. The moisture contents of those ring samples ranged from 23.9 to 32.9 percent. When compared to the optimum moisture content of the combined sample (12.1 percent), it is apparent that the in-situ moisture contents are at least twice the optimum value. Based on plasticity index testing, the in-situ moisture contents are also well over the plastic limit of the sample tested (14 percent). This indicates that the high moisture content of the subgrade soil would cause the soil to exhibit plastic behavior, particularly under moderate cyclic loading.

A California Bearing Ratio (CBR) test was performed on a sample of the combined fat clay with sand subgrade soil. The CBR test is a measure of the mechanical strength of pavement subgrade soil for various soil densities. As shown on the dry density vs. CBR curve included in attached laboratory test results, the maximum CBR for the soil is on the order of 4 at 100 percent of maximum dry density (117.4 pcf) and optimum moisture content (12.1 percent). The CBR test results at lower dry densities and higher and lower moisture contents indicate that the CBR decreases as expected with reduced soil densities and moisture contents other than optimum. Although CBR tests were not performed at the in-situ moistures and densities, from the test results it is apparent that the CBR of the subgrade soils at their existing moisture contents and densities would be 1 or less.

Closure

This report is valid for conditions as they exist at this time for the type of project described herein. Our intent was to perform the investigation in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the locality of this project under similar conditions. No representation, warranty, or guarantee is either expressed or implied. This report is intended for the exclusive use by the client for the subject project. Application beyond the stated intent is strictly at the user's risk.

This document, the data, conclusions, and recommendations contained herein are the property of Earth Systems Pacific. This report shall be used in its entirety, with no individual sections reproduced or used out of context. Copies may be made only by Earth Systems Pacific, the



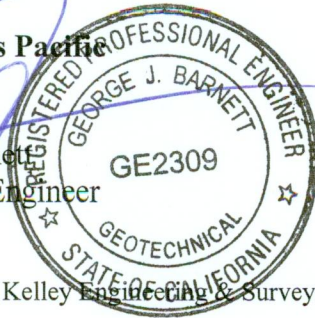
client, and his authorized agents for use exclusively on the subject project. Any other use is subject to federal copyright laws and the written approval of Earth Systems Pacific.

Thank you for this opportunity to have been of service. Please do not hesitate to contact this office if you have any questions regarding this report.

Respectfully submitted,

Earth Systems Pacific

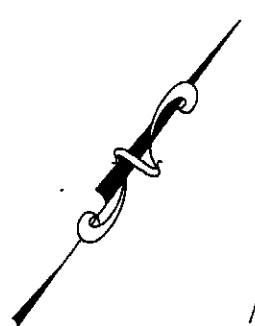
George J. Barnett
Geotechnical Engineer



Distribution: Kelley Engineering & Surveying, Attn: Mr. Matt Kelley, P.E. (4)

Attachments: Exploratory Boring Location Map
Boring Logs
Laboratory Test Results

Document No: 1106-503.SER



B12  **Approximate Boring Location**



Bringing Location Map

June, 2011

SH-11508-SA



Earth Systems Pacific

LOGGED BY: X. Mejia
DRILL RIG: B-60
AUGER TYPE: 8" Hollow Stem

Boring No. 1
PAGE 1 OF 1
JOB NO.: SH-11508-SA
DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			4" AC over soil (minimally lime treated)					
1	CH		Dark gray FAT CLAY with sand, very moist, stiff	1.0-2.5	○	86.8	32.9	17
2				1.0-2.5				
3	CL		Light gray sandy lean CLAY, very moist, veins of dark brown, very stiff	3.5-5.0	■	97.7	26.5	25
4								
5								
6								
7			-medium stiff					
8								
9				8.5-9.0	●			5
10			Grayish brown with orange streaks					
11			End of Boring @ 10.0'					
12			No subsurface water was encountered					
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

LOGGED BY: X. Mejia
DRILL RIG: B-60
AUGER TYPE: 8" Hollow Stem

Boring No. 2
PAGE 1 OF 1
JOB NO.: SH-11508-SA
DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			4.5" AC over 5" lime treated soil					
1	CL/SC		Gray brown lean Clay with gravel to clayey SAND, stiff/loose, very moist; ASB	1.0-2.5	■	98.9	25.8	13
2				2.0-4.0	○			
3	CL		Yellowish brown lean CLAY, stiff, very moist; Native	3.5-5.0	■	99.7	26.3	12
4								
5			End of Boring @ 5.0'					
6			No subsurface water was encountered					
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

LOGGED BY: X. Mejia
DRILL RIG: B-60
AUGER TYPE: 8" Hollow Stem

Boring No. 3
PAGE 1 OF 1
JOB NO.: SH-11508-SA
DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			5" AC over 12" AB					
1				1.0-2.5	■	99.5	23.9	20
2	CH	▨	Dark gray FAT CLAY with sand, very stiff, very moist	2.0-5.0	○			
3	CL	▨	Grayish brown lean CLAY, very stiff, very moist	3.5-5.0	■	112.6	23.5	16
4								
5	SC	▨	Light grayish brown clayey SAND, medium dense, very moist					
6			End of Boring @ 5.0'					
7			No subsurface water was encountered					
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



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LOGGED BY: X. Mejia
DRILL RIG: B-60
AUGER TYPE: 8" Hollow Stem

Boring No. 4
PAGE 1 OF 1
JOB NO.: SH-11508-SA
DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			6" AC over 4" AB					
1	SC		Yellowish brown clayey SAND with gravel, medium dense, very moist; ASB	1.0-2.5	■	90.6	29.9	17
2	CH		Dark gray FAT CLAY with sand, very moist, stiff; Native	2.0-5.0	○			
3				3.5-5.0	■	89.0	24.6	13
4	CL		Grayish brown lean CLAY, very moist, stiff					
5			End of Boring @ 5.0'					
6			No subsurface water was encountered					
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. it applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

LOGGED BY: X. Mejia
DRILL RIG: B-60
AUGER TYPE: 8" Hollow Stem

Boring No. 5
PAGE 1 OF 1
JOB NO.: SH-11508-SA
DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			5" AC (two different layers of AC)					
1	SC		Gray brown clayey SAND, loose, very moist; ASB	1.0–2.5		91.4	29.1	14
2	CH		Dark gray FAT CLAY with sand, very moist, stiff; Native	2.0–4.0				
3				3.5–5.0		98.5	20.1	17
4	CL		Brown to dark brown lean CLAY, moist to very moist, stiff					
5								
6								
7			—increasing sand, becoming yellowish brown					
8				8.5–10.0				10
9								
10	SC		Yellowish brown clayey SAND, loose, very moist					
11			End of Boring @ 10.0'					
12			No subsurface water was encountered					
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: Ring Sample Bulk Sample Shelby Tube Sample SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

Boring No. 6

PAGE 1 OF 1

LOGGED BY: X. Mejia

DRILL RIG: B-60

JOB NO.: SH-11508-SA

AUGER TYPE: 8" Hollow Stem

DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			5" AC over 8" AB					
1				1.0-2.5	■	98.2	26.3	13
2	CH		Dark gray brown sandy FAT CLAY, very moist, stiff	2.0-5.0	○			
3				3.5-5.0	■	100.1	25.4	19
4								
5	SC/ CL		Yellowish brown to grayish brown clayey SAND to sandy lean CLAY, very moist, medium dense, very stiff					
6								
7								
8				8.5-10.0	●			16
9			-more clayey					
10			End of Boring @ 10.0'					
11			No subsurface water was encountered					
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

Boring No. 7

PAGE 1 OF 1

LOGGED BY: X. Mejia

DRILL RIG: B-60

JOB NO.: SH-11508-SA

AUGER TYPE: 8" Hollow Stem

DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			4.5" AC over 12" AB					
1				1.0-2.5	■	90.2	31.0	9
2	CH	▨	Dark gray FAT CLAY with sand, very moist, medium stiff	2.0-5.0	○			
3								
4	CL	▨	Light grayish brown sandy lean CLAY, very moist, very stiff	3.5-5.0	■	96.2	27.9	19
5			End of Boring @ 5.0'					
6			No subsurface water was encountered					
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

Boring No. 8

PAGE 1 OF 1

JOB NO.: SH-11508-SA

DATE: 04/25/11

LOGGED BY: X. Mejia

DRILL RIG: B-60

AUGER TYPE: 8" Hollow Stem

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			8" AC over 8" AB					
1	SM		Brown silty SAND, medium dense, very moist; ASB	1.5-3.0	■	88.6	30.1	16
2	CH		Dark gray FAT CLAY with sand, very moist, stiff; Native	2.0-5.0	○			
3								
4	CL		Light grayish brown lean CLAY, very moist, stiff	3.5-5.0	■	99.9	25.1	16
5			End of Boring @ 5.0'					
6			No subsurface water was encountered					
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



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LOGGED BY: X. Mejia
DRILL RIG: B-60
AUGER TYPE: 8" Hollow Stem

Boring No. 9

PAGE 1 OF 1

JOB NO.: SH-11508-SA

DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			5" AC over 12" AB					
1				1.0-2.5	■	97.6	25.4	23
2	CH		Grayish brown FAT CLAY with sand, very moist, very stiff	2.0-5.0	○			
3				3.5-5.0	■	99.3	24.0	19
4								
5								
6								
7	CL		Light gray with brown streaks sandy lean CLAY, very moist, very stiff					
8				8.5-10.0	■			19
9								
10			End of Boring @ 10.0'					
11			No subsurface water was encountered					
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

Boring No. 10

PAGE 1 OF 1

LOGGED BY: X. Mejia

DRILL RIG: B-60

JOB NO.: SH-11508-SA

AUGER TYPE: 8" Hollow Stem

DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			4" AC over 8" lime treated soil					
1	CH		Grayish brown FAT CLAY with sand and yellowish brown sandy lean CLAY, very moist, stiff	1.0-2.5	■	94.2	28.9	15
2				2.0-4.0	○			
3	CL		Light yellowish to grayish brown sandy lean CLAY, very moist, stiff	3.5-5.0	■	92.8	27.5	13
4								
5			End of Boring @ 5.0'					
6			No subsurface water was encountered					
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

LOGGED BY: X. Mejia
DRILL RIG: B-60
AUGER TYPE: 8" Hollow Stem

Boring No. 11
PAGE 1 OF 1
JOB NO.: SH-11508-SA
DATE: 04/25/11

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			6" AC over 8" AB					
1	SW		Reddish brown well graded SAND, loose, very moist; ASB	1.5-3.0	■	93.8	29.4	13
2				2.0-5.0	○			
3	CH		Dark gray FAT CLAY with sand, very moist, very stiff; Native					
4								
5	CL		Light yellowish brown sandy lean CLAY, very moist, stiff					
6				6.0-6.5	■	97.7	26.4	16
7								
8				8.5-10.0	●			11
9								
10			End of Boring @ 10.0'					
11			No subsurface water was encountered					
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Bulk Sample □ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Earth Systems Pacific

Boring No. 12

PAGE 1 OF 1

JOB NO.: SH-11508-SA

DATE: 04/25/11

LOGGED BY: X. Mejia

DRILL RIG: B-60

AUGER TYPE: 8" Hollow Stem

DEPTH (feet)	USCS CLASS	SYMBOL	HOLLISTER MUNICIPAL AIRPORT PAVEMENT MANAGEMENT SYSTEM San Felipe Road Hollister, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 12 IN.
0			3" AC over 3" AB					
1	SC/ CL		Yellowish brown clayey SAND/sandy lean CLAY, very moist, medium dense, stiff; ASB	1.5-3.0		92.3	30.4	18
2	CH		Dark gray FAT CLAY with sand, stiff to very stiff, very moist; Native	2.0-5.0				
3								
4	CL		Light yellowish brown sandy lean CLAY, very moist, stiff	3.5-5.0		97.8	23.5	11
5			End of Boring @ 5.0'					
6			No subsurface water was encountered					
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: Ring Sample Bulk Sample Shelby Tube Sample SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.



Hollister Airport Pavement Management System

SH-11508-SA

May, 2011

BULK DENSITY & MOISTURE TEST RESULTS

ASTM D 2937-04 (modified for ring liners)

SAMPLE NO.	DEPTH feet	MOISTURE CONTENT, %	WET DENSITY, pcf	DRY DENSITY, pcf
B1-1	2.0 - 2.5	32.9	115.3	86.8
B1-2	4.5 - 5.0	26.5	123.5	97.7
B2-1	2.0 - 2.5	25.8	124.5	98.9
B2-2	4.5 - 5.0	26.3	125.9	99.7
B3-1	2.5 - 3.0	23.9	123.3	99.5
B3-2	4.5 - 5.0	23.5	139.1	112.6
B4-1	2.0 - 2.5	29.9	117.7	90.6
B4-2	4.5 - 5.0	24.6	110.9	89.0
B5-1	2.0 - 2.5	29.1	118.1	91.4
B5-2	4.5 - 5.0	20.1	118.3	98.5
B6-1	2.0 - 2.5	26.3	124.0	98.2
B6-2	4.5 - 5.0	25.4	125.5	100.1
B7-1	2.0 - 2.5	31.0	118.2	90.2
B7-2	4.5 - 5.0	27.9	123.1	96.2
B8-1	2.5 - 3.0	30.1	115.2	88.6
B8-2	4.5 - 5.0	25.1	125.0	99.9
B9-1	2.0 - 2.5	25.4	122.5	97.6
B9-2	4.5 - 5.0	24.0	123.1	99.3
B10-1	2.0 - 2.5	28.9	121.4	94.2
B10-2	4.5 - 5.0	27.5	118.3	92.8
B11-1	2.5 - 3.0	29.4	121.3	93.8
B11-2	6.0 - 6.5	26.4	123.4	97.7
B12-1	2.5 - 3.0	30.4	120.4	92.3
B12-2	4.5 - 5.0	23.5	120.9	97.8

PLASTICITY INDEX TEST RESULTS

ASTM D 4318-05

BORING NO.	DEPTH feet	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
Composite	0.0 - 5.0	53	14	39



Hollister Airport - Pavement Management System
Hollister, California

SH-11508-SA

PARTICLE SIZE ANALYSIS

ASTM D 422-63/07; D 1140-06

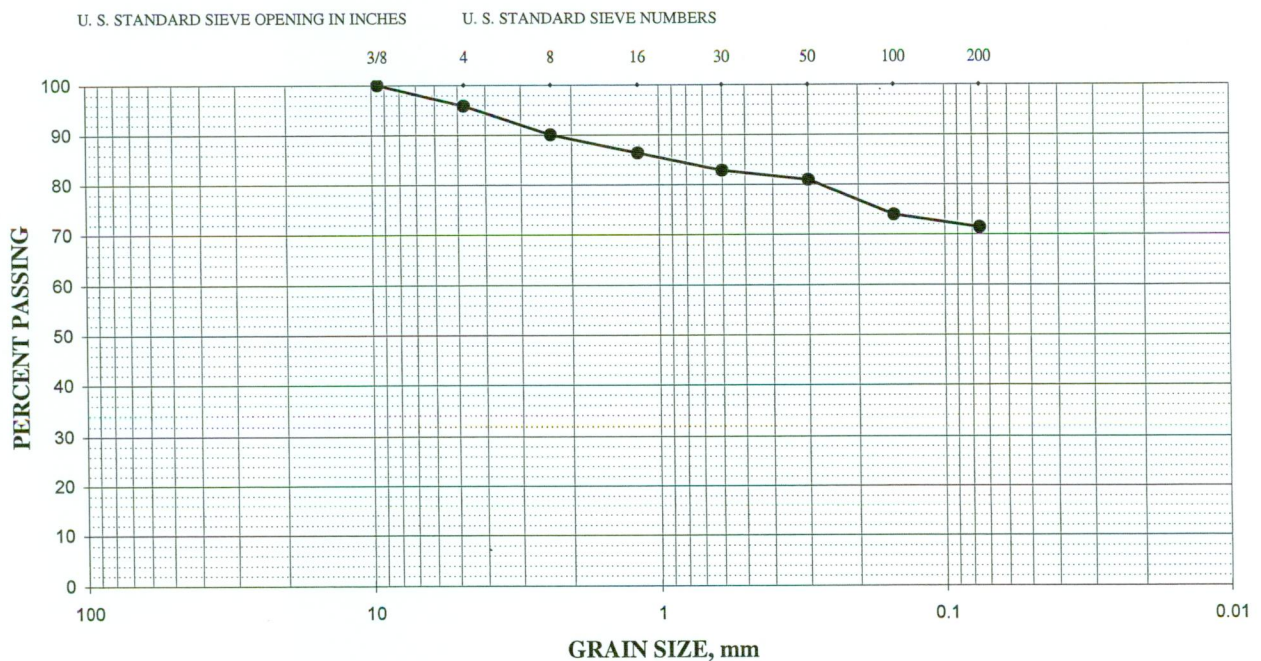
Composite

May 20, 2011

Dark Brown Fat Clay with Sand (CH)

LL = 53; PL = 14; PI = 39

Sieve size	% Retained	% Passing
3/8" (9.5-mm)	0	100
#4 (4.75-mm)	4	96
#8 (2.36-mm)	10	90
#16 (1.18-mm)	14	86
#30 (600- μ m)	17	83
#50 (300- μ m)	19	81
#100 (150- μ m)	26	74
#200 (75- μ m)	29	71





Hollister Airport - Pavement Management System
Hollister, California

SH-11508-SA

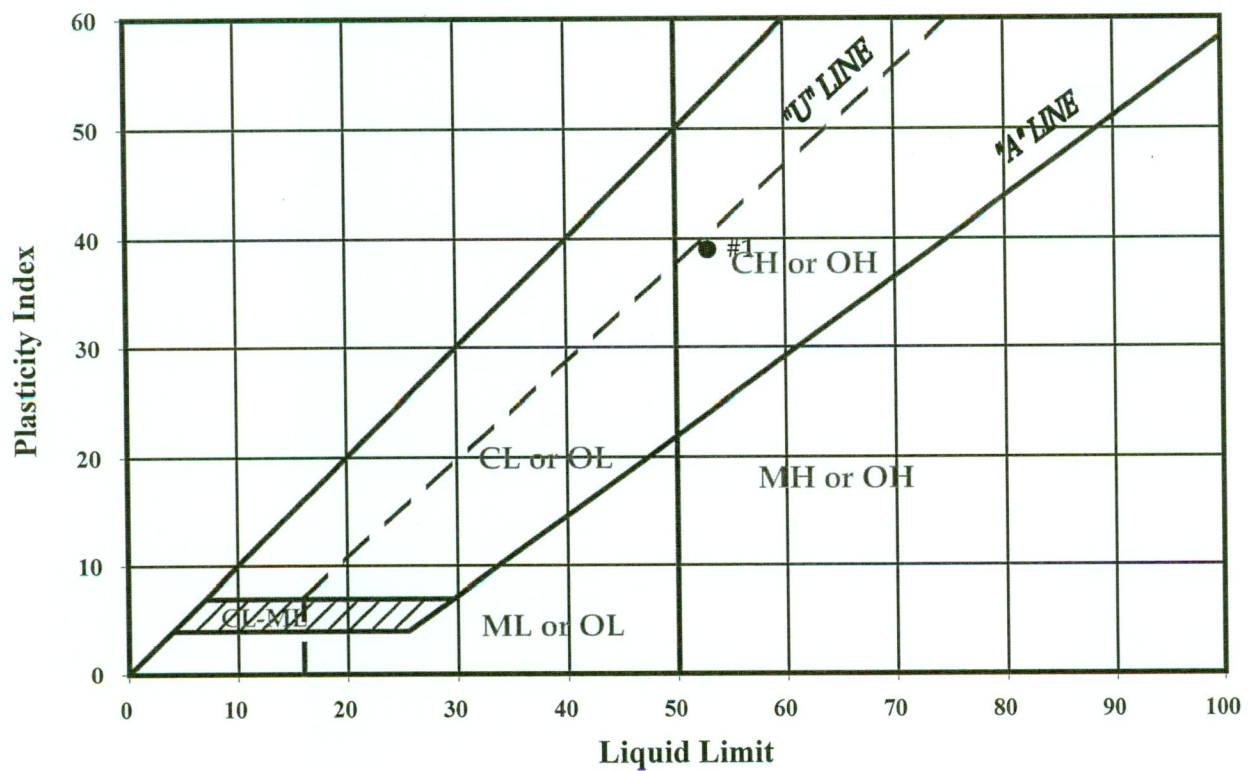
PLASTICITY INDEX

ASTM D 4318-05

May 20, 2011

Test No.:	1	2	3	4	5
Sample I.D.:	Composite				
Sample Depth:	2.0 - 5.0'				
Liquid Limit:	53				
Plastic Limit:	14				
Plasticity Index:	39				

Plasticity Chart





Hollister Airport - Pavement Management System
Hollister, California

SH-11508-SA

MOISTURE-DENSITY COMPACTION TEST

ASTM D 1557-09 (Modified)

PROCEDURE USED: C

May 17, 2011

PREPARATION METHOD: Moist

Composite Sample

RAMMER TYPE : Manual

Dark Brown Sandy Lean Clay (CL)

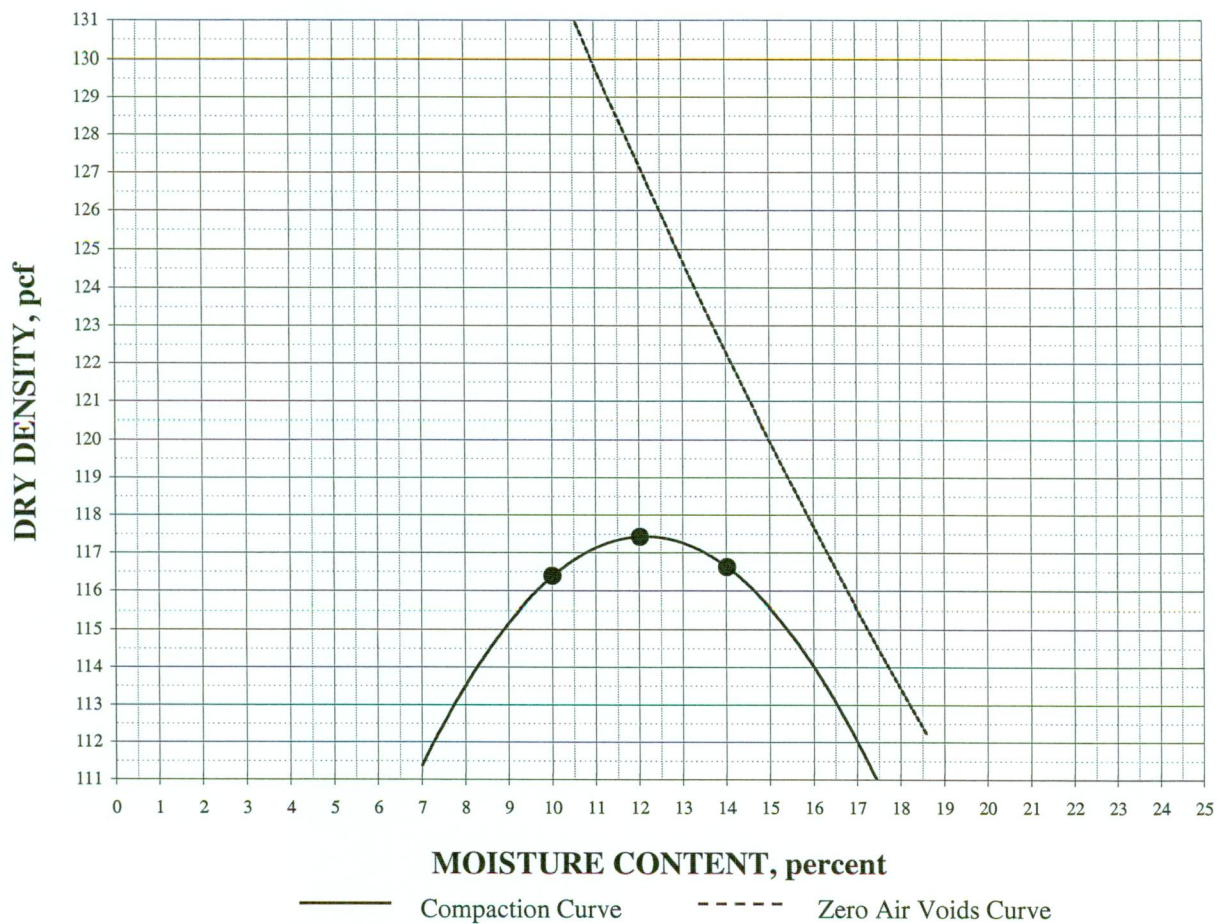
SPECIFIC GRAVITY: 2.70 (assumed)

SIEVE DATA:

Sieve Size	% Retained
3/4"	0
3/8"	0
#4	0

MAXIMUM DRY DENSITY: 117.4 pcf

OPTIMUM MOISTURE: 12.1 %





Hollister Airport - Pavement Management System
Hollister, California

SH-11508-SA

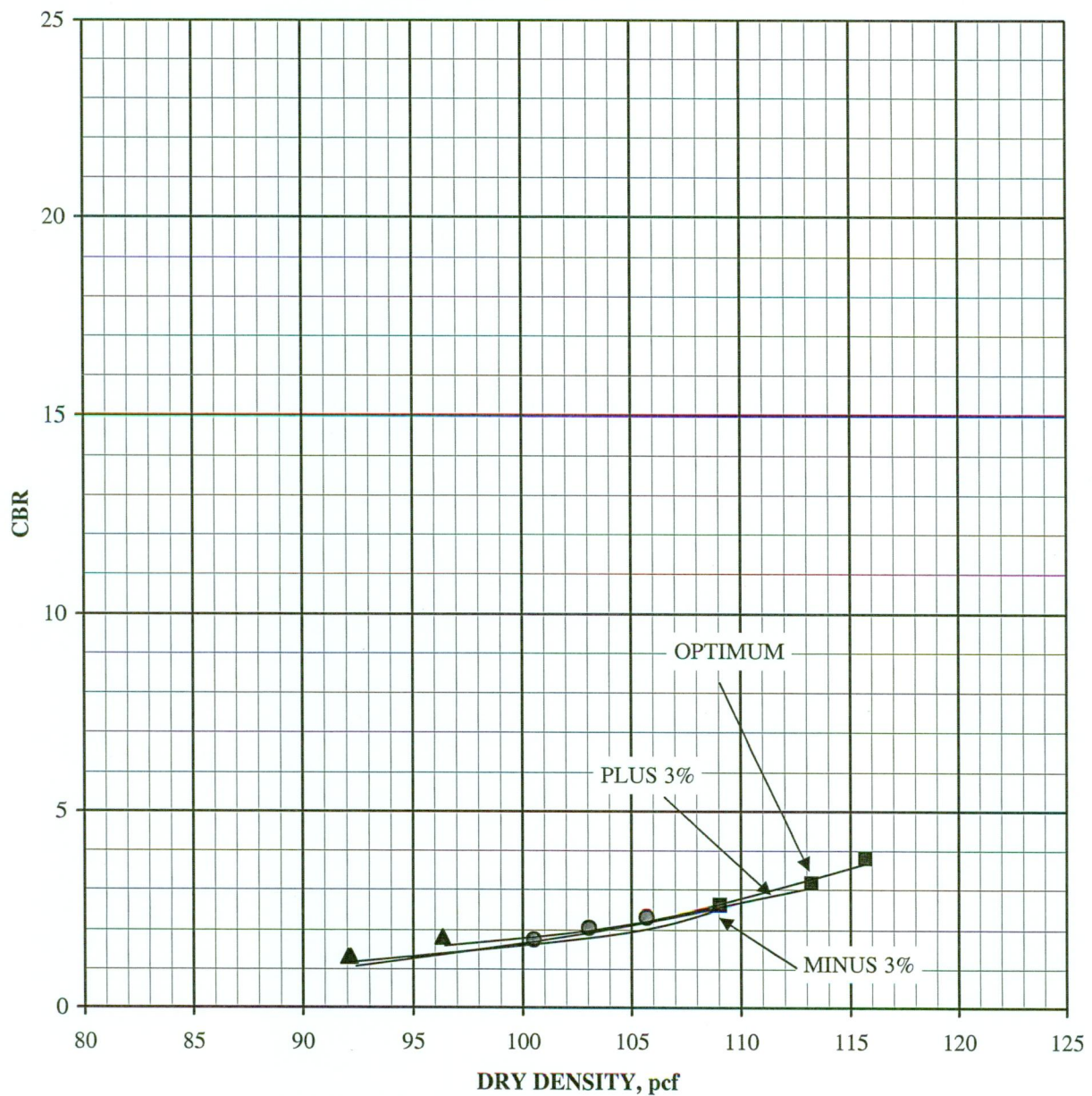
CALIFORNIA BEARING RATIO

ASTM D 1883-07 (For a Range of Moisture Contents)

Composite Sample
Sandy Lean Clay (CL)

May 17, 2011

DRY DENSITY vs. CBR
Arranged According to Moisture Content



■ 56 BLOWS PER LIFT ● 25 BLOWS PER LIFT ▲ 10 BLOWS PER LIFT



Hollister Airport - Pavement Management System
Hollister, California

SH-11508-SA

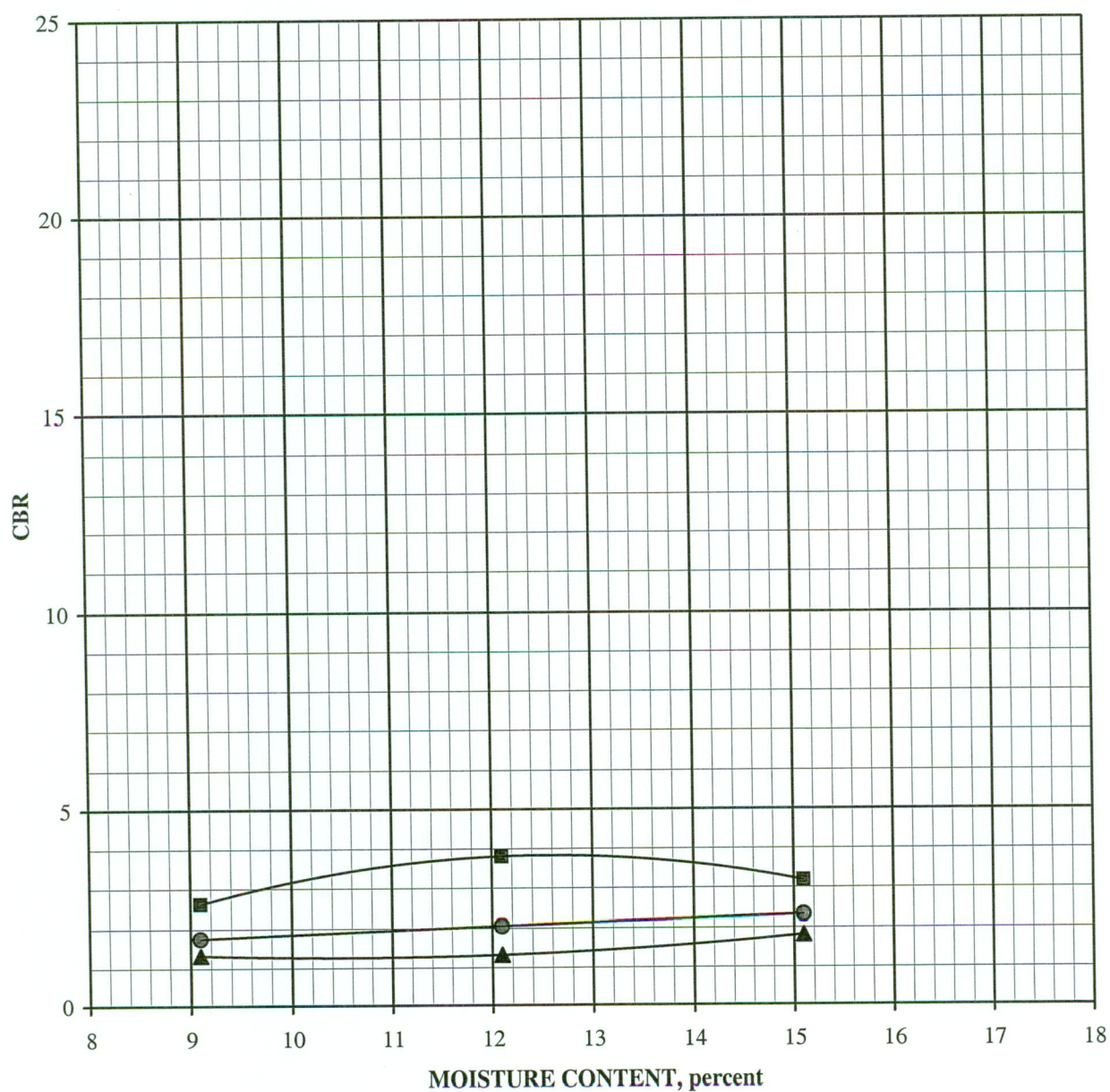
CALIFORNIA BEARING RATIO

ASTM D 1883-07 (For a Range of Moisture Contents)

Composite Sample
Sandy Lean Clay (CL)

May 17, 2011

CBR vs. MOISTURE CONTENT



■ 56 BLOWS PER LIFT

● 25 BLOWS PER LIFT

▲ 10 BLOWS PER LIFT



Hollister Airport - Pavement Management System
Hollister, California

SH-11508-SA

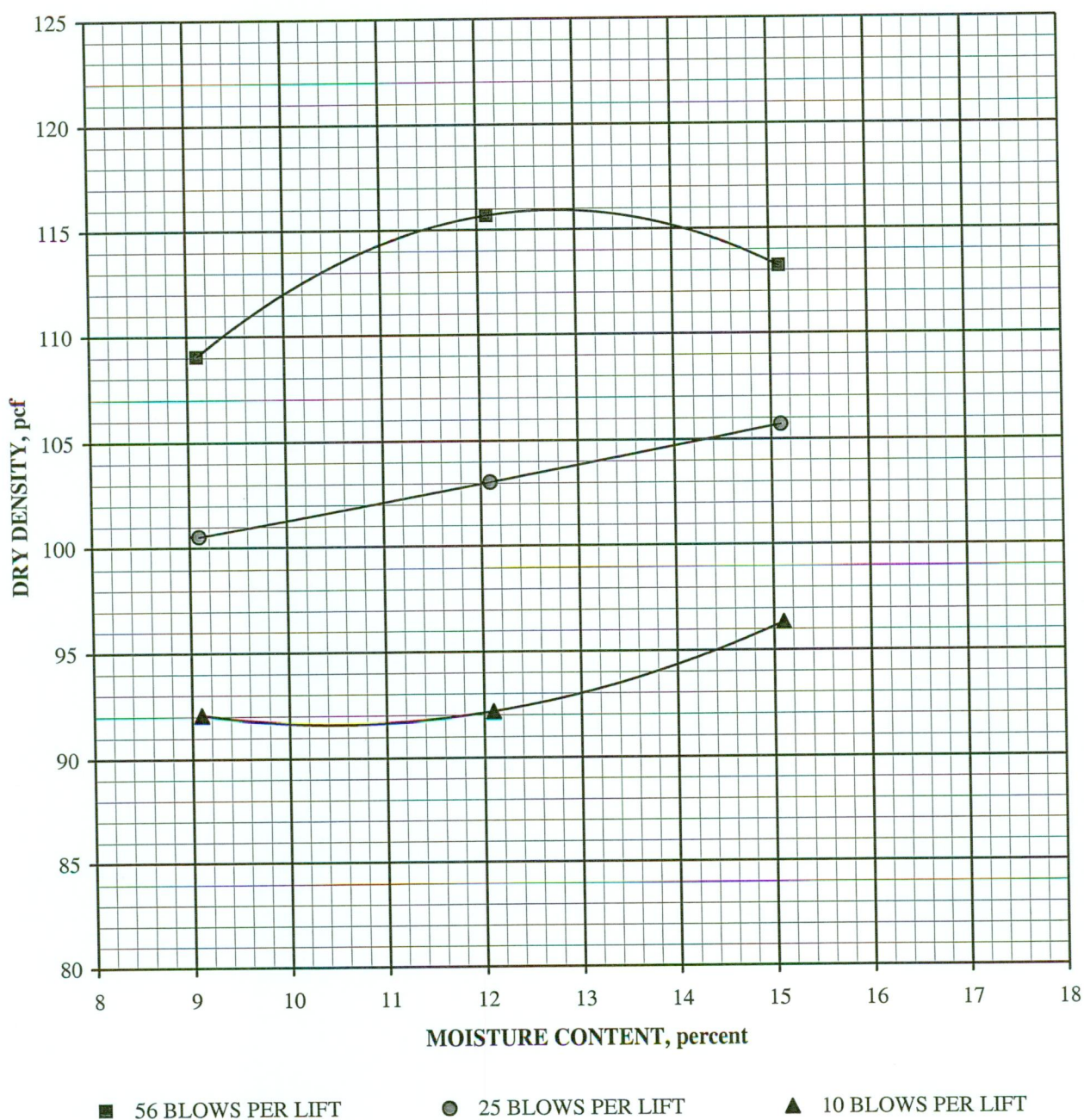
CALIFORNIA BEARING RATIO

ASTM D 1883-07 (For a Range of Moisture Contents)

Composite Sample
Sandy Lean Clay (CL)

May 17, 2011

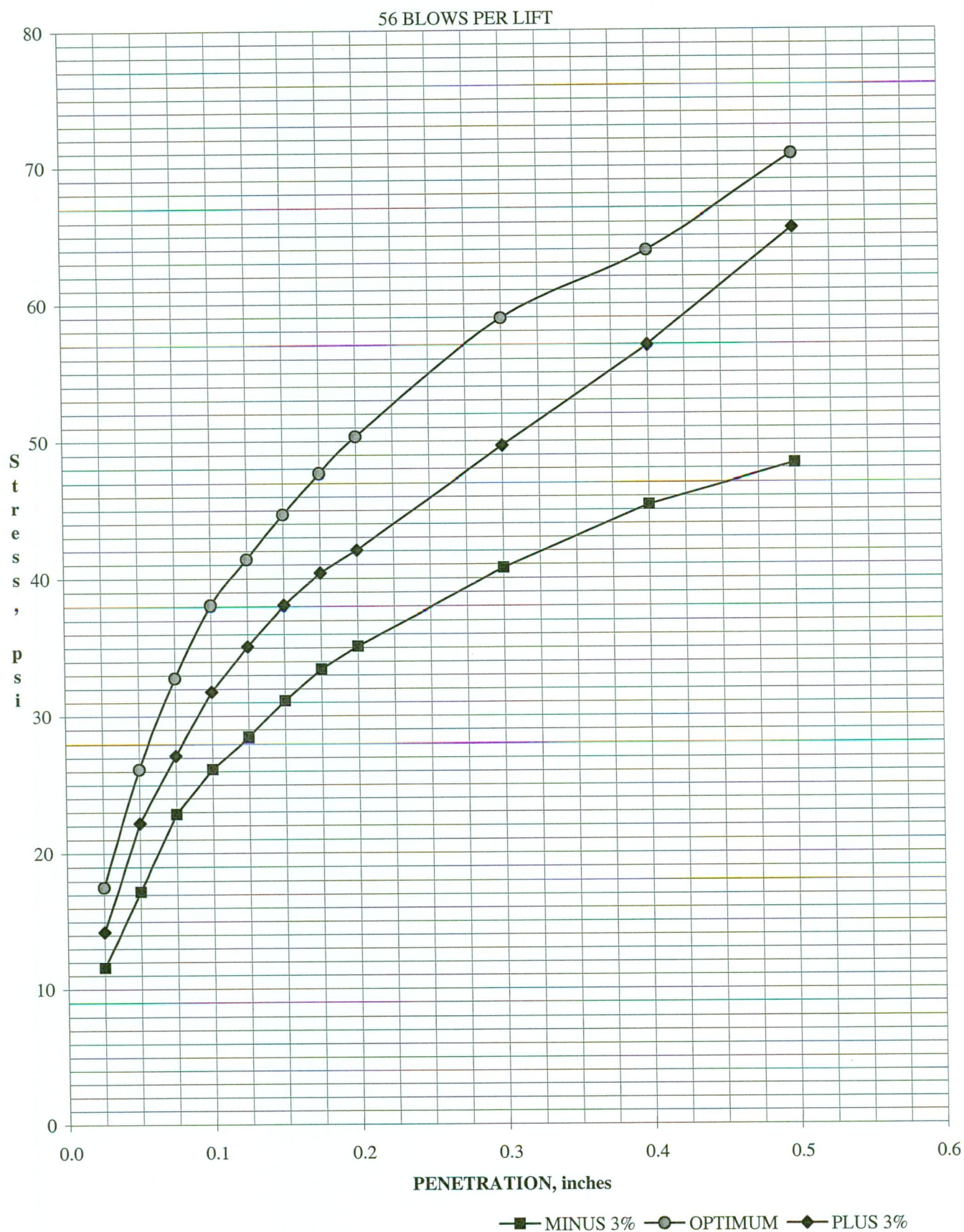
DRY DENSITY vs. MOISTURE CONTENT





Hollister Airport - Pavement Management System

Hollister, California





Hollister Airport - Pavement Management System
Hollister, California

56 BLOWS PER LIFT @ OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	38	3.8
0.2	50	3.4
0.3	59	3.1
0.4	64	2.8
0.5	71	2.7

56 BLOWS PER LIFT @ 3% OVER OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	32	3.2
0.2	42	2.8
0.3	50	2.6
0.4	57	2.5
0.5	66	2.5

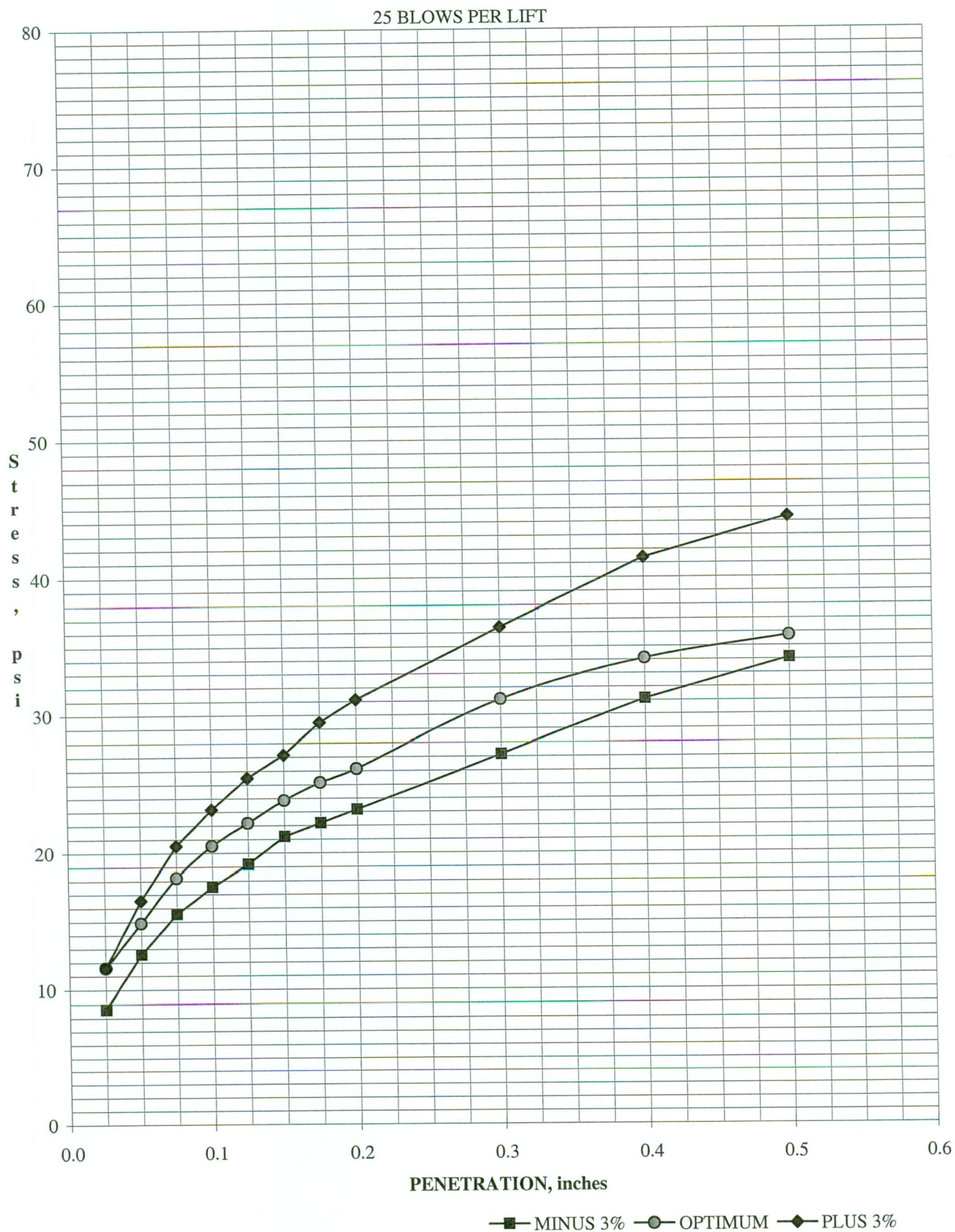
56 BLOWS PER LIFT @ 3% BELOW OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	26	2.6
0.2	35	2.3
0.3	41	2.1
0.4	45	2.0
0.5	48	1.9



Hollister Airport - Pavement Management System

Hollister, California





Hollister Airport - Pavement Management System
Hollister, California

25 BLOWS PER LIFT @ OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	21	2.1
0.2	26	1.7
0.3	31	1.6
0.4	34	1.5
0.5	36	1.4

25 BLOWS PER LIFT @ 3% OVER OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	23	2.3
0.2	31	2.1
0.3	36	1.9
0.4	41	1.8
0.5	44	1.7

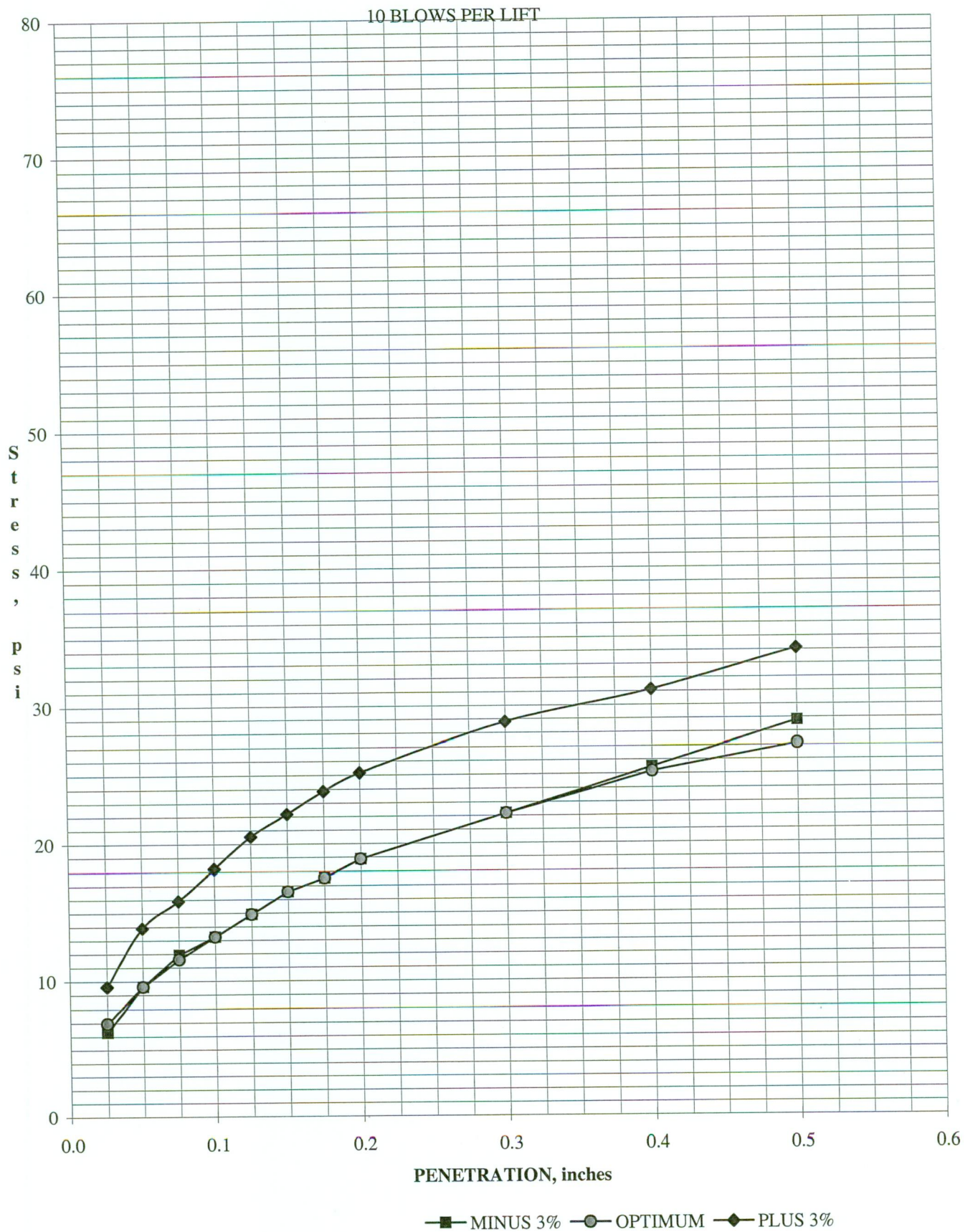
25 BLOWS PER LIFT @ 3% BELOW OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	18	1.8
0.2	23	1.5
0.3	27	1.4
0.4	31	1.4
0.5	34	1.3



Hollister Airport - Pavement Management System

Hollister, California





Hollister Airport - Pavement Management System
Hollister, California

10 BLOWS PER LIFT @ OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	13	1.3
0.2	19	1.3
0.3	22	1.2
0.4	25	1.1
0.5	27	1.0

10 BLOWS PER LIFT @ 3% OVER OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	18	1.8
0.2	25	1.7
0.3	29	1.5
0.4	31	1.4
0.5	34	1.3

10 BLOWS PER LIFT @ 3% BELOW OPTIMUM MOISTURE

Penetration, in.	Corrected Stress Values, psi	Bearing Ratio
0.1	13	1.3
0.2	19	1.3
0.3	22	1.2
0.4	25	1.1
0.5	29	1.1



Hollister Airport - Pavement Management System
Hollister, California

SH-11508-SA

CALIFORNIA BEARING RATIO

ASTM D 1883-07 (For a Range of Moisture Contents)

Composite Sample
Sandy Lean Clay (CL)

May 17, 2011

10 BLOWS PER LIFT

	-3 Percent	Optimum Moisture	+ 3 percent
Dry density, pcf, before soak	92.1	92.2	96.4
Moisture content, %, before soak	9.1	12.1	15.1
Moisture content, %, after soak, avg.	30.6	31.8	29.3
Moisture content, %, after soak, top 1"	29.2	31.6	28.0
Expansion, %, 96 hour soak	6.1	5.0	4.5
Bearing Ratio, 0.100" penetration	1.3	1.3	1.8

25 BLOWS PER LIFT

	-3 Percent	Optimum Moisture	+ 3 percent
Dry density, pcf, before soak	100.5	103.0	105.7
Moisture content, %, before soak	9.1	12.1	15.1
Moisture content, %, after soak, avg.	29.2	27.4	23.0
Moisture content, %, after soak, top 1"	27.5	28.8	27.6
Expansion, %, 96 hour soak	7.0	6.4	4.5
Bearing Ratio, 0.100" penetration	1.8	2.1	2.3

56 BLOWS PER LIFT

	-3 Percent	Optimum Moisture	+ 3 percent
Dry density, pcf, before soak	109.0	115.7	113.2
Moisture content, %, before soak	9.1	12.1	15.1
Moisture content, %, after soak, avg.	25.4	17.8	20.4
Moisture content, %, after soak, top 1"	25.3	25.2	25.3
Expansion, %, 96 hour soak	9.9	6.2	4.3
Bearing Ratio, 0.100" penetration	2.6	3.8	3.2

AIRFIELD PAVEMENT CONDITION SURVEY INSPECTION DATA SHEETS

JOB No. 11006

Hollister Municipal Airport

Pavement Management System

HOLLISTER, CA

May 2011

KELLEY

ENGINEERING & SURVEYING

1000 SAN BENITO STREET, HOLLISTER, CA 95023

OFFICE: (831) 636-1104 FAX (831) 636-1837

RUNWAY 6-24A

RUNWAY 6-24B

RUNWAY 6-24C

RUNWAY 13-31A

RUNWAY 13-31B

RUNWAY 13-31C

RUNWAY 13-31D

RUNWAYS

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID 6-24A				INSPECTOR NAME A. ANDRADE			
FROM LIT 6				BRANCH USE RUNWAY		DATE INSPECTED 4/27/2011	
TO TAXIWAY H				SECTION WIDTH 100'		SECTION LENGTH 700'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
L M H				PHOTOS 3			
48 40'				452			
52 50 SF				453			
MINOR WEATHERING OF SLURRY				454			
PHOTOS 452, 453, 454				PHOTOS 10			
				455			
				456			
				457			
				PHOTOS 13			
				458			
				459			
DISTRESS CODE				DISTRESS CODE			
L M H				L M H			
48 150'				48 60'			
52 50 SF				52 50 SF			
MINOR				MINOR			
PHOTOS 455, 456, 457				PHOTOS 458, 459			

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID 6-24B	INSPECTOR NAME A ANDRADE						
FROM TAXIWAY H	BRANCH USE RUNWAY			DATE INSPECTED 4/27/2011			
TO RUNWAY 13-31	SECTION WIDTH 100			SECTION LENGTH			
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft	45. Depression Sq Ft	49. Oil Spillage Sq Ft	53. Rutting Sq Ft				
42. Bleeding Sq Ft	46. Jet Blast Sq Ft	50. Patching Sq Ft	54. Shoving from PCC Sq Ft				
43. Block Cracking Sq Ft	47. Jt. Reflection (PCC) Ft	51. Polished Aggregate Sq Ft	55. Slippage Cracking Sq Ft				
44. Corrugation Sq Ft	48. Long. & Trans. Cracking Ft	52. Raveling/Weathering Sq Ft	56. Swell Sq Ft				
STATIONING 1+00.00 - 1+00.50			Sketch / Comments				
DISTRESS CODE	L	M	H				
48	100'						
49	0.25SF						
	PHOTOS						
	462, 463						
STATIONING 1+00.50 - 1+01.00			STATIONING 16+00.00 - 16+00.50				
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
48	80'			48	150'		
	PHOTOS				PHOTOS		
	464, 465				466, 467, 468		

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET																																																															
PID 6-24 C				INSPECTOR NAME A ANDRADE																																																											
FROM RUNWAY 13-31				BRANCH USE RUNWAY	DATE INSPECTED 4/27/2011																																																										
TO LIT 24				SECTION WIDTH 100	SECTION LENGTH																																																										
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AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET																																																																									
PID 13-31A				INSPECTOR NAME A. ANDRADE																																																																					
FROM 36+51				BRANCH USE Runway			DATE INSPECTED 4/27/2011																																																																		
TO TAXIWAY E				SECTION WIDTH 100			SECTION LENGTH																																																																		
AC Surfaced Distress Codes																																																																									
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DISTRESS CODES 10 SAMPLE NUMBER 3000				Sketch / Comments																																																																					
<table border="1"> <thead> <tr> <th>DISTRESS CODE</th> <th>L</th> <th>M</th> <th>H</th> </tr> </thead> <tbody> <tr> <td>43</td> <td>5000 SF</td> <td colspan="2">1/4" - 3/8" CRACKS</td> </tr> <tr> <td>52</td> <td>2500 SF</td> <td colspan="2">CRACK SEAL COMING OUT</td> </tr> <tr> <td>52</td> <td>1000 SF</td> <td colspan="2">SLURRY AG LOOSE</td> </tr> <tr> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td></td> <td colspan="3">PHOTOS 491, 492, 493</td> </tr> <tr> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td></td> <td></td> <td colspan="2"></td> </tr> </tbody> </table>										DISTRESS CODE	L	M	H	43	5000 SF	1/4" - 3/8" CRACKS		52	2500 SF	CRACK SEAL COMING OUT		52	1000 SF	SLURRY AG LOOSE							PHOTOS 491, 492, 493																																										
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DISTRESS CODES 25 SAMPLE NUMBER 5000				DISTRESS CODES 40 SAMPLE NUMBER 5000																																																																					
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	PHOTOS 494, 495, 496				PHOTOS 497, 498, 499																																																																				

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID B-31B				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY E				BRANCH USE RUNWAY	DATE INSPECTED 4/25/11		
TO TAXIWAY D				SECTION WIDTH 100'	SECTION LENGTH 1200'		
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H	12x50 OR 12x75 BLOCKS CRACKS 1/4" TO 1/2" FILLING FROM SLURRY IS COMING OUT			
43		5000SF					
52	1500SF	AG COMING OUT OF SLURRY					
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
43	2000SF	3000SF	12x50' BLOCKS 1/4" CRACKS	43	3500SF	1500SF	12x50' BLOCKS 1/4-1/2" CRACKS
52	1500SF	AG FROM SLURRY BRICKING OFF		52	1000SF	AG FROM SLURRY COMING OUT	

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET																																																																			
PID <u>13-31C</u>				INSPECTOR NAME <u>A. ANDRADE</u>																																																															
FROM <u>TAXIWAY D</u>				BRANCH USE <u>RUNWAY</u>		DATE INSPECTED <u>4/25/11</u>																																																													
TO <u>RUNWAY 6-24</u>				SECTION WIDTH <u>100'</u>		SECTION LENGTH <u>1200'</u>																																																													
AC Surfaced Distress Codes																																																																			
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Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID 1105 SECTION 13-31D				INSPECTOR NAME A. ANDRADE			
FROM 8A+00				BRANCH USE RUNWAY		DATE INSPECTED 4/25/11	
TO LIT 31				SECTION WIDTH 100		SECTION LENGTH 1600'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
SAMPLE NUMBER		SAMPLE AREA		Sketch / Comments			
25		500 SF					
DISTRESS CODE	L	M	H				
48	200'			← LONGITUDINAL CRACKS @ E 12' & 25' L			
48	1 SF						
52	300 SF	AGG FROM SURVEY SEAL COMING OFF					
SAMPLE NUMBER		SAMPLE AREA		SAMPLE NUMBER		SAMPLE AREA	
16		500 SF		7		500 SF	
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
48	160' LNE CRACKING @ P/MT SEAMS			48	120'	190'	MOSTLY LONG. BUT SOME TRANSVERSE
52		400 SF	AG FROM SURVEY SEAL COMING OUT	52		300 SF	AT WHEEL LOCATIONS MOSTLY SURVEY AG MISSING
52	75 SF	SCRAPES FROM EXCAVATING		52	10 SF	SCRAPES FROM EXCAV. T.	

LEAD IN TAXIWAY 6

LEAD IN TAXIWAY 24

LEAD IN TAXIWAY 31

TAXIWAY A-A

TAXIWAY A-B

TAXIWAY A-C

TAXIWAY A-D

TAXIWAY A-E

TAXIWAY A-F

TAXIWAY B-A&B

TAXIWAY C-A

TAXIWAY C-B

TAXIWAY C-C

TAXIWAY C-D

TAXIWAY C-E

TAXIWAY D

TAXIWAY E

TAXIWAY F

TAXIWAY H

TAXIWAY J-A

TAXIWAY J-B

TAXILANE Y

TAXIWAYS

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>LIT 6 LEAD IN TAXIWAY 6</u>				INSPECTOR NAME <u>ALLEN ANDRADE</u>			
FROM <u>61+08</u>				BRANCH USE <u>TAXIWAY</u>	DATE INSPECTED <u>4/27/2011</u>		
TO <u>RUNWAY 6-2A</u>				SECTION WIDTH <u>100</u>	SECTION LENGTH <u>722'</u>		
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
L M H				PHOTOS			
48	150'			* CONCRETE REINFORCES COMING OUT OF SLURRY - * SLURRY Not Very even Coarse on edges of seams smooth inside makes it look like runs			
52	250 SF			14 0439 crack 0440 RAVEL 0441 crack 7 0442 0443 0444			
PHOTOS 445, 446, 447							
DISTRESS CODE				DISTRESS CODE			
L M H				L M H			
48	175'			48	160'		
52	500 SF	AGE SLURRY		52	1000 SF	CONCRETE AGE	FROM SLURRY
				49	125 SF		
PHOTOS 0442, 443, 444				PHOTOS 439, 440, 441			

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>LIT 24</u>				INSPECTOR NAME <u>A. ANDRADE</u>			
FROM <u>RUNWAY 6-24</u>				BRANCH USE <u>TAXIWAY</u>		DATE INSPECTED <u>4/27/2011</u>	
TO <u>104+52</u>				SECTION WIDTH <u>100'</u>		SECTION LENGTH <u>452'</u>	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE L M H				Sketch / Comments			
48 90'							
49 2 SF							
52 150 SF @ WHEEL JUST SURFACE WEATHERING							
PHOTOS 480, 481							
7 500 SF							
DISTRESS CODE L M H				DISTRESS CODE L M H			
48 35'							
52 100 SF							
PHOTOS 482, 483							

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>LIT 31</u>				INSPECTOR NAME <u>A. ANDREDE</u>			
FROM <u>Runway 13-31 #</u>				BRANCH USE <u>TAXIWAY</u>		DATE INSPECTED <u>4/25/11</u>	
TO <u>111+54</u>				SECTION WIDTH <u>100'</u>		SECTION LENGTH <u>100 1154'</u>	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
SAMPLE NUMBER <u>4</u> SAMPLE AREA <u>SCORP</u>				Sketch / Comments			
DISTRESS CODE	L	M	H				
48	300'	C. PAVEMENT SEAMS					
49	15'						
52	1005'	R66 COMING OUT OF SURVEY @ WHEEL LOCATION 1					
SAMPLE NUMBER <u>13</u> SAMPLE AREA <u>SCORP</u>				SAMPLE NUMBER <u>14</u> SAMPLE AREA <u>SCORP</u>			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
48	400'	LONG CRACK @ WHEELS & SEAMS					
49	105'	OTE SPILL SPRAY ON WEEDS TODAY					

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY A-A				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY F				BRANCH USE TAXIWAY		DATE INSPECTED 4/27/2011	
TO TAXIWAY E				SECTION WIDTH 50		SECTION LENGTH 2349'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
43	2500	< 1/2" CRACKS					
43		2500	> 1/2"				
52	100SF CRACK SEAL SPALLING						
	PHOTOS 502, 503						
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H
43	2000SF						
43		2000SF					
43	large cracks		1000SF				
52	200SF CRACK SEAL SPALLING						
49	0.25SF						
	PHOTOS 504, 505, 506						

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY A-B				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY E				BRANCH USE TAXIWAY		DATE INSPECTED 4/27/2011	
TO TAXIWAY D				SECTION WIDTH 50		SECTION LENGTH 1400	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
PHOTO 1 5000				Sketch / Comments			
DISTRESS CODE	L	M	H				
A3	5000 SF						
B2	200 SF	AG Slurry Weathering					
	PHOTOS	509, 510					
DISTRESS CODE				DISTRESS CODE			
L M H				L M H			

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY A-C				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY D				BRANCH USE TAXIWAY		DATE INSPECTED 4/27/2011	
TO RUNWAY 6-24				SECTION WIDTH 50'		SECTION LENGTH 1042'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
				Sketch / Comments			
DISTRESS CODE	L	M	H				
49	1SF						
	PHOTO 513						
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
49	1SF						
48	75LF						
	PHOTO 514						

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>TAXIWAY A-D</u>				INSPECTOR NAME <u>A ANDERSON</u>			
FROM <u>RUNWAY 6-24</u>				BRANCH USE <u>TAXIWAY</u>		DATE INSPECTED <u>4/21/2007</u>	
TO <u>TAXIWAY B</u>				SECTION WIDTH <u>50'</u>		SECTION LENGTH <u>1590'</u>	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
49	3						
48	300' CRACKS ALONG EDGES ONLY						
	5561, 5560, 5569						
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H
49	15'						
48	425' EDGES & CENTER						
	5570, 5571, 5572						

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY A-E				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY B				BRANCH USE TAXIWAY		DATE INSPECTED 4/29/2011	
TO TW A-F				SECTION WIDTH 50'		SECTION LENGTH 728'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
48	2201						
49	0.255						
	5579, 5580, 5581						
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TWA-F				INSPECTOR NAME A ANDRADE			
FROM APRON C				BRANCH USE TAXWAY	DATE INSPECTED 4/29/2011		
TO RIT 31				SECTION WIDTH 50'	SECTION LENGTH 1011'		
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
50	225 SF						
55	500 SF						
	5582, 5583, 5584						
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H
41	500 SF	ALONG EDGES		48	500'		
49	1 SF				Primarily along SW EDGE		
	5585, 5586, 5587				5588, 5589, 5590		

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY B				INSPECTOR NAME A. ANDREATX			
FROM APRON B				BRANCH USE TAXIWAY		DATE INSPECTED 4/29/2011	
TO RUNWAY 13-31				SECTION WIDTH 50'		SECTION LENGTH 295'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
49	25'						
48	20'						
	5573, 5574, 5575						
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H
49	255'						
48	25'						
	5576, 5577, 5578						

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET									
PID TW C-A				INSPECTOR NAME A. ANDRADE					
FROM LIT 6				BRANCH USE TAXIWAY			DATE INSPECTED 4/29/2011		
TO TAXIWAY H				SECTION WIDTH 50'			SECTION LENGTH 1392'		
AC Surfaced Distress Codes									
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft			
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft			
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft			
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft			
				Sketch / Comments					
DISTRESS CODE	L	M	H						
49	248								
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H		
49	55 SF								
52	250 SF								

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>TW C-B</u>				INSPECTOR NAME <u>A. ANDRADE</u>			
FROM <u>TAXIWAY H</u>				BRANCH USE <u>TAXIWAY</u>		DATE INSPECTED <u>4/29/2011</u>	
TO <u>RUNWAY 13-31</u>				SECTION WIDTH <u>50'</u>		SECTION LENGTH <u>1075'</u>	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
48	10'						
	PHOTOS 558, 559, 560						
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H
49	0.25%						
	PHOTO 561						

[illegible]

[illegible]

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY C-E				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY J				BRANCH USE TAXIWAY		DATE INSPECTED 4/07/2011	
TO LIT 24				SECTION WIDTH 50'		SECTION LENGTH 1175'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
49	38F						
49	1SF						
48	75'						
52	100SF	SLURRY AP.					

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>TAXIWAY D</u>				INSPECTOR NAME <u>A. ANDERDE</u>			
FROM <u>TAXIWAY A</u>				BRANCH USE <u>TAXIWAY</u>		DATE INSPECTED <u>4/27/2011</u>	
TO <u>RUNWAY 13-31</u>				SECTION WIDTH <u>VARIES</u>		SECTION LENGTH <u>500'</u>	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
48		50'					
48	50'						
PHOTOS 511, 512							
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>TAXIWAY E</u>				INSPECTOR NAME <u>A. ANDRADE</u>			
FROM <u>TAXIWAY A</u>				BRANCH USE <u>TAXIWAY</u>	DATE INSPECTED <u>4/27/2011</u>		
TO <u>RUNWAY 6/3-31</u>				SECTION WIDTH <u>50'</u>	SECTION LENGTH <u>225'</u>		
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
48			60' > 1"	CRACKS			
48	100' 1/4" DEPTH CRACKS						
	PHOTOS 507, 508						
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY F				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY A				BRANCH USE TAXIWAY		DATE INSPECTED 4/27/2011	
TO RUNWAY 13-31				SECTION WIDTH 50'		SECTION LENGTH 225'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
48		75'	> 1/2" CRACK				
48			75' 2" CRACK				
52		300SF	CRACK SEAL COMING OUT				
	PHOTOS 500-501						
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY H				INSPECTOR NAME			
FROM TAXIWAY C				BRANCH USE TAXIWAY		DATE INSPECTED	
TO RUNWAY 6-24				SECTION WIDTH		SECTION LENGTH	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H	NOT INSPECTED AS OF 5/3/2011			
DISTRESS CODE				DISTRESS CODE			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET																																																																															
PID TAXIWAY J-A				INSPECTOR NAME A. ANDRADE																																																																											
FROM APRON A				BRANCH USE TAXIWAY	DATE INSPECTED 4/27/2001																																																																										
TO TAXIWAY C				SECTION WIDTH 50'	SECTION LENGTH 188'																																																																										
AC Surfaced Distress Codes																																																																															
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft																																																																									
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49	0.25SF																																																																														
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Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID TAXIWAY J-B				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY C				BRANCH USE TAXIWAY		DATE INSPECTED 4/27/2011	
TO RUNWAY 6-24				SECTION WIDTH 50'		SECTION LENGTH 235'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H				
48	150'						
DISTRESS CODE	L	M	H				

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET																																																																							
PID <u>TAXILANE Y</u>				INSPECTOR NAME <u>A. ANDRADE</u>																																																																			
FROM <u>APRON H</u>				BRANCH USE <u>ACCESS ROAD</u>		DATE INSPECTED																																																																	
TO <u>ANDERSON WAY</u>				SECTION WIDTH <u>25'</u>		SECTION LENGTH <u>1490'</u>																																																																	
AC Surfaced Distress Codes																																																																							
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DISTRESS CODE	L	M	H																																																																				

APRON A

APRON B

APRON C

APRON D

APRON E

APRON F

APRON G

APRON H

APRON J

APRONS

Airfield Concrete Pavement

AIRFIELD CONCRETE PAVEMENT CONDITION SURVEY DATA SHEET							
PID APRON A				INSPECTOR NAME A. ANDRADE			
FROM TW-J				BRANCH USE APRON		DATE INSPECTED 5/2/2011	
TO APRON B				SECTION WIDTH 300'		SECTION LENGTH 320'	
SLAB WIDTH 12.5'		SLAB LENGTH 20'		NUMBER OF SLABS 384			
PCC Surfaced Distress Codes							
61. Blow up		65. Joint Seal Damage		69. Pumping		73. Shrinkage Crack	
62. Corner Break		66. Patching, 5 Sf		70. Scaling/Map Crack/Crazing		74. Spalling-Joints	
63. Long/Trans/Diagonal Crack		67. Patching/Utility Cut		71. Settlement/Fault		75. Spalling-Corner	
64. Durability Crack		68. Popouts		72. Shattered Slab			
Sketch / Comments							
DISTRESS CODE	L	M	H				
62		5					
63	10						
65			20				
68	5	(5591 → 5594)					
70	3	PHOTOS					
74			2				
75	3						
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
63	8			63	2		
65			20	65			20
68	2			68	5		
74		11		74	2		
75	2			75	4		
		(5595-5597)				(5598, 5599)	5600

Airfield Concrete Pavement

AIRFIELD CONCRETE PAVEMENT CONDITION SURVEY DATA SHEET																																																																			
PID APRON B				INSPECTOR NAME A. ANDRADE																																																															
FROM APRON A				BRANCH USE APRON		DATE INSPECTED 5/2/2011																																																													
TO APRON C				SECTION WIDTH 300'		SECTION LENGTH 800'																																																													
SLAB WIDTH 12'		SLAB LENGTH 20'		NUMBER OF SLABS 1000																																																															
PCC Surfaced Distress Codes																																																																			
61. Blow up		65. Joint Seal Damage		69. Pumping		73. Shrinkage Crack																																																													
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64. Durability Crack		68. Popouts		72. Shattered Slab																																																															
SAMPLE NUMBER 8 SAMPLE DATE 20 <table border="1"> <thead> <tr> <th>DISTRESS CODE</th> <th>L</th> <th>M</th> <th>H</th> </tr> </thead> <tbody> <tr> <td>63</td> <td>20</td> <td></td> <td></td> </tr> <tr> <td>65</td> <td></td> <td></td> <td>20</td> </tr> <tr> <td>68</td> <td>3</td> <td></td> <td></td> </tr> <tr> <td>70</td> <td>3</td> <td></td> <td></td> </tr> <tr> <td>75</td> <td>1</td> <td></td> <td></td> </tr> <tr> <td colspan="4">PHOTOS (5601, 5602, 5603)</td> </tr> </tbody> </table>				DISTRESS CODE	L	M	H	63	20			65			20	68	3			70	3			75	1			PHOTOS (5601, 5602, 5603)				Sketch / Comments 																																			
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SAMPLE NUMBER 85 SAMPLE DATE 20 <table border="1"> <thead> <tr> <th>DISTRESS CODE</th> <th>L</th> <th>M</th> <th>H</th> </tr> </thead> <tbody> <tr> <td>63</td> <td>20</td> <td></td> <td></td> </tr> <tr> <td>65</td> <td></td> <td></td> <td>20</td> </tr> <tr> <td>68</td> <td>4</td> <td></td> <td></td> </tr> <tr> <td>74</td> <td></td> <td>4</td> <td></td> </tr> <tr> <td>75</td> <td>2</td> <td></td> <td></td> </tr> <tr> <td colspan="4">PHOTOS (5604, 5605, 5606)</td> </tr> </tbody> </table>				DISTRESS CODE	L	M	H	63	20			65			20	68	4			74		4		75	2			PHOTOS (5604, 5605, 5606)				SAMPLE NUMBER 47 SAMPLE DATE 20 <table border="1"> <thead> <tr> <th>DISTRESS CODE</th> <th>L</th> <th>M</th> <th>H</th> </tr> </thead> <tbody> <tr> <td>63</td> <td>20</td> <td></td> <td></td> </tr> <tr> <td>65</td> <td></td> <td></td> <td>20</td> </tr> <tr> <td>68</td> <td>5</td> <td></td> <td></td> </tr> <tr> <td>70</td> <td>2</td> <td></td> <td></td> </tr> <tr> <td>74</td> <td></td> <td>4</td> <td></td> </tr> <tr> <td>75</td> <td>3</td> <td></td> <td></td> </tr> <tr> <td colspan="4">PHOTOS (5607, 5608, 5609)</td> </tr> </tbody> </table>				DISTRESS CODE	L	M	H	63	20			65			20	68	5			70	2			74		4		75	3			PHOTOS (5607, 5608, 5609)			
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63	20																																																																		
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Airfield Concrete Pavement

AIRFIELD CONCRETE PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>APRON C</u>				INSPECTOR NAME <u>A. ANDRADE</u>			
FROM <u>APRON B</u>				BRANCH USE <u>APRON</u>		DATE INSPECTED <u>5/2/2011</u>	
TO <u>APRON D</u>				SECTION WIDTH <u>169'</u>		SECTION LENGTH <u>300'</u>	
SLAB WIDTH <u>12.5'</u>		SLAB LENGTH <u>20'</u>		NUMBER OF SLABS <u>203</u>			
PCC Surfaced Distress Codes							
61. Blow up		65. Joint Seal Damage		69. Pumping		73. Shrinkage Crack	
62. Corner Break		66. Patching, 5 Sf		70. Scaling/Map Crack/Crazing		74. Spalling-Joints	
63. Long/Trans/Diagonal Crack		67. Patching/Utility Cut		71. Settlement/Fault		75. Spalling-Corner	
64. Durability Crack		68. Popouts		72. Shattered Slab			
APRON C APRON D				Sketch / Comments			
DISTRESS CODE	L	M	H				
63	1						
65			20				
63							
74	2						
PHOTOS (5610, 5611, 5612)							
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
63	2						
65			20				
68	4						
PHOTOS (5613, 5614, 5615)							

Airfield Concrete Pavement

AIRFIELD CONCRETE PAVEMENT CONDITION SURVEY DATA SHEET																																																			
PID <u>APRON D</u>				INSPECTOR NAME <u>A. ANDRADE</u>																																															
FROM <u>APRON C</u>				BRANCH USE <u>APRON</u>		DATE INSPECTED <u>5/24/2011</u>																																													
TO <u>APRON E</u>				SECTION WIDTH <u>VAR.</u>		SECTION LENGTH <u>VAR.</u>																																													
SLAB WIDTH <u>12.5'</u>		SLAB LENGTH <u>25</u>		NUMBER OF SLABS <u>133</u>																																															
PCC Surfaced Distress Codes																																																			
61. Blow up		65. Joint Seal Damage		69. Pumping		73. Shrinkage Crack																																													
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74	2																																																		
PHOTOS (5616, 5617, 5618)																																																			
<table border="1"> <thead> <tr> <th>DISTRESS CODE</th> <th>L</th> <th>M</th> <th>H</th> </tr> </thead> <tbody> <tr> <td>63</td> <td>4</td> <td></td> <td></td> </tr> <tr> <td>65</td> <td></td> <td></td> <td>18</td> </tr> <tr> <td colspan="4">PHOTOS (5619, 5620, 5621)</td> </tr> </tbody> </table>				DISTRESS CODE	L	M	H	63	4			65			18	PHOTOS (5619, 5620, 5621)				<table border="1"> <thead> <tr> <th>DISTRESS CODE</th> <th>L</th> <th>M</th> <th>H</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				DISTRESS CODE	L	M	H																								
DISTRESS CODE	L	M	H																																																
63	4																																																		
65			18																																																
PHOTOS (5619, 5620, 5621)																																																			
DISTRESS CODE	L	M	H																																																

Airfield Concrete Pavement

AIRFIELD CONCRETE PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>APRON E</u>				INSPECTOR NAME <u>A. ANDRADE</u>			
FROM <u>APRON D</u>				BRANCH USE <u>APRON</u>		DATE INSPECTED <u>5/2/2011</u>	
TO <u>APRON F</u>				SECTION WIDTH <u>150'</u>		SECTION LENGTH <u>225'</u>	
SLAB WIDTH <u>12.5'</u>		SLAB LENGTH <u>25'</u>		NUMBER OF SLABS <u>108</u>			
PCC Surfaced Distress Codes							
61. Blow up		65. Joint Seal Damage		69. Pumping		73. Shrinkage Crack	
62. Corner Break		66. Patching, 5 Sf		70. Scaling/Map Crack/Crazing		74. Spalling-Joints	
63. Long/Trans/Diagonal Crack		67. Patching/Utility Cut		71. Settlement/Fault		75. Spalling-Corner	
64. Durability Crack		68. Popouts		72. Shattered Slab			
SAMPLE NUMBER <u>2</u> SLABS IN SAMPLE <u>10</u>				Sketch / Comments			
DISTRESS CODE	L	M	H				
<u>63</u>	<u>4</u>						
<u>65</u>			<u>20</u>				
<u>68</u>	<u>2</u>						
<u>74</u>	<u>1</u>						
<u>75</u>	<u>2</u>						
<u>PHOTOS (5622, 5623, 5624)</u>							
SAMPLE NUMBER <u>5</u> SLABS IN SAMPLE <u>10</u>				SAMPLE NUMBER SLABS IN SAMPLE			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
<u>63</u>	<u>9</u>						
<u>65</u>	<u>10</u>						
<u>74</u>	<u>5</u>						
<u>PHOTOS (5625, 5626, 5627)</u>							

Airfield Concrete Pavement

AIRFIELD CONCRETE PAVEMENT CONDITION SURVEY DATA SHEET							
PID APRON F				INSPECTOR NAME A. ANDRADE			
FROM APRON G				BRANCH USE APRON		DATE INSPECTED 5/2/2011	
TO APRON G				SECTION WIDTH 60'		SECTION LENGTH 50'	
SLAB WIDTH 30'		SLAB LENGTH 50'		NUMBER OF SLABS 2			
PCC Surfaced Distress Codes							
61. Blow up		65. Joint Seal Damage		69. Pumping		73. Shrinkage Crack	
62. Corner Break		66. Patching, 5 Sf		70. Scaling/Map Crack/Crazing		74. Spalling-Joints	
63. Long/Trans/Diagonal Crack		67. Patching/Utility Cut		71. Settlement/Fault		75. Spalling-Corner	
64. Durability Crack		68. Popouts		72. Shattered Slab			
SAMPLE NUMBER 1 SLABS IN SAMPLE 1				Sketch / Comments			
DISTRESS CODE	L	M	H				
72	1						
70	1						
SAMPLE NUMBER 2 SLABS IN SAMPLE 1				SAMPLE NUMBER 3 SLABS IN SAMPLE 1			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID APRON G				INSPECTOR NAME A. ANDERSON			
FROM APRON E				BRANCH USE APRON	DATE INSPECTED 5/2/2011		
TO TAXIWAY A				SECTION WIDTH 50	SECTION LENGTH 342		
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
Sketch / Comments							
DISTRESS CODE	L	M	H				
43	2000						
49	1 SF						
PHOTOS (5629, 5630)							
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>APRON H</u>				INSPECTOR NAME <u>A. ANDRADE</u>			
FROM <u>SKYLANE DR</u>				BRANCH USE <u>APRON</u>		DATE INSPECTED <u>5/2/2011</u>	
TO <u>APRON D</u>				SECTION WIDTH <u>VAR.</u>		SECTION LENGTH <u>VAR.</u>	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
				Sketch / Comments			
DISTRESS CODE	L	M	H				
41	1000 SF						
48	75'						
50	500 SF						
PHOTOS (5631, 5632)							
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
41	86	2800 SF		41	150 SF		
43	5000						
50	500						
52	5000						
PHOTOS (5633, 5634, 5635)				PHOTOS (5638, 5639, 5640)			

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>APRON J</u>				INSPECTOR NAME <u>A. ANDRADE</u>			
FROM <u>TAXIWAY C</u>				BRANCH USE <u>APRON</u>		DATE INSPECTED <u>4/29/2011</u>	
TO <u>TAXILANE Y</u>				SECTION WIDTH <u>VARIES</u>		SECTION LENGTH <u>VARIES</u>	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H	 ALL CRACKING IS IN OLD SECTIONS NEW SECTIONS NO DISTRESS VALLEY CUTTERS ARE IN GOOD CONDITION			
48	250						
49	1SE						
PHOTOS 564, 565							
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H
48	150			48	270		
5555, 5556, 5557				5558, 5559, 5560			

SHOULDER LEAD IN TAXIWAY 6 NW

SHOULDER 6-24A NW

SHOULDER 6-24A SE

SHOULDER 6-24B NW

SHOULDER 6-24B SE

SHOULDER 6-24C NW

SHOULDER 6-24C-SE

SHOULDER LEAD IN TAXIWAY 24 NW

SHOULDER LEAD IN TAXIWAY 24 SE

SHOULDER LEAD IN TAXIWAY 31 NE

SHOULDER LEAD IN TAXIWAY 31 SW

SHOULDER 13-31C NE

SHOULDER 13-31C SW

SHOULDER 13-31D NE

SHOULDER 13-31D SW

SHOULDERS

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID SH LIT6 NW				INSPECTOR NAME A. ANDRADE			
FROM 61+08				BRANCH USE SHOULDER	DATE INSPECTED 4/27/2011		
TO RUNWAY 6-24				SECTION WIDTH 50	SECTION LENGTH 722		
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H	LOTS OF LOOSE AGGREGATE 1/4" Ø - 3/8" Ø CAN BE DUG OUT 1/SHOE			
43			5000SF				
52			5000SF				
PHOTOS 448, 449							
DISTRESS CODE				DISTRESS CODE			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

[illegible]

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID EH 6-24 A SE				INSPECTOR NAME A. ANDRADE			
FROM LIT 6				BRANCH USE SHOULDER		DATE INSPECTED 4/27/2011	
TO TAXIWAY H				SECTION WIDTH 50'		SECTION LENGTH 700'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H				
43		5000 SF					
52		5000 SF					
Photos 450, 451							
DISTRESS CODE				DISTRESS CODE			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

[illegible]

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET									
PID SH 6-24B SE					INSPECTOR NAME A. ANDRADE				
FROM TAXIWAY H					BRANCH USE SHOULDER			DATE INSPECTED 4/27/2011	
TO RUNWAY 13-31					SECTION WIDTH 50'			SECTION LENGTH 840'	
AC Surfaced Distress Codes									
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft			
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft			
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft			
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft			
NE SHOULDER 6-2A					Sketch / Comments				
NE SHOULDER 6-2A					MUCH BETTER CONDITION THAN NE SHOULDER 6-2A				
DISTRESS CODE	L	M	H						
43		5000SF							
52		5000SF							
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
DISTRESS CODE	L	M	H		DISTRESS CODE	L	M	H	
43		5000SF							
52		5000SF							
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				
NE SHOULDER 6-2A					NE SHOULDER 6-2A				

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID SH 6-24C NW				INSPECTOR NAME A ANDRADE			
FROM 13-31				BRANCH USE SHOULDER		DATE INSPECTED 4/27/2011	
TO LIT 24				SECTION WIDTH 50		SECTION LENGTH	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
L M H							
A3				5000SF			
52				2500SF			
52				2500SF			
PHOTOS 473, 474							
DISTRESS CODE				DISTRESS CODE			
L M H				L M H			
A3				5000SF			
52				5000SF			
PHOTO 479							

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID 2H 6-2AC SE				INSPECTOR NAME A. ANDRADE			
FROM RUNWAY 13-31				BRANCH USE SHOULDER		DATE INSPECTED 4/27/2011	
TO LIT 24				SECTION WIDTH 50		SECTION LENGTH	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
	L	M	H				
48		400'					
52	1	3000sf					
	PHOTOS 487, 488, 486						
DISTRESS CODE				DISTRESS CODE			
	L	M	H		L	M	H
48		200'					
52		1000sf					
	PHOTO 489, 490						

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID SH LT 24 NW				INSPECTOR NAME A. ANDRADE			
FROM RUNWAY 6-24				BRANCH USE SHOULDER		DATE INSPECTED 4/27/2011	
TO 104+52				SECTION WIDTH 50'		SECTION LENGTH 452'	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H				
43		5000SF					
52		5000SF					

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID SH LT 24 SE				INSPECTOR NAME A. ANDRADE			
FROM RUNWAY G-24				BRANCH USE SHOULDER		DATE INSPECTED 4/27/2011	
TO 104+52				SECTION WIDTH 50		SECTION LENGTH	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
				Sketch / Comments			
DISTRESS CODE	L	M	H				
48		250'					
52		3000SF					
	PHOTOS 48A, 48S						
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET																																																																																							
PID <u>SH LT31 NE</u>				INSPECTOR NAME <u>A. ANDRADE</u>																																																																																			
FROM <u>RUNWAY 13-31</u>				BRANCH USE <u>SHOULDER</u>		DATE INSPECTED <u>4/29/2011</u>																																																																																	
TO <u>TAXIWAY A</u>				SECTION WIDTH <u>50</u>		SECTION LENGTH																																																																																	
AC Surfaced Distress Codes																																																																																							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft																																																																																	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft																																																																																	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft																																																																																	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft																																																																																	
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43		5000																																																																																					
52		5000																																																																																					
41	1000																																																																																						
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Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID 21 LT 31 SW				INSPECTOR NAME A. ANDRADE			
FROM Runway 13-31				BRANCH USE SHOULDER		DATE INSPECTED 4/29/2011	
TO 111+54				SECTION WIDTH 50		SECTION LENGTH 1/54	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H				
43		5000					
52		5000					
Photos 551, 552							
DISTRESS CODE				DISTRESS CODE			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID SH 13-31C NE				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY D				BRANCH USE SHOULDER	DATE INSPECTED 4/29/2011		
TO RUNWAY 62A				SECTION WIDTH 50	SECTION LENGTH		
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
Sketch / Comments							
DISTRESS CODE	L	M	H				
52			5000				
43			5000				
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID SH 13-31CSW				INSPECTOR NAME A. ANDRADE			
FROM TAXIWAY D				BRANCH USE SHOULDER		DATE INSPECTED 4/29/2011	
TO RUNWAY 6-24				SECTION WIDTH 50		SECTION LENGTH	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H				
43		5000					
52			4000				
52		1000					
	PHOTOS 5AB, 5AG						
DISTRESS CODE				DISTRESS CODE			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID 811331DNE				INSPECTOR NAME A. ANDRADE			
FROM RUNWAY 6-24				BRANCH USE SHOULDER		DATE INSPECTED 4/29/2011	
TO TAXIWAY B				SECTION WIDTH 500		SECTION LENGTH	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Raveling/Weathering Sq Ft		56. Swell Sq Ft	
DISTRESS CODE				Sketch / Comments			
DISTRESS CODE	L	M	H				
43	5000						
52	5000						
	PHOTOS	555					
DISTRESS CODE				DISTRESS CODE			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

Airfield Asphalt Pavement

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID <u>SH 13-31 D SW</u>				INSPECTOR NAME <u>A. ANDRADE</u>			
FROM <u>6-24 TO 10-13</u>				BRANCH USE <u>SHOULDER</u>		DATE INSPECTED <u>4/25/11</u>	
TO <u>LIT 31</u>				SECTION WIDTH <u>100'</u>		SECTION LENGTH <u>1600'</u>	
AC Surfaced Distress Codes							
41. Alligator Cracking Sq Ft		45. Depression Sq Ft		49. Oil Spillage Sq Ft		53. Rutting Sq Ft	
42. Bleeding Sq Ft		46. Jet Blast Sq Ft		50. Patching Sq Ft		54. Shoving from PCC Sq Ft	
43. Block Cracking Sq Ft		47. Jt. Reflection (PCC) Ft		51. Polished Aggregate Sq Ft		55. Slippage Cracking Sq Ft	
44. Corrugation Sq Ft		48. Long. & Trans. Cracking Ft		52. Ravelling/Weathering Sq Ft		56. Swell Sq Ft	
SAMPLE NUMBER <u>9</u> SAMPLE AREA <u>3000 SF</u>				Sketch / Comments			
DISTRESS CODE	L	M	H	41 1500 SF 43 4500 SF LONG & TRANSVERSE CALL IT BLOCK CRACKING W/ WEEDS IN ALL CRACKS 52 2500 SF AGG COMING OUT OF SLURRY SEAL			
SAMPLE NUMBER <u>10</u> SAMPLE AREA <u>3000 SF</u>				SAMPLE NUMBER <u>11</u> SAMPLE AREA <u>3000 SF</u>			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H

May 17, 1993
File: 30-2141-01.001

Airport Manager/Operator

**SUBJECT: Airport Pavement Management System Update
 Caltrans Division of Aeronautics
 State of California**

Gentlemen:

Kleinfelder and Hodges & Shutt have recently been chosen by the Division of Aeronautics of Caltrans to undertake the task of updating the State's Airport Pavement Management System (APMS) survey originally completed in 1988. At that time, a report was prepared for your airport. The report contained a plan illustrating the then existing airport layout and general pavement conditions. A copy of that layout plan is enclosed.

As a prelude to revisiting your airport site to update the APMS pavement condition data, we would appreciate your help in updating the enclosed site information. We are looking for your help in two major areas. The first is related to new construction and/or reconstruction and rehabilitation of existing paved areas. The results of the 1988 study are presented on Table 3, Design/Construction/Maintenance History Summary. Please mark up the layout plan and Table 3 to reflect current conditions.

The second area requiring your help is in the manner in which your paved areas are defined and ranked. The last enclosure is another table from the 1988 report entitled "Inventory Report". The first column in this table defines the pavements by function or use. Two new pavement function (use) definitions have been added by Caltrans. They are aircraft refueling areas (RF) and wash rack facilities (WR). More specifically, refueling areas include designated areas around fuel pumps and aircraft parking areas specifically designed for over-the-wing refueling. Normal tiedown positions where refueling is done are not considered as refueling areas. Another column heading in this report is Pavement Rank. At the time the 1988 survey was completed, information in this column was limited to three categories (Primary, Secondary, and Tertiary). As part of our 1993 update, Caltrans has requested a fourth category, Excess (X). These four rankings are described as follows:

- P = Primary Airfield Pavements. Pavement used by a majority of aircraft operating on the airport, or used by commercial service aircrafts. Examples of this category would be the runway and parallel taxiway at a one-runway airport.

- S = Secondary Airfield Pavements. Pavements used by a minority of aircraft operating on the airport, excluding commercial service aircraft. Examples of this category would be cross-wind runways and associated taxiways.
- T = Tertiary Airfield Pavements. Pavements very seldom used by aircraft operating on the airport, excluding commercial aircraft. Also, pavements used primarily for non-public uses. Examples of this category would be pavements used for agricultural operations and access taxiways to isolated T-hangars.
- X = Excess Airfield Pavements. Pavements in excess of the needs of the airport. They are not generally used for aircraft operations and not economically feasible to maintain as a pavement surface.

As previously described, please make changes and/or additions in Pavement Ranking directly on the enclosed Inventory Report.

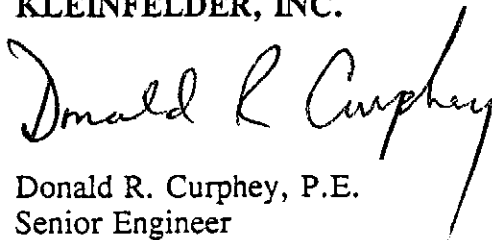
We would appreciate it if you could return the marked up information by June 21. Kleinfelder's Reno office will be acting as the clearinghouse for updating this information.

Representatives of our two firms will be visiting 169 airports throughout California. Consequently, an exact scheduled arrival date to visit your airport for updating the pavement conditions cannot be given at this time. Please include a contact name and telephone number with the marked up enclosures returned to our office. We will keep you informed on a specific arrival date as our project scheduling develops. Comments or questions can be directed to the undersigned.

We believe that the updated and revised APMS report for your airport will provide Caltrans and you with a meaningful airport management tool. Again, thank you in advance for your help and cooperation.

Very truly yours,

KLEINFELDER, INC.



Donald R. Curphey, P.E.
Senior Engineer

DRC:slm

Enclosures: Site Layout Plan
 Design/Construction/Maintenance History Summary (Table 3)
 Inventory Report
 Self-Addressed Return Envelope

INVENTORY REPORT

Hollister Municipal Airport, San Benito County
AUG/02/1988

BRANCH NUMBER/USE/ NAME	SECTION NUMBER	SECTION CATEGORY	ZONE	PAVEMENT RANK	SURFACE TYPE	AREA (SF)
A1 / APRON / APRON 1	A			PRIMARY	PCC	390000
	FROM: ON MAP			TO:		
	B			SECONDARY	PCC	97825
	FROM: ON MAP			TO:		
	C			SECONDARY	AC	16800
	FROM: ON MAP			TO:		
TOTAL AREA OF SELECTED SECTIONS:						504625
R1 / RUNWAY / RUNWAY 12/30	A			PRIMARY	AAC	132500
	FROM: STATION 0+0			TO: STATION 13+25		
	B			PRIMARY	AAC	212000
	FROM: STATION 13+25			TO: STATION 39+75		
TOTAL AREA OF SELECTED SECTIONS:						344500
R2 / RUNWAY / RUNWAY 5/23	A			PRIMARY	AC	437000
	FROM: STATION 0+00			TO: STATION 43+70		
TOTAL AREA OF SELECTED SECTIONS:						437000
T1 / TAXIWAY/ TAXIWAY 1	A			SECONDARY	AC	65000
	FROM: RUNWAY 12/30, NW END			TO: RUNWAY 5/23		
TOTAL AREA OF SELECTED SECTIONS:						65000
T2 / TAXIWAY/ PARALLEL TAXIWA Y 2	A			PRIMARY	AAC	71500
	FROM: STATION 0+00 AT T-6			TO: STATION 14+30		
	B			PRIMARY	AAC	71500
	FROM: STATION 14+30			TO: RUNWAY 12/30		
	C			PRIMARY	AAC	65000
	FROM: RUNWAY 12/30			TO: RUNWAY 5/23		
TOTAL AREA OF SELECTED SECTIONS:						208000

INVENTORY REPORT

Hollister Municipal Airport, San Benito County
AUG/02/1988
(cont.)

T3 / TAXIWAY/	A	SECONDARY	AC	42500
TAXIWAY 3	FROM: RUNWAY 12/30	TO: APRON 1		

	B	SECONDARY	AC	3825
FROM: ARPON 1		TO: TAXIWAY 3, SECTION A		

TOTAL AREA OF SELECTED SECTIONS: 46325

T4 / TAXIWAY/	A	TERTIARY	AC	8250
CROSS-TAXIWAY 4	FROM: RUNWAY 5/23	TO: PARALLEL TAXIWAY 2		

	B	SECONDARY	AAC	8000
FROM: PARALLEL TAXIWAY 2		TO: APRON 1		

TOTAL AREA OF SELECTED SECTIONS: 16250

T5 / TAXIWAY/	A	TERTIARY	AC	3600
CROSS-TAXIWAY	FROM: RUNWAY 5/23	TO: PARALLEL TAXIWAY 2		

TOTAL AREA OF SELECTED SECTIONS: 3600

T6 / TAXIWAY/	A	SECONDARY	AAC	5050
CROSS-TAXIWAY 6	FROM: PARALLEL TAXIWAY 2	TO: RUNWAY 5/23		

TOTAL AREA OF SELECTED SECTIONS: 5050

T7 / TAXIWAY/	A	TERTIARY	AC	11000
CROSS-TAXIWAY 7	FROM: TAXIWAY 3	TO: APRON 1, SECTION B		

TOTAL AREA OF SELECTED SECTIONS: 11000

T8 / TAXIWAY/	A	SECONDARY	AC	15000
CROSS-TAXIWAY 8	FROM: APRON 1	TO: RUNWAY 12/30		

TOTAL AREA OF SELECTED SECTIONS: 15000

Table 3. Design/Construction/Maintenance History Summary.

Airport Name: Hollister Muni

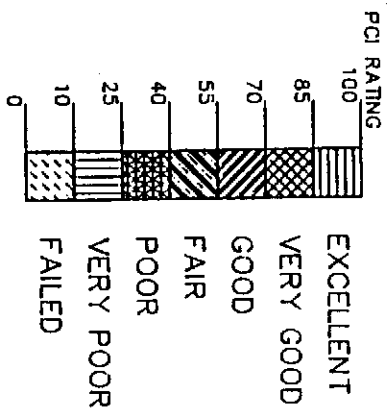
Date Compiled: August 10, 1988

Branch	Section	Const. Date Year	Pavement Surface		Base		Subbase		Subgrade		Type	Source of Information
			Type/Thickness	Thickness	Type/Thickness	Thickness	Type/Thickness	Thickness	Type/Strength	Strength		
R1	A	1942	RM/2"		Unknown/12"		Unknown		F6/unknown		Original construct.	FAA Form 5335
		1983	Chip sealed		-		-		-		Overlay	FAA Form 5335
R1	A	1977	RM/2"		Unknown/12"		Unknown		F6/unknown		Original construct.	FAA Form 5335
		Unkn.	AC/2"		-		-		-		Overlay	FAA Form 5335
R2	A	1942	RM/2"		Unknown/12"		Unknown		F6/unknown		Original construct.	FAA Form 5335
T1	A	1942	RM/2"		Unknown/12"		Unknown		F6/unknown		Original construct.	FAA Form 5335
T2	A	1978	RM/2"		Unknown/12"		Unknown		F6/unknown		Original construct.	FAA Form 5335
		Unkn.	AC/2"		-		-		-		Overlay	FAA Form 5335
T2	B	1978	RM/2"		Unknown/12"		Unknown		F6/unknown		Original construct.	FAA Form 5335
		Unkn.	AC/2"		-		-		-		Overlay	FAA Form 5335

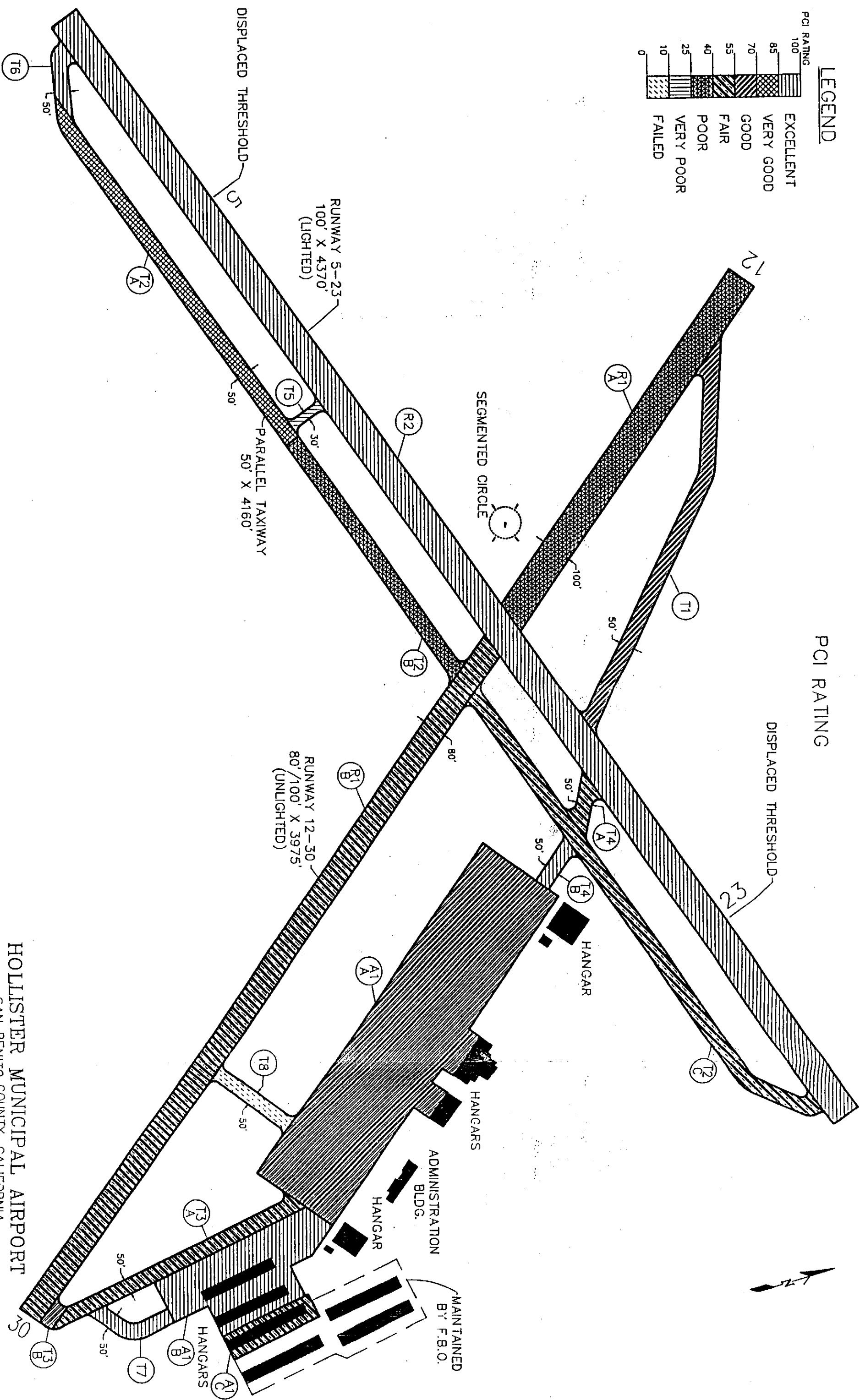
Hollister Muni (continued)

T2	C	1978	RM/2"	Unknown/12"	Unknown	F6/unknown	Original construct.	FAA Form 5335
		Unkn.	AC/2"	-	-	-	Overlay	FAA Form 5335
T3	A	1978	RM/2"	Unknown/12"	Unknown	F6/unknown	Original construct.	FAA Form 5335
		Unkn.	AC/2"	-	-	-	Overlay	FAA Form 5335
T3	B	1978	RM/2"	Unknown/12"	Unknown	F6/unknown	Original construct.	FAA Form 5335
		Unkn.	AC/2"	-	-	-	Overlay	FAA Form 5335
T4	A	1942	RM/2"	Unknown/12"	Unknown	F6/unknown	Original construct.	FAA Form 5335
T4	B	1978	RM/2"	Unknown/12"	Unknown	F6/unknown	Original construct.	FAA Form 5335
		Unkn.	AC/2"	-	-	-	Overlay	FAA Form 5335
T5	A	1942	RM/2"	Unknown/12"	Unknown	F6/unknown	Original construct.	FAA Form 5335
		Unkn.	AC/2"	-	-	-	Overlay	FAA Form 5335
T6	A	1978	RM/2"	Unknown/12"	Unknown	F6/unknown	Original construct.	FAA Form 5335
		Unkn.	AC/2"	-	-	-	Overlay	FAA Form 5335
T7	A	Unkn.	AC/unknown	Unknown	Unknown	Unknown	Unknown	Field survey
T8	A	1942	Unknown/2"	Unknown/12"	Unknown	F6/unknown	Original construct.	FAA Form 5335
A1	A	1942	PCC/8"	Unknown	Unknown/12"	Rc/unknown	Original construct.	FAA Form 5335
A1	B	1942	PCC/8"	Unknown	Unknown/12"	Rc/unknown	Original construct.	FAA Form 5335
A1	C	Unkn.	AC/unknown	Unknown	Unknown	Unknown	Unknown	Field survey

LEGEND

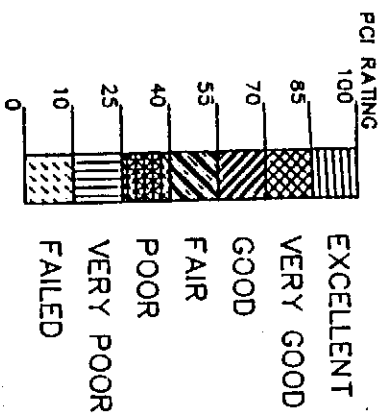


PCI RATING

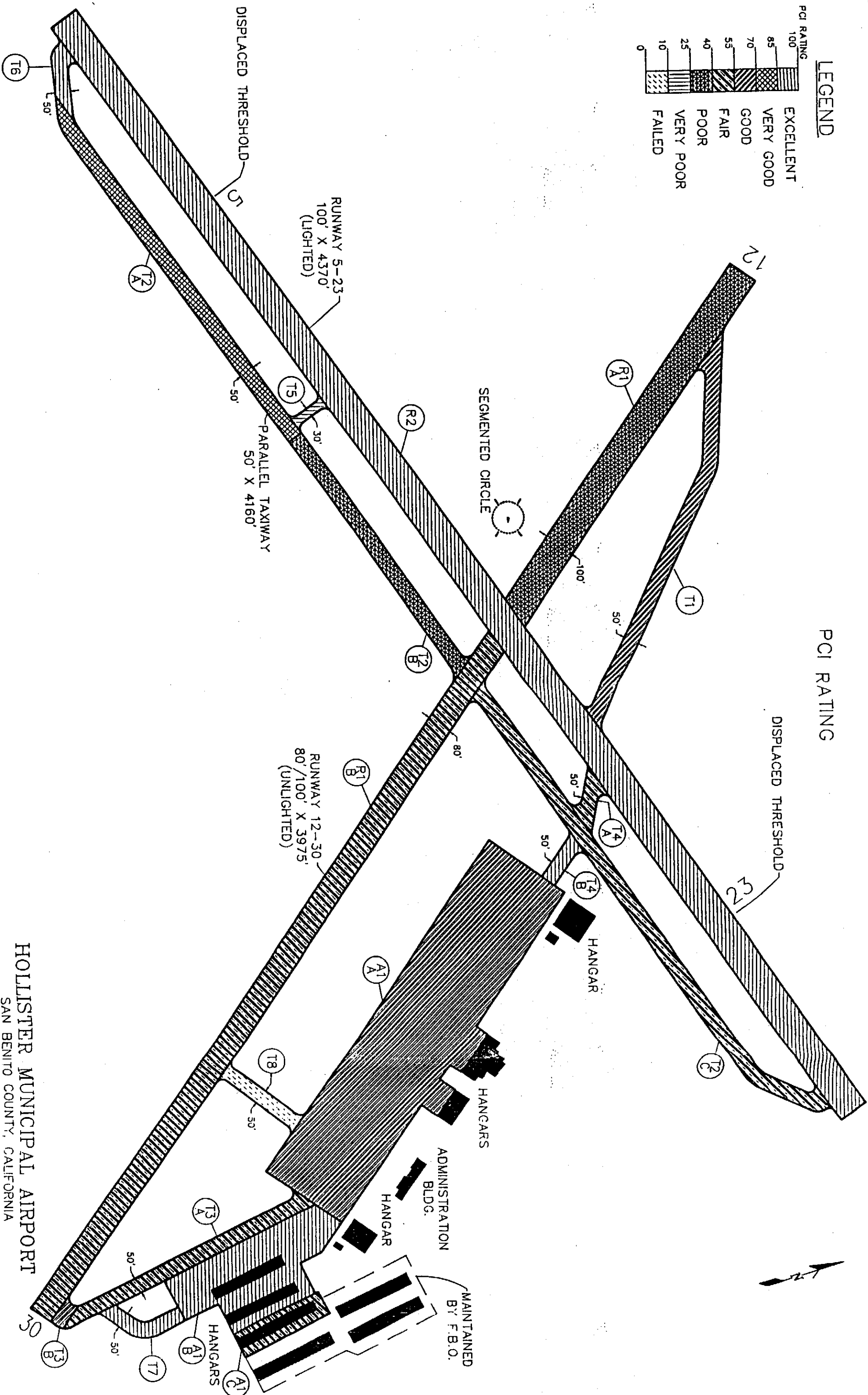


HOLLISTER MUNICIPAL AIRPORT
SAN BENITO COUNTY, CALIFORNIA

LEGEND



PCI RATING



HOLLISTER MUNICIPAL AIRPORT
SAN BENITO COUNTY, CALIFORNIA

AIRPORT PAVEMENT
MANAGEMENT SYSTEM
(APMS)

HOLLISTER MUNICIPAL AIRPORT
SAN BENITO COUNTY

CALIFORNIA DEPARTMENT OF TRANSPORTATION
CONTRACT NOS. 63P390 AND 63X002

JUNE 1995



KLEINFELDER

3189 Mill Street
Reno, Nevada 89502



Hodges & Shutt

5010 Aviation Blvd.
Santa Rosa, California 95403

ACKNOWLEDGMENTS

This document has been prepared under the sponsorship of the California State Department of Transportation through Contract Nos. 63P390 and 63X002 entitled "Airport Pavement Management System (APMS) Update". Financial assistance was received from the Federal Aviation Administration through the AIP Program. The assistance of the Caltrans Division of Aeronautics is acknowledged. In particular, we would like to thank Mr. Dick Mesa, Mr. Murray Mullen and Mr. Jerry Oberhelman for their assistance in providing technical input, guidance and review during the course of the project.

DISCLAIMER

The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of California or the Federal Aviation Administration. This report does not constitute a standard, specification, or regulation.

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APPENDICES

- A Inventory Report
- B PCI Report and PCI Frequency Reports
- C Maintenance Policy

1.0 EXECUTIVE SUMMARY

This report was prepared for the California Department of Transportation as part of a state-wide update of an existing Airport Pavement Management System (APMS). In general, this update consisted of obtaining information on maintenance, rehabilitation, and new construction activities at the Hollister Municipal Airport since the last survey was conducted in 1988; performing a visual pavement condition survey and updating the existing database with the information obtained for the pavements at the airport site.

The general purpose of this APMS is the following:

1. To provide an individual airport owner/manager with current and projected needs for repairing, maintaining or preserving site pavements, including cost estimates.
2. To provide the State and FAA with a state-wide list of current and projected pavement repair and preservation needs for all airports within the system.
3. To provide an APMS which meets the intent of the re-authorization requirements of the 1995 Bill for the airport "System".

This report presents a branch-by-branch current pavement condition index, recommendations for preserving the airport pavement system, and the estimated costs for current repair needs at the Hollister Municipal Airport. Also presented are projected pavement conditions, needs, and costs for the year 2000. The five-year projected costs assume no action is taken with regard to current needs.

In summary, the current budget requirement to maintain all of the pavements at the Hollister Municipal Airport is approximately \$670,000. The majority of this cost is related to maintaining the concrete apron and to a lesser extent the portion of Runway 12-30. If pavement rehabilitation is totally deferred until the year 2000, the total estimated cost for rehabilitation rises to nearly \$775,000. In addition to major repairs to the apron and runway, many of the taxiway areas will degrade to the extent that reconstruction costs will become necessary to maintain and improve conditions for high quality pavements at the Hollister Municipal Airport.

2.0 INTRODUCTION AND SCOPE

This report presents the results of an Airport Pavement Management System (APMS) Update. The following is a list of definitions to help the reviewer better understand the terms used in APMS and this report.

Pavement Branch: An individual airport pavement facility. Examples of branches are "Runway 1-19", "Taxiway B", and "Apron 2".

Pavement Section: All or a portion of a branch having a consistent age and structural thickness and materials. Examples of sections are: 1) "Runway 2-20 originally constructed to 5,000 feet in 1980, with three inches of asphalt concrete on six inches of aggregate base; 2) a 1,000-foot extension to Runway 2-20 constructed in 1990, with the same pavement section as the original; 3) a 5,000 square foot run-up apron constructed at the same as the Runway 2-20 extension, but with three inches of asphalt concrete on four inches of aggregate base".

Pavement Feature: A generic term not used in the APMS computer database, but commonly used interchangeably with "pavement branch".

Sample Unit: All or a designated portion of a pavement section (generally 5,000 square feet) deemed to be representative in condition to the entire pavement section. A sample unit or group of sample units represent at least 10% of the pavement section total area and are visually surveyed to establish the overall condition of the pavement section.

PCI: Pavement Condition Index (PCI) is an average numerical value ranging from 0 (totally failed pavement) to 100 (new pavement) for a pavement sample unit, section or branch. PCI is calculated based on assumed values of 100 less deduct values. Deduct values are pre-established based on pavement distress type and severity (See FAA A/C 150/5380-06).

During 1987/1988, the State of California Department of Transportation (Caltrans) with funding from the Federal Aviation Administration (FAA), initiated an Airport Pavement Management System. In general, this project included:

- Obtaining design, construction, and maintenance historical records at each airport for each pavement branch (runway, taxiway, apron, etc.).
- Conducting a visual pavement condition survey at each airport using standardized guidelines established by FAA (Advisory Circular 150/5380-06).
- Entering the data (physical records and condition survey) into a computer program developed for pavement management systems (MicroPAVER™).

- A series of reports were then developed and printed by MicroPAVER™. These included a pavement inventory report, a pavement inspection report, and others. Copies of the computer-generated reports were included in the final report for each airport site. Copies of these reports were provided to the individual airport sponsor.
- Existing airport layout drawings were updated to reflect current construction documents and actual conditions encountered during the field condition surveys. Airport layout drawings were also developed showing pavement branch and condition survey sample unit locations as well as PCI ratings for each airport.

In 1993, the team of Kleinfelder, Inc. and Hodges & Shutt was contracted to update the 1987/1988 study. The purpose of this study, in addition to updates of the maintenance, construction, and PCI since 1987/1988, was to develop a list of current maintenance procedures necessary to increase the PCI levels to what is considered to be "acceptable" for current and future use. An additional purpose was to estimate the current costs associated with the steps necessary to implement the anticipated maintenance/rehabilitation procedures.

Our scope of services was divided into a number of tasks. In summary, the initial tasks consisted of updating the pavement histories at the airport site since the 1987/1988 survey was conducted. Updates included changes due to new construction, major maintenance or pavement rehabilitation activities, and modifications to branch sample unit designations. After the updating tasks were completed, the airport owner/manager was notified for coordination of the field inspection. Field pavement evaluations and data processing were then completed.

This report summarizes the work completed for the Hollister Municipal Airport. The airport (manager/contact) person is:

NAME: Mr. Allen D. Ritter
 ADDRESS: Hollister Municipal Airport
 375 5th Street
 90 Skyline Drive, Suite 101
 Hollister, California 95023
 PHONE: (408) 637-7662

3.0 AIRPORT SITE DESCRIPTION AND FIELD SURVEY

The Hollister Municipal Airport is located in San Benito County. Prior to conducting the field survey, all available information regarding design/construction/maintenance changes since the 1987/1988 study was obtained. Based on the information obtained, the airport layout was updated, where necessary, and the survey sample areas were established. The updated layout for the Hollister Municipal Airport showing the branch and sample designation areas are shown on the following plate. The following branch designations were used:

- R - Runways
- A - Aprons
- T - Taxiways
- TD - Tie-Down Apron

Presented in Appendix A is an Inventory Report of all of the paved areas at the airport site. Included in this report is a listing of each branch, the general location of the branch at the airport site, the pavement ranking by use (primary, secondary or tertiary), the pavement type (Asphalt Concrete, Portland Cement Concrete), and the total area of the branch in square feet.

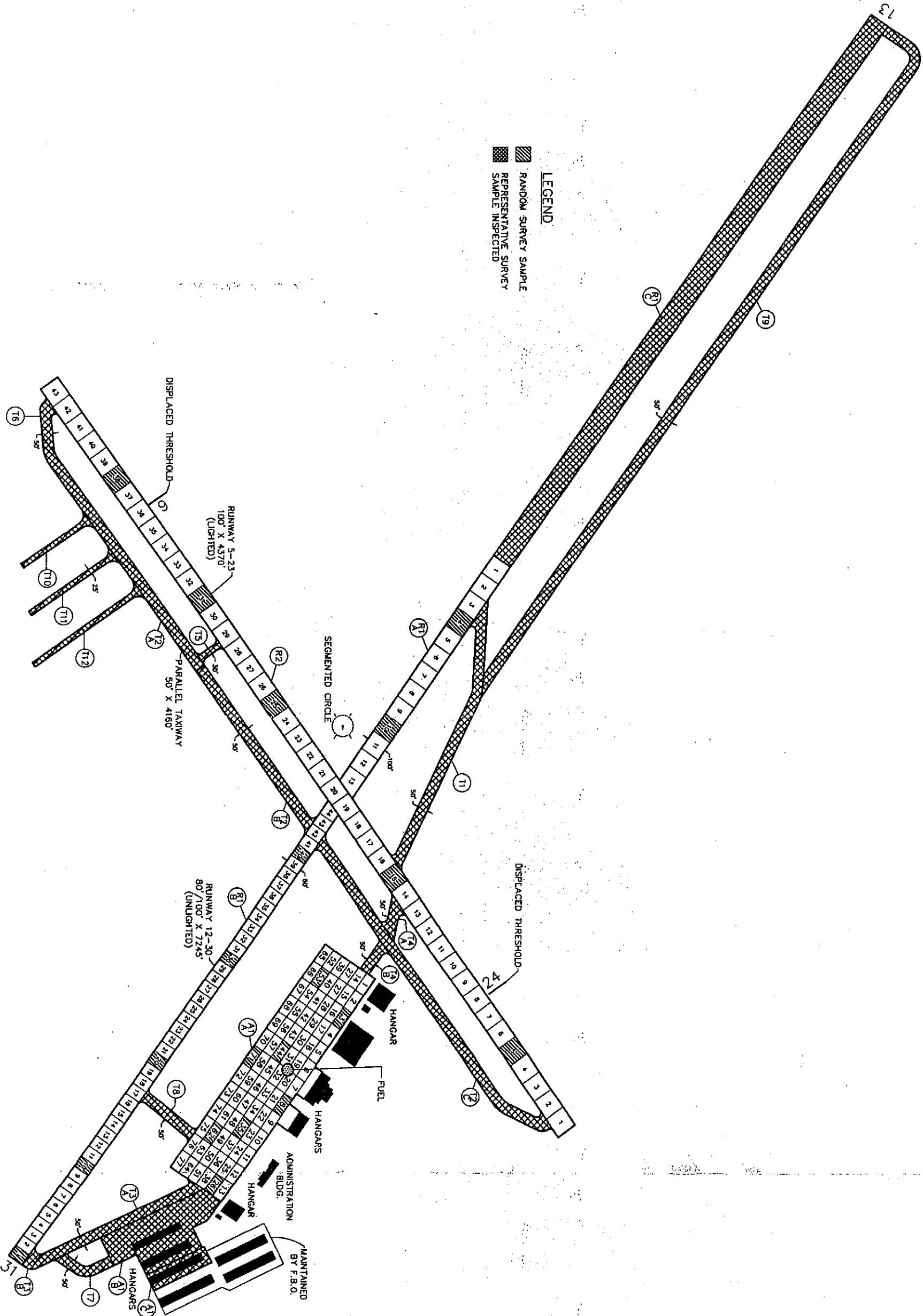
Field surveys consisted of visual observations of pavement distress at each branch. As noted on the Branch and Sample Designation Drawing, some of the survey was conducted on a random basis at predetermined locations with some of the survey areas chosen to represent the average condition for a branch. In all cases, greater than 10% of the total branch area was surveyed in accordance with FAA survey procedures. The two deviations from this general rule are for small-size branches. In these cases, either 100% of the area was surveyed if the branch was very small or a minimum of 5,000 square feet of pavement was surveyed.

A number of pavement distress types are considered when conducting surveys in accordance with FAA procedures. In addition to observing the distress types for each pavement branch, field survey crews also noted the level of severity for each of the distress types in accordance with FAA procedures. Pavement evaluation procedures define the level of severity as a function of distress type. In some cases, this can be fairly subjective with some distress types such as asphalt bleeding not assigned a level of severity. The levels of severity were noted as low, medium or high (L, M or H).

LEGEND

RANDOM SURVEY SAMPLE

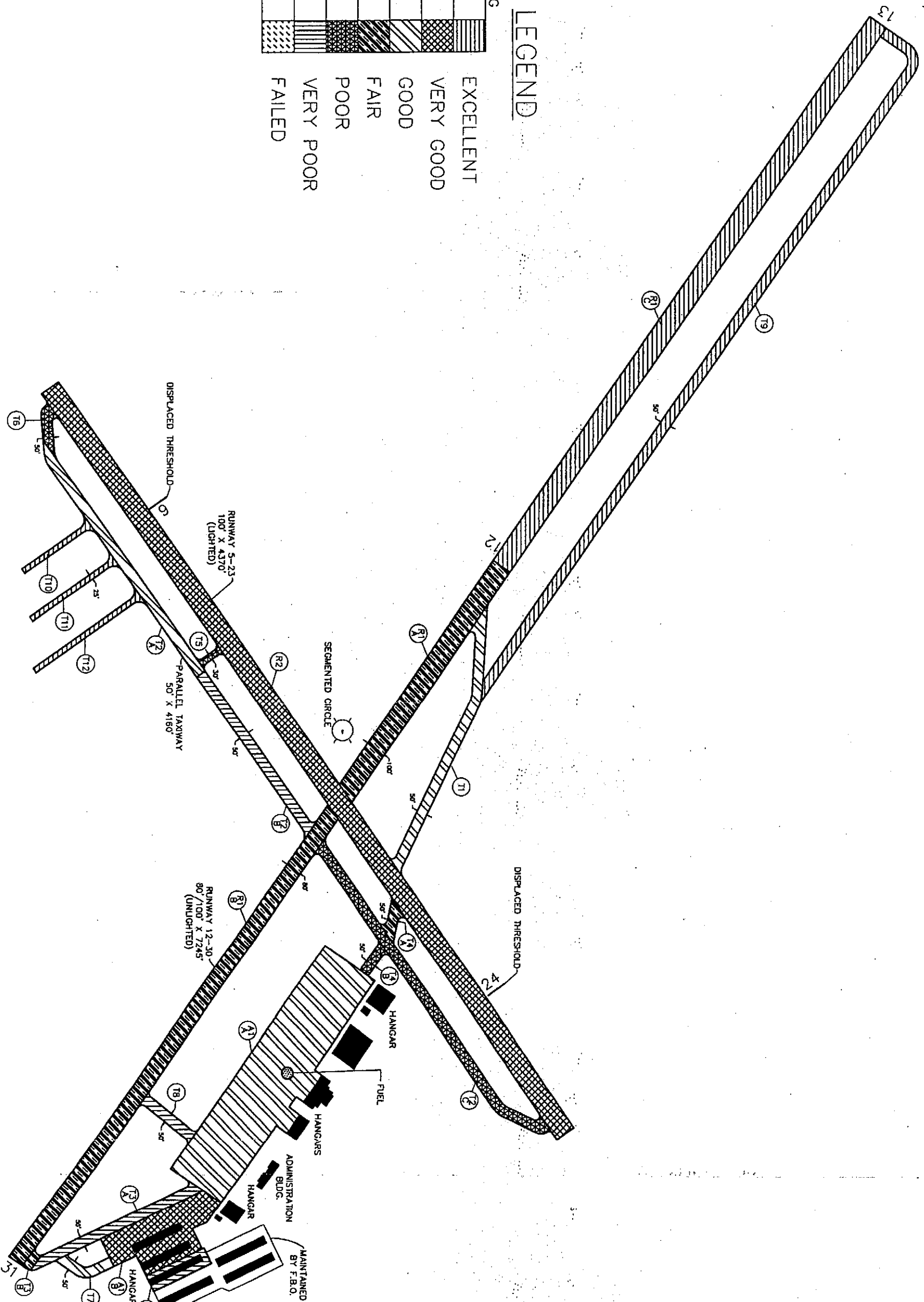
REPRESENTATIVE SURVEY SAMPLE INSPECTED



NOTE:

Do not scale from this drawing. This drawing is intended to serve as a schematic only. Although it is drawn to the scale shown, and all dimensions called out are drawn accordingly, dimensions of some features have been estimated.

		HOLLISTER MUNICIPAL AIRPORT	
		SAN BENITO COUNTY, CALIFORNIA	
		BRANCH AND SAMPLE DESIGNATION	
		KLEINFELDER	
		3189 Mill Street	
		Reno, Nevada 89502	
		Hodges & Shutt	
		5010 Aviation Blvd.	
		Santo Rosa, California 95403	
		No. HOLIS2	
		DATE: MARCH 4, 19	
		REVISION	
		DATE	
		NO.	



5.0 CURRENT PAVEMENT CONDITIONS

The current (1995) pavement conditions at the Hollister Municipal Airport are shown on the PCI Rating Plate. Presented in Table 2 are the changed conditions observed relative to the 1988 Survey.

TABLE 2

CHANGE IN PAVEMENT CONDITION 1988 - 1994

<u>BRANCH</u>	<u>PCI, 1988</u>	<u>PCI, 1994</u>	<u>COMMENTS</u>
A1A	69	61	
A1B	97	77	
A1C	49	21	
R1A	39	43	
R1B	55	43	
R1C	--	99	Constructed since 1987 Survey
R2	99	73	
T1	58	69	
T2A	84	61	
T2B	36	11	
T2C	48	32	
T3A	46	11	
T3B	66	55	
T4A	53	43	
T4B	100	38	
T5	19	40	
T6	99	33	
T7	87	69	
T8	4	11	
T9	--	99	Constructed since 1987 Survey
T10	--	99	Constructed since 1987 Survey
T11	--	99	Constructed since 1987 Survey
T12	--	99	Constructed since 1987 Survey

6.0 MAINTENANCE POLICY

Beginning on the first day of completion of construction of a new pavement, its condition begins to deteriorate. In addition to the action of traffic, environmental factors such as age hardening of asphalt cement and cycles of freeze-thaw and wet-dry reduce the performance characteristics of a pavement. An idealized life cycle of a pavement is presented on the following plate.

As noted, for about 75% of a pavement's life, a pavement is in fair to excellent condition and in relative terms, will require only \$1 to restore the approximate 40% loss in quality.

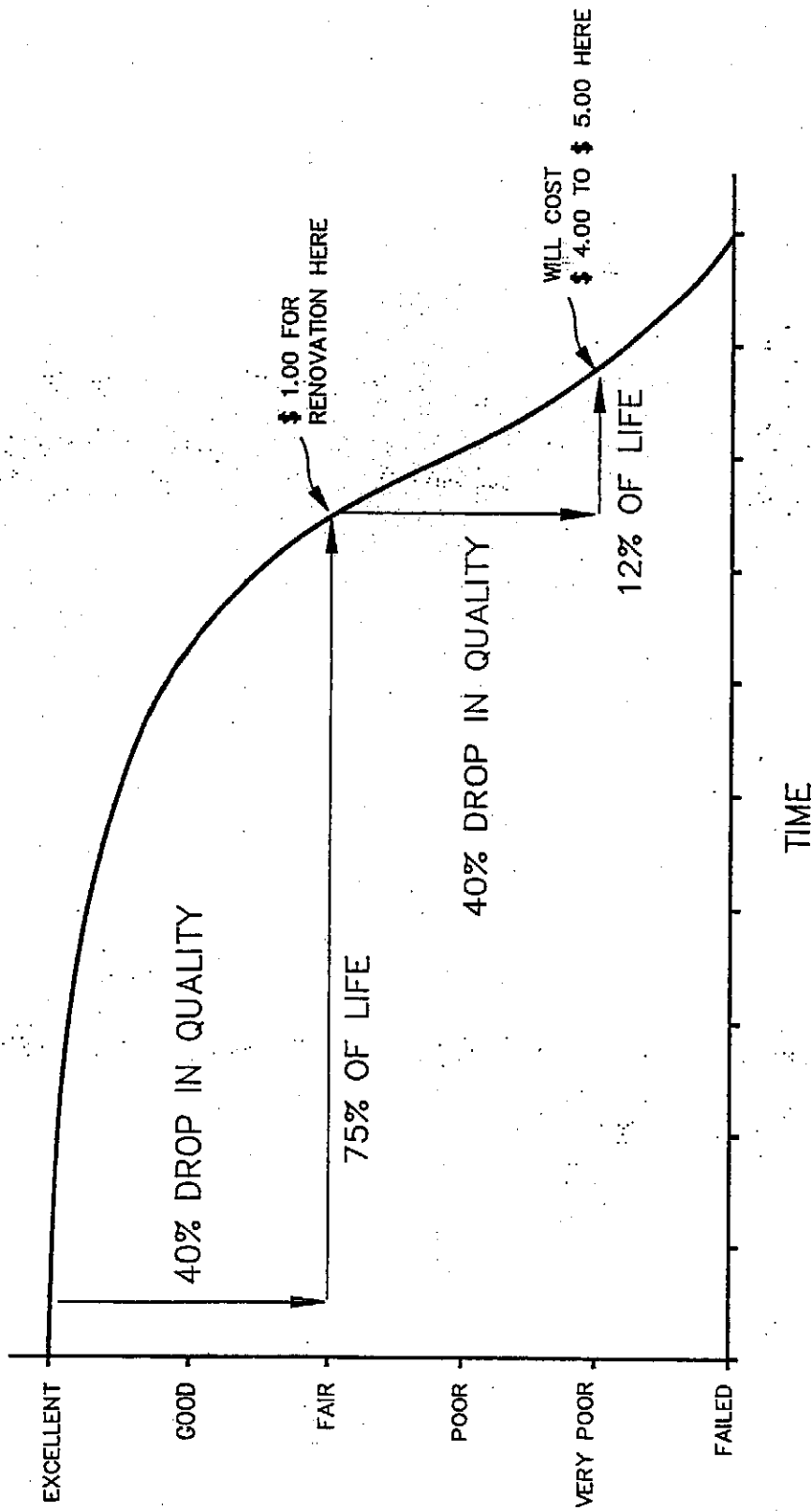
In contrast to the \$1 cost for repairing the first 40% drop in pavement quality, it will require \$4 to \$5 to renovate the second 40% drop in quality. Additionally, this second 40% drop will take place in 12% of the pavement's total life as compared to 75% of a pavement's life for the first drop of 40% in quality. In summary, for a relatively low cost (\$1 versus \$4 to \$5) maintenance expenditures in the early stages of a pavement's life are much more cost-effective than allowing a pavement to deteriorate too far prior to applying some type of maintenance procedure.

The Maintenance Policy adopted by Caltrans is presented in more detail in Appendix C. In general, there are two types of maintenance policy, local and global.

A local maintenance policy is defined as a maintenance procedure for addressing "local" distress conditions. An example of this would be the repair of a section of alligator cracking or the repair of a spalled concrete slab corner.

A global maintenance policy is adopted to address "global" pavement deficiencies. An example of this type of maintenance policy would be the application of a seal coat to a weathered asphalt pavement or the re-sealing of the joints of a concrete pavement.

The recommendations for the Hollister Municipal Airport presented in the following section of this report are based on these maintenance policies and the unit costs presented in Appendix C. Note that the unit costs presented in the appendix are state-wide averages and may vary based on local contractor experience and capabilities. Also, costs related to project planning, engineering, and construction monitoring are not included in the unit costs.



PAVEMENT LIFE CYCLE

KLEINFELDER
 3189 Mill Street
 Reno, Nevada 89502

Hodges & Shutt
 5010 Aviation Blvd.
 Santa Rosa, California 95403

Project No. 30-2141-01.001

Reference: AC 150/5380-7

DATE: APRIL, 1995

7.0 RECOMMENDATIONS

Presented in Section 7.1 of this report are the recommendations for pavement maintenance procedures and associated costs based on current PCI conditions. Where no procedure is recommended, the PCI rating is currently at or above a level deemed acceptable under the adopted maintenance policy.

Section 7.2 of this report presents future maintenance recommendations and costs for: 1) pavements currently at or above an acceptable PCI rating or 2) pavements requiring maintenance now and current budgets are inadequate for the current maintenance procedure, requiring the deferral of maintenance. Also presented is an estimate of the year when future maintenance procedures are anticipated.

7.1 Current Maintenance Needs

Based on the PCI values for each branch at the time the field survey was conducted (Table 2), the 1995 PCI was projected. Based on this projected PCI value, the current maintenance needs for the Hollister Municipal Airport were established and are presented in Table 3. Note that these estimated costs are based on the unit costs presented in Appendix C and are state-wide averages. Actual costs may vary based on local conditions.

TABLE 3

CURRENT MAINTENANCE NEEDS

<u>BRANCH</u>	<u>1995 PCI</u>	<u>MAINTENANCE POLICY</u>	<u>ESTIMATED COST</u>
A1A	60	Reseal Joints	\$152,100
		Repair Faulting	<u>107,250</u>
			\$ 259,350
A1B	76	Reseal Joints	30,518
A1C	18	Reconstruct	16,800
R1A	41	Thin Overlay	53,000
R1B	41	Thin Overlay	84,800
R2	72	Slurry Seal	39,330
T1	68	Slurry Seal	5,850
T2A	58	Seal Cracks	\$ 397
		Slurry Seal	<u>6,435</u>
			6,832

TABLE 3 (Continued)**CURRENT MAINTENANCE NEEDS**

<u>BRANCH</u>	<u>1995 PCI</u>	<u>MAINTENANCE POLICY</u>	<u>ESTIMATED COST</u>
T2B	5	Reconstruct	\$ 71,500
T2C	28	Overlay with Fabric	32,500
T3A	3	Reconstruct	42,500
T3B	54	Patch Alligator Cracking	\$ 32
		Seal Cracks	213
		Slurry Seal	<u>344</u>
			589
T4A	41	Patch Alligator Cracking	\$ 772
		Thin Overlay	<u>3,300</u>
			4,072
T4B	32	Overlay with Fabric	4,000
T5	38	Overlay with Fabric	1,800
T6	27	Overlay with Fabric	2,525
T7	66	Slurry Seal	990
T8	9	Reconstruct	<u>15,000</u>
TOTAL ESTIMATED CURRENT (1995) COSTS:			\$ <u>671,956</u>

If the current PCI Value suggests there is little or no maintenance required now and/or if current budgets will not allow for current maintenance needs, projected needs are presented on Table 4 in Section 7.2 of this report for those branches where maintenance is deferred.

7.2 Future Maintenance Needs

If the current maintenance needs presented in Section 7.1 of this report are either minimal or are deferred, Table 4 presents the projected future maintenance needs and associated costs. These needs and costs are based on the projected PCI for the year 2000 (5 years). Costs shown are in current 1995 dollars and are state-wide averages which may vary by geophysical area and local contractor expertise.

TABLE 4

FUTURE MAINTENANCE NEEDS

<u>BRANCH</u>	<u>PROJECTED 2000 PCI</u>	<u>MAINTENANCE POLICY</u>	<u>ESTIMATED COST</u>
A1A	56	Reseal Joints	\$ 152,100
		Repair Faulting	<u>107,250</u>
			\$ 259,350
A1B	74	Reseal Joints	30,518
A1C	9	Reconstruct	16,800
R1A	36	Overlay with Fabric	66,250
R1B	36	Overlay with Fabric	106,000
R2	70	Slurry Seal	39,330
T1	65	Slurry Seal	5,850
T2A	45	Seal Cracks	\$ 397
		Thin Overlay	<u>28,600</u>
			28,997
T2B	0	Reconstruct	71,500
T2C	15	Reconstruct	65,000
T3A	0	Reconstruct	42,500
T3B	49	Patch Alligator Cracking	\$ 32
		Seal Cracks	<u>213</u>
			1,775
T4A	36	Overlay with Fabric	4,125
T4B	13	Reconstruct	8,000
T5	33	Overlay with Fabric	1,800
T6A	5	Reconstruct	5,050
T7A	56	Thin Overlay	4,400
T8A	0	Reconstruct	<u>15,000</u>
TOTAL ESTIMATED PROJECTED (2000) COSTS:			\$ <u>772,245</u>

THE JOURNAL OF

THE AMERICAN MEDICAL ASSOCIATION

INVENTORY REPORT

Site Name : Hollister Municipal Airport, San Benito County

Database Name : C:HOLIS

Report Date: MAY/11/1995

Network	Num	Use	Num Cat	Family	Zone	Pavement Rank	Surface Type	Area (SF)
ALL	T11	TAXIWAY A		DEFAULT		TERTIARY	AC	12250.00
		FROM: SEE MAP				TO:		
TAXIWAY 11								TOTAL AREA OF SELECTED SECTIONS: 12250.00
ALL	T12	TAXIWAY A		DEFAULT		TERTIARY	AC	15375.00
		FROM: SEE MAP				TO:		
TAXIWAY 12								TOTAL AREA OF SELECTED SECTIONS: 15375.00
ALL	T2	TAXIWAY A		DEFAULT		PRIMARY	AAC	71500.00
		FROM: STATION 0+00 AT T-6				TO: STATION 14+30		
		B		DEFAULT		PRIMARY	AAC	71500.00
		FROM: STATION 14+30				TO: RUNWAY 12/30		
		C		DEFAULT		PRIMARY	AAC	65000.00
		FROM: RUNWAY 12/30				TO: RUNWAY 5/23		
PARALLEL TAXIWAY 2								TOTAL AREA OF SELECTED SECTIONS: 208000.00
ALL	T3	TAXIWAY A		DEFAULT		SECONDARY	AC	42500.00
		FROM: RUNWAY 12/30				TO: APRON 1		
		B		DEFAULT		SECONDARY	AC	3825.00
		FROM: APRON 1				TO: TAXIWAY 3, SECTION A		
TAXIWAY 3								TOTAL AREA OF SELECTED SECTIONS: 46325.00
ALL	T4	TAXIWAY A		DEFAULT		TERTIARY	AC	8250.00
		FROM: RUNWAY 5/23				TO: PARALLEL TAXIWAY 2		
		B		DEFAULT		SECONDARY	AAC	8000.00
		FROM: PARALLEL TAXIWAY 2				TO: APRON 1		
CROSS-TAXIWAY 4								TOTAL AREA OF SELECTED SECTIONS: 16250.00
ALL	T5	TAXIWAY A		DEFAULT		TERTIARY	AC	3600.00
		FROM: RUNWAY 5/23				TO: PARALLEL TAXIWAY 2		
CROSS-TAXIWAY								TOTAL AREA OF SELECTED SECTIONS: 3600.00
ALL	T6	TAXIWAY A		DEFAULT		SECONDARY	AAC	5050.00
		FROM: PARALLEL TAXIWAY 2				TO: RUNWAY 5/23		
CROSS-TAXIWAY 6								TOTAL AREA OF SELECTED SECTIONS: 5050.00

TAXIWAY 11

Cat: Zone: Family:DEFAULT Age (Yrs):None

INVENTORY REPORT

Site Name : Hollister Municipal Airport, San Benito County

Database Name : C:HOLIS

Report Date: MAY/11/1995

Network	Num	Use	Num Cat	Family	Zone	Pavement Rank	Surface Type	Area (SF)
ALL	T7	TAXIWAY A		DEFAULT		TERTIARY	AC	11000.00
		FROM: TAXIWAY 3				TO: APRON 1, SECTION B		
CROSS-TAXIWAY 7						TOTAL AREA OF SELECTED SECTIONS:		11000.00
ALL	T8	TAXIWAY A		DEFAULT		SECONDARY	AC	15000.00
		FROM: APRON 1				TO: RUNWAY 12/30		
CROSS-TAXIWAY 8						TOTAL AREA OF SELECTED SECTIONS:		15000.00
ALL	T9	TAXIWAY A		DEFAULT		PRIMARY	AC	188500.00
		FROM: SE MAP				TO:		
TAXIWAY 9						TOTAL AREA OF SELECTED SECTIONS:		188500.00

TAXIWAY 9

Cat: Zone: Family:DEFAULT Age (Yrs):None

APPENDIX B

PCI Report and PCI Frequency Reports

PCI REPORT

Site Name : Hollister Municipal Airport, San Benito County
 Database Name : C:HOLIS Report Date: MAY/11/1995

Network ID: All
 Branch Number: All
 Section Number: All
 Branch Use: All
 Surface Type: All
 Pavement Rank: All
 Zone: All
 Section Category: All
 Section Area: All
 Last Construction Date: All
 Last Inspection Date: All
 PCI: All

Netwrk	Branch Number/Use/ Name	Section Num/Rank/Surf/Area (SF)	Last Construct Date	Last Inspection Date	PCI
ALL	A1 /APRON APRON 1 From: ON MAP	A / P / PCC / 390000.00 Cat: Zone: To:	JUL/01/1942	JAN/13/1994	61
ALL	A1 /APRON APRON 1 From: ON MAP	B / S / PCC / 97825.00 Cat: Zone: To:	JUL/01/1942	JAN/13/1994	77
ALL	A1 /APRON APRON 1 From: ON MAP	C / S / AC / 16800.00 Cat: Zone: To:	JUL/11/1953	JAN/13/1994	21
ALL	R1 /RUNWAY RUNWAY 12/30 From: STATION 0+0	A / P / AAC / 132500.00 Cat: Zone: To: STATION 13+25	JUL/01/1942	JAN/13/1994	43
ALL	R1 /RUNWAY RUNWAY 12/30 From: STATION 13+25	B / P / AAC / 212000.00 Cat: Zone: To: STATION 39+75	JUL/01/1942	JAN/13/1994	43
ALL	R1 /RUNWAY RUNWAY 12/30 From: SEE MAP	C / P / AAC / 327000.00 Cat: Zone: To:		JAN/13/1994	99
ALL	R2 /RUNWAY RUNWAY 5/23 From: STATION 0+00	A / P / AC / 437000.00 Cat: Zone: To: STATION 43+70	JUL/01/1942	JAN/13/1994	73
ALL	T1 /TAXIWAY TAXIWAY 1 From: RUNWAY 12/30, NW END	A / S / AC / 65000.00 Cat: Zone: To: RUNWAY 5/23	JUL/01/1942	JAN/13/1994	69
ALL	T10 /TAXIWAY TAXIWAY 10 From: SEE MAP	A / T / AC / 9750.00 Cat: Zone: To:		JAN/13/1994	99
ALL	T11 /TAXIWAY	A / T / AC / 12250.00		JAN/13/1994	99

PCI REPORT

Site Name : Hollister Municipal Airport, San Benito County

Database Name : C:HOLIS

Report Date: MAY/11/1995

Branch	Section	Last	Last	PCI
Netwrk Number/Use/ Name	Num/Rank/Surf/Area(SF)	Construct Date	Inspection Date	
From: SEE MAP	To:			
ALL T12 /TAXIWAY TAXIWAY 12 From: SEE MAP	A / T / AC / 15375.00 Cat: Zone: Family:DEFAULT To:	JUL/01/1978	JAN/13/1994	99
ALL T2 /TAXIWAY PARALLEL TAXIWAY 2 From: STATION 0+00 AT T-6	A / P / AAC / 71500.00 Cat: Zone: Family:DEFAULT To: STATION 14+30	JUL/01/1978	JAN/13/1994	61
ALL T2 /TAXIWAY PARALLEL TAXIWAY 2 From: STATION 14+30	B / P / AAC / 71500.00 Cat: Zone: Family:DEFAULT To: RUNWAY 12/30	JUL/01/1978	JAN/13/1994	11
ALL T2 /TAXIWAY PARALLEL TAXIWAY 2 From: RUNWAY 12/30	C / P / AAC / 65000.00 Cat: Zone: Family:DEFAULT To: RUNWAY 5/23	JUL/01/1978	JAN/13/1994	32
ALL T3 /TAXIWAY TAXIWAY 3 From: RUNWAY 12/30	A / S / AC / 42500.00 Cat: Zone: Family:DEFAULT To: APRON 1	JUL/01/1978	JAN/13/1994	11
ALL T3 /TAXIWAY TAXIWAY 3 From: ARPON 1	B / S / AC / 3825.00 Cat: Zone: Family:DEFAULT To: TAXIWAY 3, SECTION A	JUL/01/1942	JAN/13/1994	55
ALL T4 /TAXIWAY CROSS-TAIXWAY 4 From: RUNWAY 5/23	A / T / AC / 8250.00 Cat: Zone: Family:DEFAULT To: PARALLEL TAXIWAY 2	JUL/01/1942	JAN/13/1994	43
ALL T4 /TAXIWAY CROSS-TAIXWAY 4 From: PARALLEL TAXIWAY 2	B / S / AAC / 8000.00 Cat: Zone: Family:DEFAULT To: APRON 1	JUL/01/1978	JAN/13/1994	38
ALL T5 /TAXIWAY CROS-TAXIWAY From: RUNWAY 5/23	A / T / AC / 3600.00 Cat: Zone: Family:DEFAULT To: PARALLEL TAXIWAY 2	JUL/01/1942	JAN/13/1994	40
ALL T6 /TAXIWAY CROSS-TAXIWAY 6 From: PARALLEL TAXIWAY 2	A / S / AAC / 5050.00 Cat: Zone: Family:DEFAULT To: RUNWAY 5/23	JUL/01/1978	JAN/13/1994	33
ALL T7 /TAXIWAY CROSS-TAXIWAY 7 From: TAXIWAY 3	A / T / AC / 11000.00 Cat: Zone: Family:DEFAULT To: APRON 1, SECTION B	JUL/11/1978	JAN/13/1994	69
ALL T8 /TAXIWAY CROSS-TAXIWAY 8 From: APRON 1	A / S / AC / 15000.00 Cat: Zone: Family:DEFAULT To: RUNWAY 12/30	JUL/01/1942	JAN/13/1994	11
ALL T9 /TAXIWAY	A / P / AC / 188500.00		JAN/13/1994	99

PCI REPORT

Site Name : Hollister Municipal Airport, San Benito County

Database Name : C:HOLIS

Report Date: MAY/11/1995

Branch Netwrk Number/Use/ Name	Section Num/Rank/Surf/Area (SF)	Last Construct Date	Last Inspection Date	PCI
--------------------------------------	------------------------------------	---------------------------	----------------------------	-----

From: SE MAP

To:

PCI FREQUENCY REPORT

Site Name : Hollister Municipal Airport, San Benito County
 Database Name : C:HOLIS Report Date: MAY/11/1995
 Branch Use : All
 Pavement Rank : All
 Surface Type : All
 Zone : All
 Section Category : All
 Last Construction Date: All
 PCI : All

TABLE OF PCI FREQUENCY REPORT

YEAR: MAY 1995

CONDITION	PCI RANGE	NO. OF SECTIONS	% OF SECTIONS	TOTAL AREA	% OF AREA
FAILED	0 - 10	3	16.67	129000.00	7.79
VERY POOR	11 - 25	1	5.56	16800.00	1.01
POOR	26 - 40	4	22.22	81650.00	4.93
FAIR	41 - 55	4	22.22	356575.00	21.53
GOOD	56 - 70	4	22.22	537500.00	32.45
VERY GOOD	71 - 85	2	11.11	534825.00	32.29
EXCELLENT	86 - 100	0	.00	.00	.00

TOTAL NUMBER OF SECTIONS: 18
 AVERAGE PCI : 41
 TOTAL SECTION AREA : 1656350.00
 NUMBER OF MISSING VALUES: 5

PCI FREQUENCY REPORT

Site Name : Hollister Municipal Airport, San Benito County
 Database Name : C:HOLIS Report Date: MAY/11/1995

Branch Use : All
 Pavement Rank : All
 Surface Type : All
 Zone : All
 Section Category : All
 Last Construction Date: All
 PCI : All

SECTION LIST OF PCI FREQUENCY REPORT

YEAR: MAY 1995

Network	[----Branch-----] Number/Use /Name	[-----Section-----] Num/Rank/Surf/	Area	Last Inspection	Last PCI	Pred PCI
ALL	T3 /TAXIWAY TAXIWAY 3	A / S /AC /	42500.00 DEFAULT	JAN/13/1994	11	3
ALL	T2 /TAXIWAY PARALLEL TAXIWAY 2	B / P /AAC /	71500.00 DEFAULT	JAN/13/1994	11	5
ALL	T8 /TAXIWAY CROSS-TAXIWAY 8	A / S /AC /	15000.00 DEFAULT	JAN/13/1994	11	9
ALL	A1 /APRON APRON 1	C / S /AC /	16800.00 DEFAULT	JAN/13/1994	21	18
ALL	T6 /TAXIWAY CROSS-TAXIWAY 6	A / S /AAC /	5050.00 DEFAULT	JAN/13/1994	33	27
ALL	T2 /TAXIWAY PARALLEL TAXIWAY 2	C / P /AAC /	65000.00 DEFAULT	JAN/13/1994	32	28
ALL	T4 /TAXIWAY CROSS-TAXIWAY 4	B / S /AAC /	8000.00 DEFAULT	JAN/13/1994	38	32
ALL	T5 /TAXIWAY CROSS-TAXIWAY	A / T /AC /	3600.00 DEFAULT	JAN/13/1994	40	38
ALL	R1 /RUNWAY RUNWAY 12/30	A / P /AAC /	132500.00 DEFAULT	JAN/13/1994	43	41
ALL	R1 /RUNWAY RUNWAY 12/30	B / P /AAC /	212000.00 DEFAULT	JAN/13/1994	43	41
ALL	T4 /TAXIWAY CROSS-TAXIWAY 4	A / T /AC /	8250.00 DEFAULT	JAN/13/1994	43	41
ALL	T3 /TAXIWAY TAXIWAY 3	B / S /AC /	3825.00 DEFAULT	JAN/13/1994	55	54
ALL	T2 /TAXIWAY PARALLEL TAXIWAY 2	A / P /AAC /	71500.00 DEFAULT	JAN/13/1994	61	58
ALL	A1 /APRON APRON 1	A / P /PCC /	390000.00 DEFAULT	JAN/13/1994	61	60
ALL	T7 /TAXIWAY CROSS-TAXIWAY 7	A / T /AC /	11000.00 DEFAULT	JAN/13/1994	69	66
ALL	T1 /TAXIWAY TAXIWAY 1	A / S /AC /	65000.00 DEFAULT	JAN/13/1994	69	68
ALL	R2 /RUNWAY RUNWAY 5/23	A / P /AC /	437000.00 DEFAULT	JAN/13/1994	73	72
ALL	A1 /APRON APRON 1	B / S /PCC /	97825.00 DEFAULT	JAN/13/1994	77	76

[-----Branch-----]	[-----Section-----]				Last	Last	Pred
Network Number/Use	/Name	Num/Rank/Surf/	Area	Inspection	PCI	PCI	PCI

Total number of SECTIONS:	18
Average PCI :	41
Number of MISSING VALUES:	5

PCI FREQUENCY REPORT

Site Name : Hollister Municipal Airport, San Benito County

Database Name : C:HOLIS

Report Date: MAY/11/1995

Branch Use : All
 Pavement Rank : All
 Surface Type : All
 Zone : All
 Section Category : All
 Last Construction Date: All
 PCI : All

TABLE OF PCI FREQUENCY REPORT

YEAR: MAY 2000

CONDITION	PCI RANGE	NO. OF SECTIONS	% OF SECTIONS	TOTAL AREA	% OF AREA
FAILED	0 - 10	5	27.78	150850.00	9.11
VERY POOR	11 - 25	2	11.11	73000.00	4.41
POOR	26 - 40	4	22.22	356350.00	21.51
FAIR	41 - 55	2	11.11	75325.00	4.55
GOOD	56 - 70	4	22.22	903000.00	54.52
VERY GOOD	71 - 85	1	5.56	97825.00	5.91
EXCELLENT	86 - 100	0	.00	.00	.00

TOTAL NUMBER OF SECTIONS: 18
 AVERAGE PCI : 33
 TOTAL SECTION AREA : 1656350.00
 NUMBER OF MISSING VALUES: 5

PCI FREQUENCY REPORT

Site Name : Hollister Municipal Airport, San Benito County

Database Name : C:HOLIS

Report Date: MAY/11/1995

Branch Use : All
Pavement Rank : All
Surface Type : All
Zone : All
Section Category : All
Last Construction Date: All
PCI : All

SECTION LIST OF PCI FREQUENCY REPORT

YEAR: MAY 2000

Network	[----Branch-----] Number/Use /Name	[-----Section-----] Num/Rank/Surf/	Area	Last Inspection	Last PCI	Pred PCI
ALL	T2 /TAXIWAY PARALLEL TAXIWAY 2	B / P /AAC /	71500.00 DEFAULT	JAN/13/1994	11	0
ALL	T3 /TAXIWAY TAXIWAY 3	A / S /AC /	42500.00 DEFAULT	JAN/13/1994	11	0
ALL	T8 /TAXIWAY CROSS-TAXIWAY 8	A / S /AC /	15000.00 DEFAULT	JAN/13/1994	11	0
ALL	T6 /TAXIWAY CROSS-TAXIWAY 6	A / S /AAC /	5050.00 DEFAULT	JAN/13/1994	33	5
ALL	A1 /APRON APRON 1	C / S /AC /	16800.00 DEFAULT	JAN/13/1994	21	9
ALL	T4 /TAXIWAY CROSS-TAXIWAY 4	B / S /AAC /	8000.00 DEFAULT	JAN/13/1994	38	13
ALL	T2 /TAXIWAY PARALLEL TAXIWAY 2	C / P /AAC /	65000.00 DEFAULT	JAN/13/1994	32	15
ALL	T5 /TAXIWAY CROSS-TAXIWAY	A / T /AC /	3600.00 DEFAULT	JAN/13/1994	40	33
ALL	R1 /RUNWAY RUNWAY 12/30	A / P /AAC /	132500.00 DEFAULT	JAN/13/1994	43	36
ALL	R1 /RUNWAY RUNWAY 12/30	B / P /AAC /	212000.00 DEFAULT	JAN/13/1994	43	36
ALL	T4 /TAXIWAY CROSS-TAXIWAY 4	A / T /AC /	8250.00 DEFAULT	JAN/13/1994	43	36
ALL	T2 /TAXIWAY PARALLEL TAXIWAY 2	A / P /AAC /	71500.00 DEFAULT	JAN/13/1994	61	45
ALL	T3 /TAXIWAY TAXIWAY 3	B / S /AC /	3825.00 DEFAULT	JAN/13/1994	55	49
ALL	A1 /APRON APRON 1	A / P /PCC /	390000.00 DEFAULT	JAN/13/1994	61	56
ALL	T7 /TAXIWAY CROSS-TAXIWAY 7	A / T /AC /	11000.00 DEFAULT	JAN/13/1994	69	56
ALL	T1 /TAXIWAY TAXIWAY 1	A / S /AC /	65000.00 DEFAULT	JAN/13/1994	69	65
ALL	R2 /RUNWAY RUNWAY 5/23	A / P /AC /	437000.00 DEFAULT	JAN/13/1994	73	70
ALL	A1 /APRON APRON 1	B / S /PCC /	97825.00 DEFAULT	JAN/13/1994	77	74

	[----Branch-----]	[-----Section-----]		Last	Last	Pred
Network	Number/Use	/Name	Num/Rank/Surf/	Area	Inspection	PCI

Total number of SECTIONS:	18
Average PCI :	33
Number of MISSING VALUES:	5

PCI FREQUENCY REPORT

Site Name : Hollister Municipal Airport, San Benito County

Database Name : C:HOLIS

Report Date: MAY/11/1995

Branch Use : All
Pavement Rank : All
Surface Type : All
Zone : All
Section Category : All
Last Construction Date: All
PCI : All

MISSING VALUE REPORT

Network	Branch	Section
ALL	R1	C
ALL	T10	A
ALL	T11	A
ALL	T12	A
ALL	T9	A

BRANCH LISTING REPORT

Site Name : Hollister Municipal Airport, San Benito County
 Database Name : C:HOLIS Report Date: MAY/11/1995

Network ID: All
 Branch Number: All
 Branch Use: All
 Number of Sections: All
 Branch Area: All

Network	Branch Number	Branch Name	Branch Use	Branch Area (SF)	Number of Sections
ALL	A1	APRON 1	APRON	504625.00	3
ALL	R1	RUNWAY 12/30	RUNWAY	671500.00	3
ALL	R2	RUNWAY 5/23	RUNWAY	437000.00	1
ALL	T1	TAXIWAY 1	TAXIWAY	65000.00	1
ALL	T10	TAXIWAY 10	TAXIWAY	9750.00	1
ALL	T11	TAXIWAY 11	TAXIWAY	12250.00	1
ALL	T12	TAXIWAY 12	TAXIWAY	15375.00	1
ALL	T2	PARALLEL TAXIWAY 2	TAXIWAY	208000.00	3
ALL	T3	TAXIWAY 3	TAXIWAY	46325.00	2
ALL	T4	CROSS-TAIXWAY 4	TAXIWAY	16250.00	2
ALL	T5	CROS-TAXIWAY	TAXIWAY	3600.00	1
ALL	T6	CROSS-TAXIWAY 6	TAXIWAY	5050.00	1
ALL	T7	CROSS-TAXIWAY 7	TAXIWAY	11000.00	1
ALL	T8	CROSS-TAXIWAY 8	TAXIWAY	6000.00	1
ALL	T9	TAXIWAY 9	TAXIWAY	188500.00	1
TOTALS				2200225.00	23

INVENTORY REPORT

Site Name : Hollister Municipal Airport, San Benito County
 Database Name : C:HOLIS Report Date: MAY/11/1995

Network ID: All
 Branch Number: All
 Section Number: All
 Branch Use: All
 Surface Type: All
 Pavement Rank: All
 Zone: All
 Section Category: All
 Section Area: All

Network	Num	Use	Num	Cat	Family	Zone	Pavement Rank	Surface Type	Area (SF)
ALL	A1	APRON	A		DEFAULT		PRIMARY	PCC	390000.00
		FROM: ON MAP					TO:		
			B		DEFAULT		SECONDARY	PCC	97825.00
		FROM: ON MAP					TO:		
			C		DEFAULT		SECONDARY	AC	16800.00
		FROM: ON MAP					TO:		
APRON 1							TOTAL AREA OF SELECTED SECTIONS:		504625.00
ALL	R1	RUNWAY	A		DEFAULT		PRIMARY	AAC	132500.00
		FROM: STATION 0+0					TO: STATION 13+25		
			B		DEFAULT		PRIMARY	AAC	212000.00
		FROM: STATION 13+25					TO: STATION 39+75		
			C		DEFAULT		PRIMARY	AAC	327000.00
		FROM: SEE MAP					TO:		
RUNWAY 12/30							TOTAL AREA OF SELECTED SECTIONS:		671500.00
ALL	R2	RUNWAY	A		DEFAULT		PRIMARY	AC	437000.00
		FROM: STATION 0+00					TO: STATION 43+70		
RUNWAY 5/23							TOTAL AREA OF SELECTED SECTIONS:		437000.00
ALL	T1	TAXIWAY	A		DEFAULT		SECONDARY	AC	65000.00
		FROM: RUNWAY 12/30, NW END					TO: RUNWAY 5/23		
TAXIWAY 1							TOTAL AREA OF SELECTED SECTIONS:		65000.00
ALL	T10	TAXIWAY	A		DEFAULT		TERTIARY	AC	9750.00
		FROM: SEE MAP					TO:		
TAXIWAY 10							TOTAL AREA OF SELECTED SECTIONS:		9750.00

REPTILES & AMPHIBIANS

* Frogs and Toads

APPENDIX C

MAINTENANCE POLICY

BACKGROUND: Each airport included in the APMS survey receives a field evaluation to identify pavement distresses defined in Advisory Circular (AC) 150/5380-6, "Guidelines and Procedures for Maintenance of Airport Pavements". Field evaluations are input into the MicroPAVER™ program and are the basis for determining condition of all or portions of the airfield pavements.

This appendix describes local and global (entire section) maintenance and repair policies, work type codes, and unit costs input into the program for each type of distress. This data is needed to produce the Network Maintenance Report (estimated cost of routine repair to all or a portion of the pavement network), the Maintenance and Repair Report (estimated cost of global repairs and selected global repairs for specific pavement sections), and other reports that can be used to program airfield pavement maintenance.

The policies, work methods, and unit costs used to develop the 1995 APMS are intended to reflect general maintenance and repair practices using conservative cost estimates. The exact method of maintenance and repair and accurate estimate of cost for each specific pavement project should be determined by engineering investigation and design.

LOCAL MAINTENANCE POLICY: Three local maintenance policies have been established as shown in Tables C-1, C-2 and C-3. Policy 01 is for flexible (asphalt) pavements used by aircraft with gross weights $\leq$ 30,000 pounds. Policy 02 is for flexible pavements used by aircraft with gross weights $>$ 30,000 pounds. Policy 03 is for rigid (concrete) pavements for all aircraft gross weights. These policies apply to primary, secondary, and tertiary pavements.

GLOBAL MAINTENANCE POLICY: Global maintenance policies have been established as shown in Table C-4. These policies are applied to pavement sections based on types of pavement distresses and pavement condition index (PCI) determined by field evaluation.

WORK-TYPE TABLES: Work-type codes, descriptions, unit costs, and other data are shown in Table C-5. This information expands on work codes listed in local and global maintenance policies in Tables C-1 through C-4.

TABLE C-1

Local Maintenance Policy No. 01
Flexible Pavements
Aircraft with Maximum Gross Weight of $\leq 30,000$ lbs.

Code	Distress	Sev	Work Type & Description	Unit Cost	Unit
41	Alligator Crack	L	PAAD1 Patching - AC Deep	\$ 1.50	SF
41	Alligator Crack	M	PAAD1 Patching - AC Deep	1.50	SF
41	Alligator Crack	H	PAAD1 Patching - AC Deep	1.50	SF
42	Bleeding	--	NOPOL No Lcl Maint Policy	0	SF
43	Block Crack	L	NOPOL No Lcl Maint Policy	0	SF
43	Block Crack	M	NOPOL No Lcl Maint Policy	0	SF
43	Block Crack	H	NOPOL No Lcl Maint Policy	0	SF
44	Corrugation	L	NOPOL No Lcl Maint Policy	0	SF
44	Corrugation	M	PAAD1 Patching - AC Deep	1.50	SF
44	Corrugation	H	PAAD1 Patching - AC Deep	1.50	SF
45	Depression	L	NOPOL No Lcl Maint Policy	0	SF
45	Depression	M	PAAD1 Patching - AC Deep	1.50	SF
45	Depression	H	PAAD1 Patching - AC Deep	1.50	SF
46	Jet Blast	--	NOPOL No Lcl Maint Policy	0	SF
47	Joint Refl Cr	L	NOPOL No Lcl Maint Policy	0	LF
47	Joint Refl Cr	M	NOPOL No Lcl Maint Policy	0	LF
47	Joint Refl Cr	H	CS-RC Crack Seal, Refl Cr	1.00	LF
48	Long & Trans Cr	L	NOPOL No Lcl Maint Policy	0	LF
48	Long & Trans Cr	M	CS-RC Crack Seal, L & T Cr	1.50	LF
48	Long & Trans Cr	H	CS-RC Crack Seal, L & T Cr	1.50	LF
49	Oil Spillage	L	NOPOL No Lcl Maint Policy	0	SF
50	Patching	L	NOPOL No Lcl Maint Policy	0	SF
50	Patching	M	NOPOL No Lcl Maint Policy	0	SF
50	Patching	H	PAAD1 Patching - AC Deep	1.50	SF
51	Polished Aggreg	--	NOPOL No Lcl Maint Policy	0	SF
52	Weath/Raveling	L	NOPOL No Lcl Maint Policy	0	SF
52	Weath/Raveling	M	NOPOL No Lcl Maint Policy	0	SF
52	Weath/Raveling	H	NOPOL No Lcl Maint Policy	0	SF
53	Rutting	L	NOPOL No Lcl Maint Policy	0	SF
53	Rutting	M	PAAD1 Patching - AC Deep	1.50	SF
53	Rutting	H	PAAD1 Patching - AC Deep	1.50	SF
54	Shoving	L	NOPOL No Lcl Maint Policy	0	SF
54	Shoving	M	PAAD1 Patching - AC Deep	1.50	SF
54	Shoving	H	PAAD1 Patching - AC Deep	1.50	SF
55	Slippage Crack	--	NOPOL No Lcl Maint Policy	0	SF
56	Swelling	L	PAAD1 Patching - AC Deep	1.50	SF
56	Swelling	M	PAAD1 Patching - AC Deep	1.50	SF
56	Swelling	H	PAAD1 Patching - AC Deep	1.50	SF

TABLE C-2

Local Maintenance Policy No. 02
Flexible Pavements
Aircraft with Maximum Gross Weight of > 30,000 lbs.

Code	Distress	Sev	Work Type & Description	Unit Cost	Unit
41	Alligator Crack	L	PAAD2 Patching - AC Deep	\$ 2.00	SF
41	Alligator Crack	M	PAAD2 Patching - AC Deep	2.00	SF
41	Alligator Crack	H	PAAD2 Patching - AC Deep	2.00	SF
42	Bleeding	--	NOPOL No Lcl Maint Policy	0	SF
43	Block Crack	L	NOPOL No Lcl Maint Policy	0	SF
43	Block Crack	M	NOPOL No Lcl Maint Policy	0	SF
43	Block Crack	H	NOPOL No Lcl Maint Policy	0	SF
44	Corrugation	L	NOPOL No Lcl Maint Policy	0	SF
44	Corrugation	M	PAAD2 Patching - AC Deep	2.00	SF
44	Corrugation	H	PAAD2 Patching - AC Deep	2.00	SF
45	Depression	L	NOPOL No Lcl Maint Policy	0	SF
45	Depression	M	PAAD2 Patching - AC Deep	2.00	SF
45	Depression	H	PAAD2 Patching - AC Deep	2.00	SF
46	Jet Blast	--	NOPOL No Lcl Maint Policy	0	SF
47	Joint Refl Cr	L	NOPOL No Lcl Maint Policy	0	LF
47	Joint Refl Cr	M	NOPOL No Lcl Maint Policy	0	LF
47	Joint Refl Cr	H	CS-RC Crack Seal, Refl Cr	1.00	LF
48	Long & Trans Cr	L	NOPOL No Lcl Maint Policy	0	LF
48	Long & Trans Cr	M	CS-RC Crack Seal, L & T Cr	1.50	LF
48	Long & Trans Cr	H	CS-RC Crack Seal, L & T Cr	1.50	LF
49	Oil Spillage	L	NOPOL No Lcl Maint Policy	0	SF
50	Patching	L	NOPOL No Lcl Maint Policy	0	SF
50	Patching	M	NOPOL No Lcl Maint Policy	0	SF
50	Patching	H	PAAD2 Patching - AC Deep	2.00	SF
51	Polished Aggreg	--	NOPOL No Lcl Maint Policy	0	SF
52	Weath/Raveling	L	NOPOL No Lcl Maint Policy	0	SF
52	Weath/Raveling	M	NOPOL No Lcl Maint Policy	0	SF
52	Weath/Raveling	H	NOPOL No Lcl Maint Policy	0	SF
53	Rutting	L	NOPOL No Lcl Maint Policy	0	SF
53	Rutting	M	PAAD2 Patching - AC Deep	2.00	SF
53	Rutting	H	PAAD2 Patching - AC Deep	2.00	SF
54	Shoving	L	NOPOL No Lcl Maint Policy	0	SF
54	Shoving	M	PAAD2 Patching - AC Deep	2.00	SF
54	Shoving	H	PAAD2 Patching - AC Deep	2.00	SF
55	Slippage Crack	--	NOPOL No Lcl Maint Policy	0	SF
56	Swelling	L	PAAD2 Patching - AC Deep	2.00	SF
56	Swelling	M	PAAD2 Patching - AC Deep	2.00	SF
56	Swelling	H	PAAD2 Patching - AC Deep	2.00	SF

TABLE C-3

Local Maintenance Policy No. 03
Portland Cement Concrete (PCC) Pavements
All Aircraft Gross Weights

Code	Distress	Sev	Work Type & Description	Unit Cost	Unit
61	Blowup	L	PA-PF Patch PCC Full Depth	\$ 15.00	SF
61	Blowup	M	PA-PF Patch PCC Full Depth	15.00	SF
61	Blowup	H	PA-PF Patch PCC Full Depth	15.00	SF
62	Corner Break	L	NOPOL No Lcl Maint Policy	0	LF
62	Corner Break	M	NOPOL No Lcl Maint Policy	0	LF
62	Corner Break	H	PA-PF Patch PCC Full Depth	15.00	SF
63	Linear Crack	L	NOPOL No Lcl Maint Policy	0	LF
63	Linear Crack	M	CR-PE Cr Repair Equiv Cost	40.00	LF
63	Linear Crack	H	CR-PE Cr Repair Equiv Cost	40.00	LF
64	Durability Cr	L	NOPOL No Lcl Maint Policy	0	SF
64	Durability Cr	M	PA-PP Patch PCC Partial Depth	12.00	SF
64	Durability Cr	H	PA-PF Patch PCC Full Depth	15.00	SF
65	Jt Seal Damage	L	NOPOL No Lcl Maint Policy	0	LF
65	Jt Seal Damage	M	NOPOL No Lcl Maint Policy	0	LF
65	Jt Seal Damage	H	JS-BT Jt Seal, Bituminous	3.00	LF
66	Small Patch	L	NOPOL No Lcl Maint Policy	0	SF
66	Small Patch	M	NOPOL No Lcl Maint Policy	0	SF
66	Small Patch	H	PA-PP Patch PCC Partial Depth	12.00	SF
67	Large Patch	L	NOPOL No Lcl Maint Policy	0	SF
67	Large Patch	M	PA-PP Patch PCC Partial Depth	12.00	SF
67	Large Patch	H	PA-PF Patch PCC Full Depth	15.00	SF
68	Popouts	--	NOPOL No Lcl Maint Policy	0	SF
69	Pumping	--	NOPOL No Lcl Maint Policy	0	SF
70	Scaling	L	NOPOL No Lcl Maint Policy	0	SF
70	Scaling	M	NOPOL No Lcl Maint Policy	0	SF
70	Scaling	H	PA-PP Patch PCC Partial Depth	12.00	SF
71	Faulting	L	NOPOL No Lcl Maint Policy	0	LF
71	Faulting	M	NOPOL No Lcl Maint Policy	0	LF
71	Faulting	H	SL-PC Slab Replacement - PCC	11.00	LF
72	Shattered Slab	L	NOPOL No Lcl Maint Policy	0	SF
72	Shattered Slab	M	SL-PC Slab Replacement - PCC	11.00	SF
72	Shattered Slab	H	SL-PC Slab Replacement - PCC	11.00	SF
73	Shrinkage Cr	--	NOPOL No Lcl Maint Policy	0	SF
74	Joint Spall	L	NOPOL No Lcl Maint Policy	0	SF
74	Joint Spall	M	PA-PP Patch PCC Partial Depth	12.00	SF
74	Joint Spall	H	PA-PP Patch PCC Partial Depth	12.00	SF
75	Corner Spall	L	NOPOL No Lcl Maint Policy	0	SF
75	Corner Spall	M	PA-PP Patch PCC Partial Depth	12.00	SF
75	Corner Spall	H	PA-PF Patch PCC Full Depth	12.00	SF

TABLE C-4

GLOBAL MAINTENANCE POLICY

PCI	FLEXIBLE (ASPHALT) PAVEMENTS		RIGID (CONCRETE) PAVEMENTS	
	< 30, 000 lb Aircraft	> 30, 000 lb Aircraft	< 30, 000 lb Aircraft	> 30, 000 lb Aircraft
100				
85	SLURRY SEAL (ST-SS) "L" Block Cracks "L" Weathering/Raveling	FOG SEAL (SS-FS) "L" Block Cracks "L" Weathering/Raveling		
70				
55	THIN OVERLAY (OL-AT) "M" Weathering	HEATER REMIX & OVERLAY (HR-AO) "M" Block Cracks "M" & "H" Weathering/Raveling		
40	OVERLAY w/FABRIC (OF-AF) "M" Block Cracks "H" Weathering/Raveling			
25	RECONSTRUCT (CRAC1) "H" Block Cracks "H" Long & Trans Cracks Alligator Crack >20% density Corrugation >20% density Rutting >20% density	RECONSTRUCT (CRAC2) "H" Block Cracks "H" Long & Trans Cracks Alligator Crack >20% density Corrugation >20% density Rutting >20% density		
10				
0			RECONSTRUCT (CR-PA) All PCI <10 conditions	RECONSTRUCT (CR-PC) All PCI <10 conditions

Explanation and Use of Global Maintenance Policy Table:

1. Shaded areas indicate No Global Maintenance Policy.
2. Density of listed distresses for global repair >50% except as indicated.

TABLE C-5

WORK TYPE TABLE

<u>CODE</u>	<u>DESCRIPTION</u>	<u>WK UNIT</u>	<u>UNIT COST</u>	<u>C/M</u>	<u>G/L</u>
CRAC1	Compl Recon/Recycle (2" new AC)	sq ft	\$ 1.00	C	G
CRAC2	Compl Recon/Recycle (4" new AC)	sq ft	\$ 1.70	C	G

Description: Work items are for reconstruction of asphalt pavements that are in the failed or very poor areas of PCI rating (0 to 25). CRAC1 is for global reconstruction of asphalt concrete (AC) pavements accommodating aircraft gross weights $\leq 30,000$ lbs. CRAC2 is for aircraft over 30,000 lbs.: 1) Remove existing pavement structure, grind, and re-use as aggregate base. 2) Rework, replenish, and compact base course. 3) Place new AC course.

CR-PC	Compl Reconstruction - PCC	sq ft	\$ 3.50	C	G
-------	----------------------------	-------	---------	---	---

Description: Work item is for global reconstruction of 8" and 10" failed (PCI 0 to 10) concrete pavements accommodating aircraft over 30,000 lbs.: 1) Remove and dispose of old concrete pavement. 2) Rework subgrade and place 4" of new aggregate base. 3) Construct new concrete pavement.

CR-PA	Compl Reconstruct - PCC to AC	sq ft	\$ 2.70	C	G
-------	-------------------------------	-------	---------	---	---

Description: Work item is for global reconstruction of 6" and less failed (PCI 0 to 10) concrete pavements by replacing concrete with new AC pavement: 1) Remove and dispose of old concrete pavement. 2) Rework subgrade and reconstruct with 2" of AC over 8" of aggregate base.

CS-RC	Crack Sealing - AC Refl Cracks	lin ft	\$ 1.00	M	L
-------	--------------------------------	--------	---------	---	---

Description: Work item is to repair H severity reflective cracks in AC overlay over concrete: 1) Clean cracks by air blasting and other methods necessary to free cracks of dirt, vegetation, debris, and loose sealant. 2) Seal cracks with AC compatible sealant to slightly below level of surrounding pavement.

TABLE C-5 (continued)

CODE	DESCRIPTION	WK UNIT	UNIT COST	C/M	G/L
CS-LC	Crack Sealing - AC L & T Cracks	lin ft	\$ 1.50	M	L
<u>Description:</u> Work item is to repair cracks in AC over ½" wide in M and H severity range: 1) Treat cracks with soil sterilant and clean by air blasting and other methods necessary to free cracks of dirt, vegetation, debris, and loose sealant. 2) For cracks ≤ 1½" wide, fill crack with clean sand to form a reservoir of 1.0 to 1.5 depth to width ratio and seal cracks with AC compatible sealant to 1/8" below level of surrounding pavement. 3) For cracks wider than 1½", tack coat side walls, fill cracks with ½" minus plant mix AC, and compact by tamping. If area is to receive an overlay, perform steps 1 and 3 for all width cracks.					
CR-PE	Crack Repair - PCC Equiv Cost	lin ft	\$ 40.00	M	L
<u>Description:</u> Work item is to repair M and H severity linear cracks which divide slab into two or three pieces and are considered major structural distresses. Method of repair is slab replacement. Linear cracks are measured by lin ft in MicroPAVER™ program. To accommodate PAVER program, listed repair cost in lin ft represents equivalent cost of slab replacement as described under work type SL-PC.					
HR-AO	Heater Remix, AC Overlay	sq ft	\$ 0.65	C	G
<u>Description:</u> Work item is for global reconstruction of AC pavements accommodating aircraft over 30,000 lbs. gross weight which have widespread M severity block cracking or M or H Weathering/Raveling: 1) Heater remix top 1" of AC pavement surface, add rejuvenating agent, smooth to uniform grade, and compact. 2) Construct a 1½" AC surface course overlay.					
JS-BT	Joint Sealing - Bituminous	lin ft	\$ 3.00	M	L
<u>Description:</u> Work item is for replacement of damaged bituminous joint sealant in PCC pavements: 1) Remove old joint sealant, re-face joints by sawing, and sandblast surfaces clean. 2) Install backer rod and PCC compatible joint sealant.					

TABLE C-5 (continued)

CODE	DESCRIPTION	WK UNIT	UNIT COST	C/M	G/L
MA-TA	Marking - Taxiway & Apron	sq ft	\$ 0.02	M	G
	<u>Description:</u> Work item is to re-mark aprons and taxiways which have been reconstructed or have received an overlay or slurry seal. Cost is based on marking approximately 2% of total surface at \$1.00 per sq ft. Marking complies with FAA AC 150/5370-10A, Item P-620, using water emulsion base paint and glass beads.				
MA-RV	Marking - Visual Runway	sq ft	\$ 0.03	M	G
	<u>Description:</u> Work item is to re-mark visual runway centerline markings and numbers. Cost is based on marking approximately 5,000 square feet at \$1.00 per sq ft on a 60' x 3,000' runway. Marking complies with FAA AC 150/5370-10A, Item P-620, using water emulsion base paint and glass beads.				
MA-RN	Marking - Non-Pre Instr Runway	sq ft	\$ 0.04	M	G
	<u>Description:</u> Work item is to re-mark non-precision instrument runway centerline stripes, runway numbers, threshold markings, and fixed distance markings. Cost is based on marking approximately 12,000 square feet at \$0.85 per sq ft on a 60' x 4,000' runway. Marking complies with FAA AC 150/5370-10A, Item P-620, using water emulsion base paint and glass beads.				
MA-RP	Marking - Pre Instr Runway	sq ft	\$ 0.16	M	G
	<u>Description:</u> Work item is to re-mark precision instrument runway centerline stripes, runway numbers, threshold markings, fixed distance markings, touchdown zone markings, and side stripes. Cost is based on marking approximately 50,000 square feet at \$0.75 per sq ft on a 75' x 5,000' runway. Marking complies with FAA AC 150/5370-10A, Item P-620, using water emulsion base paint and glass beads.				
OL-AF	Overlay - AC Fabric	sq ft	\$ 0.50	C	G
	<u>Description:</u> Work item is for global repair of AC pavements accommodating aircrafts with gross weights $\leq 30,000$ lbs which have widespread M severity block cracking or H severity weathering/raveling: 1) Apply asphalt binder to pavement surface, and place reinforcing fabric. 2) Construct a 1½" surface course overlay.				

TABLE C-5 (continued)

CODE	DESCRIPTION	WK UNIT	UNIT COST	C/M	G/L
OL-AT	Overlay - AC Thin	sq ft	\$ 0.40	C	G
	<u>Description:</u> Work item is for global repair of AC pavements with M severity weathering and raveling: 1) Apply tack coat to pavement surface. 2) Construct a 1 1/2" surface course AC overlay.				
PAAD1	Patching - AC Deep, Type 1	sq ft	\$ 1.50	M	L
	<u>Description:</u> Work item is to repair most severities of alligator cracking, corrugations, depressions, patches, rutting, shoving, and swelling in AC pavements accommodating aircraft gross weights $\leq 30,000$ Lbs.: 1) Saw cut outside of defective areas, remove pavement section to firm material. 2) Replace and compact subbase and base material as required. 3) Apply prime coat to base material and tack coat to vertical faces of existing AC pavement. 4) Place AC surface course and compact.				
PAAD2	Patching - AC Deep, Type 2	sq ft	\$ 2.00	M	L
	<u>Description:</u> Same as PAAD1 except work item is for AC pavements accommodating aircraft gross weights over 30,000 lbs. Higher unit cost reflects additional work involved.				
PA-PF	Patching - PCC Full Depth	sq ft	\$ 15.00	M	L
	<u>Description:</u> Work item is to repair all severity blowups and H severity corner breaks, durability cracks, and large patches, and applies to pavements for all aircraft gross weights: 1) Saw cut outside of defective area, and break out and remove concrete from area to be patched. 2) Remove defective base material, and add and compact new material. 3) Clean face of remaining slab and coat with grout. 4) Maintain existing joint pattern using temporary inserts. 5) Place PCC concrete in patch area and finish to surrounding texture. 6) Prepare and seal joints.				
PA-PP	Patching - PCC Partial Depth	sq ft	\$ 12.00	M	L
	<u>Description:</u> Work item is to repair various severities of durability cracks, patches, scaling, joint spalls and corner spalls, and applies to pavements for all aircraft gross weights: 1) Saw cut around defective area and break out unsound concrete with air hammers or pneumatic drills. 2) Maintain existing joints using temporary inserts. 3) Clean and prepare surfaces. 4) Place polymer concrete, tamp in place, and finish to surrounding texture. 5) Saw and seal joints.				

TABLE C-5 (continued)

CODE	DESCRIPTION	WK UNIT	UNIT COST	C/M	G/L
SL-PC	Slab Replacement - PCC	sq ft	\$ 11.00	M	L
	<u>Description:</u> This work item is for replacement of concrete slabs with M or H severity shattered slabs or H severity faulted slabs: 1) Remove and dispose of old slab and unsuitable base. 2) Re-work subgrade and place 4" new aggregate base. 3) Construct new concrete slab.				
SS-CT	Surface Seal - Coal Tar	sq ft	\$ 0.20	M	G
	<u>Description:</u> No local maintenance policy has been established in this report for sealing areas subject to fuel spillage. However, this work item is included to acknowledge the potential requirement. In areas subject to fuel spillage, a 3-coat application of rubberized coal tar pitch emulsion meeting requirements of FAA Engineering Brief #46 is recommended. Special preparation and cleaning includes: 1) Fill prepared cracks with coal tar pitch emulsion. 2) Wire brush old fuel and oil spills and prime with shellac or synthetic resin.				
SS-FS	Surface Seal - Fog Seal	sq ft	\$ 0.03	M	G
	<u>Description:</u> Work item is to seal small cracks and surface voids and retard the aging of pavements in good condition but subject to L severity weathering/raveling and block cracking. In this report, fog seal is used only on pavements accommodating aircraft gross weights over 30,000 lbs.: 1) Before application, clean surfaces with power broom and airblast. 2) Apply asphalt emulsion diluted with equal amount of water.				
ST-SS	Surface Treatment - Slurry Seal	sq ft	\$ 0.09	M	G
	<u>Description:</u> Work item is to seal small cracks and surface voids, retard raveling and loss of matrix, and improve skid resistance. Slurry seal is used only on pavements accommodating aircraft gross weights $\leq 30,000$ lbs.: 1) Before application of slurry, thoroughly clean surfaces. 2) Apply a tack coat if pavement is dry or porous. 3) Apply a Type II polymer-modified slurry seal. 4) Roll 2 full coverages and vacuum sweep.				

DEPARTMENT OF TRANSPORTATION

AERONAUTICS PROGRAM
1130 K STREET - 4th FLOOR
MAIL: P.O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 322-3090
TDD (916) 654-4014
FAX (916) 327-9093



July 17, 1995

Mr. Allan D. Ritter
Hollister Municipal Airport
375 Fifth Street
Hollister, CA 95023

Dear Mr. Ritter:

Enclosed are copies of the 1995 Airport Pavement Management System (APMS) report for Hollister Municipal Airport. The report contains updates of pavement surveys and repair recommendations and are intended to replace the initial APMS reports which were provided to airport owner/managers in 1987/88. The initial APMS and this first periodic update are a result of a Department administered program, through consultant contracts funded by the Federal Aviation Administration (FAA).

The Department's APMS program was initiated to provide individual airport owners/managers with information needed to plan for maintaining their airport pavements and to provide the State and FAA with projected repair needs for the total airport system. The update also considers the FAA 1995 AIP Reauthorization Bill requirement that airports implement an effective pavement maintenance management program as a condition of project approval for funding. Although FAA guidelines have not yet been established, the enclosed reports should provide the information needed to satisfy the requirement.

The recommendations in the Executive Summary and Chapter 7 of the report should also be used to identify and schedule projects for the regional Capital Improvement Program (CIP) to be included in the State airport CIP update currently in progress.

If you have any questions concerning the APMS, please call Mr. Murray Mullen at (916) 322-9948.

Sincerely,

DICK MESA, Chief
Office of Technical Services

Enclosures



U.S. Department
of Transportation
**Federal Aviation
Administration**

San Francisco Airports District Office
831 Mitten Road
Burlingame, California 94010-1303

October 24, 1995

Mr. Allen Ritter
Airport Manager
Hollister Airport
90 Skylane Dr. Suite 101
Hollister, CA 95023

Dear Mr. Ritter:

Airport: Hollister Municipal;
Pavement Strength Survey Report

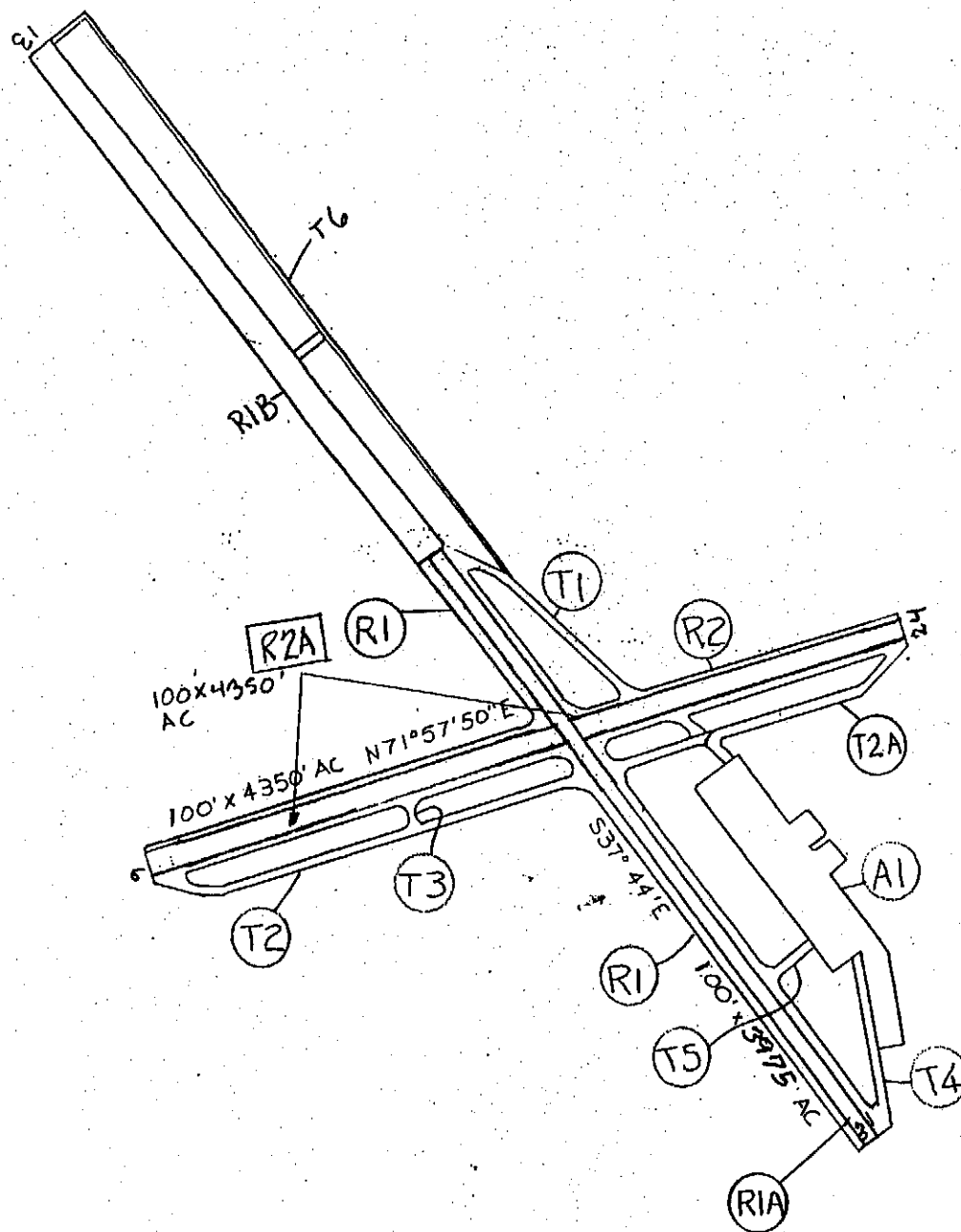
Enclosed is a copy of WE Form 5335-1, FAA Pavement Report, for your airport. This report has been updated to include recent construction. If you have any questions or correction, please contact us.

Sincerely,

Dan Morse
Supervisor, Safety and Standards Section

John L. Pfeifer
Manager, Airports District Office

Enclosure



SCALE: 1"=1000'

DATE: 9-22-95

R-RUNWAY, T-TAXIWAY, A-APRON

SITE: 1668

CITY: HOLLISTER

AIRPORT: MUNICIPAL

STATE: CAL.

SHEET 1 OF 2

Memo

To: David Rubcic
From: Jeff Hall
Date: November 28, 2001
Re: Airport Pavement Visual Survey

North South Runway

Sta 0+00 to 40+20

The runway has moderate cracking 1/4" to 1/2". Approximately 20' east of the centerline there is approximately 1" sag in the asphalt. Presently the runway has a slurry seal on it.

Along both shoulders there is old asphalt 30' wide that is preventing proper drainage. The runway is approximately 100' wide.

Recommendation:

Regrade the shoulders to drain properly. Create a better drain swale, Crack seal and place a leveling coarse (Petromat and overlay).

Sta40+20 to 75+40

This portion of the runway looks like it has newer asphalt, but the seams in the asphalt have pulled apart (seven seams, seven major cracks). These cracks vary from 1/4" to 1/2". There are also minor cracks in some shoulder areas.

Recommendation:

The shoulders should be regraded for drainage. Seal cracks and slurry seal. Monitor cracks closely.

North South Taxiway

Sta 0+00 to 41+25

The taxiway is 50' wide. There are three seams that have 1/4" to 1/2" cracks the entire length. There is also some minimal lateral cracking.

Recommendation:

Seal cracks and slurry seal. Monitor cracks closely.

Sta41+25 to 71+60

Olser asphalt that seems to be performing well. There is moderate shoulder cracking, and minor lateral cracking.

Recommendation:

Seal cracks and slurry seal. Monitor cracks closely.

East West Runway

Sta 0+00 to 22+20

This is an older runway that has approximately 30' of old asphalt on either side of it. Cracking is minimal

Recommendation:

Remove or regrade asphalt adjacent to runway to allow for proper drainage. Seal cracks and slurry seal.

Sta 22+20 to 43+60

Newer asphalt, seams are starting to sag and crack. There is approximately 30' of old asphalt on either side of it. Cracking is minimal.

Recommendation:

Remove or regrade asphalt adjacent to runway to allow for proper drainage. Seal cracks, fill sags, and slurry seal.

East West Taxiway

0+00 to 44+50

Taxi way is 50' wide and in relatively good shape. Cracking is minimal.

Recommendation:

Seal cracks and slurry seal.

General Observations

There are areas where the taxiway and the runway meet that have cracks at the construction joints. The drainage needs to be looked at to see if a 12' wide grind, petromat and overlay are called for.

Also, I don't know if a chip seal can be used on runways/taxiways. If they are allowed, there are areas where a chip seal would work better than a slurry seal to extend the life of the pavement.

There are several core hole patches throughout the runways and taxiways. It would be worthwhile to find the report that was generated from this information to use in conjunction with visual observations

