



Pavement Condition Report

Valparaiso-Porter County Regional Airport

Project 1480370

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Executive Summary

Background

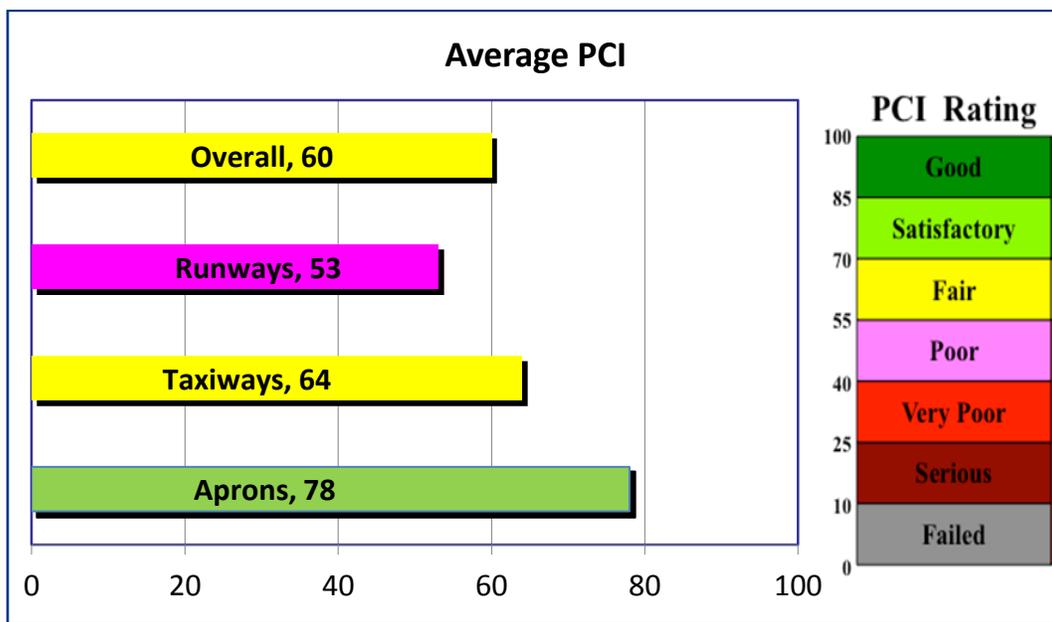
Since 1995, airports have been required to implement a pavement maintenance-management program to receive funding for any project constructed using Federal money. To assist individual airports in meeting this requirement and help improve airport pavement conditions statewide, the Indiana Department of Transportation, Office of Aviation contracted with Applied Research Associates, Inc. to provide pavement evaluation surveys at local airports. This report documents pavement condition at Porter County Regional Airport in September 2013.

A primary objective of the pavement management program is to determine maintenance and rehabilitation needs by comparing pavement condition to a standardized benchmark called the minimum service level (MSL), defined as the minimum pavement condition acceptable in managing Indiana's airfield pavements. The benchmark MSL values used to trigger rehabilitation are shown below.

Runway	Taxiway	Apron
60	55	55

Pavement Condition

The overall Pavement Condition Index (PCI) for the airfield pavements was 60. Runways had an average inspected PCI of 53 and were below the desired MSL of 60. Taxiways had an average inspected PCI of 64, and ramps had an average inspected PCI of 78.



Capital Improvement Program

The table below provides a summary of the projected pavement rehabilitation needs for the next 5 years of the capital improvement program, starting in 2013. The estimated cost for the rehabilitation actions that provide the greatest increase in pavement service life is approximately \$2.6 million in 2013 dollars. If no action is taken, the overall PCI is projected to drop to 49 by 2017.

Project Year	Calendar Year	Amount
Year 1	2013	2,148,208
Year 2	2014	360,580
Year 3	2015	109,562
Year 4	2016	4,276
Year 5	2017	-
5-Year Total		\$ 2,622,626

Maintenance

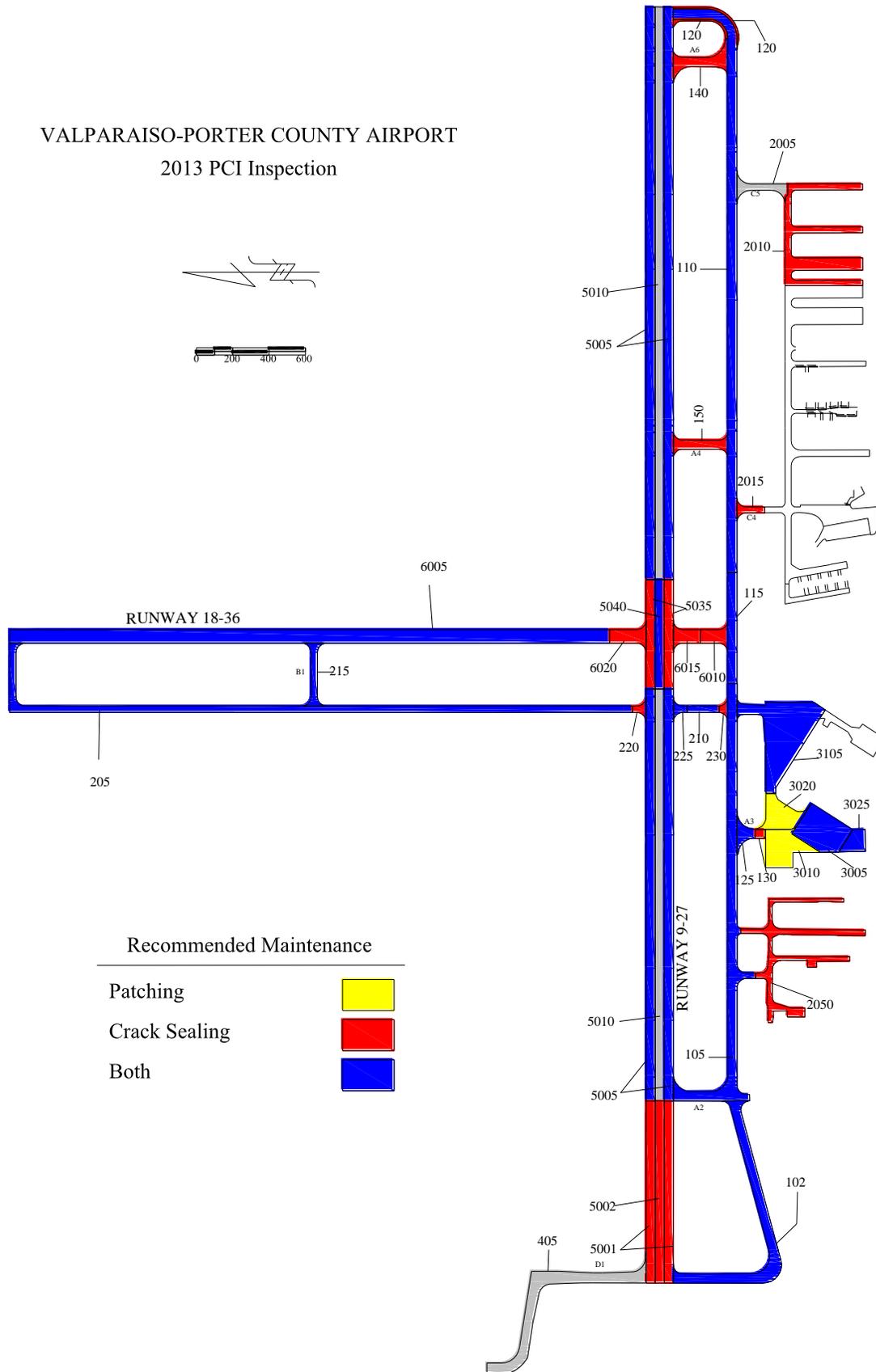
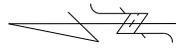
Analysis of potential maintenance projects identified approximately 3,100 square feet of patching needs and approximately 350,000 linear feet of crack sealing and crack repair needs, at an estimated total cost of approximately \$460,000.

Specific recommendations to help prioritize airfield maintenance are found in chapter 4 of this report. A summary of all identified maintenance needs is shown in the table below and in the figure on the following page.

Work Item	Quantity	Unit	Cost
AC PATCH	2,927	SF	\$25,396
AC RESTORATIVE CRACK REPAIR	323,051	LF	\$400,584
AC SUSTAINING CRACK REPAIR	15,202	LF	\$13,153
PCC RESTORATIVE SEAL REPAIR	7,647	LF	\$17,156
PCC SUSTAINING SEAL REPAIR	1,802	LF	\$1,559
PCC PATCHING	185	SF	\$3,078
Total:			\$ 460,926

AC = asphalt concrete; PCC = portland cement concrete; S.F. = square feet; L.F. = linear feet

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Recommended Maintenance

Patching	
Crack Sealing	
Both	

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GLOSSARY OF ABBREVIATIONS

AC	- asphalt concrete
ACC	- asphalt overlay on existing asphalt
APC	- asphalt overlay on existing concrete
APMS	- airport pavement management system
ARA	- Applied Research Associates, Inc.
CADD	- computer-aided design and drafting
CIP	- capital improvement program
FAA	- Federal Aviation Administration
FOD	- foreign object damage
GIS	- geographic information system
INDOT	- Indiana Department of Transportation
L&T	- longitudinal and transverse
LTD	- longitudinal, transverse, and diagonal
M&R	- maintenance and rehabilitation
MSL	- minimum service level
PCC	- portland cement concrete
PCI	- Pavement Condition Index
PCN	- Pavement Classification Number
PDF	- portable electronic document

1. Introduction

1.1 Objective and Scope

The Indiana Department of Transportation, Office of Aviation (INDOT) retained Applied Research Associates, Inc., (ARA) to provide airfield pavement inspection, pavement evaluation, and pavement management services for Indiana’s statewide network of airfield pavements. The pavement evaluations documented in this report were performed under purchase order number 14803170.

A primary objective of INDOT’s ongoing pavement evaluation and management program is to determine maintenance and rehabilitation (M&R) needs by comparing the Pavement Condition Index (PCI) to a standardized benchmark called the minimum service level (MSL). The MSL is defined as the minimum pavement condition acceptable in managing INDOT’s airside pavement. The benchmark MSL values used to trigger rehabilitation vary by airport classification and are shown in Table 1-1.

Table 1-1. Minimum Service Levels

Facility	Primary	Commercial Service	Large GA > 3600’Rwy	Large GA < 3600’Rwy
Runway	70	65	60	55
Taxiway	65	60	55	50
Apron	65	60	55	50

Additional goals of this project were to implement a software program to manage the pavement network, develop performance curves based on historical rates of pavement deterioration, forecast future pavement conditions, identify and recommend specific M&R actions to address the root cause of the documented pavement distress, and estimate the cost and ideal timing of the recommend M&R. The following tasks were performed in support of the project goals:

- Review record documents
- Define the pavement network
- Conduct an airfield condition survey
- Update the AIRPAV database & software
- Develop a 5-year airfield M&R work plan
- Report findings to INDOT

1.2 Description of Tasks Performed

1.2.1 Records Review

A detailed records review was performed to determine the airport’s construction history and the as-built cross section for each pavement feature. Plan sets for recent projects were provided to ARA in computer-aided design and drafting (CADD) format. Older plans sets were provided as hard copies or in portable electronic document (PDF) format.

1.2.2 Define Pavement Network

Prior to the field survey, a pavement network map was developed using available aerial photography and construction plans. The map was divided into facilities, features, and sample units. A facility is defined as a complete area of the airfield that is used for a particular type of operation. Facilities are typically named for complete functional elements of pavement, such as Runway 11-29, Taxiway A, or North Terminal Apron. After facilities are defined, they are divided into features based on pavement type, construction, structure, and usage. Note that the terms branch and section may be used interchangeably with facility and feature throughout this report.

Features are divided into sample units as prescribed by ASTM D5340-12, *Standard Test Method for Airport Pavement Condition Index Surveys*. A sample unit is a subdivision of a section used exclusively to aid in the inspection process and reduce the effort needed to determine distress quantities and the PCI. The specified sample unit size for an asphalt concrete (AC) pavement is $5,000 \text{ ft}^2 \pm 2,000 \text{ ft}^2$. Sample units on portland cement concrete (PCC) pavements contain 20 ± 8 slabs.

To allow users to search, sort, and identify airport pavement quickly, a numbering system is used in conjunction with the facility, feature, and sample unit convention. The format starts with facility, then feature, and finally identifies the sample unit. The number 1605.300 is parsed as an example in Figure 1-1. Most pavement references in this report are presented in this format.

Using statistical sampling methods, the PCI procedure provides a high confidence level in evaluating overall pavement condition while sampling only a portion of the pavement surface. Table 1-2 shows the network-level inspection density used on this project. Where appropriate, “additional sample units” were identified and inspected to record pavement areas with distress patterns not representative of the overall pavement condition. The unique distress types documented in additional sample units are not extrapolated across the entire feature.

As the surveyors inspected the pavement, they were mindful to ensure that the pre-survey airfield map depicted the actual pavement, otherwise known as a “ground-truth” survey. Noticeable differences between what was present in the field and what was displayed on the maps were adjusted by a CADD technician.

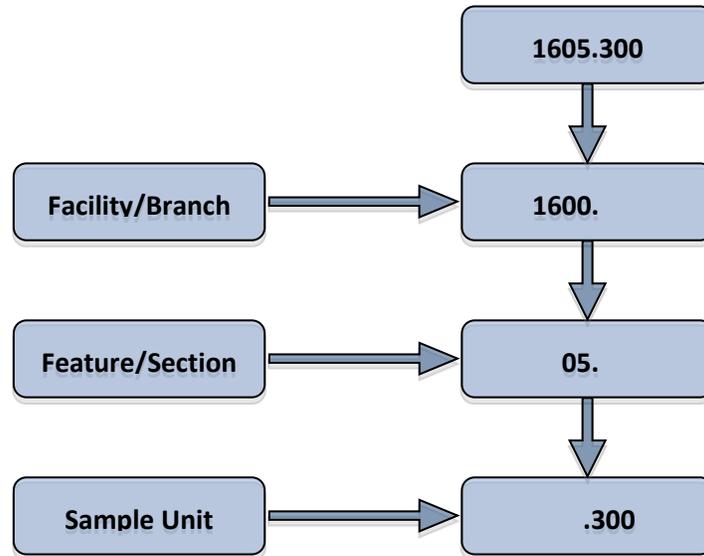


Figure 1-1. Pavement Numbering System

Table 1-2. Inspection Density

Sample Unit in Feature	Inspected Sample Units
1-2	ALL
3-4	2
5-7	3
8-10	4
11-14	5
15-19	6
20-25	7
26-30	8
31-37	9
38-45	10
46-55	11
56-80	12
> 80	15%

1.2.3 Conduct Airfield Condition Survey

The pavement condition surveys were performed in accordance with ASTM D5340-12. The procedure is based on the identification and measurement of visible distress at the pavement surface. Each PCI distress will deduct from the pavement's perfect condition of 100. Using pavement management software (or curves provided in ASTM D5340-12), a deduct value is determined for each combination of distress type, severity, and measured quantity. The PCI value is then determined from the unique combination of these variables.

A primary benefit of the PCI procedure is the ability to perform objective evaluations and compare pavement condition with an easy-to-understand numerical rating. Because the combined impact of multiple distresses is not cumulative, ASTM D5340-12 provides an additional family of curves to adjust for multiple distresses. The PCI is determined by applying the individual deduct value for each distress type along with any required correction factors to account for multiple distress types.

Figure 1-2 shows the relationship between PCI values, descriptive ratings, and typical repair actions. Generally, pavement maintenance is most cost-effective when the pavement is still in satisfactory condition. Rehabilitation, such as an asphalt mill and inlay, is typically performed for pavements with PCI values between 55 and 70. When the PCI value drops below 55, a mill and inlay may not provide the desired performance and complete reconstruction often becomes the most cost-effective means of repairing the pavement.

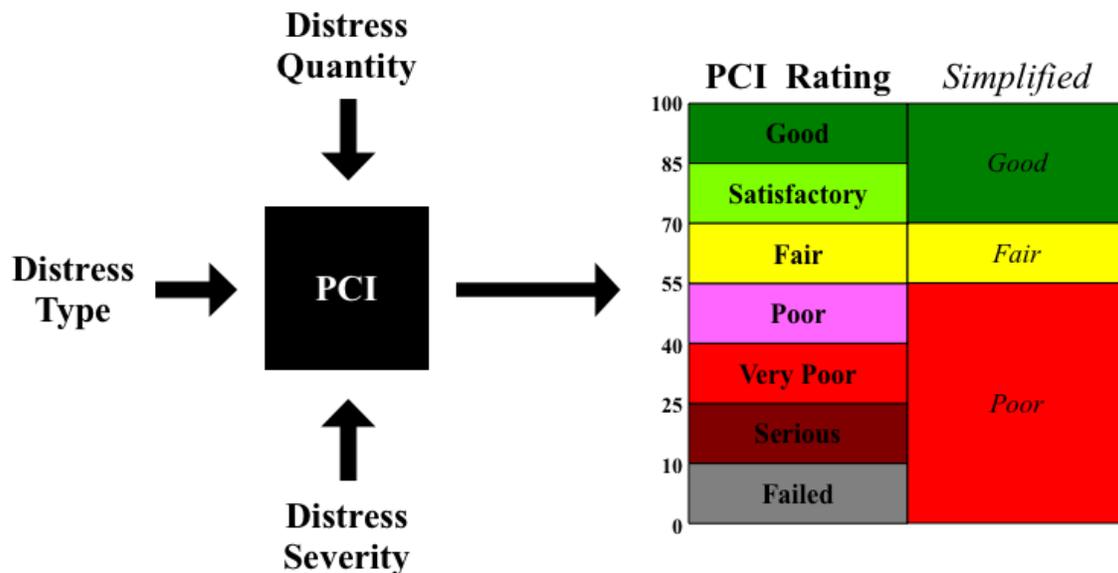


Figure 1-2. PCI Value and Descriptive Rating

1.2.4 Update AIRPAV Database & Software

The network definition, construction history, and data from the survey were entered into the AIRPAV pavement management system (APMS) software. After all data were entered, family curves were developed to model the change in pavement condition over time. These family curves are used to estimate future pavement condition. Typically, several curves are developed, with separate curves defined for different pavement surface types, such as AC, PCC, asphalt overlay on existing asphalt (ACC), and asphalt overlay on existing concrete (APC). The latest version of AIRPAV containing all survey data, deterioration curves, M&R policies, budgets, and construction history, was provided to INDOT on CD-ROM.

1.2.5 Develop 5-Year Airfield M&R Work Plans

A 5-year capital improvement program (CIP) was developed showing the year that each pavement feature was expected to fall below the MSL. The 5-year plan detailed in chapter 3 shows rehabilitation alternatives for each feature based on the PCI and the individual distress types observed during the pavement evaluation. The timing of each project is shown as the year that the PCI falls below the MSL and does not consider other important factors. Using reports like this for each airport in the State, INDOT engineers and planners develop a final 5-year statewide CIP plan that balances the sometimes conflicting priorities of pavement condition, operational constraints, construction staging considerations, and available funding.

1.2.6 Report Finding to INDOT

This report includes background information, PCI results and recommendations, and M&R budget scenarios. Photographs depicting typical pavement conditions observed during the survey are included in chapter 2. Appendix A contains general information about the AIRPAV pavement management software. Appendix B provides an analysis of each pavement section based on recorded distress. Appendix C contains a summary of general maintenance techniques and best practices. Appendix D provides a detailed summary of the airfield pavement condition. Appendix E describes common airfield distress types, and Appendix F contains exhibits to help the airport owner manage the airfield pavement system.

2. Pavement Condition Evaluation

2.1 Overview

Using statistical sampling methods, approximately 700,000 square feet of airside pavement was surveyed as part of this assessment. The average inspected PCI for all pavements was 60 (Fair). The average inspected PCI for the runways, taxiways, and ramps were as follows: 53 (Poor), 64 (Fair), and 78 (Satisfactory). Table 2-1 provides a general description of the PCI rating categories, including a simplified rating scale of Good, Fair, and Poor. This table also shows the associated distress levels and general M&R requirements for each rating category.

Table 2-1. Definition and Distribution of PCI Ratings

Simplified PCI Rating	PCI Range	Definition	Pavement Area (ft ²)	Pavement Area (%)
Good	86-100	GOOD: Pavement has minor or no distresses and requires only routine maintenance.	241,909	10%
	71-85	SATISFACTORY: Pavement has scattered low-severity distresses that need only routine maintenance.	266,285	11%
Fair	56-70	FAIR: Pavement has a combination of generally low- and medium-severity distresses. M&R needs are routine to major in the near future.	472,985	19%
Poor	41-55	POOR: Pavement has low-, medium-, and high-severity distresses that probably cause some operational problems. Near-term maintenance and repair needs may range from routine up to a requirement for reconstruction.	1,492,687	60%
	26-40	VERY POOR: Pavement has predominantly medium- and high-severity distresses that cause considerable maintenance and operational problems. Near-term maintenance and repair needs will be intensive in nature.	-	-
	11-25	SERIOUS: Pavement has mainly high-severity distresses that cause operational restrictions; immediate repairs are needed.	-	-
	0-10	FAILED: Pavement deterioration has progressed to the point that safe operations are no longer possible; complete reconstruction is required.	-	-

Fifteen (15) pavement sections had simplified PCI ratings of poor, indicating maintenance needs that may range from routine up to a requirement for reconstruction.

The pavement within each of the PCI condition categories is shown in Figure 2-1. The inspected PCI is summarized by branch use in Figure 2-2, and the photographs in Figure 2-3 through Figure 2-7 provide examples of the condition categories.

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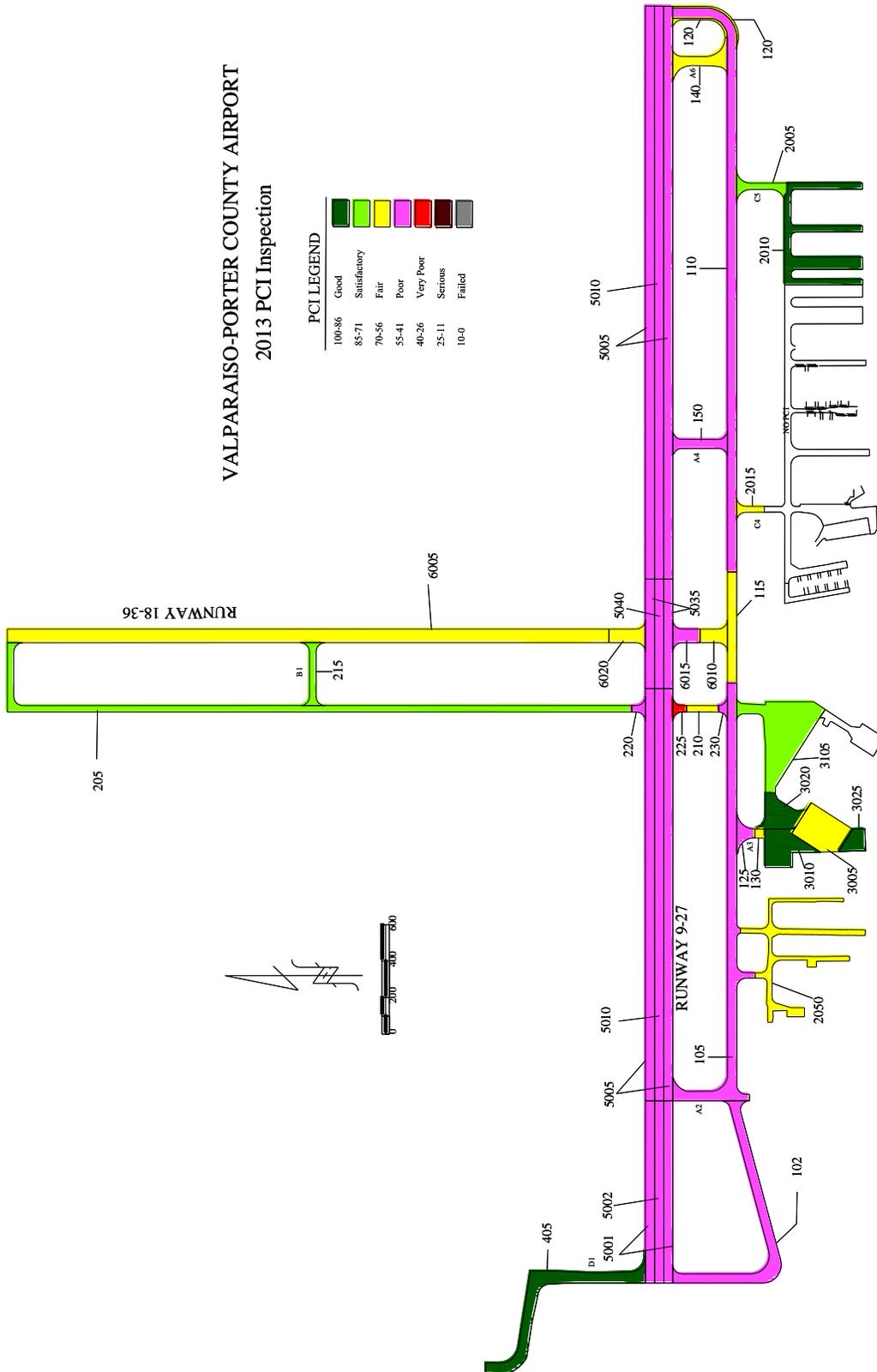


Figure 2-1. Inspected Pavement Condition

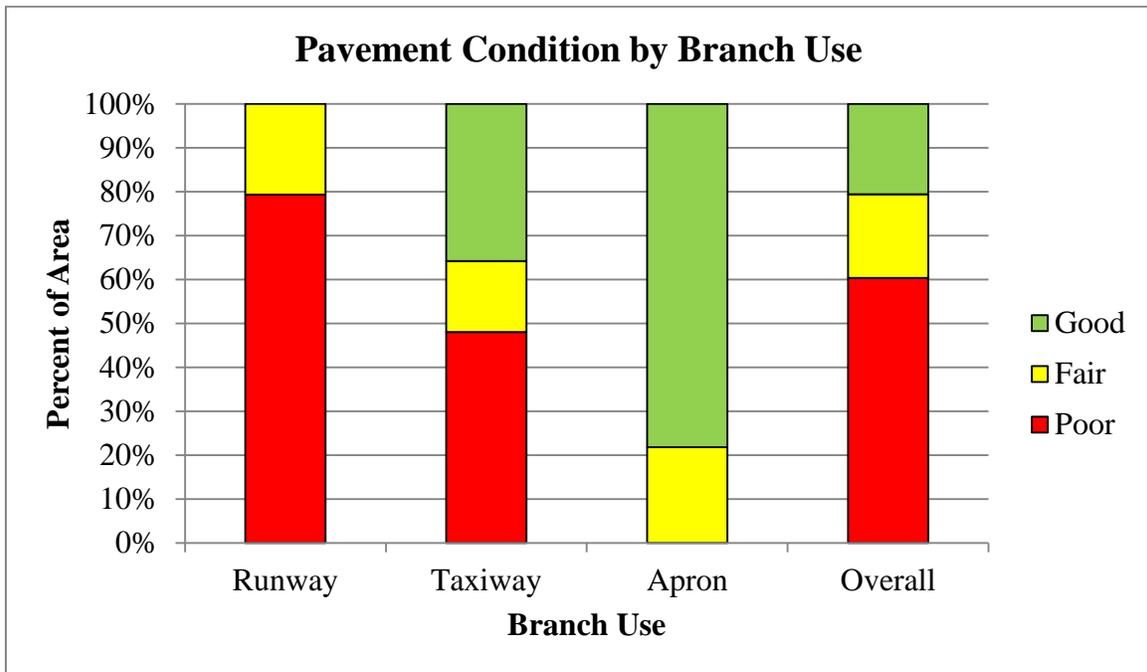


Figure 2-2. Pavement Condition by Branch Use



Figure 2-3. Typical Good PCC Pavement (Feature 3105)



Figure 2-4. Typical Good AC Pavement (Feature 405)



Figure 2-5. Typical Fair PCC Pavement (Feature 3005)



Figure 2-6. Typical Fair AC Pavement (Feature 6005)



Figure 2-7. Typical Poor AC Pavement (Feature 5002)

2.2 Distress Types and Frequency

The inspectors surveyed approximately 600,000 ft² of AC pavement. The frequency of each distress type is shown in Table 2-2. The most common distress types were longitudinal and transverse (L&T) cracking, block cracking, weathering, ravelling and alligator cracking. L&T cracking block cracking, weathering and ravelling are climate-related distresses; alligator cracking is a load related distress.

Table 2-2. Distress Frequency in AC Pavement

Distress	Sample Units	% Inspected Sample Units
L&T CRACKING	117	87
BLOCK CRACKING	72	53
WEATHERING	42	31
RAVELING	31	23
ALLIGATOR CRACKING	24	18
DEPRESSIONS	7	5
PATCHING	7	5
SWELL	5	4
RUTTING	4	3
BLEEDING	1	1

The inspectors surveyed approximately 110,000 ft² of PCC pavement. The frequency of each distress type is shown in Table 2-3. The most common distresses, with respect to quantity (number of slabs) recorded, were joint seal damage, longitudinal, transverse, and diagonal (LTD) cracks, corner spalls and shrinkage cracks.

Table 2-3. Distress Frequency in PCC Pavement

Distress	Sample Units	% Inspected Sample Units	Slabs	% Inspected Slabs
LONG/TRANS/DIAG CRACKS	15	63	35	8
CORNER SPALLING	13	54	21	5
JOINT SEAL DAMAGE	7	29	123	28
SHRINKAGE CRACKS	7	29	12	3
JOINT SPALLING	4	17	6	1
CORNER BREAK	4	17	4	1
PATCHING SMALL	3	13	6	1
SETTLEMENT OR FAULTING	1	4	1	< 1
SHATTERED SLAB	1	4	1	< 1

2.3 PCI Summary

The branch and section PCI values are shown below, along with the surface type, area, and last year construction occurred.

Table 2-4. PCI Results

Branch ID	Branch PCI	Section	Surface	Area (sf)	Built	2010 PCI	2013 PCI
100	52	102	AC	81,889	1999	55	42
		105	AC/AC	143,771	1999	65	52
		110	AC/AC	169,594	1999	62	54
		115	AC	30,907	1996	70	65
		120	AC/AC	10,760	1999	64	58
		125	AC/AC	9,040	1999	57	49
		130	AC/AC	2,970	1983	75	64
		140	AC/AC	22,162	1999	60	57
		150	AC/AC	16,958	1999	66	55
200	72	205	AC	133,020	1996	80	74
		210	AC	7,000	1996	69	66
		215	AC	14,200	1996	76	71
		220	AC/AC	3,685	1999	49	43
		225	AC/AC	3,675	1999	55	45
		230	AC/AC	2,800	1999	65	52
400	100	405	AC	75,972	2009	100	100
2000	76	2005	AC	13,753	2004	90	80
		2010	AC	84,305	1999	93	87
		2015	AC/AC	5,979	1999	66	64
		2050	AC/AC	65,325	2006	77	62
3000	78	3005	PCC	51,997	1965	63	58
		3010	PCC	39,300	2003	93	87
		3020	PCC	29,415	2006	96	93
		3025	PCC	12,917	2006	94	94
3100	79	3105	PCC	105,312	2008	90	79
5000	50	5001	AC	99,585	1999	53	48
		5002	AC	49,945	1999	52	51
		5005	AC/AC	539,225	1999	55	50
		5010	AC/AC	270,100	1999	54	49
		5035	AC/AC	60,126	1999	60	54
		5040	AC/AC	30,000	1999	51	43
6000	66	6005	AC	247,477	1996	74	68
		6010	AC	12,323	1996	67	61
		6015	AC/AC	12,294	1999	53	47
		6020	AC/AC	16,085	1999	66	58

2.4 Analysis Commentary

The following pages provide a brief overview of the 2013 inspected pavement conditions for each facility. Comments are based primarily on the AIRPAV analysis but also include field notes and remarks from the pavement condition inspectors. Where appropriate, individual pavement sections are referenced within the larger facility.

Features 102 and 105 both dropped 13 PCI points since the last inspection, largely due to the increase in alligator cracking and load related distress. Feature 130 dropped 11 points since the last inspection largely due to changes in weathering and ravelling. Features 150, 230, and 2050 all had significant drops in PCI since the last inspection, largely due to increased L&T cracking density and the development of block cracking.

2.4.1 Runways

The runways consisted of 10 sections of AC and AAC pavement. The runways had a total area of 1,337,160 ft² with an area-weighted average PCI of 53 (Poor).

Table 2-5. Runway Condition Distribution

PCI Range	Rating	Number of Sections	Pavement Area (ft ²)	Pavement Area (%)
100-71	Good	-	-	-
70-56	Fair	3	275,885	21
55-0	Poor	7	1,061,275	79

2.4.1.1 Runway 9-27

Runway 9-27 consisted of 6 sections of AC and AAC pavement. The branch had a total area of 1,048,981 ft² with an area-weighted average PCI of 50 (Poor). The recorded distresses included block cracking, L&T cracking, raveling and weathering.

2.4.1.2 Runway 18-36

Runway 18-36 consisted of 4 sections of AC and AAC pavement. The branch had a total area of 288,179 ft² with an area-weighted average PCI of 66 (Fair). The recorded distresses included L&T cracking, block cracking and weathering.

2.4.2 Taxiways

The taxiways consisted of four branches containing 20 sections of AC and AAC pavement. The total area of the taxiways was 897,765 ft². The area-weighted average PCI was 64 (Fair). The distribution of taxiway pavement area and sections by PCI range is shown in Table 2-6.

Table 2-6. Taxiway Condition Distribution

PCI Range	Rating	Number of Sections	Pavement Area (ft ²)	Pavement Area (%)
100-71	Good	5	321,250	36
70-56	Fair	7	145,103	16
55-0	Poor	8	431,412	48

2.4.2.1 Taxiway A

The 100 series taxiways consisted of 9 sections of AC and AAC pavement. The branch had a total area of 488,051 ft² with an area-weighted average PCI of 52 (Poor). The recorded distresses included L&T cracking, block cracking, alligator cracking, raveling, patching, weathering, rutting and swell.

2.4.2.2 Taxiway B

The 200 series taxiways consisted of 6 sections of AC and AAC pavement. The branch had a total area of 164,380 ft² with an area-weighted average PCI of 72 (Good). The recorded distresses included L&T cracking, block cracking, raveling, depression, alligator cracking, patching, weathering and swell.

2.4.2.3 Connectors

The 400 series taxiways consisted of 1 sections of AC pavement. The branch had a total area of 75,972 ft² with an area-weighted average PCI of 100 (Good). The recorded distresses included minor L&T cracking.

2.4.2.4 Taxilanes

The 2000 series hangar taxilanes consisted of 4 sections of AC and AAC pavement. The branch had a total area of 169,362 ft² with an area-weighted average PCI of 76 (Good). The recorded distresses included L&T cracking, weathering, swell, alligator cracking, block cracking, depressions, rutting, and ravelling

2.4.3 Aprons

The aprons consisted of 2 branches containing five sections of PCC pavement. The total area of apron pavements was 238,941 ft², and the area-weighted average PCI was 78 (Good). The distribution of pavement area and sections by PCI range are shown in Table 2-7.

Table 2-7. Apron Condition Distribution

PCI Range	Rating	Number of Sections	Pavement Area (ft ²)	Pavement Area (%)
100-71	Good	4	186,944	78
70-56	Fair	1	51,997	22
55-0	Poor	-	-	-

2.4.3.1 Terminal Ramp

The 3000 series ramp is loosely described herein as the terminal ramp and consists of four PCC pavement sections. The branch had a total area of 133,629 ft² with an area-weighted average PCI of 78 (Good). The primary recorded distresses included LTD cracks, joint seal damage, and spalls.

2.4.3.2 GA Ramp

The 3100 series ramp is loosely described herein as the GA and consists of one PCC pavement section. The branch had a total area of 105,312 ft² with a PCI of 79 (Satisfactory). The primary recorded distresses included LTD cracks, corner breaks and shattered slabs.

3. Capital Improvement Program

3.1 Analysis

The individual feature analyses shown in appendix B document viable rehabilitation projects that address the causes of each pavement section failure while restoring the pavement to a condition above the desired MSL. The recommended timing of each improvement action is defined as the year that the pavement condition is projected to reach the MSL. By establishing benchmark MSL targets, it is possible to plan objectively for future needs against a standard set of performance criteria. This section categorizes the identified viable options into CIP strategies based on cost and expected service life.

The airport may find it desirable to adjust the timing of projects detailed in the CIP to meet fiscal and operational constraints. For example, if different sections of a runway were projected to reach the MSL in various years ranging from 2013 to 2015, it is not operationally feasible to stage rehabilitation over a 3-year period. Instead, runway rehabilitation would be programmed in a manner that balanced the need to minimize the length of the runway closure while maximizing the remaining service life.

3.2 Cost Estimates

Project costs were estimated based on the pavement area and the unit costs shown in Table 3-1 for specific M&R activities. Project costs are presented so planners and managers can compare the relative magnitude of funding required for various alternatives. The two-page AIRPAV feature analysis (see appendix B) provides cost estimates for each identified project. These cost estimates are for planning purposes only and do not constitute an engineering estimate.

Furthermore, these costs estimates represent the improvement of existing pavement structures and associated incidental work only. Other potential project line items, such as lighting, navigational aids, and drainage modifications are not included, and estimates for those items must be developed separately and incorporated into an overall project cost.

Typical examples of work that might be included in alternatives evaluated by AIRPAV are outlined on the following pages. These example projects would meet the requirements for each selected option; however, the descriptions are not intended to imply required, or even preferred, design configurations. Rehabilitation decisions, such as overlay thickness design, should be made in conjunction with engineering design analysis.

Table 3-1. Unit Costs

Rigid Pavement (PCC)	
Reconstruction	\$12.90 /sf
Slab Replacement & Full Depth Patching	\$12.48 /sf
Patching (Partial Depth)	\$16.70 /sf
Slab Repair & Overlay	\$4.69 /sf + \$0.41 /sf/in > 4"
Joint Seal Replacement	\$2.24 /lf
Joint Seal Repair	\$0.87 /lf
Undersealing	\$4.16 /sf
Flexible Pavement (AC)	
Reconstruction	\$5.36 /sf
Resurfacing	\$1.44 /sf
Structural Overlay	\$2.25 /sf + \$0.41 /sf/in > 4"
Surface Treatment	\$0.39 /sf
Patching	\$9.78 /lf
Crack Repair (Restorative)	\$1.24 /lf
Crack Repair (Sustaining)	\$0.85 /lf

3.2.1 Rigid Pavement Work Descriptions

The following descriptions provide additional information about the typical work items covered by the unit costs shown in Table 3-1.

3.2.1.1 Reconstruction

Reconstruction is recommended when the pavement defects would not be corrected by less extensive measures. Unit prices assume removal of the existing pavement to the subgrade and reconstruction pavement with 8 inches of high strength PCC pavement on 6 inches of aggregate subbase.



3.2.1.2 Repair and Overlay

This procedure usually consists of a crack and seat process, where the existing pavement is broken into segments of approximately 2 ft on a side by dropping a heavy breaker bar onto the pavement. Properly done, aggregate interlock between pavement segments is retained and reflective cracking is reduced. A flexible surface is then placed over the recycled PCC base.



3.2.1.3 Slab Replacement

Slab replacements are typically required for high-severity blow ups, scaling, and shattered slabs. Unit prices assume removal of the selected slab to the subgrade. Prepare subgrade to bearing strength equivalent to surrounding subgrade. Provide subbase support equivalent to existing and install load transfer steel as required. Place PCC pavement level with existing surface.



3.2.1.4 Patching (Partial Depth)

While partial depth patching is most commonly used to repair joint and corner spalls, it is effective for a wide variety of distress types. Saw cut and remove area of pavement to sound concrete above reinforcing steel. Treat existing concrete to ensure firm bond. Place PCC level with existing surface.



3.2.1.5 Joint Seal Replacement

Rout joints and cracks to a depth of at least 1-1/4 inches, clean joint wall surfaces to expose fresh vital concrete, install backing rope, and apply rubberized sealant meeting ASTM D3405 specification, or equivalent.



3.2.1.6 Joint Seal Repair

Press existing sealant into joint for use as backer material; apply joint sealant meeting ASTM D3405 specification, or equivalent.

3.2.1.7 Undersealing

Undersealing is used to repair faulting between slabs or when corner breaks have settled relative to the slab. High-pressure injection is used to force material into the underlying voids and continues until the settled pavement is restored to its original elevation. Several materials have been used for undersealing, including cement grout, asphalt slurries, and proprietary formulations of expansive Styrofoam.



3.2.2 Flexible Pavement Work Descriptions

3.2.2.1 Reconstruction

Reconstruction is recommended when the pavement defects would not be corrected by less extensive measures. Unit prices assume removal of existing pavement to subgrade. Scarify and compact subgrade to 6-inch depth. Construct 4 inches of P401 AC surface course on 8 inches of aggregate base course.



3.2.2.2 Resurfacing

Resurfacing assumes a nominal 2-inch asphalt mill and inlay on existing prepared pavement.



3.2.2.3 Structural Overlay

Structural overlays are used to address load related distress or to increase pavement load bearing capacity. Apply a 4-inch AC overlay on existing prepared pavement. Add additional thickness as needed to achieve required strength.

3.2.2.4 Surface Treatment

Apply a high-quality, penetrating rejuvenating sealer



3.2.2.5 Patching

High-performance cold patching products can be used for short term repairs. Long-term patches should be made with plant mixed hot asphalt meeting FAA P401 specs.

3.2.2.6 Crack Repair (Restorative)

Rout existing crack to a minimum depth of 1-1/4 inches, install backing rope and apply rubberized crack filler meeting ASTM D3405 specification.

3.2.2.7 Crack Repair (Sustaining)

This is typically spot repairs of existing crack sealant.



3.3 Capital Improvement Strategies

Figure 3-1 shows a projection of the overall airport pavement condition for the next 10 years based on implementing one of three capital improvement strategies:

- No Action: No capital improvement action is undertaken
- Longest Life: The most comprehensive repair and longest life rehabilitation option
- Lowest Cost: The rehabilitation option with the projected lowest annual cost

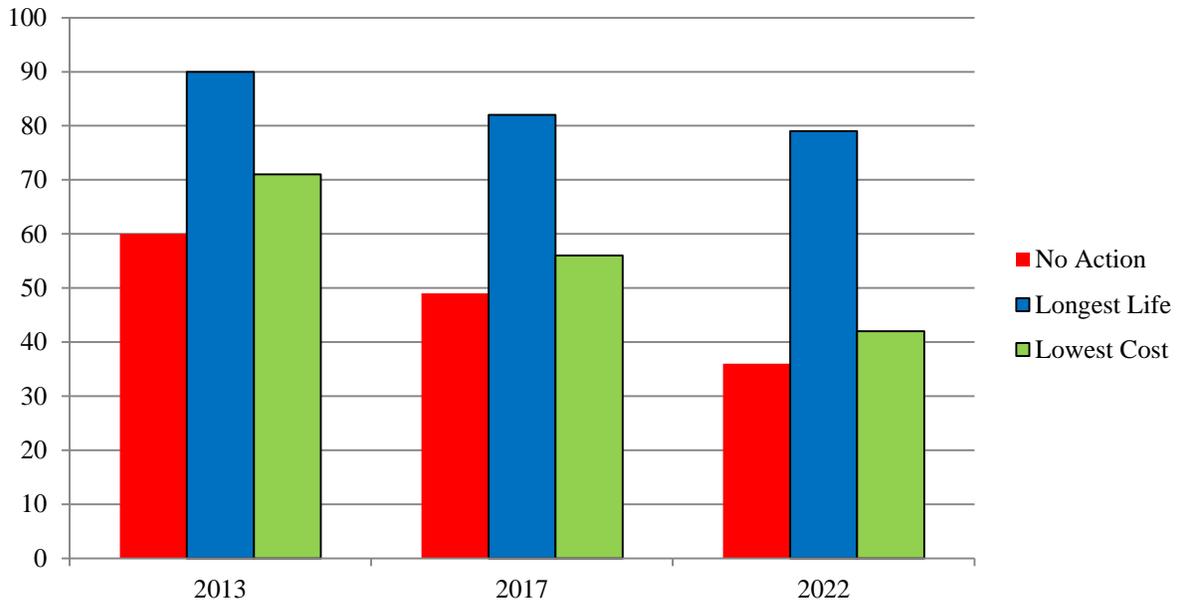


Figure 3-1. Programmed CIP

The longest life CIP scenario is projected to cost approximately **\$4.4 million** over the next 10 years. The lowest annual cost scenario is projected to cost approximately **\$2.3 million** over the next 10 years. Examples of each capital improvement strategy and a complete listing of all viable capital projects are presented in Table 3-2 through Table 3-4.

Table 3-2. Most Comprehensive Repair

Feature	Built	Description	Action Yr	Work Item	Cost, \$
102	1999	TAXIWAY A	2013	Resurfacing	117,920
105	1999	TAXIWAY A	2013	Resurfacing	207,030
110	1999	TAXIWAY A	2013	Resurfacing	244,215
115	1996	TAXIWAY A	2020	Structural Overlay	57,177
120	1999	TAXIWAY A	2015	Resurfacing	15,494
125	1999	TAXIWAY A3	2013	Resurfacing	13,017
130	1983	TAXIWAY A3	2016	Resurfacing	4,276
140	1999	TAXIWAY A6	2014	Resurfacing	31,913
150	1999	TAXIWAY A4	2014	Resurfacing	24,419
210	1996	TAXIWAY B	2020	Resurfacing	10,080
215	1996	TAXIWAY B-1	2023	Resurfacing	20,448

Feature	Built	Description	Action Yr	Work Item	Cost, \$
220	1999	TAXIWAY B	2013	Resurfacing	5,306
225	1999	TAXIWAY B	2013	Resurfacing	5,292
230	1999	TAXIWAY B	2013	Resurfacing	4,032
2015	1999	TAXIWAY TO TEES	2019	Resurfacing	8,609
2050	2006	WEST TEE COMPLEX	2015	Resurfacing	94,068
3005	1965	TERMINAL RAMP	2014	Repair and Overlay	286,503
3105	2008	GA RAMP	2019	Reconstruction	1,358,524
5001	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	143,402
5002	1999	RUNWAY9-27 KEEL	2013	Resurfacing	71,920
5005	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	776,484
5010	1999	RUNWAY 9-27 KEEL	2013	Resurfacing	388,944
5035	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	86,581
5040	1999	RUNWAY 9-27 KEEL	2013	Resurfacing	43,200
6005	1996	RUNWAY 18-36	2019	Resurfacing	356,366
6010	1996	RUNWAY 18-36	2014	Resurfacing	17,745
6015	1999	RUNWAY 18-36	2013	Resurfacing	17,703
6020	1999	RUNWAY 18-36	2013	Resurfacing	23,162
				Total	4,433,830

Table 3-3. Lowest Annual Cost Repair

Feature	Built	Description	Action Yr	Work Item	Cost, \$
102	1999	TAXIWAY A	2013	Resurfacing	117,920
105	1999	TAXIWAY A	2013	Resurfacing	207,030
110	1999	TAXIWAY A	2013	Resurfacing	244,215
115	1996	TAXIWAY A	2020	Surface Treatment	12,550
120	1999	TAXIWAY A	2015	Surface Treatment	5,014
125	1999	TAXIWAY A3	2013	Resurfacing	13,017
130	1983	TAXIWAY A3	2016	Resurfacing	4,276
140	1999	TAXIWAY A6	2014	Surface Treatment	10,074
150	1999	TAXIWAY A4	2014	Resurfacing	24,419
210	1996	TAXIWAY B	2020	Crack Repair	479
215	1996	TAXIWAY B-1	2023	Crack Repair	954
220	1999	TAXIWAY B	2013	Resurfacing	5,306
225	1999	TAXIWAY B	2013	Resurfacing	5,292
230	1999	TAXIWAY B	2013	Resurfacing	4,032
2015	1999	TAXIWAY TO TEES	2019	Surface Treatment	2,643
2050	2006	WEST TEE COMPLEX	2015	Resurfacing	94,068
3005	1965	TERMINAL RAMP	2014	Patching / Joint Repair	5,762
3105	2008	GA RAMP	2019	Joint/Crack Repair	796
5001	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	143,402
5002	1999	RUNWAY9-27 KEEL	2013	Resurfacing	71,920
5005	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	776,484
5010	1999	RUNWAY 9-27 KEEL	2013	Resurfacing	388,944
5035	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	86,581

Feature	Built	Description	Action Yr	Work Item	Cost, \$
5040	1999	RUNWAY 9-27 KEEL	2013	Resurfacing	43,200
6005	1996	RUNWAY 18-36	2019	Crack Repair	28,952
6010	1996	RUNWAY 18-36	2014	Surface Treatment	5,548
6015	1999	RUNWAY 18-36	2013	Resurfacing	17,703
6020	1999	RUNWAY 18-36	2013	Resurfacing	23,162
				Total	2,343,743

Table 3-4. All Viable Options

Feature	Built	Description	Action Yr	Work Item	Cost, \$
102	1999	TAXIWAY A	2013	Resurfacing	117,920
105	1999	TAXIWAY A	2013	Surface Treatment	82,420
105	1999	TAXIWAY A	2013	Crack Repair	51,202
105	1999	TAXIWAY A	2013	Resurfacing	207,030
110	1999	TAXIWAY A	2013	Surface Treatment	79,959
110	1999	TAXIWAY A	2013	Crack Repair	49,815
110	1999	TAXIWAY A	2013	Resurfacing	244,215
115	1996	TAXIWAY A	2020	Surface Treatment	12,550
115	1996	TAXIWAY A	2020	Crack Repair	2,612
115	1996	TAXIWAY A	2020	Structural Overlay	57,177
120	1999	TAXIWAY A	2015	Surface Treatment	5,014
120	1999	TAXIWAY A	2015	Crack Repair	2,430
120	1999	TAXIWAY A	2015	Resurfacing	15,494
125	1999	TAXIWAY A3	2013	Crack Repair	1,659
125	1999	TAXIWAY A3	2013	Resurfacing	13,017
130	1983	TAXIWAY A3	2016	Surface Treatment	1,170
130	1983	TAXIWAY A3	2016	Resurfacing	4,276
140	1999	TAXIWAY A6	2014	Surface Treatment	10,074
140	1999	TAXIWAY A6	2014	Crack Repair	6,513
140	1999	TAXIWAY A6	2014	Resurfacing	31,913
150	1999	TAXIWAY A4	2014	Crack Repair	7,087
150	1999	TAXIWAY A4	2014	Resurfacing	24,419
205	1996	TAXIWAY B	2013	No Action	-
210	1996	TAXIWAY B	2020	Surface Treatment	2,840
210	1996	TAXIWAY B	2020	Crack Repair	479
210	1996	TAXIWAY B	2020	Resurfacing	10,080
215	1996	TAXIWAY B-1	2023	Surface Treatment	6,169
215	1996	TAXIWAY B-1	2023	Crack Repair	954
215	1996	TAXIWAY B-1	2023	Resurfacing	20,448
220	1999	TAXIWAY B	2013	Surface Treatment	2,454
220	1999	TAXIWAY B	2013	Crack Repair	1,785
220	1999	TAXIWAY B	2013	Resurfacing	5,306
225	1999	TAXIWAY B	2013	Crack Repair	2,535
225	1999	TAXIWAY B	2013	Resurfacing	5,292
230	1999	TAXIWAY B	2013	Crack Repair	948

Feature	Built	Description	Action Yr	Work Item	Cost, \$
230	1999	TAXIWAY B	2013	Resurfacing	4,032
405	2009	TAXIWAY D1 AND E1	2013	No Action	-
2005	2004	TAXIWAY TO TEES	2013	No Action	-
2010	1999	EAST TEE COMPLEX	2013	No Action	-
2015	1999	TAXIWAY TO TEES	2019	Surface Treatment	2,643
2015	1999	TAXIWAY TO TEES	2019	Crack Repair	1,300
2015	1999	TAXIWAY TO TEES	2019	Resurfacing	8,609
2050	2006	WEST TEE COMPLEX	2015	Crack Repair	34,952
2050	2006	WEST TEE COMPLEX	2015	Resurfacing	94,068
3005	1965	TERMINAL RAMP	2014	Patching / Joint Repair	5,762
3005	1965	TERMINAL RAMP	2014	Repair and Overlay	286,503
3010	2003	TERMINAL RAMP	2013	No Action	-
3020	2006	TERMINAL RAMP	2013	No Action	-
3025	2006	TERMINAL RAMP	2013	No Action	-
3105	2008	GA RAMP	2019	Repair and Overlay	580,269
3105	2008	GA RAMP	2019	Joint/Crack Repair	796
3105	2008	GA RAMP	2019	Slab Replacement / Joint Seal	10,532
3105	2008	GA RAMP	2019	Slab Replacement / Patching / Joint Seal	10,871
3105	2008	GA RAMP	2019	Patching / Joint Repair	1,135
3105	2008	GA RAMP	2019	Reconstruction	1,358,524
5001	1999	RUNWAY 9-27 WINGS	2013	Surface Treatment	63,329
5001	1999	RUNWAY 9-27 WINGS	2013	Crack Repair	63,024
5001	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	143,402
5002	1999	RUNWAY9-27 KEEL	2013	Surface Treatment	28,582
5002	1999	RUNWAY9-27 KEEL	2013	Crack Repair	35,912
5002	1999	RUNWAY9-27 KEEL	2013	Resurfacing	71,920
5005	1999	RUNWAY 9-27 WINGS	2013	Surface Treatment	304,610
5005	1999	RUNWAY 9-27 WINGS	2013	Crack Repair	292,292
5005	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	776,484
5010	1999	RUNWAY 9-27 KEEL	2013	Surface Treatment	138,617
5010	1999	RUNWAY 9-27 KEEL	2013	Crack Repair	158,033
5010	1999	RUNWAY 9-27 KEEL	2013	Resurfacing	388,944
5035	1999	RUNWAY 9-27 WINGS	2013	Surface Treatment	31,413
5035	1999	RUNWAY 9-27 WINGS	2013	Crack Repair	29,829
5035	1999	RUNWAY 9-27 WINGS	2013	Resurfacing	86,581
5040	1999	RUNWAY 9-27 KEEL	2013	Surface Treatment	17,684
5040	1999	RUNWAY 9-27 KEEL	2013	Crack Repair	19,534
5040	1999	RUNWAY 9-27 KEEL	2013	Resurfacing	43,200
6005	1996	RUNWAY 18-36	2019	Surface Treatment	108,727
6005	1996	RUNWAY 18-36	2019	Crack Repair	28,952
6005	1996	RUNWAY 18-36	2019	Resurfacing	356,366
6010	1996	RUNWAY 18-36	2014	Surface Treatment	5,548
6010	1996	RUNWAY 18-36	2014	Crack Repair	2,513

Feature	Built	Description	Action Yr	Work Item	Cost, \$
6010	1996	RUNWAY 18-36	2014	Resurfacing	17,745
6015	1999	RUNWAY 18-36	2013	Surface Treatment	5,685
6015	1999	RUNWAY 18-36	2013	Resurfacing	17,703
6020	1999	RUNWAY 18-36	2013	Resurfacing	23,162
6020	1999	RUNWAY 18-36	2013	Crack Repair	5,263

4. Maintenance Management Program

4.1 General Comments

Most pavement distress is classified by severity (low, medium, or high). As a general rule, high-severity distresses should be patched, and medium-severity distress should be sealed. A detailed matrix of recommended maintenance policies to address various distress types is provided near the end of this section.

4.1.1 Inspected Crack Severity

Of the inspected pavement, 67 percent of the cracks were rated at low severity and require no maintenance beyond ongoing inspection and spot repair. About 31 percent of the cracks were rated at medium severity and would benefit from sealing and repair. Two percent of the cracks were rated at high severity and may warrant patching to help maintain safe operations.

4.1.2 Other Distress

In asphalt pavement, area measured distresses such as rutting, depressions, fatigue cracks, and raveling were recorded at low severity levels 69 percent of the time, and at medium severity 31 percent of the time.

Joint seal damage was recorded on 28 percent of the inspected PCC slabs. When identified, joint seal damage severity levels were recorded as follows: 58 percent at low severity, 42 percent at medium severity, and 0 percent at high severity.

4.2 Recommended Maintenance Actions

The following illustrations and tables show pavement areas that have maintenance and repair needs. Ongoing development of capital improvement projects may address some of these maintenance needs. To help budgeting and prevent duplication of effort, all pavement features recommended for maintenance should be compared to planned improvements prior to finalizing a maintenance program strategy.

Table 4-1. Recommend Maintenance Actions

Work Item	Quantity	Unit	Cost
AC PATCH	2,927	SF	\$25,396
AC RESTORATIVE CRACK REPAIR	323,051	LF	\$400,584
AC SUSTAINING CRACK REPAIR	15,202	LF	\$13,153
PCC RESTORATIVE SEAL REPAIR	7,647	LF	\$17,156
PCC SUSTAINING SEAL REPAIR	1,802	LF	\$1,559
PCC PATCHING	185	SF	\$3,078
Total:			\$ 460,926

In the following tables, pavement features shown in **grey** text cannot be raised above MSL via maintenance alone, and need only be included in a maintenance plan to provide continued safety or serviceability until their programmed major rehabilitation is implemented.

4.2.1 Patching

Table 4-2. Recommend AC Patching

Feature	Work Item	Amount	Insp. PCI	Change	Est. PCI
102	AC PATCH	452	42	12	54
105	AC PATCH	161	52	8	60
110	AC PATCH	211	54	6	60
115	AC PATCH	2	65	12	77
125	AC PATCH	18	49	15	64
205	AC PATCH	698	74	5	79
210	AC PATCH	34	66	3	69
215	AC PATCH	115	71	5	76
225	AC PATCH	2	45	-	45
5005	AC PATCH	107	50	-	50
5010	AC PATCH	147	49	1	50
5040	AC PATCH	72	43	3	46
6005	AC PATCH	906	68	2	70
	TOTAL:	2,927	S.F.		
EQUIPMENT: SAW, AIR COMPRESSOR, HEATING KETTLE, HAND TOOLS					
EST. MATERIALS: 36 TONS ASPHALT PATCH					
EST. MATERIAL COST: \$3,649					
EST. CREW HOURS: 83.6					
EST. CREW COST: \$21,747					
EST. PROJECT COST: \$25,396					

Table 4-3. Recommend PCC Patching

Feature	Work Item	Amount	Insp. PCI	Change	Est. PCI
3005	PCC PATCHING	125	58	10	68
3010	PCC PATCHING	26	87	3	90
3020	PCC PATCHING	17	93	1	94
3025	PCC PATCHING	5	94	1	95
3105	PCC PATCHING	10	79	-	79
	TOTAL:	185	S.F.		
EQUIPMENT: SAW, AIR COMPRESSOR, JACK HAMMER, MIXER, HAND TOOLS					
EST. MATERIALS: 4 CUBIC YARDS CONCRETE MIX					
EST. MATERIAL COST: \$486					
EST. CREW HOURS: 18.5					
EST. CREW COST: \$2,591					
EST. PROJECT COST: \$3,078					

Table 4-4. Recommended PCC Slab Replacement

Feature	Work Item	Amount	Insp. PCI	Change	Est. PCI
3010	SLAB REPAIR/REPLACEMENT	245	87	-	87
3105	SLAB REPAIR/REPLACEMENT	778	79	3	82
	TOTAL:	1,023	S.F.		
EQUIPMENT: SAW, AIR COMPRESSOR, JACK HAMMER, MIXER, LOADER, HAND TOOLS					
EST. MATERIALS: 42 CUBIC YARDS CONCRETE MIX					
EST. MATERIAL COST: \$4,044					
EST. CREW HOURS: 68.2					
EST. CREW COST: \$8,732					
EST. PROJECT COST: \$12,777					

4.2.2 Crack Seal

Table 4-5. Recommend AC Restorative Crack Repair

Feature	Work Item	Amount	Insp. PCI	Change	Est. PCI
102*	AC RESTORATIVE CRACK REPAIR	20,518	42	10	52
105*	AC RESTORATIVE CRACK REPAIR	28,040	52	11	63
110	AC RESTORATIVE CRACK REPAIR	36,261	54	5	59
120	AC RESTORATIVE CRACK REPAIR	1,864	58	4	62
205	AC RESTORATIVE CRACK REPAIR	5,940	74	13	87
215	AC RESTORATIVE CRACK REPAIR	693	71	14	85
220*	AC RESTORATIVE CRACK REPAIR	799	43	21	64
225*	AC RESTORATIVE CRACK REPAIR	1,022	45	20	65
230*	AC RESTORATIVE CRACK REPAIR	442	52	25	77
5001*	AC RESTORATIVE CRACK REPAIR	27,865	48	23	71
5002*	AC RESTORATIVE CRACK REPAIR	14,577	51	14	65
5005*	AC RESTORATIVE CRACK REPAIR	134,690	50	20	70
5035*	AC RESTORATIVE CRACK REPAIR	13,832	54	16	70
5040*	AC RESTORATIVE CRACK REPAIR	8,775	43	20	63
6005	AC RESTORATIVE CRACK REPAIR	22,745	68	8	76
6010	AC RESTORATIVE CRACK REPAIR	1,805	61	7	68
6020*	AC RESTORATIVE CRACK REPAIR	3,176	58	17	75
	TOTAL:	323,051	L.F.		
EQUIPMENT: AIR COMPRESSOR, HEATING KETTLE, HAND TOOLS					
EST. MATERIALS: 64,610 POUNDS ASTM D3405 SEALANT OR EQUIVALENT					
EST. MATERIAL COST: \$64,610					
EST. CREW HOURS: 1,615.3					
EST. CREW COST: \$335,973					
EST. PROJECT COST: \$400,584					

*The APMS is likely over estimating the increase in PCI for these features due to the fact that medium severity block cracking was often called due to the size of the blocks rather than the width of the cracks. Major rehabilitation may provide a more cost effective long term repair for these features.

Table 4-6. Recommend AC Sustaining Crack Repair

Feature	Work Item	Amount	Insp. PCI	Change	Est. PCI
115	AC SUSTAINING CRACK REPAIR	316	65	N/A	65
125	AC SUSTAINING CRACK REPAIR	165	49	N/A	49
130	AC SUSTAINING CRACK REPAIR	8	64	N/A	64
140	AC SUSTAINING CRACK REPAIR	603	57	N/A	57
150	AC SUSTAINING CRACK REPAIR	611	55	N/A	55
210	AC SUSTAINING CRACK REPAIR	54	66	N/A	66
2010	AC SUSTAINING CRACK REPAIR	192	87	N/A	87
2015	AC SUSTAINING CRACK REPAIR	157	64	N/A	64
2050	AC SUSTAINING CRACK REPAIR	2,290	62	N/A	62
5010	AC SUSTAINING CRACK REPAIR	10,339	49	N/A	49
6015	AC SUSTAINING CRACK REPAIR	462	47	N/A	47
	TOTAL:	15,202	L.F.		
EQUIPMENT: AIR COMPRESSOR, HEATING KETTLE, HAND TOOLS					
EST. MATERIALS: 3,041 POUNDS ASTM D3405 SEALANT OR EQUIVALENT					
EST. MATERIAL COST: \$3,040					
EST. CREW HOURS: 66.1					
EST. CREW COST: \$10,113					
EST. PROJECT COST: \$13,153					

Table 4-7. Recommend PCC Restorative Crack Repair

Feature	Work Item	Amount	Insp. PCI	Change	Est. PCI
3005	PCC RESTORATIVE SEAL REPAIR	5,937	58	6	64
3025	PCC RESTORATIVE SEAL REPAIR	1,710	94	2	96
	TOTAL:	7,647	L.F.		
EQUIPMENT: AIR COMPRESSOR, HEATING KETTLE, HAND TOOLS					
EST. MATERIALS: 1,530 POUNDS ASTM D3405 SEALANT OR EQUIVALENT					
EST. MATERIAL COST: \$3,900					
EST. CREW HOURS: 63.7					
EST. CREW COST: \$13,256					
EST. PROJECT COST: \$17,156					

Table 4-8. Recommend PCC Sustaining Crack Repair

Feature	Work Item	Amount	Insp. PCI	Change	Est. PCI
3105	PCC SUSTAINING SEAL REPAIR	1,802	79	N/A	79
	TOTAL:	1,802	L.F.		
EQUIPMENT: AIR COMPRESSOR, HEATING KETTLE, HAND TOOLS					
EST. MATERIALS: 361 POUNDS ASTM D3405 SEALANT OR EQUIVALENT					
EST. MATERIAL COST: \$360					
EST. CREW HOURS: 7.8					
EST. CREW COST: \$1,199					
EST. PROJECT COST: \$1,559					

VALPARAISO-PORTER COUNTY AIRPORT
2013 PCI Inspection

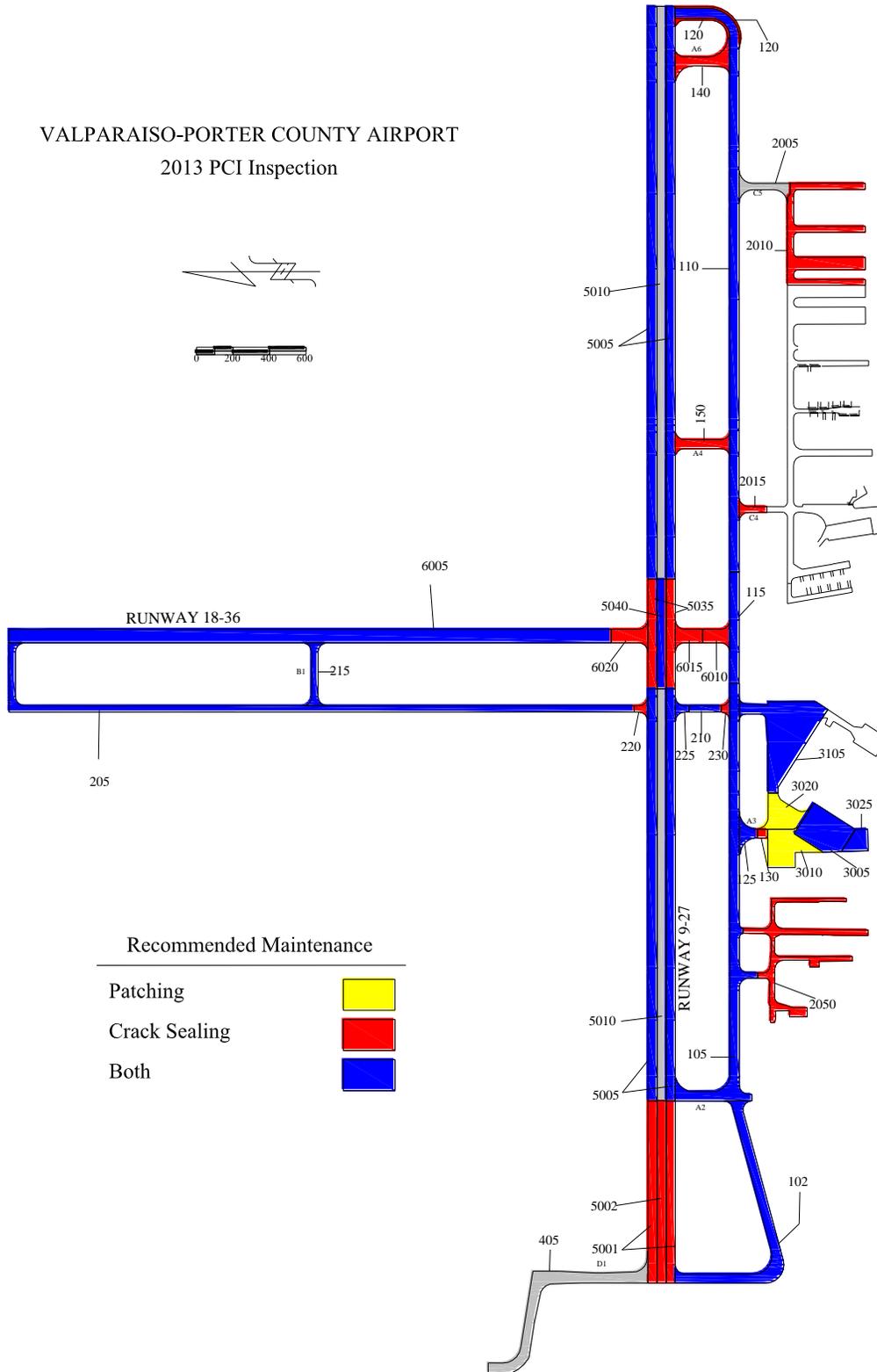


Figure 4-1. Recommended Maintenance

4.3 Pavement Deterioration

Before attempting maintenance and repairs, it helps to understand pavement performance and pavement deterioration. The factors that contribute most to deterioration are environmental, materials, and/or load related. Brief discussions of each are presented in the following sections.

4.3.1 Environmental/Age-Related Deterioration

Seasonal and daily temperature changes cause expansion and contraction of the pavement materials. The shear stresses created by expansion and contraction can cause transverse cracking in flexible pavement and mid-slab cracking in rigid pavement. Further, expansion and contraction will cause cracks, and rigid pavement joints, to open and close with changes in temperature.

Flexible pavement oxidizes as it ages, losing its lighter, volatile, components and becoming brittle with time. Surface treatments and seal coats are designed, in part, to provide a protective barrier and prevent this type of oxidation.

Subsurface water can have the greatest impact on pavement deterioration. A wet subgrade greatly reduces the ability of a pavement to support wheel loads, and the results often show up as rutting and cracking of flexible pavement. The fine materials in a wet base can be pumped up through the cracks and eventually result in a loss of support. This loss of support can be evidenced as corner breaks and faulting in rigid pavement. Moisture inside a pavement system expands when it freezes, creating stresses that cause the pavement surface to heave. Subsequent freeze-thaw cycles leave voids in the pavement structure that enable further rutting and breaking. Repeated freeze-thaw cycles eventually cause the pavement to disintegrate. Freeze-thaw deterioration requires frost-susceptible material, sub-zero temperatures, and water. If we remove one of these factors, freeze-thaw damage will not occur. One of the best ways to ensure pavement longevity is to provide drainage and keep it dry.

4.3.2 Materials-Related Deterioration

The pavement thickness and type of subgrade play a large role in the formation and spacing of transverse cracks. If the subgrade and base materials are smooth or rounded and allow for relatively free movement of the pavement surface, transverse cracks will often be spaced far apart (>60 feet). If the subgrade and base material are rough or angular and provide greater resistance to movement of the pavement surface, transverse cracks will be spaced more closely (<40 feet). The distance between transverse cracks also depends on the pavement thickness, as a thicker pavement can resist cracking for longer lengths. At general aviation airport pavements, around 50 feet is typical transverse crack spacing.

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

In flexible pavement, the selection of asphalt cement can have a significant impact on pavement performance. Asphalt is visco-elastic, which means it is stiff at low temperatures and flows at high temperatures. With this in mind, we expect asphalt pavement to remain stiff on hot summer days to resist plastic deformation (rutting and shoving). In addition, we expect asphalt pavement to have

sufficient cold temperature flexible on cold winter days to resist transverse cracking. The proper selection of asphalt cement grade and maintaining adequate mix volumetrics (air voids, voids in the mineral aggregate, etc.) are key factors in the performance of flexible pavement.

As water freezes, it expands and occupies a greater volume than in a liquid state. In PCC pavement, interconnected, well-distributed air voids are required to allow for expansion of moisture with the PCC. PCC mixes with insufficient air entrainment are susceptible to freeze-thaw damage, as the expansive forces have been shown to cause concrete deterioration. Small, closely spaced, interconnected air voids provide the greatest degree of protection.

Asphalt paving mixes also require air voids, but for reasons different than for PCC pavement. When a well-constructed asphalt pavement is subjected to vehicle loading, it will nevertheless experience some minor secondary consolidation. Air voids allow for the safe movement of the asphalt binder within the mix. With insufficient air voids, the asphalt binder will migrate to the surface of the pavement—it will in essence, get squeezed out of the mix. This phenomenon is called flushing. In addition, these mixes become unstable and are prone to rutting in the wheel paths.

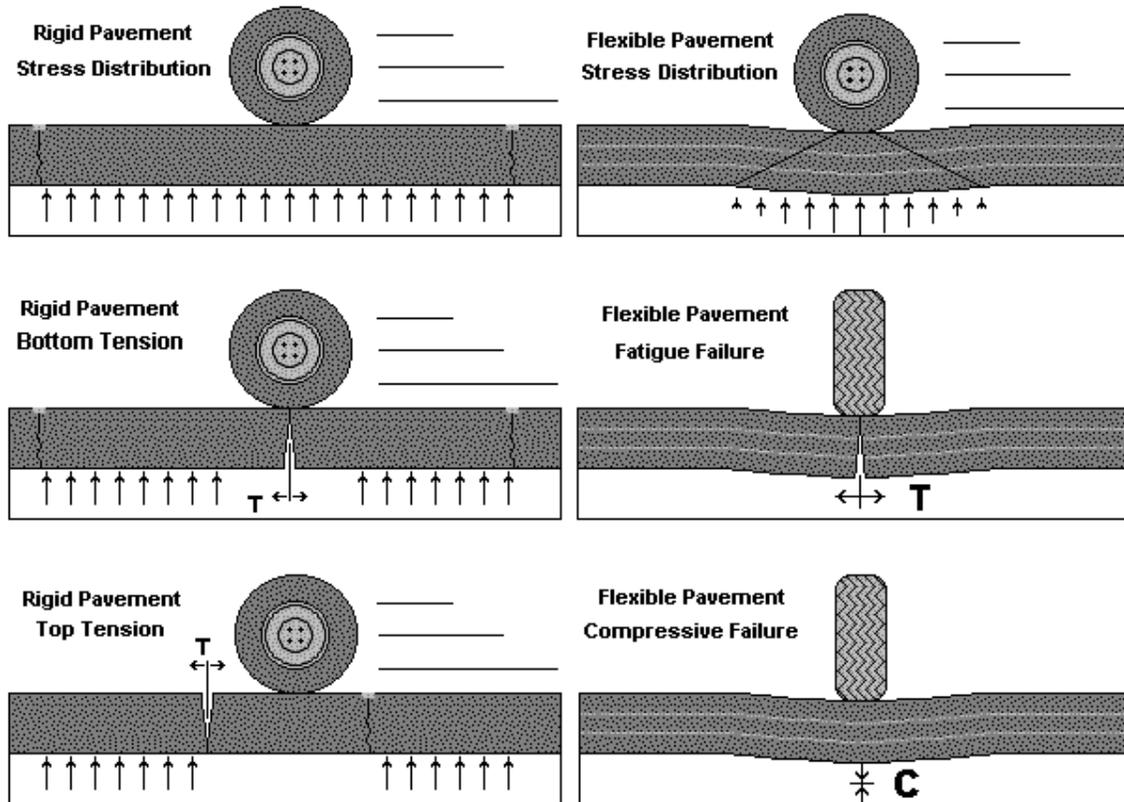
However, if the air voids become too high, air and water can penetrate the pavement, reducing both durability and flexibility. Air infiltration will accelerate oxidization of the binder, while water penetration will increase the moisture susceptibility of the mix (i.e., stripping of the asphalt cement from the aggregate). Air voids in flexible pavement should be kept low enough to prevent water and air from penetrating the asphalt layers, but high enough to minimize the potential of plastic deformation.

Regardless of whether the pavement binder is AC or PCC, binder materials are mixed with aggregate to coat all aggregate particles with a thin binder film. Durability of flexible asphalt pavement is increased with a thicker binder film, and the pavement becomes more resistant to age hardening; however, if the film is too thick, the asphalt acts like a lubricant, promoting ruts, shoving, and bleeding. Each asphalt mix should be customized for materials available locally.

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

4.3.3 Load-Related Deterioration

As illustrated below, rigid and flexible pavements differ in the way loads are distributed. A concrete slab resists bending and transfers loads evenly, while an asphalt pavement is designed to bend, gradually spreading loads over wider areas.



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

Both wheel loads and environmental factors can cause spalls anytime there is movement between adjacent slabs. If non-compressible material (such as a small rock) is allowed into a joint, stresses will build up between adjacent slabs and can cause a spall. Keeping joint and crack sealant intact can help to reduce the infiltration of non-compressible material and minimize spalling.

4.4 Best Practices

4.4.1 Flexible Pavement

L&T cracks at medium severity should be filled with a good quality crack sealant material. High-severity cracks normally must be patched.

Cracks rated at low severity may be narrow unsealed cracks or sealed cracks up to 3 inches wide. The PCI procedure does not distinguish between narrow unfilled cracks and wider filled cracks. Some L&T cracks at low severity are included in the estimated sealing quantities and costs in this maintenance plan. In general, when medium- or high-severity cracking constitutes less than 25 percent of the total crack quantity, sustaining maintenance usually is more cost-effective. When 25 percent or more of the total crack quantity is at medium or high severity, a restorative program typically becomes more cost-effective.

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

An example maintenance policy treatment matrix for flexible pavement is shown in Table 4-9. Examples of various maintenance techniques are provided in appendix C.

4.4.2 Rigid Pavement

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

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

Small patches are typically used to repair medium- and high-severity spalls or to replace deteriorated older patches. Restorative small patches are typically partial-depth repairs, usually to a maximum depth of 1/3 of the slab thickness. Large patches and corner breaks at medium and high severity should be repaired by full-depth large patches.

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

An example maintenance policy treatment matrix for rigid pavement is shown in Table 4-9. Examples of various maintenance techniques are provided in appendix C.

Table 4-9. General Maintenance Policy (AC)

Distress Type	Distress Severity	Maintenance Action
Alligator Cracking	Low	Crack Sealing - AC
	Medium	Patching - AC Deep
	High	Patching - AC Deep
Bleeding	N/A	Monitor
Depression	Low	Monitor
	Medium	Patching - AC Shallow
	High	Patching - AC Deep
Jet Blast	N/A	Patching - AC Shallow
Longitudinal, Transverse, Joint Reflective, & Block Cracking	Low	Monitor
	Medium	Crack Sealing - AC
	High	Patching - AC Deep
Oil Spill	N/A	Patching - AC Shallow
Patching	Low	Monitor
	Medium	Crack Sealing - AC
	High	Patching - AC Deep
Polished Aggregate	N/A	Monitor
Weathering / Raveling	Low	Monitor
	Medium	Surface Treatment
	High	Patching - AC Shallow
Rutting, Corrugation and Swell	Low	Monitor
	Medium	Patching - AC Deep
	High	Patching - AC Deep
Shoving	Low	Monitor
	Medium	Patching - AC Shallow
	High	Patching - AC Deep
Slippage Cracking	N/A	Patching - AC Shallow

Table 4-10. General Maintenance Policy (PCC)

Distress Type	Distress Severity	Maintenance Action
Blow Up	Low	Patching - PCC Partial Depth
	Medium	Slab Replacement - PCC
	High	Slab Replacement - PCC
Longitudinal, Transverse & Diagonal Cracking	Low	Monitor
	Medium	Crack Sealing - PCC
	High	Patching - PCC Full Depth
Durability Cracking	Low	Monitor
	Medium	Patching - PCC Full Depth
	High	Slab Replacement - PCC
Large Patch & Corner Break	Low	Monitor
	Medium	Patching - PCC Full Depth
	High	Patching - PCC Full Depth
Popout / Shrinkage Cracks	N/A	Monitor
Scaling	Low	Monitor
	Medium	Patching - PCC Partial Depth
	High	Slab Replacement - PCC
Faulting	Low	Monitor
	Medium	Grinding (Localized)
	High	Grinding (Localized)
Shattered Slab	Low	Monitor
	Medium	Crack Sealing - PCC
	High	Slab Replacement - PCC
Joint Spall, Corner Spall & Small Patch	Low	Monitor
	Medium	Patching - PCC Partial Depth
	High	Patching - PCC Partial Depth
Alkali Silica Reactivity	Low	Monitor
	Medium	Slab Replacement - PCC
	High	Slab Replacement - PCC

4.5 Pavement Repair Materials

New pavement repair materials are introduced and improved regularly. This section provides information on products compatible with airport needs.

4.5.1 Joint and Crack Sealer

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

4.5.2 Flexible Pavement Patch

High-performance plant mixed cold patching products that can be stockpiled on-site can be used for short term repairs to maintain safety. Long-term patches should be made with high-quality plant mixed hot asphalt having a ¾-inch maximum aggregate size and meeting Federal Aviation Administration (FAA) P401, or highest quality highway specifications. Low-quality packaged materials available from local hardware type stores should be avoided.

4.5.3 Rigid Pavement Patch

Permanent patches in rigid pavement should be made with air-entrained concrete with 1-inch maximum size aggregate. If the area must be quickly opened to traffic, high early concrete should be considered. Concrete should have zero slump and a coarse texture. As with asphalt patches, low-quality packaged materials should be used only as temporary patches to maintain safety and service until a more permanent repair can be made.

4.6 Pavement Repair Equipment

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

4.6.1 Air Compressor

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

4.6.2 Concrete Saw

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

4.6.3 Heating Kettle

Applying sealant is the most time-consuming operation, and a sealing machine with heating and pressure application capabilities is a critical item in a successful sealing program. The capacity of the sealing equipment dictates the rate at which a crew progresses. For large sealing projects, a minimum 100-gallons/hour sustained capacity is recommended. The unit should be a double boiler type, with mechanical agitators or continuous recirculation. Kettle temperature must be monitored to ensure that the sealant is not “burned.” Overheating the sealant will prematurely age harden the material.

4.6.4 Router

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

4.6.5 Sand Cleaner

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

4.6.6 Vibratory Roller or Plate Compactor

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

4.6.7 Other Equipment

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

Appendix A. AIRPAV Software

The Software

Data analysis was performed using the AIRPAV pavement evaluation and management software. In addition to calculating and documenting PCI values, AIRPAV evaluates the collected inspection data and recommends rehabilitation actions that address the cause of pavement distress. AIRPAV can incorporate traffic and structural capacity evaluations into the pavement evaluation matrix, and AIRPAV also performs preliminary life cycle cost analysis of the various rehabilitation alternatives, providing guidance on the lowest annual cost repair strategy.



A complete database, along with an updated version of AIRPAV, is provided on INDOT computers for ongoing management of the INDOT pavement systems.

Capital Improvements

AIRPAV creates interactive CIPs, providing the user with the ability to control unit costs, develop new projects, move projects between years, and even increase or decrease the scope and cost of individual projects.

Maintenance

AIRPAV calculates and develops maintenance work orders organized by type of work. Maintenance work orders can be printed and issued directly to maintenance crews.

Traffic

AIRPAV provides the ability to model aircraft ground movements. Traffic can be sorted by airline, aircraft type, destination gate or ramp, and runway used. The program graphically displays each taxi path, accumulates total operations, automatically determines design aircraft, and calculates structural overlay requirements for each pavement feature. The software can provide Pavement Classification Numbers (PCN) for each pavement feature or report results directly as inches of overlay required.

Maps

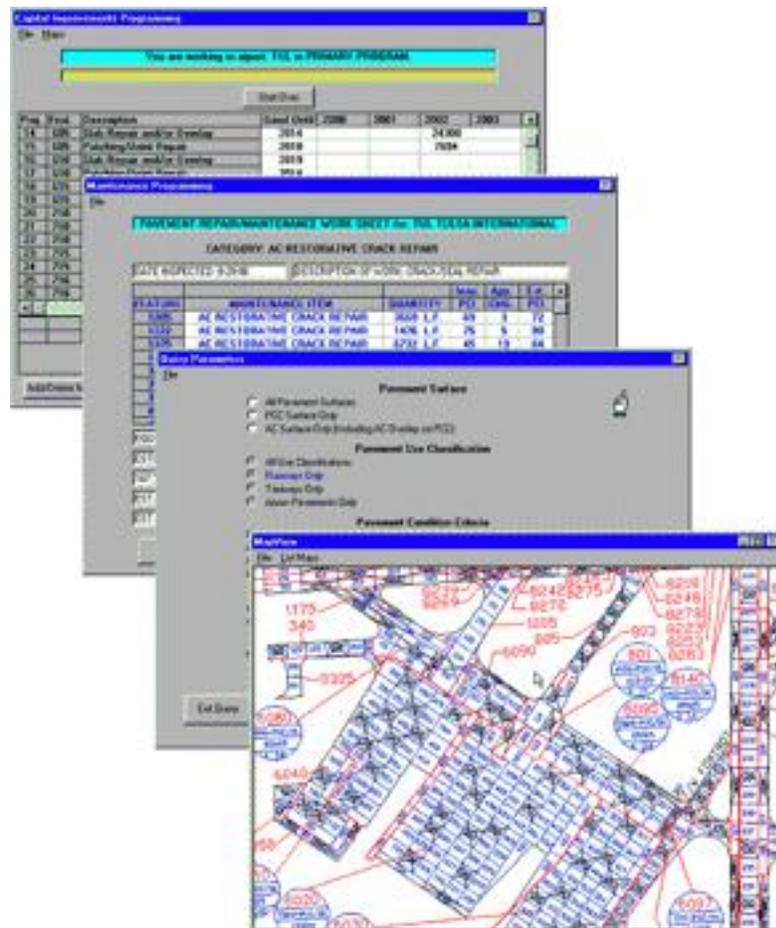
AIRPAV permits viewing and printing of PCI maps. Inspection layout, pavement condition, and other views are available from within the software.

Query

The AIRPAV query function is a powerful search tool that allows users to extract useful reports meeting various criteria. As examples, lists can be created for taxiway pavement, asphalt pavement, or areas below MSL at the time of inspection.

Global Information System (GIS) Integration

AIRPAV is fully GIS-enabled. A single click in AIRPAV exports all data to an MS Access database that can be linked to shape files used in an ESRI product. In this way, virtually all data in the pavement management database can be accessed in GIS format.



Appendix B. Feature Analysis

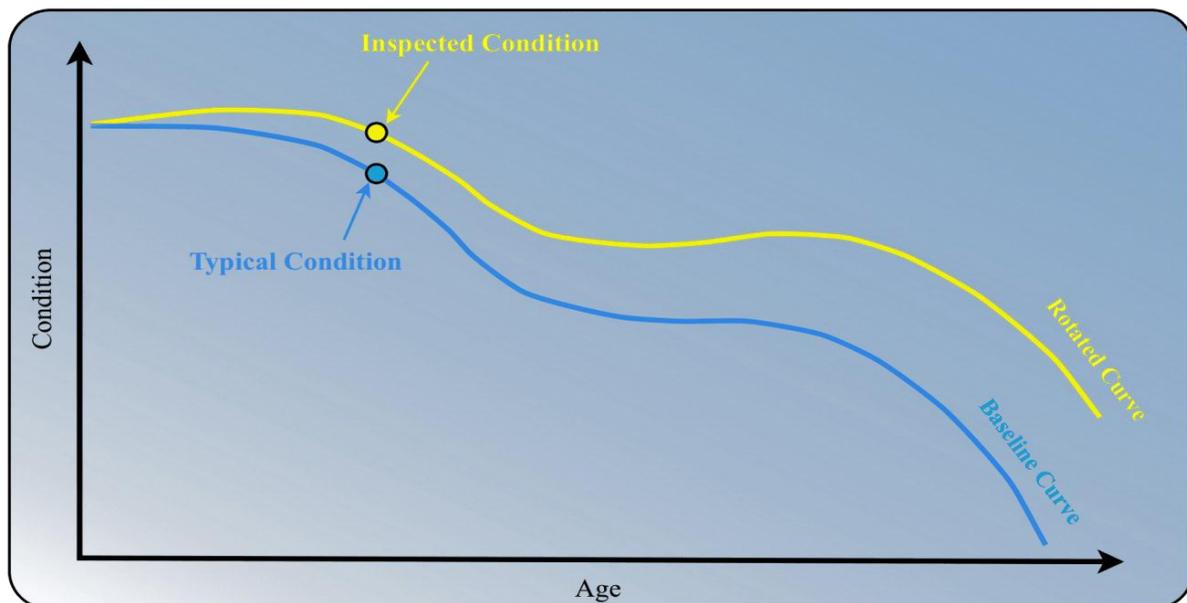
Pavement Performance Models

Projected performance is determined by relating current pavement condition to expected pavement condition. Projected performance varies based on pavement type. There are four pavement types in Indiana: AC, PCC, ACC, and APC. Each pavement type has a unique deterioration curve, created by plotting all data for that group as PCI vs. age and then finding a performance curve to best fit the data. These curves represent the historic performance of pavement in the group and become the baseline for future projections. The baseline curves are modeled with a third order polynomial equation as shown below.

$$PCI = X(\text{Age})^3 + Y(\text{Age})^2 + Z(\text{Age}) + C$$

Current Condition (rotating the curves)

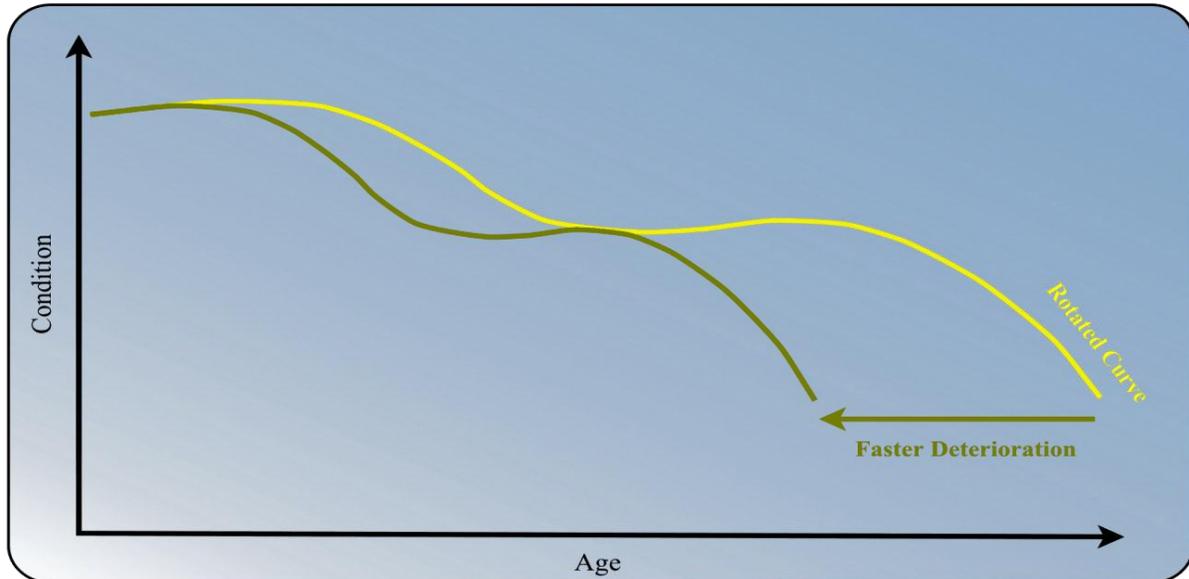
Starting with the baseline curve for comparison, current pavement condition is plotted, and the baseline curve is rotated to meet the current condition. The rotated curve provides the starting point for projecting the future pavement condition.



Advanced Analysis (accounting for distress)

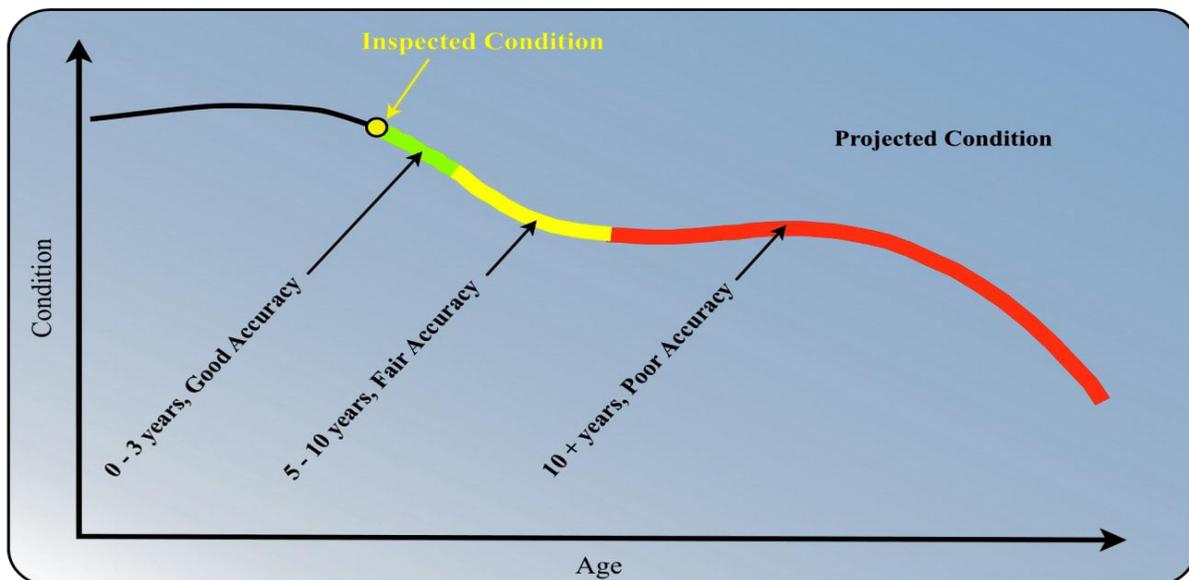
Some types of pavement distress have a greater impact on pavement deterioration than others. Rutting and alligator (fatigue) cracking are major structural failures and can lead to rapid pavement deterioration. Other distress types, like L&T cracking, develop slowly over time and typically do not cause a significant deviation from the baseline curve.

After current condition is accounted for with the curve rotation, pavement distress is addressed in the advanced analysis by compressing or expanding the baseline curve to account for the expected rate of pavement deterioration.



Projected PCI (near term vs. longer term)

Projecting pavement condition with advanced analysis is a combination of rotating, expanding, and contracting the baseline curves. This projection method provides good short-term results for all pavement sections and fair long-term projections on pavement sections with conditions near the baseline model. The long-term accuracy of outlier data is discussed on the following page.

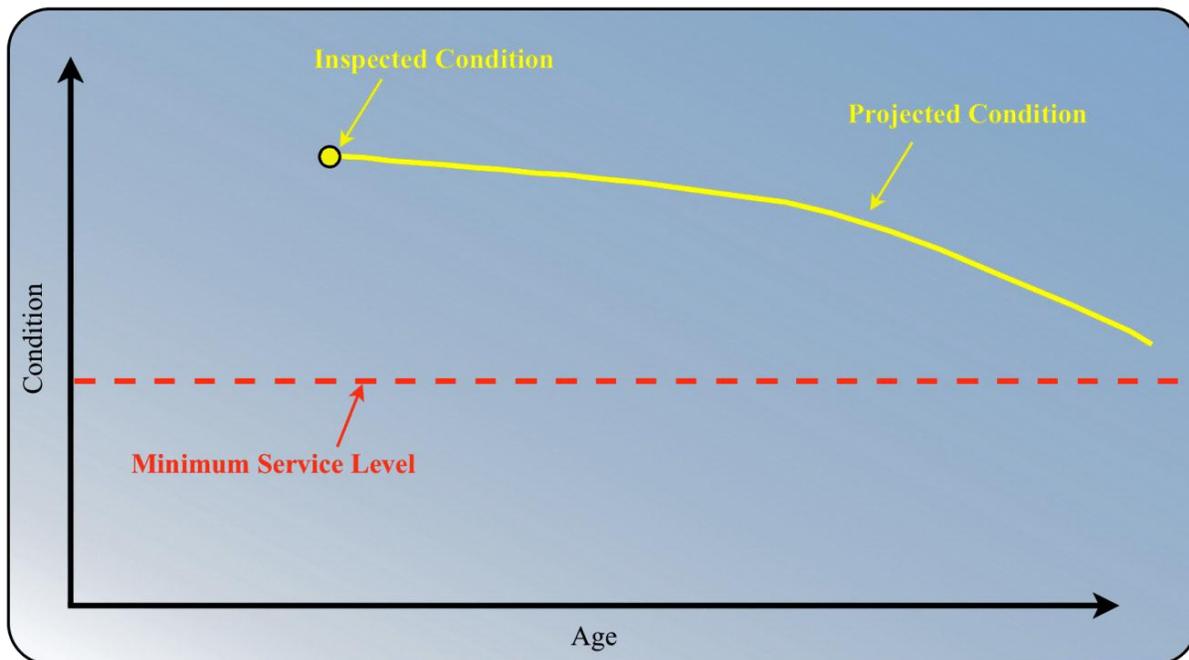


Projected PCI (why some features have unexpected projections)

Long-term PCI projections can be very useful for planning purposes. However, projections in excess of 10 years are well beyond the intended scope of the PCI procedure. FAA Advisory Circular 150/5380-6B establishes a maximum 3-year interval between detailed PCI surveys.

Curve rotation, expansion, and contraction are performed to produce the best possible accuracy of future pavement condition over the next 3 to 5 years. This methodology can overemphasize certain performance trends in the long term. This is especially true for outlier data, such as pavement features that are performing much better or worse than is typical.

The curve below shows an example of a performance trend being overemphasized in the long-term projection. Because the pavement feature is performing much better than the baseline curve, the long-term projection shows the pavement lasting an additional 30+ years before reaching the MSL. Rotation of the curve to provide the most accurate projection over 3 to 5 years has resulted in a long-term projection that is likely unrealistic.



When long-term projections such as this are encountered, airport managers should not rely on projections in excess of 10 years. Managers can be confident that the pavement is performing much better than average and will not require rehabilitation within the current 5-year CIP planning window. As new distress develops over time, future PCI surveys will determine the ideal timing for rehabilitation.

Feature Analysis

As part of the PCI evaluation, a detailed analysis is presented for each airside pavement feature using the two-page format depicted below.

Page 1

The first page of the analysis is a feature summary. Located near the top left-hand corner is the feature number and pavement description. Construction history and inspector comments are listed below, along with a photo of the pavement section if available. Distress totals recorded during the PCI survey are listed next, and an approximation of the cause of the pavement deterioration is shown at the bottom. If the pavement is projected to fall below the desired MSL during the next 12 years, the analysis year will be shown along with the optimum year for pavement rehabilitation.

AIRPAV

AIRPORT: BLOOMINGTON/MONROE COUNTY
AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5007

ANALYSIS YEAR: 2011 **OPTIMIZED FOR: 2019**

PAVEMENT TYPE: AC
FEATURE AREA: 1,278,750
INSPECTED AREA: 40,000
MINIMUM SERVICE LEVEL: 0.5

DESCRIPTION: RUNWAY 17-35 KEEL

INSPECTION DATE: 8-11-11
FEATURE'S HIGH PCI: 72
FEATURE'S LOW PCI: 59
AVERAGE PCI: 69 GOOD
ESTIMATED PCI IS: 65 in 2019

COMMENTS/HISTORY FOR FEATURE 5007, RUNWAY 17-35 KEEL

1989: 4" P401 / 5" P401 / 13" P209
*
*

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF ALL DISTRESS
ALLIGATOR CRACKING	LOW	66	2,199	S.F.	8.3
LONG & TRANS. CRACK	MED	995	31,808	L.F.	30.4
LONG & TRANS. CRACK	LOW	2,824	90,279	L.F.	34.8
RAVELING/WEATHERING	LOW	9,450	302,104	S.F.	26.3

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS: 8 %
 APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS: 52 %
 APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS: 39 %

PAGE 1

Description & Feature # →

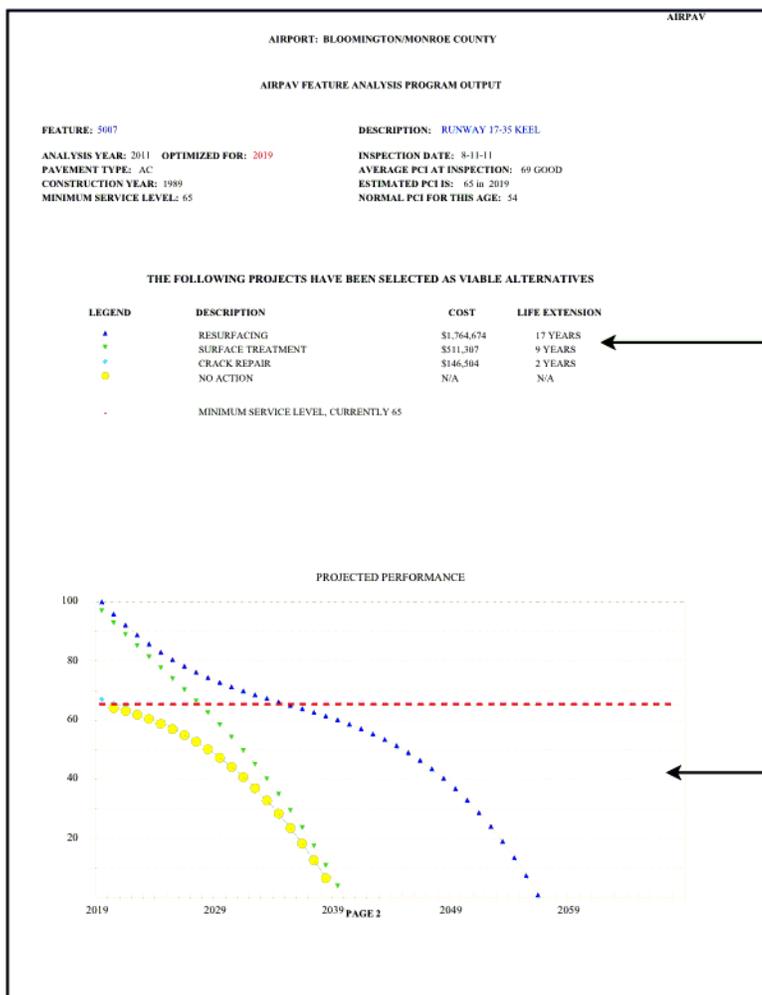
Optimized Rehab Year →

Construction History ←

Distress Totals ←

The second page is a graphic analysis of pavement deterioration. Pavement deterioration is forecast based on historic deterioration of similar Indiana pavement types. Remaining life is projected by stretching and rotating the baseline curves to fit the current condition determined from the PCI survey.

When pavement condition drops below the desired MSL, the software selects rehabilitation actions that address the cause of the pavement failure while restoring the pavement to a condition above the MSL. A NO ACTION recommendation indicates that the feature is expected to remain serviceable during the 12-year forecasting period without major repairs. NO ACTION recommendations do not diminish the need for regular maintenance.



Recommended Actions

Graphic Analysis

AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 102	DESCRIPTION: TAXIWAY A
ANALYSIS YEAR: 2013	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC	FEATURE'S HIGH PCI: 52
FEATURE AREA: 81,889	FEATURE'S LOW PCI: 37
INSPECTED AREA: 26,400	AVERAGE PCI: 42 POOR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 42 in 2013

COMMENTS/HISTORY FOR FEATURE 102, TAXIWAY A

1999: 4" P401 C / 3" P401 A / 13" P209

*
*
*

DISTRESS QUANTITIES FOR FEATURE 102

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	MED	133	412	S.F.	15.9
ALLIGATOR CRACKING	LOW	83	257	S.F.	10.7
BLOCK CRACKING	MED	1,250	3,877	S.F.	5.6
BLOCK CRACKING	LOW	2,708	8,399	S.F.	11
LONG.& TRANS. CRACK	HIGH	9	27	L.F.	2.7
LONG.& TRANS. CRACK	MED	1,926	5,974	L.F.	28.5
LONG.& TRANS. CRACK	LOW	3,502	10,862	L.F.	25.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	27 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	38 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	36 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 102

DESCRIPTION: TAXIWAY A

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 42 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 42 in 2013

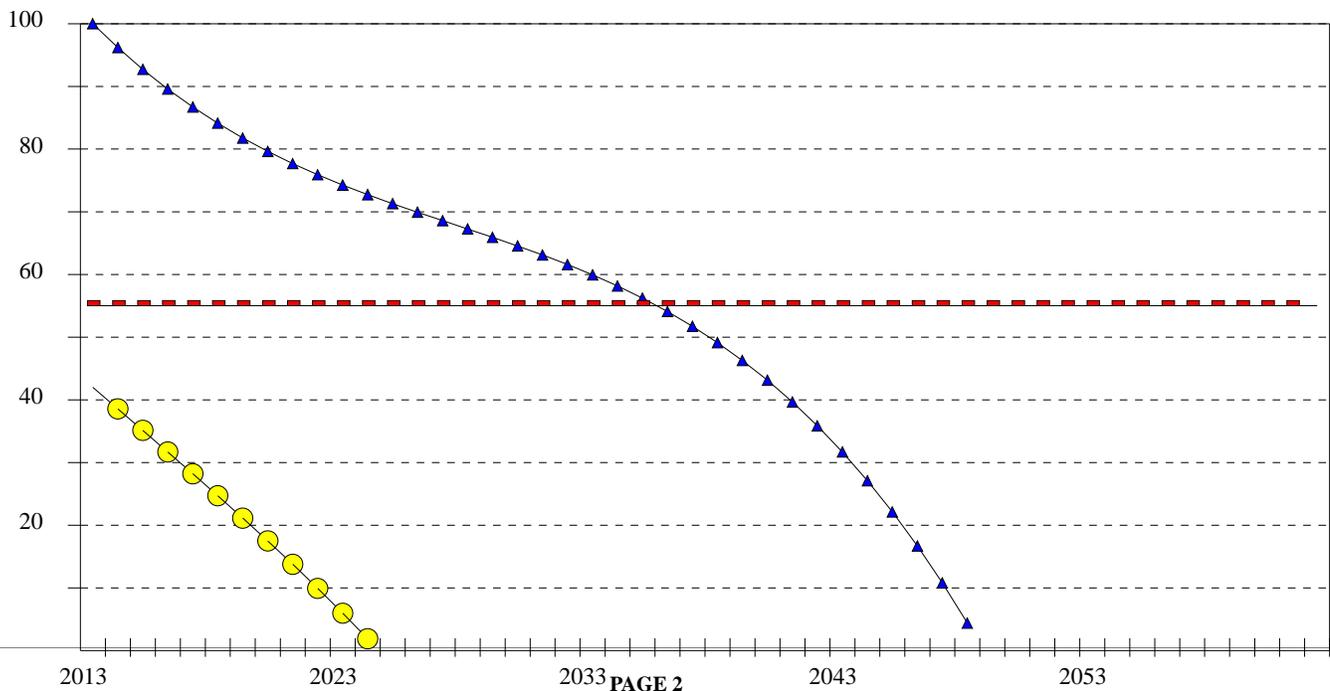
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 70

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$117,920	23 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 105

DESCRIPTION: TAXIWAY A

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 73

FEATURE AREA: 143,771

FEATURE'S LOW PCI: 33

INSPECTED AREA: 40,000

AVERAGE PCI: 52 POOR

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 52 in 2013

COMMENTS/HISTORY FOR FEATURE 105, TAXIWAY A

1999: 2" P401 / Variable P401 /

1983: 1.5" P401

1965: 3" P401 / 9" P209

*

DISTRESS QUANTITIES FOR FEATURE 105

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	MED	45	161	S.F.	7.3
ALLIGATOR CRACKING	LOW	74	266	S.F.	9.1
BLOCK CRACKING	MED	7,774	27,941	S.F.	26.5
BLOCK CRACKING	LOW	4,516	16,231	S.F.	12.5
LONG.& TRANS. CRACK	MED	1,248	4,485	L.F.	21.7
LONG.& TRANS. CRACK	LOW	2,867	10,304	L.F.	21.6
PATCH & UTILITY CUT	LOW	66	237	S.F.	.7
SWELL	LOW	10	35	S.F.	.1
WEATHERING	MED	100	359	S.F.	.1

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	17 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	29 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	54 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 105

DESCRIPTION: TAXIWAY A

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 52 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 52 in 2013

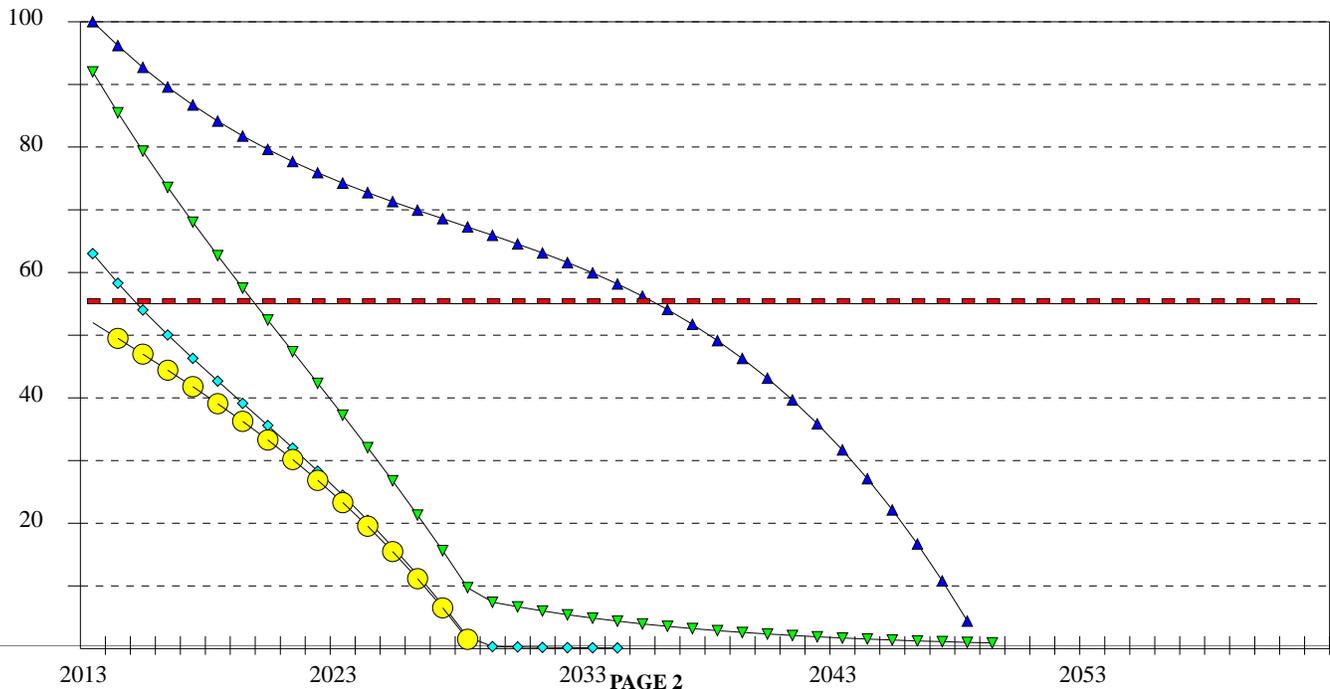
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$207,030	23 YEARS
▼	SURFACE TREATMENT	\$82,420	7 YEARS
◆	CRACK REPAIR	\$51,202	2 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 110

DESCRIPTION: TAXIWAY A

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 65

FEATURE AREA: 169,594

FEATURE'S LOW PCI: 41

INSPECTED AREA: 45,000

AVERAGE PCI: 54 POOR

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 54 in 2013

COMMENTS/HISTORY FOR FEATURE 110, TAXIWAY A

1999: 2" P401 / Variable P401 /

1983: 1.5" P401

1971: 4" P401 / 8" P209

*

DISTRESS QUANTITIES FOR FEATURE 110

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	MED	56	211	S.F.	9.1
ALLIGATOR CRACKING	LOW	62	233	S.F.	5.7
BLOCK CRACKING	MED	910	3,429	S.F.	6.4
BLOCK CRACKING	LOW	2,550	9,610	S.F.	8.4
LONG.& TRANS. CRACK	MED	2,411	9,086	L.F.	32.7
LONG.& TRANS. CRACK	LOW	6,173	23,264	L.F.	34.7
PATCH & UTILITY CUT	LOW	1	3	S.F.	.2
RAVELING	MED	60	226	S.F.	2
SWELL	LOW	24	90	S.F.	.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	15 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	46 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	39 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 110

DESCRIPTION: TAXIWAY A

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 54 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 54 in 2013

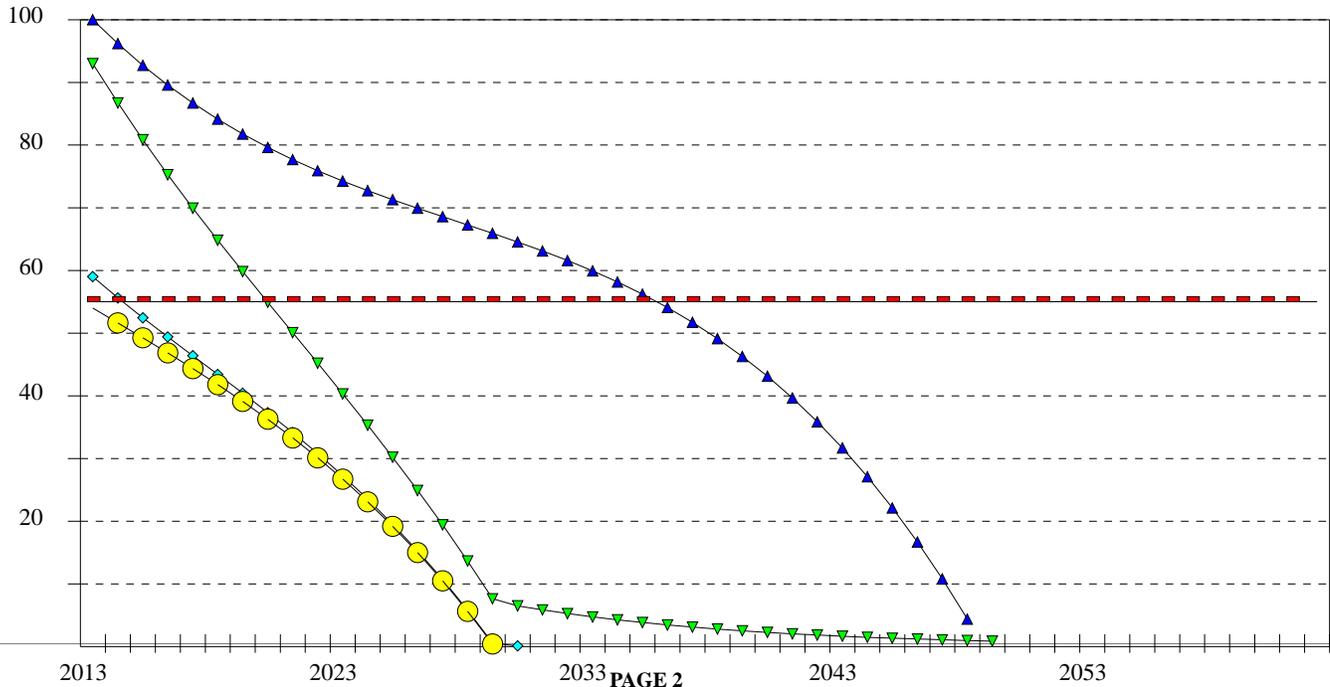
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$244,215	23 YEARS
▼	SURFACE TREATMENT	\$79,959	7 YEARS
◆	CRACK REPAIR	\$49,815	2 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 115

DESCRIPTION: TAXIWAY A

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2020

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

FEATURE'S HIGH PCI: 70

FEATURE AREA: 30,907

FEATURE'S LOW PCI: 55

INSPECTED AREA: 15,000

AVERAGE PCI: 65 FAIR

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 53 in 2020

COMMENTS/HISTORY FOR FEATURE 115, TAXIWAY A

1996: 8" P401 / 8" P209

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DISTRESS QUANTITIES FOR FEATURE 115

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
DEPRESSION	LOW	30	61	S.F.	2.2
LONG.& TRANS. CRACK	MED	195	401	L.F.	22
LONG.& TRANS. CRACK	LOW	828	1,706	L.F.	28.6
PATCH & UTILITY CUT	HIGH	1	2	S.F.	9.9
PATCH & UTILITY CUT	MED	2	4	S.F.	9.2
PATCH & UTILITY CUT	LOW	106	218	S.F.	4.1
RAVELING	LOW	110	226	S.F.	4.1
RUTTING	LOW	630	1,298	S.F.	19.5

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	29 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	52 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	20 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 115

DESCRIPTION: TAXIWAY A

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2020

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 65 FAIR

CONSTRUCTION YEAR: 1996

ESTIMATED PCI IS: 53 in 2020

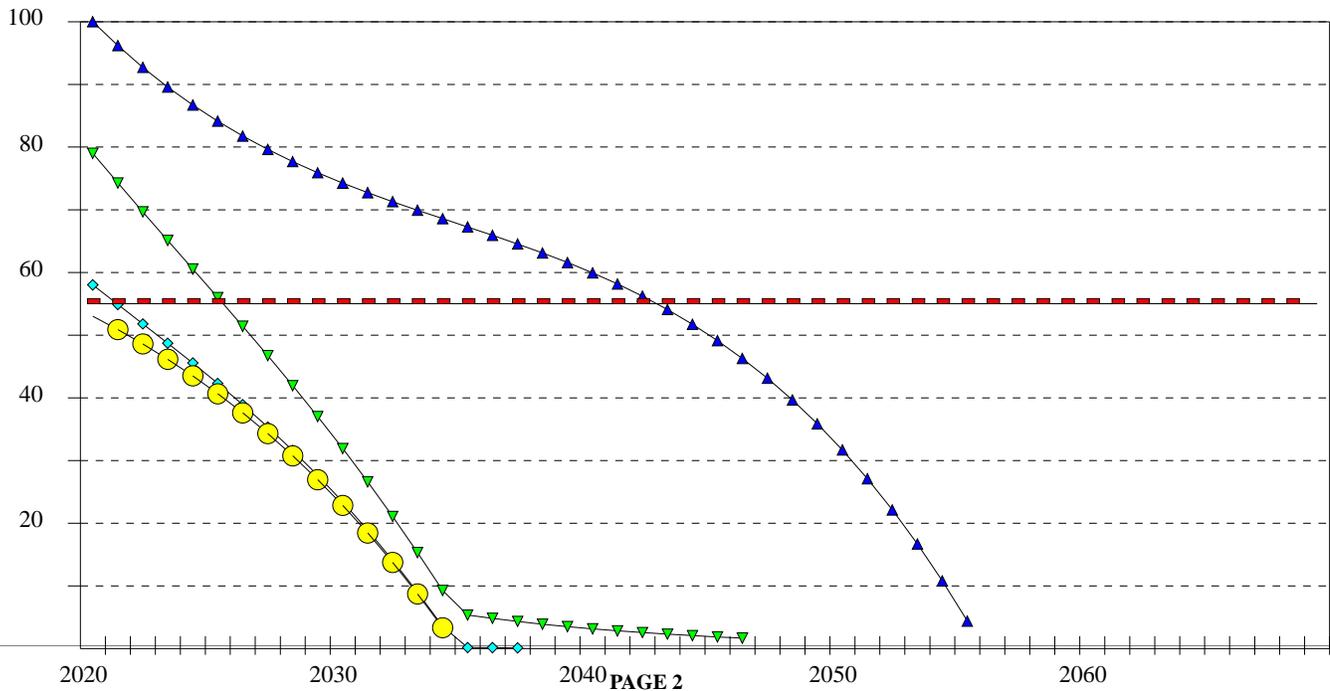
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 54

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	STRUCTURAL OVERLAY	\$57,177	23 YEARS
▼	SURFACE TREATMENT	\$12,550	6 YEARS
◆	CRACK REPAIR	\$2,612	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 120	DESCRIPTION: TAXIWAY A
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2015	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 62
FEATURE AREA: 10,760	FEATURE'S LOW PCI: 53
INSPECTED AREA: 10,760	AVERAGE PCI: 58 FAIR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 54 in 2015

COMMENTS/HISTORY FOR FEATURE 120, TAXIWAY A

1999: 2" P401 / Variable P401 /
 1983: Unknown AC section

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DISTRESS QUANTITIES FOR FEATURE 120

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	LOW	6	6	S.F.	5.1
BLOCK CRACKING	MED	160	160	S.F.	10.9
BLOCK CRACKING	LOW	160	160	S.F.	7.7
LONG.& TRANS. CRACK	MED	564	564	L.F.	36.2
LONG.& TRANS. CRACK	LOW	1,204	1,204	L.F.	34.3
RAVELING	MED	40	40	S.F.	5.5

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	5 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	49 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	46 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 120

DESCRIPTION: TAXIWAY A

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2015

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 58 FAIR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 54 in 2015

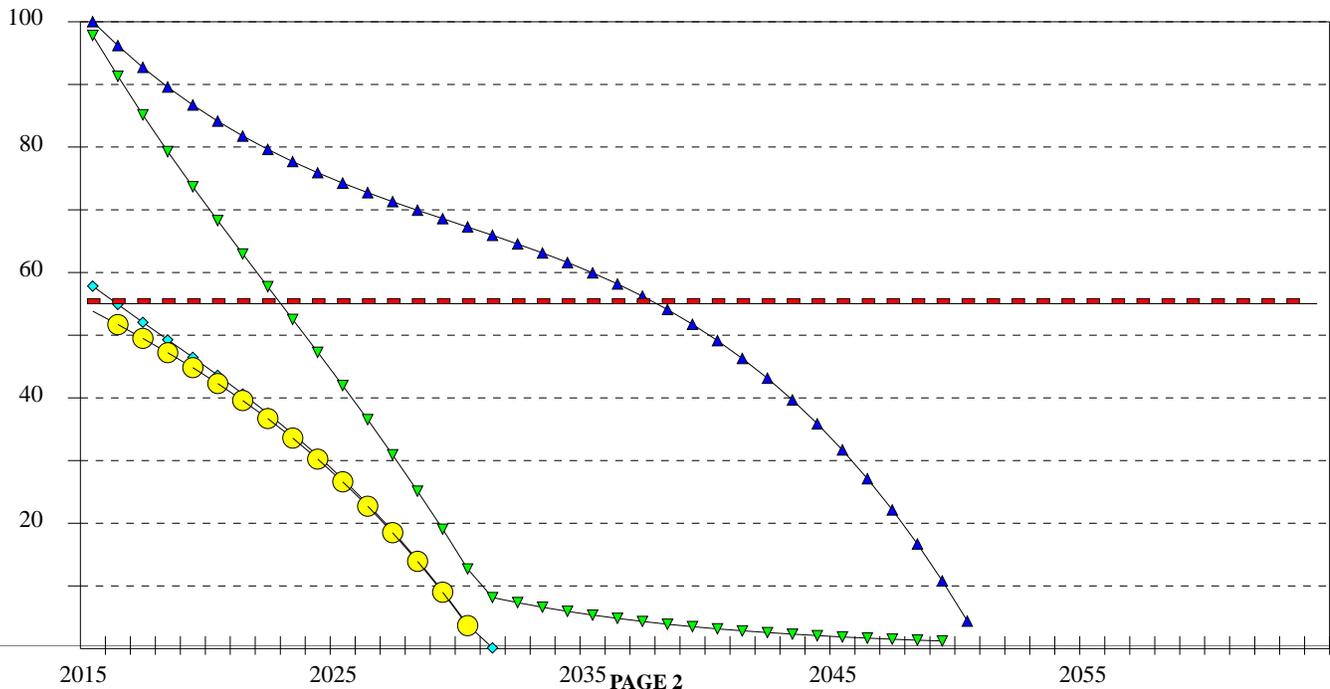
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 65

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$15,494	23 YEARS
▼	SURFACE TREATMENT	\$5,014	8 YEARS
◆	CRACK REPAIR	\$2,430	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 125

DESCRIPTION: TAXIWAY A3

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 49

FEATURE AREA: 9,040

FEATURE'S LOW PCI: 49

INSPECTED AREA: 7,350

AVERAGE PCI: 49 POOR

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 49 in 2013

COMMENTS/HISTORY FOR FEATURE 125, TAXIWAY A3

1999: 2" AC Tapered Overlay

Est. 1985: 1.5" P401

Est. 1965: 3" P401 / 9" P209

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DISTRESS QUANTITIES FOR FEATURE 125

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	MED	15	18	S.F.	15.1
ALLIGATOR CRACKING	LOW	21	25	S.F.	12.6
BLOCK CRACKING	MED	180	221	S.F.	15.1
BLOCK CRACKING	LOW	455	559	S.F.	14.5
LONG.& TRANS. CRACK	MED	164	201	L.F.	15
LONG.& TRANS. CRACK	LOW	544	669	L.F.	19.2
RUTTING	LOW	1	1	S.F.	8.1

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	33 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	26 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	41 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 125

DESCRIPTION: TAXIWAY A3

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 49 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 49 in 2013

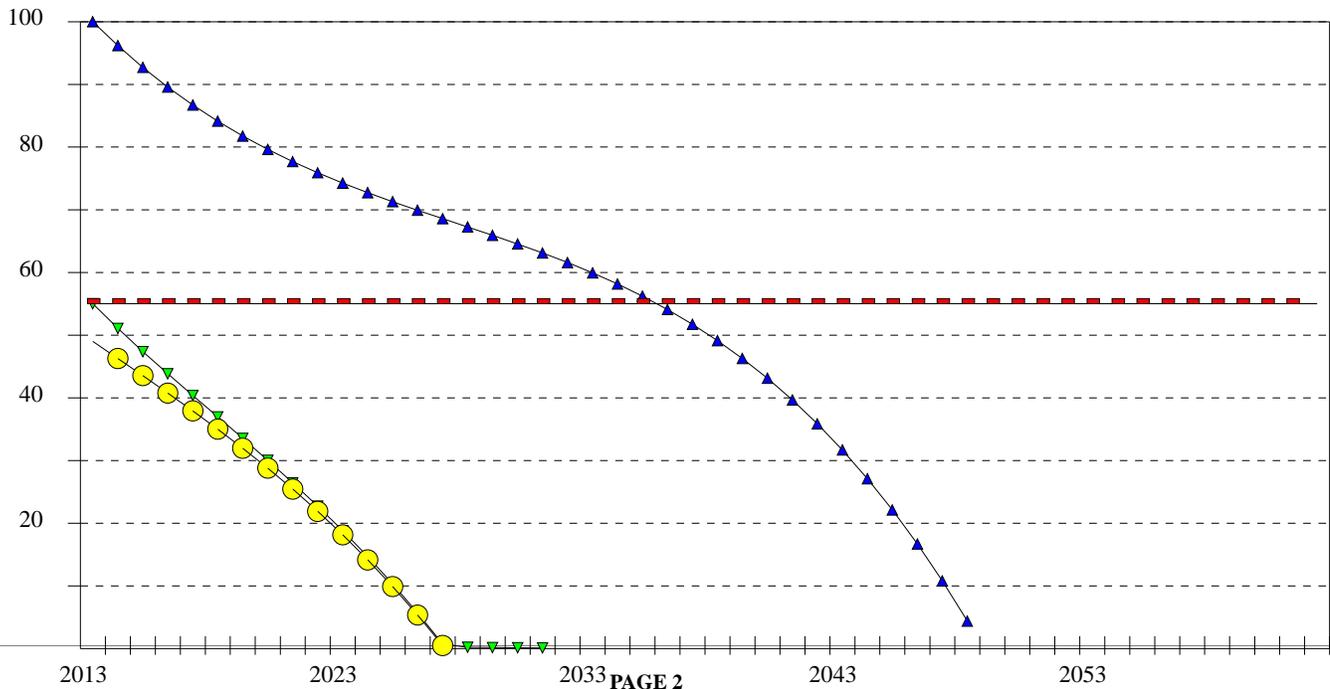
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$13,017	23 YEARS
▼	CRACK REPAIR	\$1,659	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 130	DESCRIPTION: TAXIWAY A3
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2016	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 64
FEATURE AREA: 2,970	FEATURE'S LOW PCI: 64
INSPECTED AREA: 2,970	AVERAGE PCI: 64 FAIR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 51 in 2016

COMMENTS/HISTORY FOR FEATURE 130, TAXIWAY A3

1983: 1.5" P401 est
 1965: 3" P401 / 9" P209 est
 *
 *

DISTRESS QUANTITIES FOR FEATURE 130

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
LONG.& TRANS. CRACK	MED	10	10	L.F.	14.7
LONG.& TRANS. CRACK	LOW	46	46	L.F.	12.2
RAVELING	MED	52	52	S.F.	23.3
WEATHERING	MED	2,900	2,900	S.F.	49.6

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	42 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	58 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 130

DESCRIPTION: TAXIWAY A3

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2016

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 64 FAIR

CONSTRUCTION YEAR: 1983

ESTIMATED PCI IS: 51 in 2016

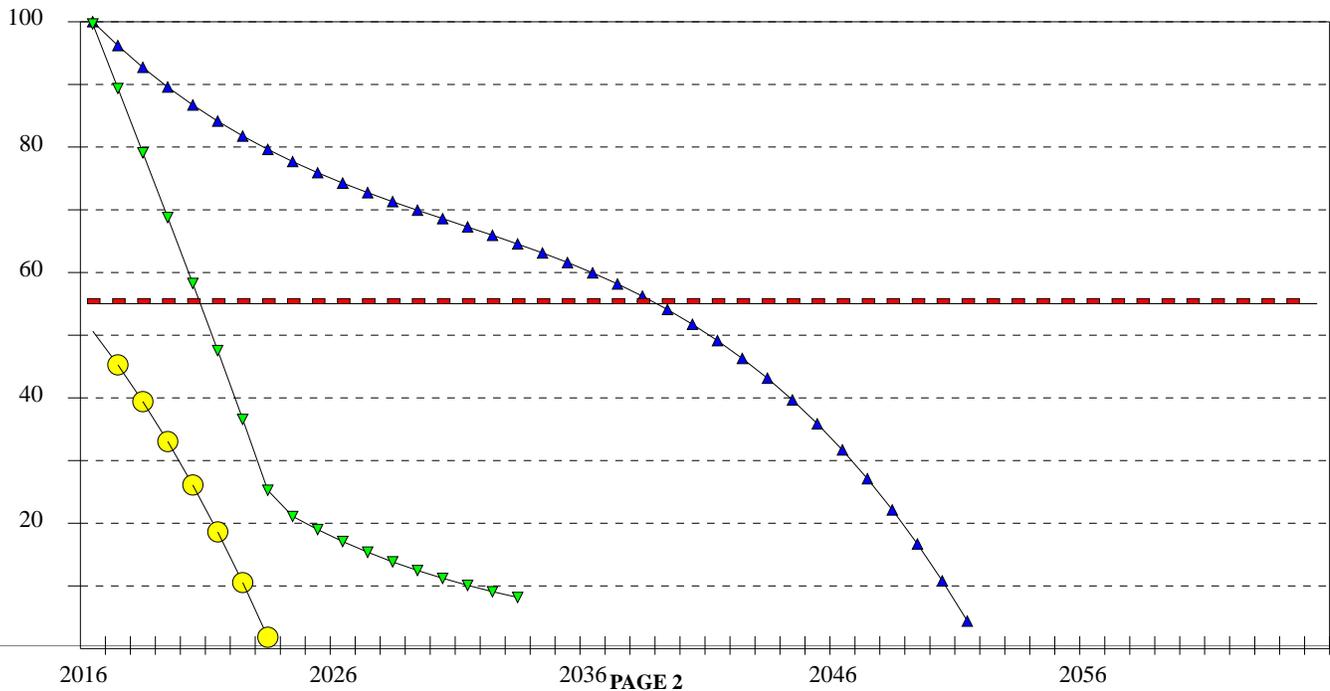
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 16

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$4,276	23 YEARS
▼	SURFACE TREATMENT	\$1,170	5 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 140	DESCRIPTION: TAXIWAY A6
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2014	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 62
FEATURE AREA: 22,162	FEATURE'S LOW PCI: 52
INSPECTED AREA: 10,000	AVERAGE PCI: 57 FAIR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 55 in 2014

COMMENTS/HISTORY FOR FEATURE 140, TAXIWAY A6

1999: 2" P401 / Variable P401 /
 1983: 1.5" P401
 Est. 1971: 4" P401 / 8" P209
 *

DISTRESS QUANTITIES FOR FEATURE 140

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	LOW	4	8	S.F.	4.2
BLOCK CRACKING	MED	380	842	S.F.	20.3
BLOCK CRACKING	LOW	1,465	3,246	S.F.	22.7
LONG.& TRANS. CRACK	MED	293	649	L.F.	21.2
LONG.& TRANS. CRACK	LOW	971	2,151	L.F.	27
RAVELING	MED	27	59	S.F.	4.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	4 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	34 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	62 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 140

DESCRIPTION: TAXIWAY A6

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2014

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 57 FAIR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 55 in 2014

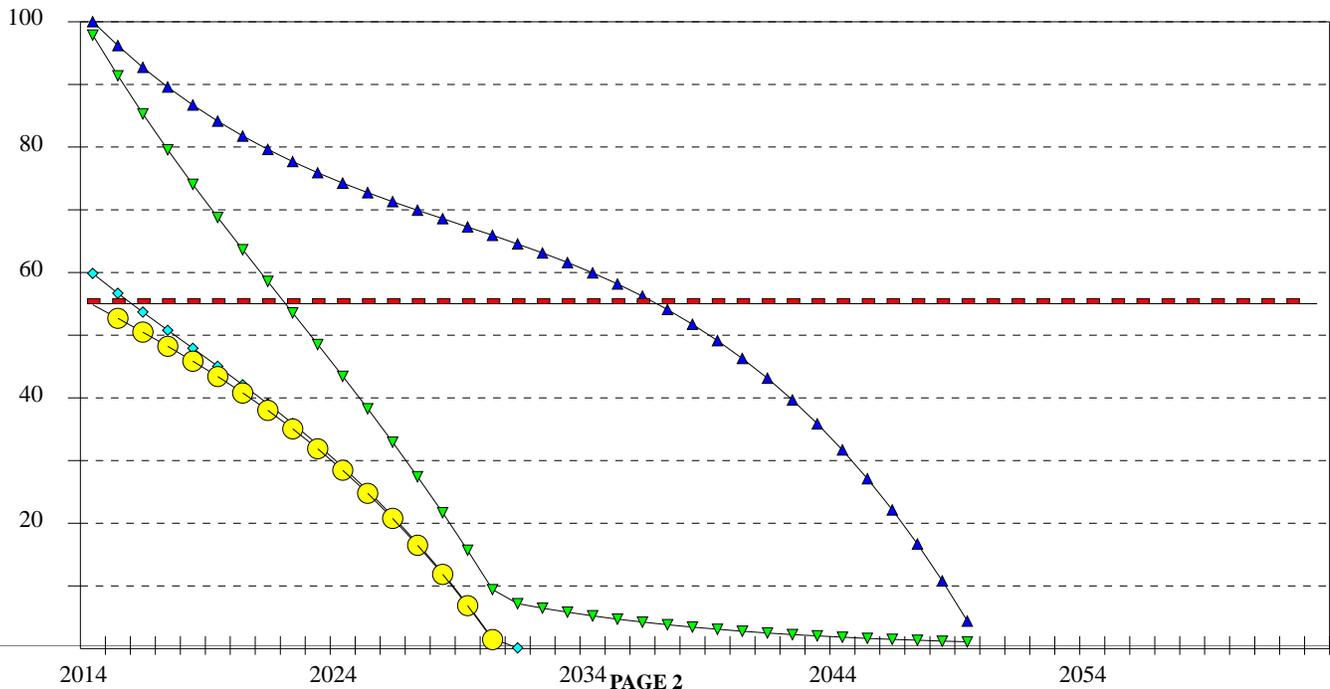
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 67

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$31,913	23 YEARS
▼	SURFACE TREATMENT	\$10,074	8 YEARS
◆	CRACK REPAIR	\$6,513	2 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 150	DESCRIPTION: TAXIWAY A4
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2014	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 59
FEATURE AREA: 16,958	FEATURE'S LOW PCI: 52
INSPECTED AREA: 10,000	AVERAGE PCI: 55 POOR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 53 in 2014

COMMENTS/HISTORY FOR FEATURE 150, TAXIWAY A4

1999: 2" P401 / Variable P401 /
 1983: 1.5" P401
 Est. 1971: 4" P401 / 8" P209
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DISTRESS QUANTITIES FOR FEATURE 150

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF ALL DISTRESS
BLOCK CRACKING	MED	450	763	S.F.	15
BLOCK CRACKING	LOW	2,775	4,705	S.F.	30.3
LONG.& TRANS. CRACK	MED	263	446	L.F.	21.6
LONG.& TRANS. CRACK	LOW	1,173	1,989	L.F.	33

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	36 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	64 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 150

DESCRIPTION: TAXIWAY A4

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2014

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 55 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 53 in 2014

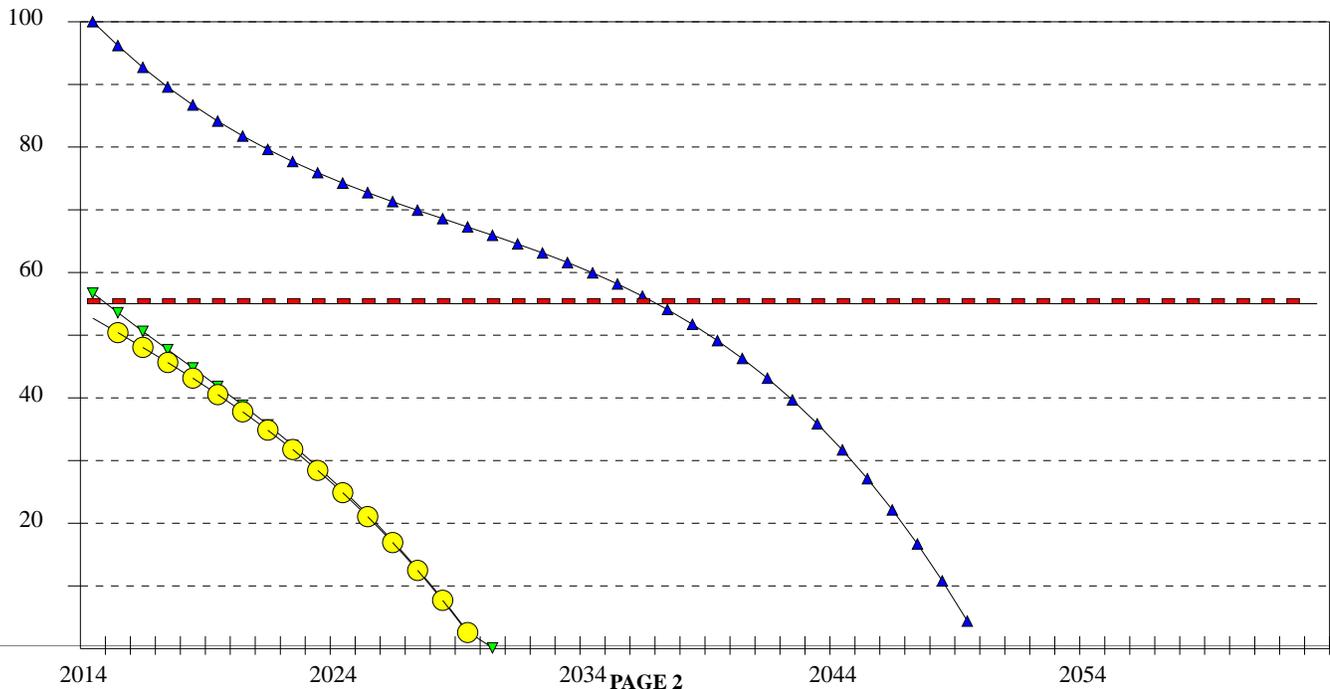
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 67

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$24,419	23 YEARS
▼	CRACK REPAIR	\$7,087	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 205

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

FEATURE'S HIGH PCI: 85

FEATURE AREA: 133,020

FEATURE'S LOW PCI: 63

INSPECTED AREA: 35,000

AVERAGE PCI: 74 SATISFACTORY

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 74 in 2013

COMMENTS/HISTORY FOR FEATURE 205, TAXIWAY B

1996: 5" P401 / 6" P209

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DISTRESS QUANTITIES FOR FEATURE 205

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	LOW	10	38	S.F.	3.5
DEPRESSION	LOW	15	57	S.F.	.5
LONG.& TRANS. CRACK	HIGH	122	463	L.F.	28.5
LONG.& TRANS. CRACK	MED	776	2,949	L.F.	42
LONG.& TRANS. CRACK	LOW	787	2,991	L.F.	21.1
PATCH & UTILITY CUT	HIGH	1	3	S.F.	4.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	6 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	63 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	31 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 205

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 74 SATISFACTORY

CONSTRUCTION YEAR: 1996

ESTIMATED PCI IS: 74 in 2013

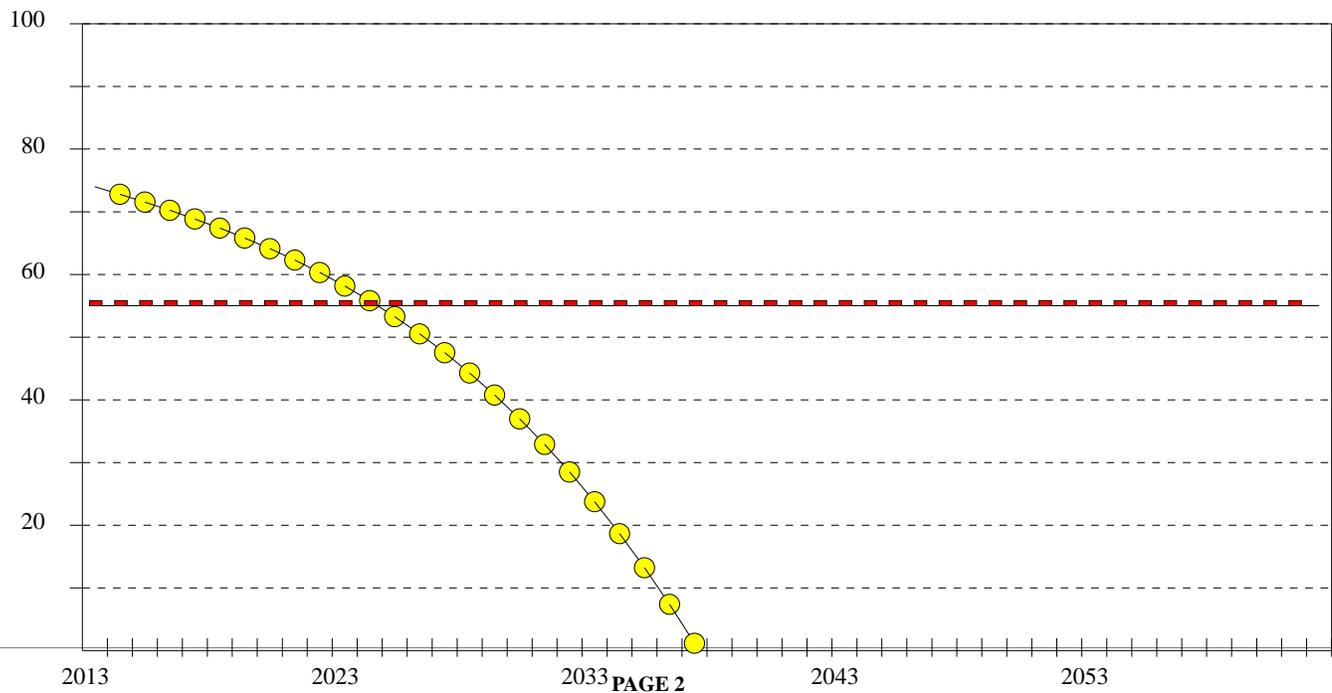
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 66

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 210

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2020

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

FEATURE'S HIGH PCI: 67

FEATURE AREA: 7,000

FEATURE'S LOW PCI: 66

INSPECTED AREA: 7,000

AVERAGE PCI: 66 FAIR

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 54 in 2020

COMMENTS/HISTORY FOR FEATURE 210, TAXIWAY B

1996: 8" P401 / 8" P209

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DISTRESS QUANTITIES FOR FEATURE 210

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
DEPRESSION	LOW	15	15	S.F.	2.2
LONG.& TRANS. CRACK	HIGH	23	23	L.F.	24.7
LONG.& TRANS. CRACK	MED	66	66	L.F.	21.6
LONG.& TRANS. CRACK	LOW	298	298	L.F.	27.1
PATCH & UTILITY CUT	LOW	4	4	S.F.	2.1
RAVELING	HIGH	1	1	S.F.	7.7
RAVELING	MED	20	20	S.F.	7.9
RAVELING	LOW	40	40	S.F.	3.5
WEATHERING	MED	140	140	S.F.	2.6

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS: 1 %
 APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS: 59 %
 APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS: 39 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 210

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2020

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 66 FAIR

CONSTRUCTION YEAR: 1996

ESTIMATED PCI IS: 54 in 2020

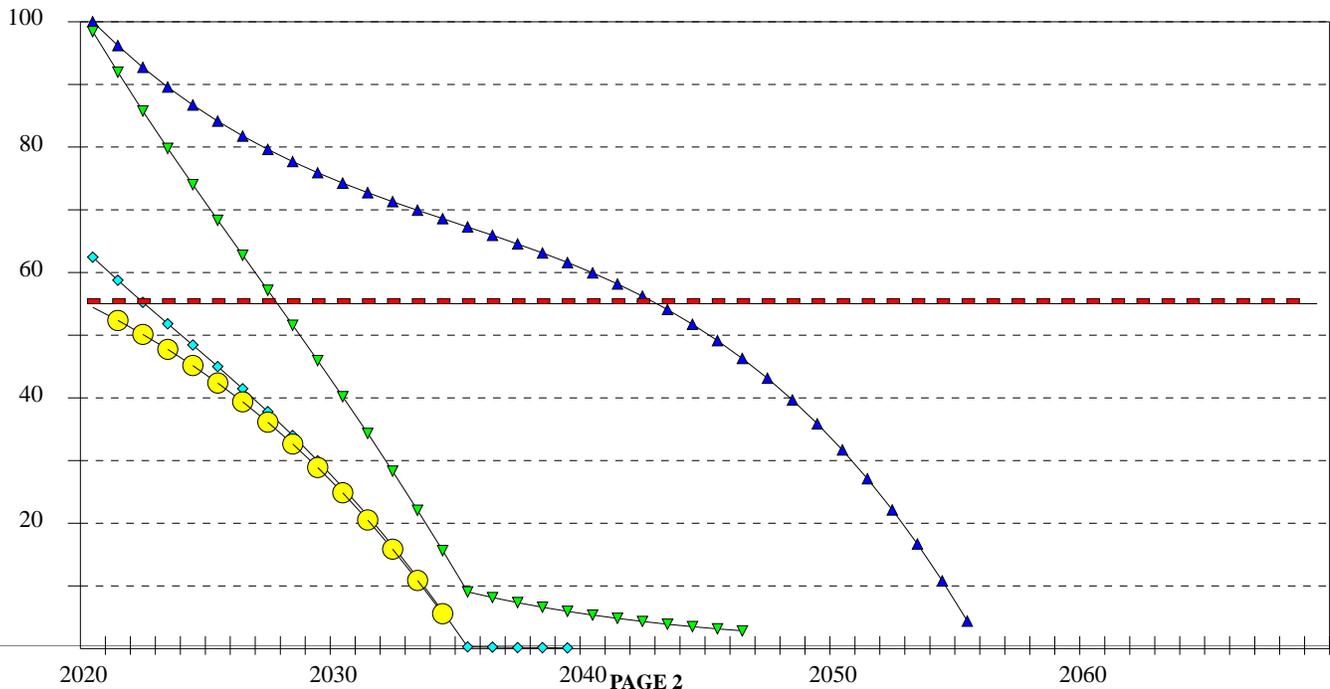
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 54

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$10,080	23 YEARS
▼	SURFACE TREATMENT	\$2,840	8 YEARS
◆	CRACK REPAIR	\$479	3 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 215

DESCRIPTION: TAXIWAY B-1

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2023

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

FEATURE'S HIGH PCI: 77

FEATURE AREA: 14,200

FEATURE'S LOW PCI: 65

INSPECTED AREA: 7,000

AVERAGE PCI: 71 SATISFACTORY

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 54 in 2023

COMMENTS/HISTORY FOR FEATURE 215, TAXIWAY B-1

1996: 5" P401 / 6" P209

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DISTRESS QUANTITIES FOR FEATURE 215

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
LONG.& TRANS. CRACK	HIGH	38	77	L.F.	26.8
LONG.& TRANS. CRACK	MED	213	432	L.F.	47.6
LONG.& TRANS. CRACK	LOW	129	261	L.F.	16.2
RAVELING	HIGH	1	2	S.F.	9.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	64 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	36 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 215

DESCRIPTION: TAXIWAY B-1

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2023

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 71 SATISFACTORY

CONSTRUCTION YEAR: 1996

ESTIMATED PCI IS: 54 in 2023

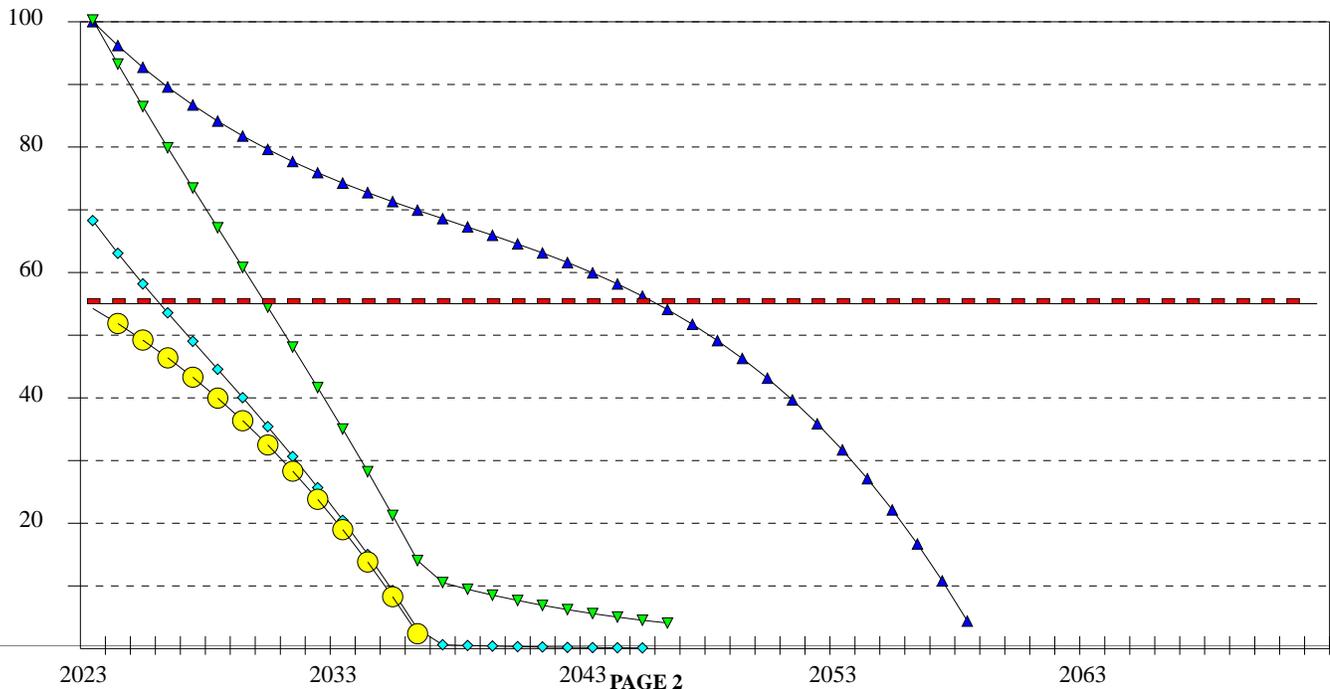
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 48

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$20,448	23 YEARS
▼	SURFACE TREATMENT	\$6,169	7 YEARS
◆	CRACK REPAIR	\$954	3 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 220

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 43

FEATURE AREA: 3,685

FEATURE'S LOW PCI: 43

INSPECTED AREA: 3,140

AVERAGE PCI: 43 POOR

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 43 in 2013

COMMENTS/HISTORY FOR FEATURE 220, TAXIWAY B

1999: 2" P401 Tapered Overlay

1996: 5" P401 / 6" P209

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DISTRESS QUANTITIES FOR FEATURE 220

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
BLOCK CRACKING	MED	1,120	1,314	S.F.	44.5
BLOCK CRACKING	LOW	700	821	S.F.	25.8
LONG.& TRANS. CRACK	MED	28	32	L.F.	12.1
LONG.& TRANS. CRACK	LOW	109	127	L.F.	12.1
SWELL	LOW	24	28	S.F.	3.1
WEATHERING	MED	100	117	S.F.	2.1

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	20 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	80 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 220

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 43 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 43 in 2013

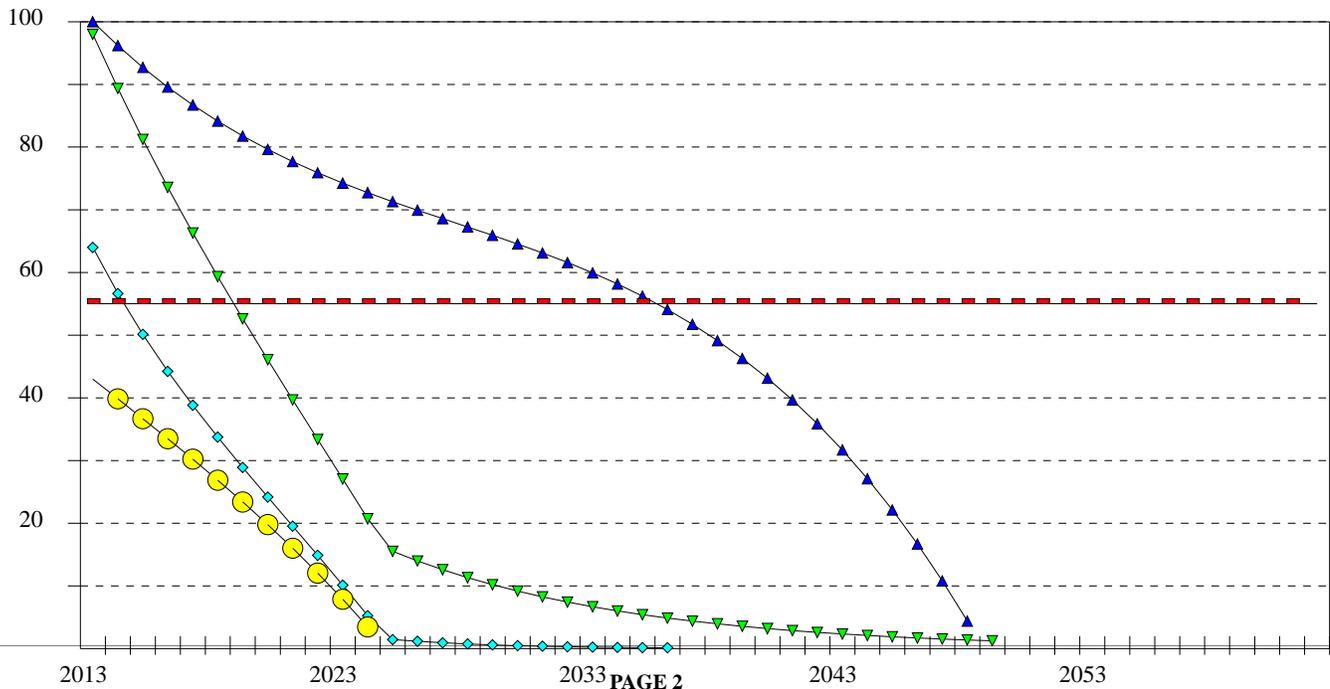
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$5,306	23 YEARS
▼	SURFACE TREATMENT	\$2,454	6 YEARS
◆	CRACK REPAIR	\$1,785	2 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 225

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-22-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 45

FEATURE AREA: 3,675

FEATURE'S LOW PCI: 45

INSPECTED AREA: 3,450

AVERAGE PCI: 45 POOR

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 45 in 2013

COMMENTS/HISTORY FOR FEATURE 225, TAXIWAY B

1999: 2" P401 Tapered Overlay

1996: 8" P401 / 8" P209

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DISTRESS QUANTITIES FOR FEATURE 225

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	HIGH	2	2	S.F.	19.4
BLOCK CRACKING	MED	2,000	2,130	S.F.	51.6
BLOCK CRACKING	LOW	1,200	1,278	S.F.	28.8

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	19 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	81 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 225

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-22-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 45 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 45 in 2013

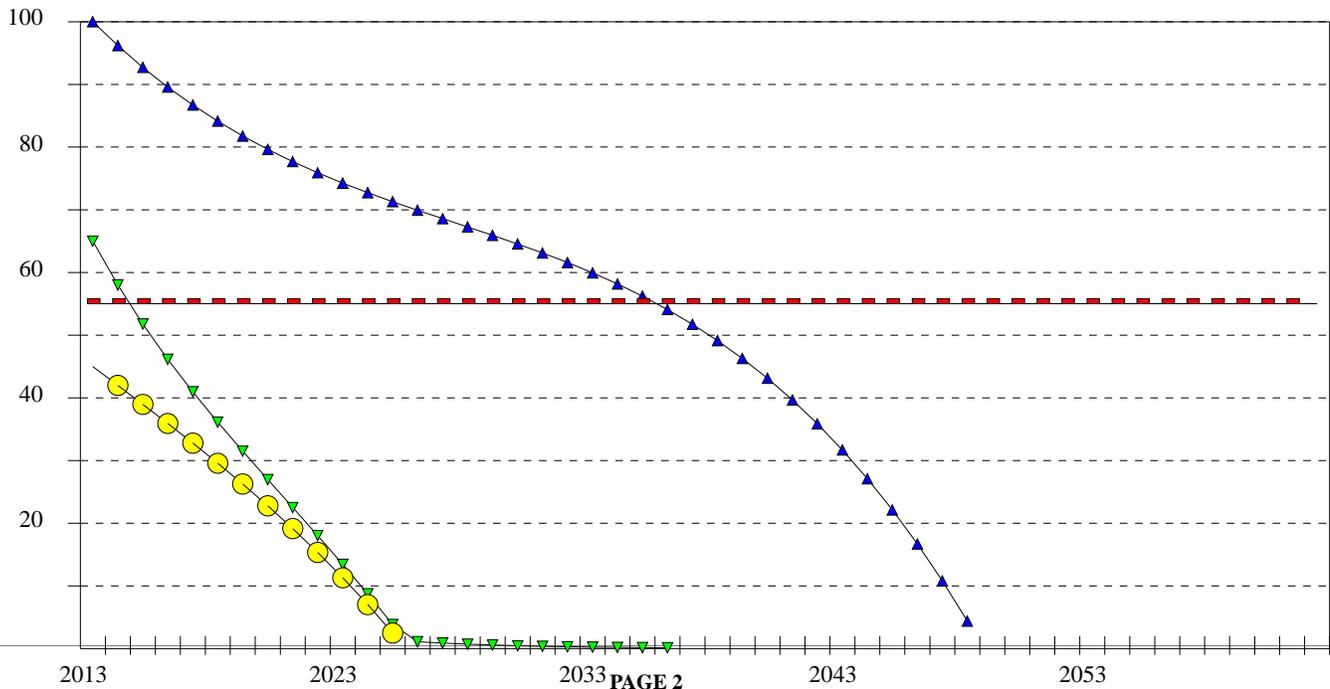
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$5,292	23 YEARS
▼	CRACK REPAIR	\$2,535	2 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 230	DESCRIPTION: TAXIWAY B
ANALYSIS YEAR: 2013	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 52
FEATURE AREA: 2,800	FEATURE'S LOW PCI: 52
INSPECTED AREA: 2,800	AVERAGE PCI: 52 POOR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 52 in 2013

COMMENTS/HISTORY FOR FEATURE 230, TAXIWAY B

1999: 2" P401 Tapered Overlay
 1996: 8" P401 / 8" P209
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DISTRESS QUANTITIES FOR FEATURE 230

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
BLOCK CRACKING	MED	703	703	S.F.	45.8
BLOCK CRACKING	LOW	370	370	S.F.	25.4
LONG.& TRANS. CRACK	MED	27	27	L.F.	14.8
LONG.& TRANS. CRACK	LOW	94	94	L.F.	13.7

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	19 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	81 %

AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 230

DESCRIPTION: TAXIWAY B

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 52 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 52 in 2013

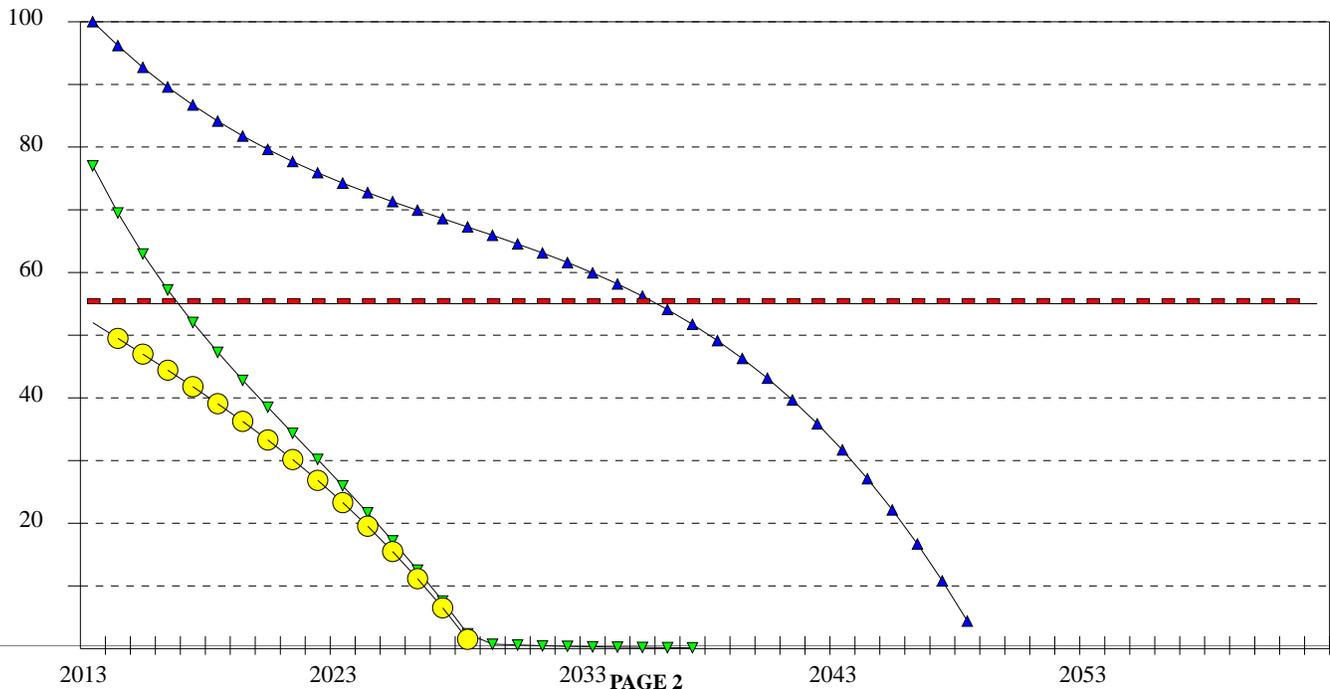
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$4,032	23 YEARS
▼	CRACK REPAIR	\$948	4 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 405

DESCRIPTION: TAXIWAY D1 AND E1

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-22-13

PAVEMENT TYPE: AC +

FEATURE'S HIGH PCI: 100

FEATURE AREA: 75,972

FEATURE'S LOW PCI: 98

INSPECTED AREA: 25,000

AVERAGE PCI: 100 GOOD

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 94 in 2013

COMMENTS/HISTORY FOR FEATURE 405, TAXIWAY D1 AND E1

2009: 8" P401 on 7" P209 on 16" P155 LIME TREAT S.G.

AIP 3-18-0083-21

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DISTRESS QUANTITIES FOR FEATURE 405

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
LONG.& TRANS. CRACK	LOW	3	9	L.F.	100

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	67 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	33 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 405

DESCRIPTION: TAXIWAY D1 AND E1

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-22-13

PAVEMENT TYPE: AC +

AVERAGE PCI AT INSPECTION: 100 GOOD

CONSTRUCTION YEAR: 2009

ESTIMATED PCI IS: 94 in 2013

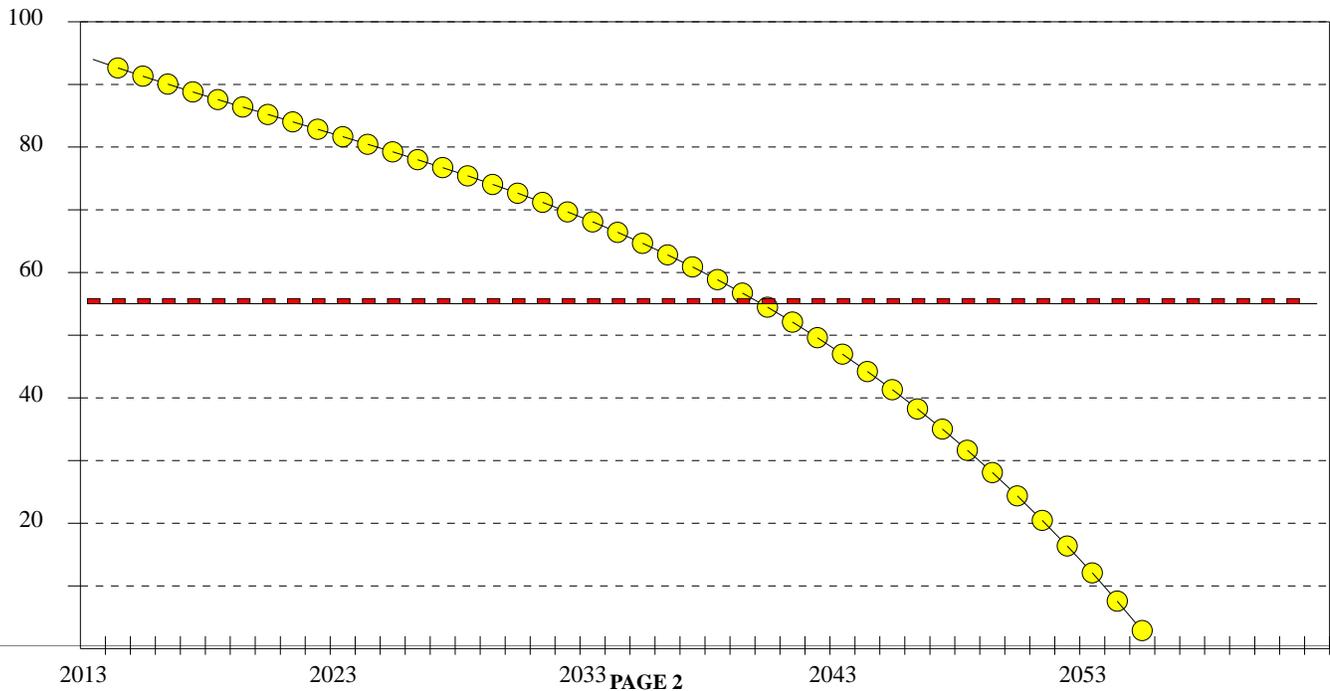
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 94

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 2005

DESCRIPTION: TAXIWAY TO TEES

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

FEATURE'S HIGH PCI: 92

FEATURE AREA: 13,753

FEATURE'S LOW PCI: 69

INSPECTED AREA: 6,300

AVERAGE PCI: 80 SATISFACTORY

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 80 in 2013

COMMENTS/HISTORY FOR FEATURE 2005, TAXIWAY TO TEES

2004 AC 2" P-401 Type C/ 3" p-401 Type A/ 7" P-209

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DISTRESS QUANTITIES FOR FEATURE 2005

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	LOW	15	32	S.F.	28.9
DEPRESSION	LOW	40	87	S.F.	14.9
LONG.& TRANS. CRACK	LOW	174	379	L.F.	33.4
SWELL	LOW	120	261	S.F.	17.9
WEATHERING	MED	150	327	S.F.	4.6

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	29 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	57 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	14 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 2005

DESCRIPTION: TAXIWAY TO TEES

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 80 SATISFACTORY

CONSTRUCTION YEAR: 2004

ESTIMATED PCI IS: 80 in 2013

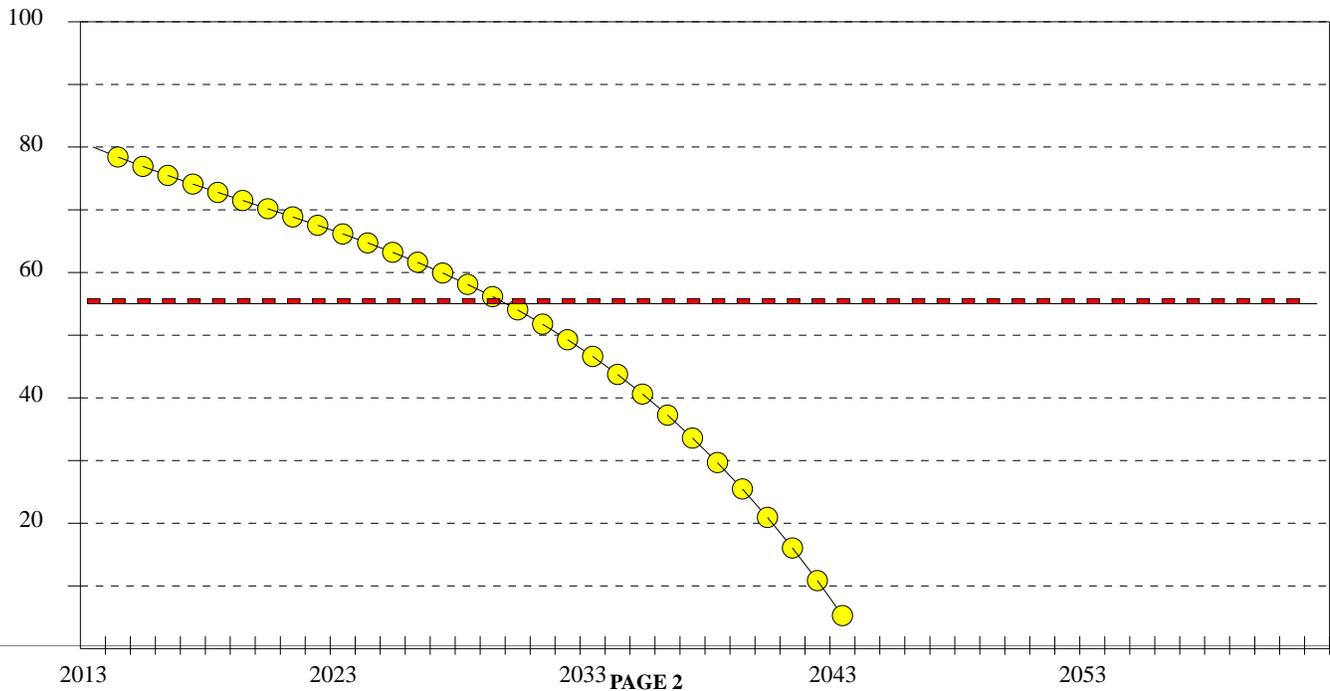
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 78

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 2010

DESCRIPTION: EAST TEE COMPLEX

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-22-13

PAVEMENT TYPE: AC +

FEATURE'S HIGH PCI: 95

FEATURE AREA: 84,305

FEATURE'S LOW PCI: 73

INSPECTED AREA: 26,600

AVERAGE PCI: 87 GOOD

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 82 in 2013

COMMENTS/HISTORY FOR FEATURE 2010, EAST TEE COMPLEX

1999 AC Overlay est.

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DISTRESS QUANTITIES FOR FEATURE 2010

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
LONG.& TRANS. CRACK	MED	46	145	L.F.	8.6
LONG.& TRANS. CRACK	LOW	359	1,137	L.F.	40.1
RUTTING	LOW	159	503	S.F.	36.9
WEATHERING	MED	200	633	S.F.	3.4
WEATHERING	LOW	7,000	22,185	S.F.	10.8

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	25 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	50 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	26 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 2010

DESCRIPTION: EAST TEE COMPLEX

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-22-13

PAVEMENT TYPE: AC +

AVERAGE PCI AT INSPECTION: 87 GOOD

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 82 in 2013

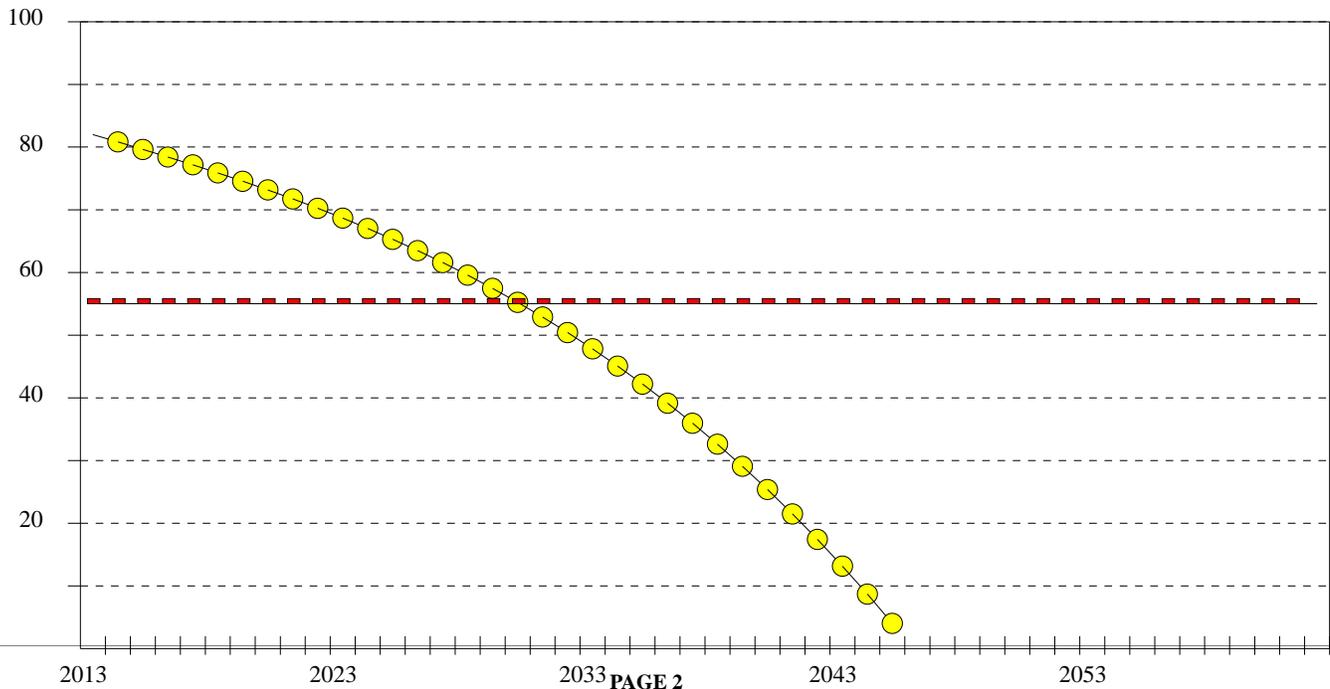
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 82

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 2015	DESCRIPTION: TAXIWAY TO TEES
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2019	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 68
FEATURE AREA: 5,979	FEATURE'S LOW PCI: 61
INSPECTED AREA: 4,500	AVERAGE PCI: 64 FAIR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 53 in 2019

COMMENTS/HISTORY FOR FEATURE 2015, TAXIWAY TO TEES

1999 AC Overlay est

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DISTRESS QUANTITIES FOR FEATURE 2015

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
LONG.& TRANS. CRACK	MED	189	251	L.F.	42.2
LONG.& TRANS. CRACK	LOW	601	798	L.F.	51.6
RAVELING	LOW	50	66	S.F.	3.7
SWELL	LOW	20	26	S.F.	2.3

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	66 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	34 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 2015

DESCRIPTION: TAXIWAY TO TEES

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2019

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 64 FAIR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 53 in 2019

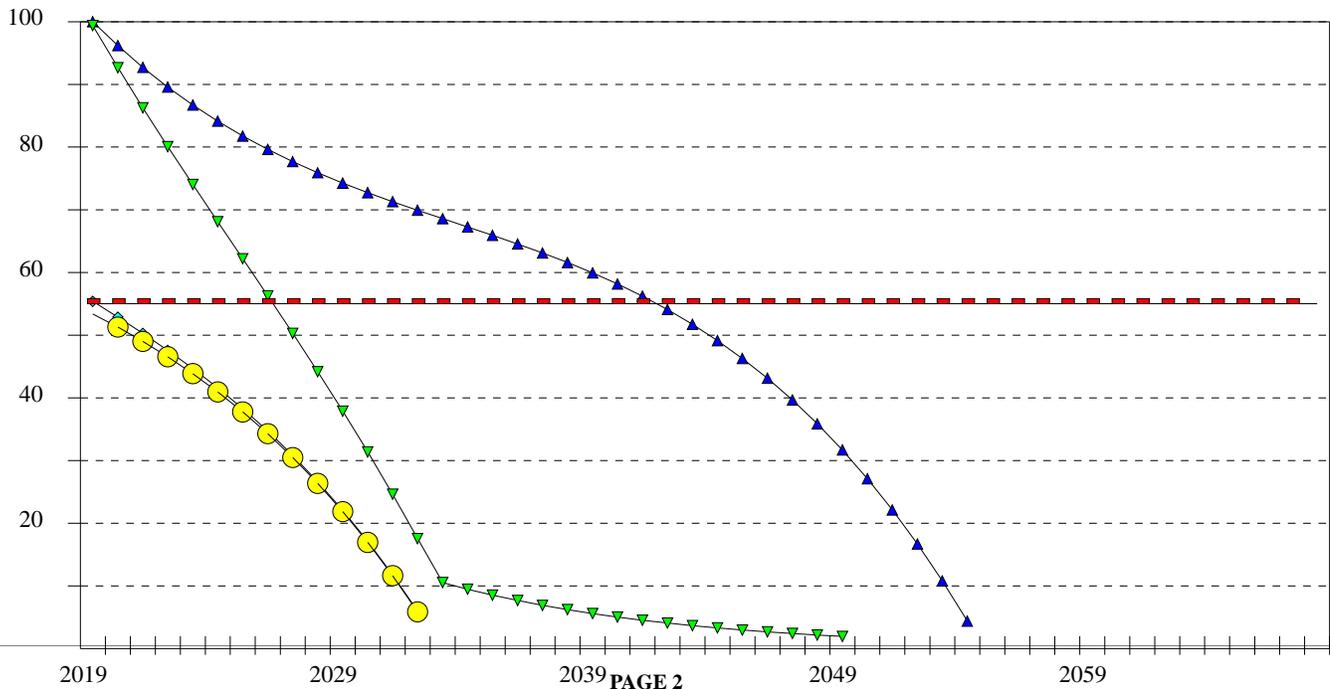
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 59

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$8,609	23 YEARS
▼	SURFACE TREATMENT	\$2,643	8 YEARS
◆	CRACK REPAIR	\$1,300	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 2050	DESCRIPTION: WEST TEE COMPLEX
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2015	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 84
FEATURE AREA: 65,325	FEATURE'S LOW PCI: 51
INSPECTED AREA: 14,815	AVERAGE PCI: 62 FAIR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 53 in 2015

COMMENTS/HISTORY FOR FEATURE 2050, WEST TEE COMPLEX

2006 AC Overlay 3" P410/ existing

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DISTRESS QUANTITIES FOR FEATURE 2050

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF ALL DISTRESS
BLOCK CRACKING	MED	1,035	4,563	S.F.	18.7
BLOCK CRACKING	LOW	8,730	38,493	S.F.	48.8
LONG.& TRANS. CRACK	MED	116	511	L.F.	14.2
LONG.& TRANS. CRACK	LOW	418	1,843	L.F.	18.1

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	22 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	78 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 2050

DESCRIPTION: WEST TEE COMPLEX

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2015

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 62 FAIR

CONSTRUCTION YEAR: 2006

ESTIMATED PCI IS: 53 in 2015

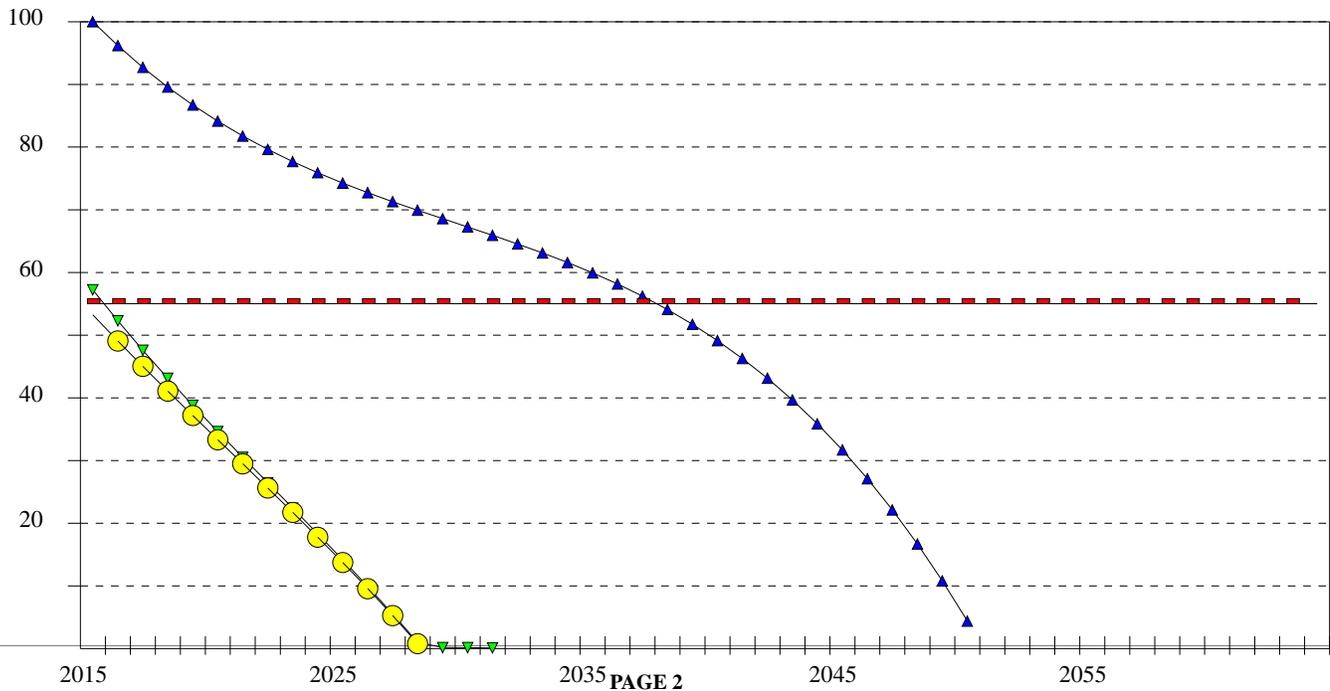
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 75

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$94,068	23 YEARS
▼	CRACK REPAIR	\$34,952	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3005	DESCRIPTION: TERMINAL RAMP
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2014	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: PCC	FEATURE'S HIGH PCI: 76
FEATURE AREA: 51,997	FEATURE'S LOW PCI: 31
INSPECTED AREA: 22,000	AVERAGE PCI: 58 FAIR
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 55 in 2014

COMMENTS/HISTORY FOR FEATURE 3005, TERMINAL RAMP

1965 PCC est

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DISTRESS QUANTITIES FOR FEATURE 3005

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
LONG/TRAN/DIAG CRK.	MED	5	11	SLABS	21.3
LONG/TRAN/DIAG CRK.	LOW	29	68	SLABS	31.1
JOINT SEAL DAMAGE	MED	32	75	SLABS	4.9
JOINT SEAL DAMAGE	LOW	16	37	SLABS	.7
PATCH<5 SF	MED	2	4	SLABS	2.3
PATCH<5 SF	LOW	6	14	SLABS	2.1
SHRINKAGE CRACKS	N/A	8	18	SLABS	3
SPALLING-JOINTS	HIGH	2	4	SLABS	8.4
SPALLING-JOINTS	MED	1	2	SLABS	2.1
SPALLING-CORNERS	HIGH	9	21	SLABS	17.2
SPALLING-CORNERS	MED	3	7	SLABS	4.5
SPALLING-CORNERS	LOW	2	4	SLABS	1.8

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	32 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	14 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	53 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3005

DESCRIPTION: TERMINAL RAMP

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2014

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: PCC

AVERAGE PCI AT INSPECTION: 58 FAIR

CONSTRUCTION YEAR: 1965

ESTIMATED PCI IS: 55 in 2014

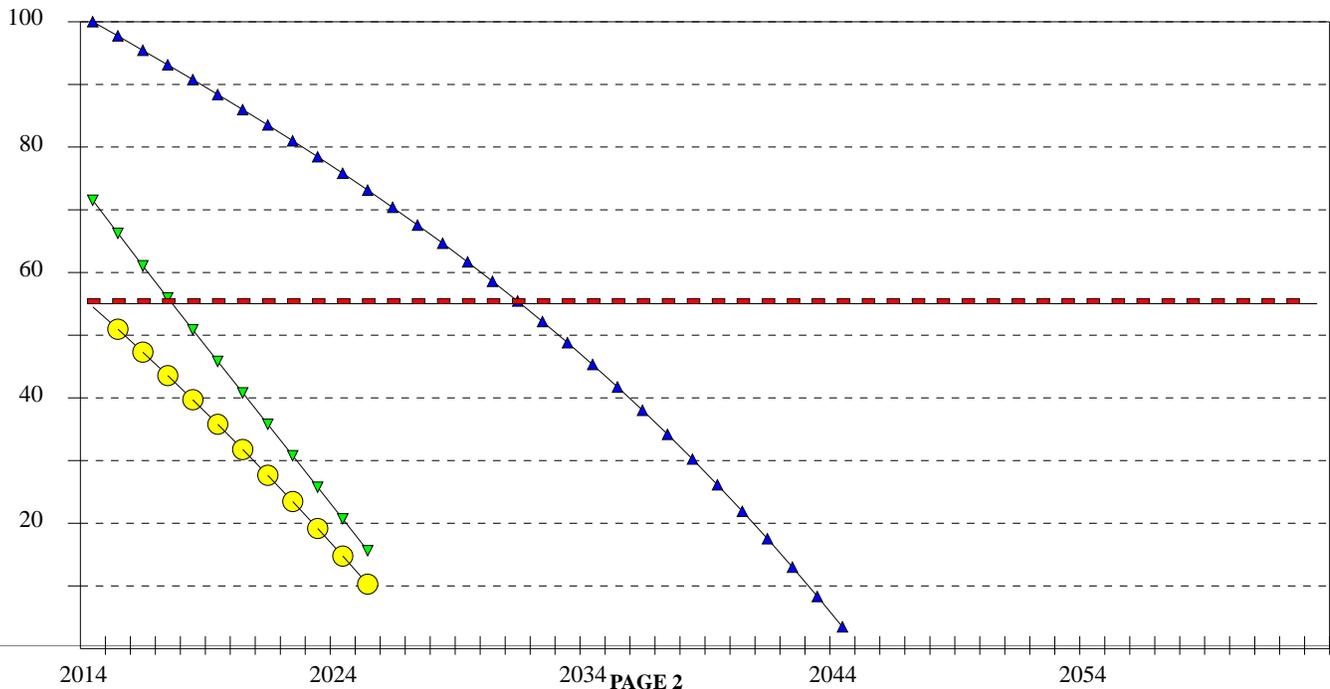
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 0

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	REPAIR AND/OR OVERLAY	\$286,503	18 YEARS
▼	PATCHING/JOINT REPAIR	\$5,762	4 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3010

DESCRIPTION: TERMINAL RAMP

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: PCC

FEATURE'S HIGH PCI: 98

FEATURE AREA: 39,300

FEATURE'S LOW PCI: 64

INSPECTED AREA: 21,000

AVERAGE PCI: 87 GOOD

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 87 in 2013

COMMENTS/HISTORY FOR FEATURE 3010, TERMINAL RAMP

2003: 11" P501 / 6" P209

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DISTRESS QUANTITIES FOR FEATURE 3010

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
CORNER BREAK	MED	1	1	SLABS	.9
LONG/TRAN/DIAG CRK.	LOW	4	8	SLABS	27.3
LONG/TRAN/DIAG CRK.	MED	2	4	SLABS	31.2
JOINT SEAL DAMAGE	LOW	36	74	SLABS	5.7
SETTLEMENT/FAULT	MED	1	1	SLABS	1
SHRINKAGE CRACKS	N/A	1	1	SLABS	.1
SPALLING-JOINTS	MED	2	2	SLABS	1
SPALLING-CORNERS	LOW	2	4	SLABS	7
SPALLING-CORNERS	MED	5	7	SLABS	13.1
SPALLING-CORNERS	HIGH	1	2	SLABS	7.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	32 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	12 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	55 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3010

DESCRIPTION: TERMINAL RAMP

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: PCC

AVERAGE PCI AT INSPECTION: 87 GOOD

CONSTRUCTION YEAR: 2003

ESTIMATED PCI IS: 87 in 2013

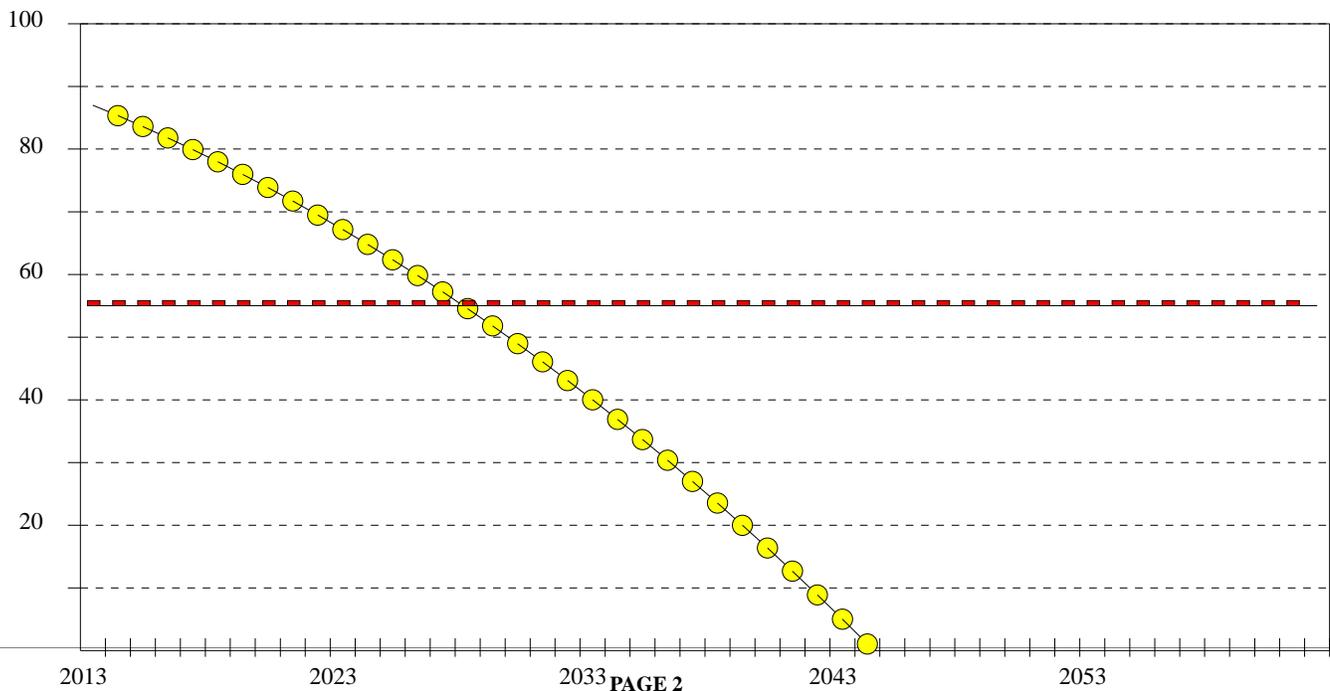
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 92

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3020	DESCRIPTION: TERMINAL RAMP
ANALYSIS YEAR: 2013	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: PCC	FEATURE'S HIGH PCI: 98
FEATURE AREA: 29,415	FEATURE'S LOW PCI: 85
INSPECTED AREA: 14,800	AVERAGE PCI: 93 GOOD
MINIMUM SERVICE LEVEL: 55	ESTIMATED PCI IS: 93 in 2013

COMMENTS/HISTORY FOR FEATURE 3020, TERMINAL RAMP

2006 PCC 11" P-501/ 6" P-209

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DISTRESS QUANTITIES FOR FEATURE 3020

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
LONG/TRAN/DIAG CRK.	MED	1	2	SLABS	40.2
LONG/TRAN/DIAG CRK.	LOW	1	2	SLABS	15.6
JOINT SEAL DAMAGE	LOW	19	37	SLABS	7.3
SHRINKAGE CRACKS	N/A	1	2	SLABS	3.3
SPALLING-JOINTS	LOW	1	2	SLABS	5.9
SPALLING-CORNERS	MED	2	4	SLABS	27.4

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	32 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	13 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	55 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3020

DESCRIPTION: TERMINAL RAMP

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: PCC

AVERAGE PCI AT INSPECTION: 93 GOOD

CONSTRUCTION YEAR: 2006

ESTIMATED PCI IS: 93 in 2013

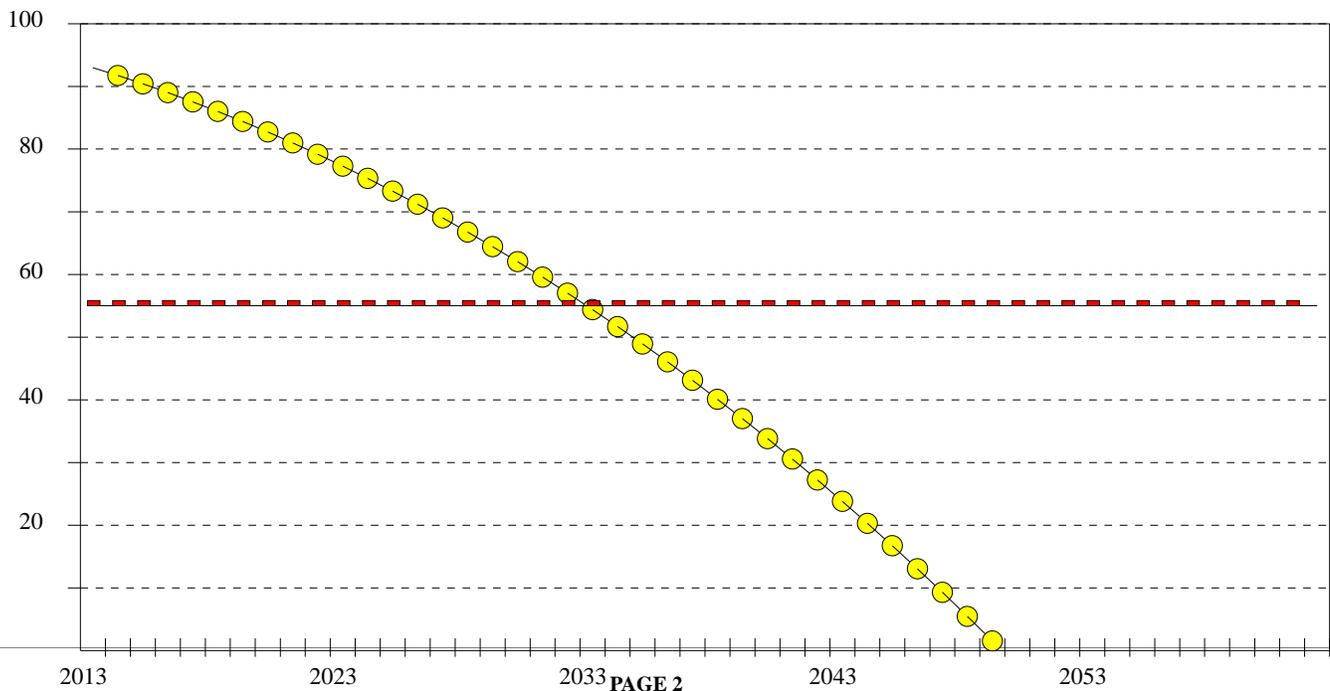
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 95

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3025

DESCRIPTION: TERMINAL RAMP

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: PCC

FEATURE'S HIGH PCI: 100

FEATURE AREA: 12,917

FEATURE'S LOW PCI: 87

INSPECTED AREA: 9,900

AVERAGE PCI: 94 GOOD

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 94 in 2013

COMMENTS/HISTORY FOR FEATURE 3025, TERMINAL RAMP

2006 PCC 11" P-501/ 6" P-209

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DISTRESS QUANTITIES FOR FEATURE 3025

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
JOINT SEAL DAMAGE	MED	20	26	SLABS	54.3
SPALLING-CORNERS	MED	1	1	SLABS	28.4
SPALLING-CORNERS	LOW	1	1	SLABS	17.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	15 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	33 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	51 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3025

DESCRIPTION: TERMINAL RAMP

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: PCC

AVERAGE PCI AT INSPECTION: 94 GOOD

CONSTRUCTION YEAR: 2006

ESTIMATED PCI IS: 94 in 2013

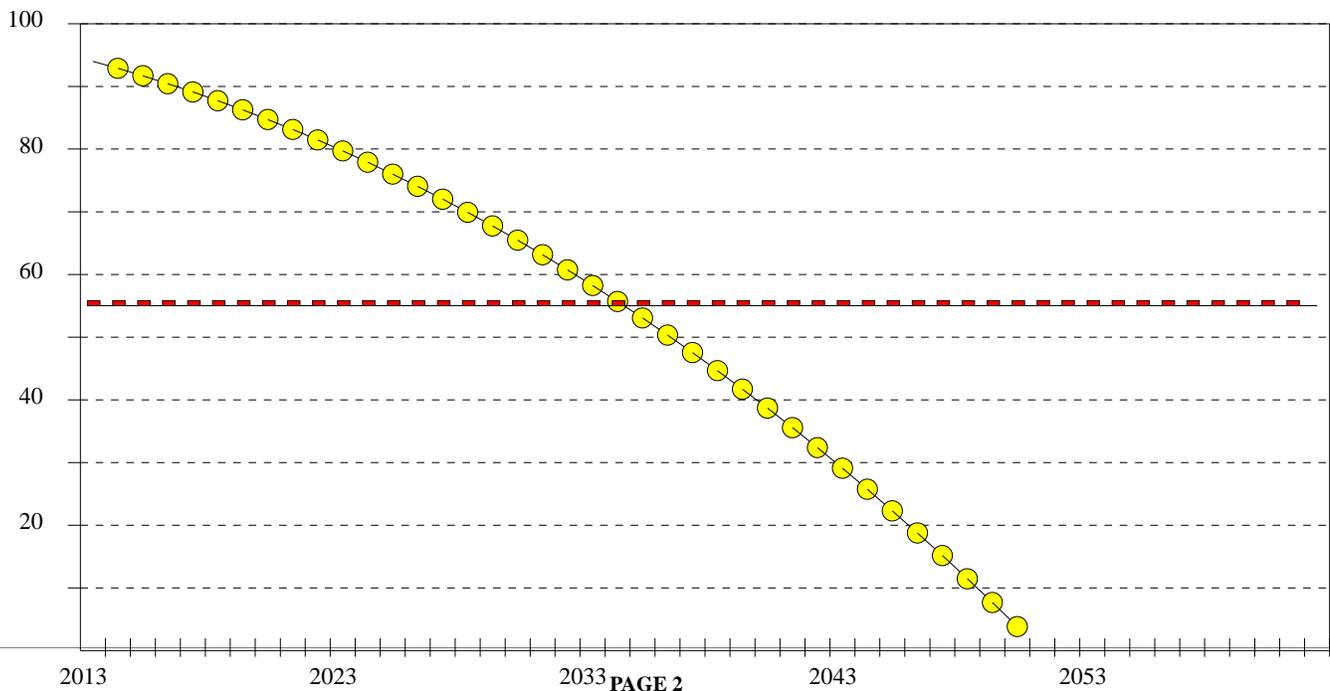
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 95

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3105

DESCRIPTION: GA RAMP

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2019

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: PCC

FEATURE'S HIGH PCI: 91

FEATURE AREA: 105,312

FEATURE'S LOW PCI: 55

INSPECTED AREA: 41,536

AVERAGE PCI: 79 SATISFACTORY

MINIMUM SERVICE LEVEL: 55

ESTIMATED PCI IS: 52 in 2019

COMMENTS/HISTORY FOR FEATURE 3105, GA RAMP

2008 PCC 10" P-501/4" P-209 CRUSHED AGG/16" P-155 LIME TREAT S.G.

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DISTRESS QUANTITIES FOR FEATURE 3105

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF ALL DISTRESS
CORNER BREAK	LOW	3	7	SLABS	7.5
LONG/TRAN/DIAG CRK.	MED	8	20	SLABS	45.7
LONG/TRAN/DIAG CRK.	LOW	14	35	SLABS	31.6
DIVIDED SLAB	MED	1	2	SLABS	11.5
SHRINKAGE CRACKS	N/A	2	5	SLABS	1
SPALLING-CORNERS	LOW	2	5	SLABS	2.5

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	39 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	8 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	53 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 3105

DESCRIPTION: GA RAMP

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2019

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: PCC

AVERAGE PCI AT INSPECTION: 79 SATISFACTORY

CONSTRUCTION YEAR: 2008

ESTIMATED PCI IS: 52 in 2019

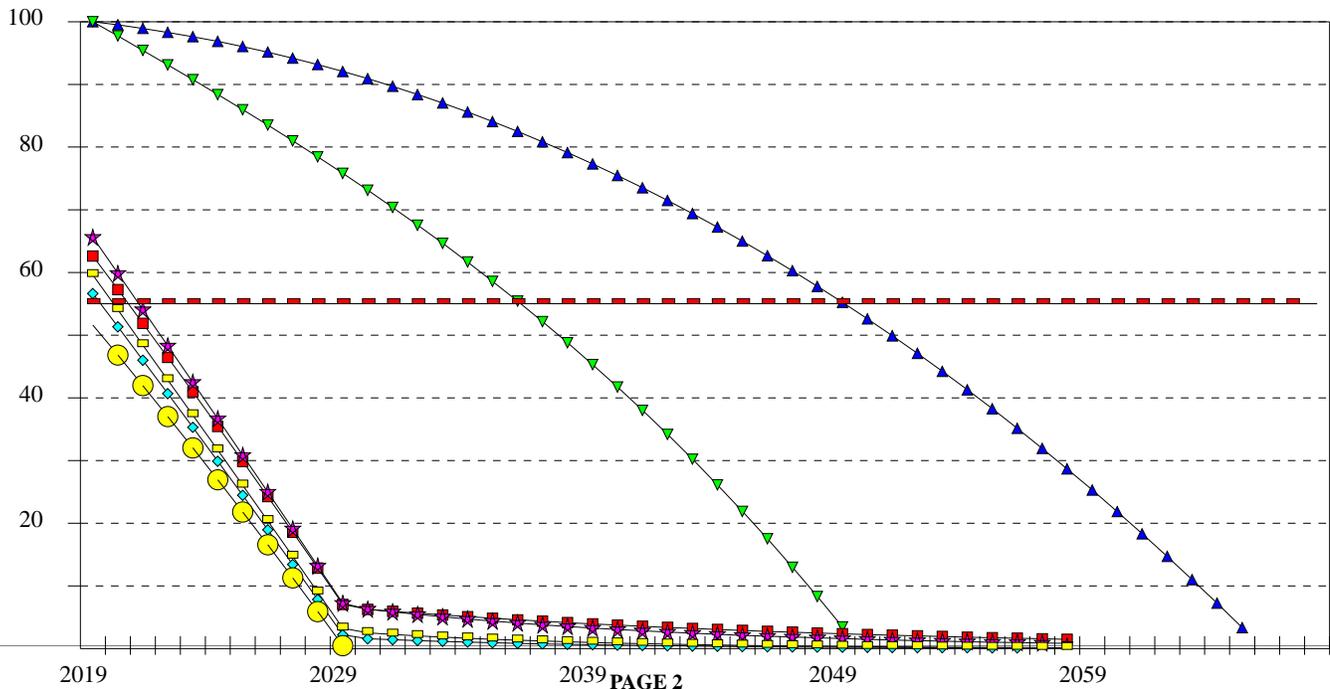
MINIMUM SERVICE LEVEL: 55

NORMAL PCI FOR THIS AGE: 90

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RECONSTRUCTION	\$1,358,524	31 YEARS
▼	REPAIR AND/OR OVERLAY	\$580,269	18 YEARS
◆	JOINT/CRACK REPAIR	\$796	1 YEAR
■	SLAB REPLACEMENT/JOINT SEAL	\$10,532	2 YEARS
★	SLAB REPLACEMENT/PATCHING/JOINT SEAL	\$10,871	2 YEARS
□	PATCHING/JOINT REPAIR	\$1,135	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 55		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5001

DESCRIPTION: RUNWAY 9-27 WINGS

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

FEATURE'S HIGH PCI: 52

FEATURE AREA: 99,585

FEATURE'S LOW PCI: 45

INSPECTED AREA: 35,000

AVERAGE PCI: 48 POOR

MINIMUM SERVICE LEVEL: 60

ESTIMATED PCI IS: 48 in 2013

COMMENTS/HISTORY FOR FEATURE 5001, RUNWAY 9-27 WINGS

1999: 4" P401 C / 3" P401 A / 13" P209

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DISTRESS QUANTITIES FOR FEATURE 5001

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
BLOCK CRACKING	MED	10,550	30,017	S.F.	41
BLOCK CRACKING	LOW	16,350	46,520	S.F.	32.3
LONG.& TRANS. CRACK	MED	612	1,741	L.F.	13.1
LONG.& TRANS. CRACK	LOW	1,112	3,163	L.F.	10.3
RAVELING	MED	25	71	S.F.	1.1
WEATHERING	MED	900	2,560	S.F.	1.8
WEATHERING	LOW	230	654	S.F.	0

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	17 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	83 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5001

DESCRIPTION: RUNWAY 9-27 WINGS

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 48 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 48 in 2013

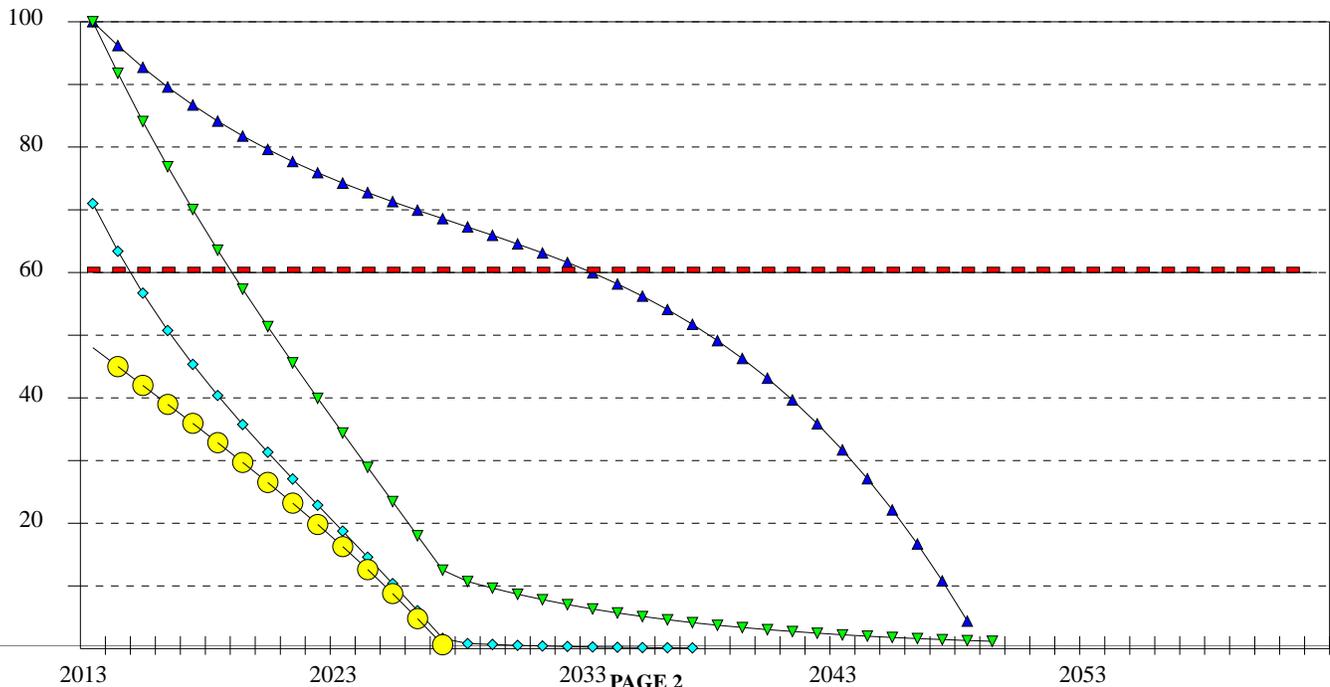
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 70

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$143,402	20 YEARS
▼	SURFACE TREATMENT	\$63,329	6 YEARS
◆	CRACK REPAIR	\$63,024	2 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5002

DESCRIPTION: RUNWAY9-27 KEEL

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

FEATURE'S HIGH PCI: 54

FEATURE AREA: 49,945

FEATURE'S LOW PCI: 47

INSPECTED AREA: 20,000

AVERAGE PCI: 51 POOR

MINIMUM SERVICE LEVEL: 60

ESTIMATED PCI IS: 51 in 2013

COMMENTS/HISTORY FOR FEATURE 5002, RUNWAY9-27 KEEL

1999: 4" P401 C / 3" P401 A / 13" P209

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DISTRESS QUANTITIES FOR FEATURE 5002

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
BLOCK CRACKING	MED	4,900	12,236	S.F.	44.8
BLOCK CRACKING	LOW	14,300	35,710	S.F.	44.1
LONG.& TRANS. CRACK	LOW	78	194	L.F.	1.8
RAVELING	HIGH	6	15	S.F.	2.4
RAVELING	LOW	400	998	S.F.	4.1
WEATHERING	MED	600	1,498	S.F.	2.5

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS: 0 %
 APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS: 4 %
 APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS: 96 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5002

DESCRIPTION: RUNWAY9-27 KEEL

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 51 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 51 in 2013

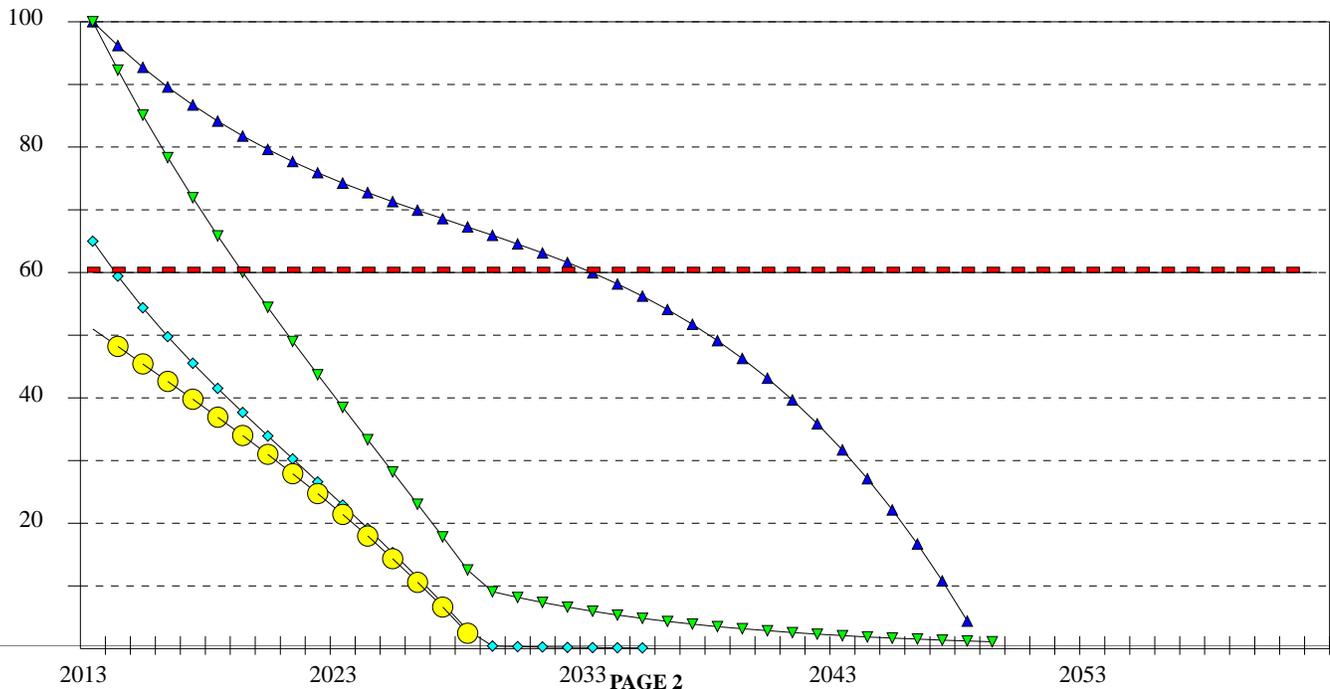
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 70

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$71,920	20 YEARS
▼	SURFACE TREATMENT	\$28,582	7 YEARS
◆	CRACK REPAIR	\$35,912	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5005

DESCRIPTION: RUNWAY 9-27 WINGS

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 54

FEATURE AREA: 539,225

FEATURE'S LOW PCI: 42

INSPECTED AREA: 75,000

AVERAGE PCI: 50 POOR

MINIMUM SERVICE LEVEL: 60

ESTIMATED PCI IS: 50 in 2013

COMMENTS/HISTORY FOR FEATURE 5005, RUNWAY 9-27 WINGS

1999: 2" P401 / Variable P401 /

1983: 1.5" P401

1965: 3" P401 / 9" P209

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DISTRESS QUANTITIES FOR FEATURE 5005

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	MED	6	43	S.F.	.8
BLEEDING	N/A	24	172	S.F.	.2
BLOCK CRACKING	MED	14,730	105,903	S.F.	34.1
BLOCK CRACKING	LOW	32,090	230,716	S.F.	30.2
LONG.& TRANS. CRACK	HIGH	6	43	L.F.	.5
LONG.& TRANS. CRACK	MED	1,735	12,474	L.F.	16.8
LONG.& TRANS. CRACK	LOW	2,953	21,231	L.F.	12.7
RAVELING	HIGH	42	301	S.F.	2.2
RAVELING	MED	40	287	S.F.	.6
WEATHERING	MED	1,510	10,856	S.F.	1.4

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:

1 %

APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:

22 %

APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:

77 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5005

DESCRIPTION: RUNWAY 9-27 WINGS

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 50 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 50 in 2013

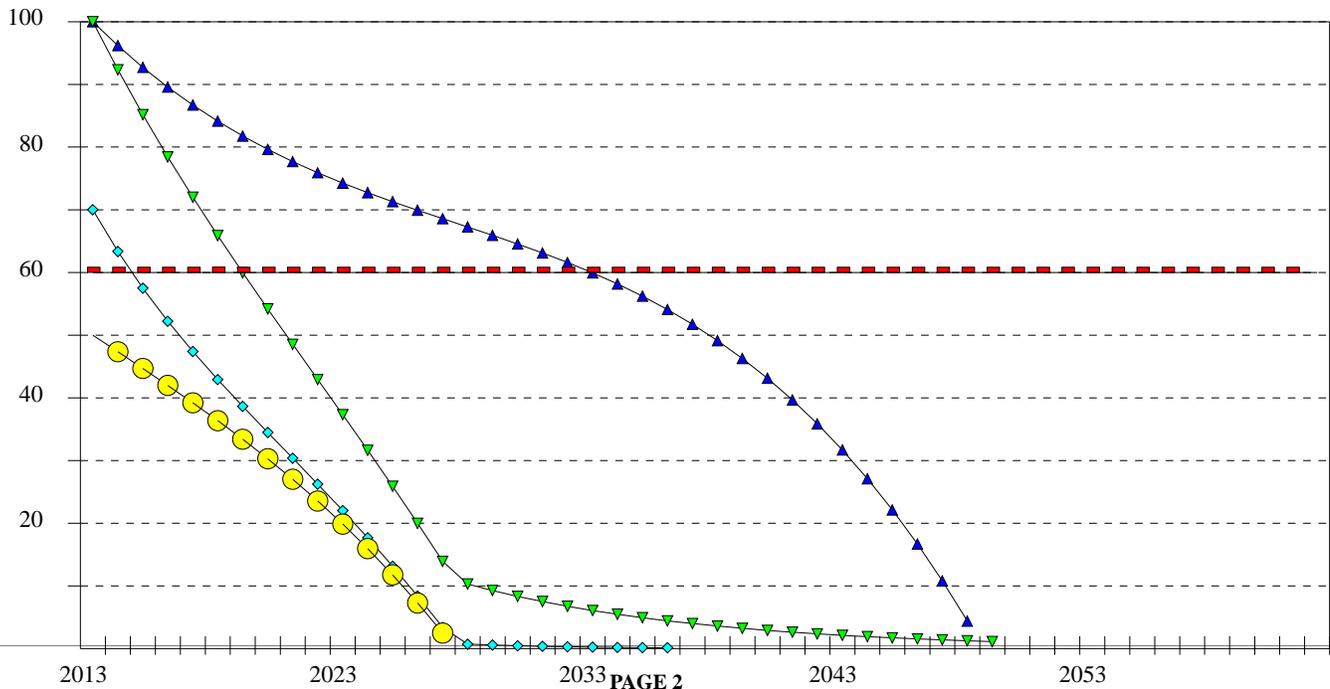
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$776,484	20 YEARS
▼	SURFACE TREATMENT	\$304,610	6 YEARS
◆	CRACK REPAIR	\$292,292	2 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5010

DESCRIPTION: RUNWAY 9-27 KEEL

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 56

FEATURE AREA: 270,100

FEATURE'S LOW PCI: 43

INSPECTED AREA: 55,000

AVERAGE PCI: 49 POOR

MINIMUM SERVICE LEVEL: 60

ESTIMATED PCI IS: 49 in 2013

COMMENTS/HISTORY FOR FEATURE 5010, RUNWAY 9-27 KEEL

1999: 2" P401 / Variable P401 /

1983: 1.5" P401

1965: 3" P401 / 9" P209

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DISTRESS QUANTITIES FOR FEATURE 5010

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	LOW	6	29	S.F.	.8
BLOCK CRACKING	MED	8,650	42,479	S.F.	33.6
BLOCK CRACKING	LOW	31,000	152,238	S.F.	35.5
LONG.& TRANS. CRACK	HIGH	20	98	L.F.	2.5
LONG.& TRANS. CRACK	MED	255	1,252	L.F.	7
LONG.& TRANS. CRACK	LOW	1,887	9,266	L.F.	11.4
RAVELING	HIGH	20	98	S.F.	1.8
RAVELING	MED	224	1,100	S.F.	4.4
RAVELING	LOW	25	122	S.F.	.2
WEATHERING	MED	1,900	9,330	S.F.	2.3

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:

1 %

APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:

17 %

APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:

82 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5010

DESCRIPTION: RUNWAY 9-27 KEEL

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 49 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 49 in 2013

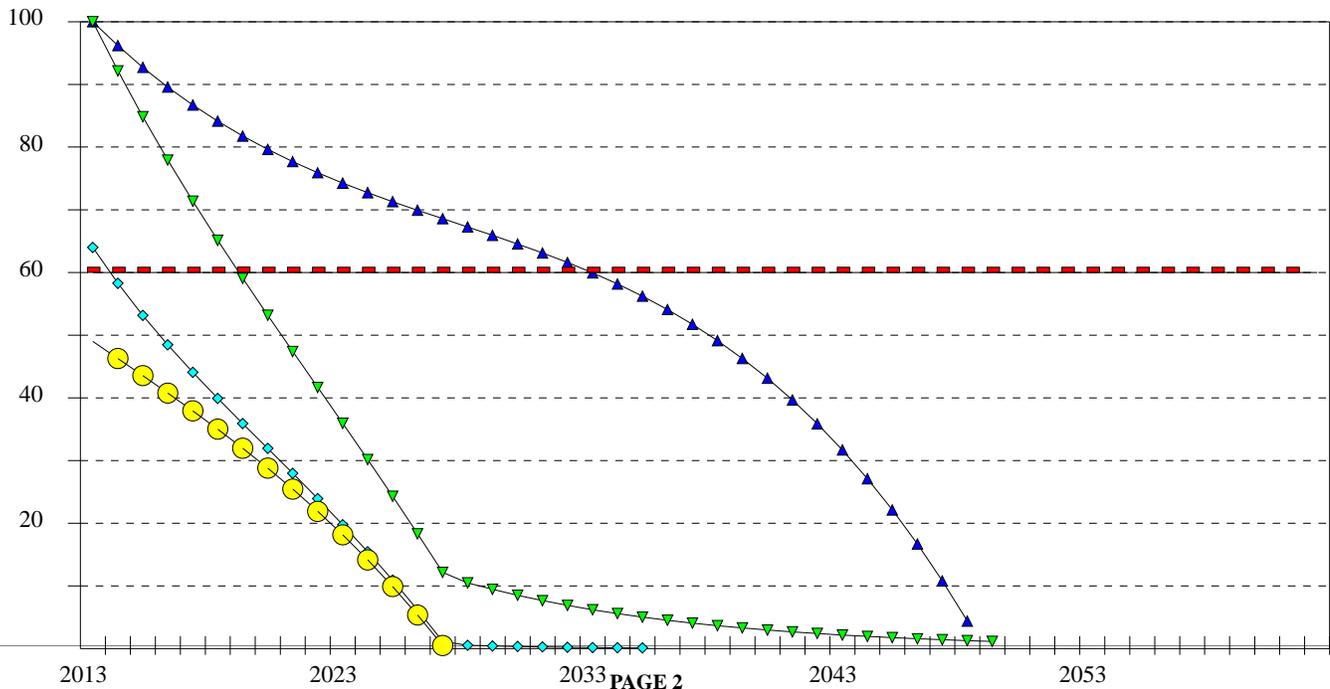
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$388,944	20 YEARS
▼	SURFACE TREATMENT	\$138,617	6 YEARS
◆	CRACK REPAIR	\$158,033	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5035

DESCRIPTION: RUNWAY 9-27 WINGS

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 58

FEATURE AREA: 60,126

FEATURE'S LOW PCI: 51

INSPECTED AREA: 25,000

AVERAGE PCI: 54 POOR

MINIMUM SERVICE LEVEL: 60

ESTIMATED PCI IS: 54 in 2013

COMMENTS/HISTORY FOR FEATURE 5035, RUNWAY 9-27 WINGS

1999: 2" P401 / Variable P401 /
 1996: ASSUME 8" P401 / 8" P209

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DISTRESS QUANTITIES FOR FEATURE 5035

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
BLOCK CRACKING	MED	3,500	8,417	S.F.	32.1
BLOCK CRACKING	LOW	10,670	25,661	S.F.	31.8
LONG.& TRANS. CRACK	MED	571	1,373	L.F.	17.6
LONG.& TRANS. CRACK	LOW	930	2,236	L.F.	13.4
RAVELING	HIGH	15	36	S.F.	2.5
WEATHERING	MED	700	1,683	S.F.	2.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	22 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	78 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5035

DESCRIPTION: RUNWAY 9-27 WINGS

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 54 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 54 in 2013

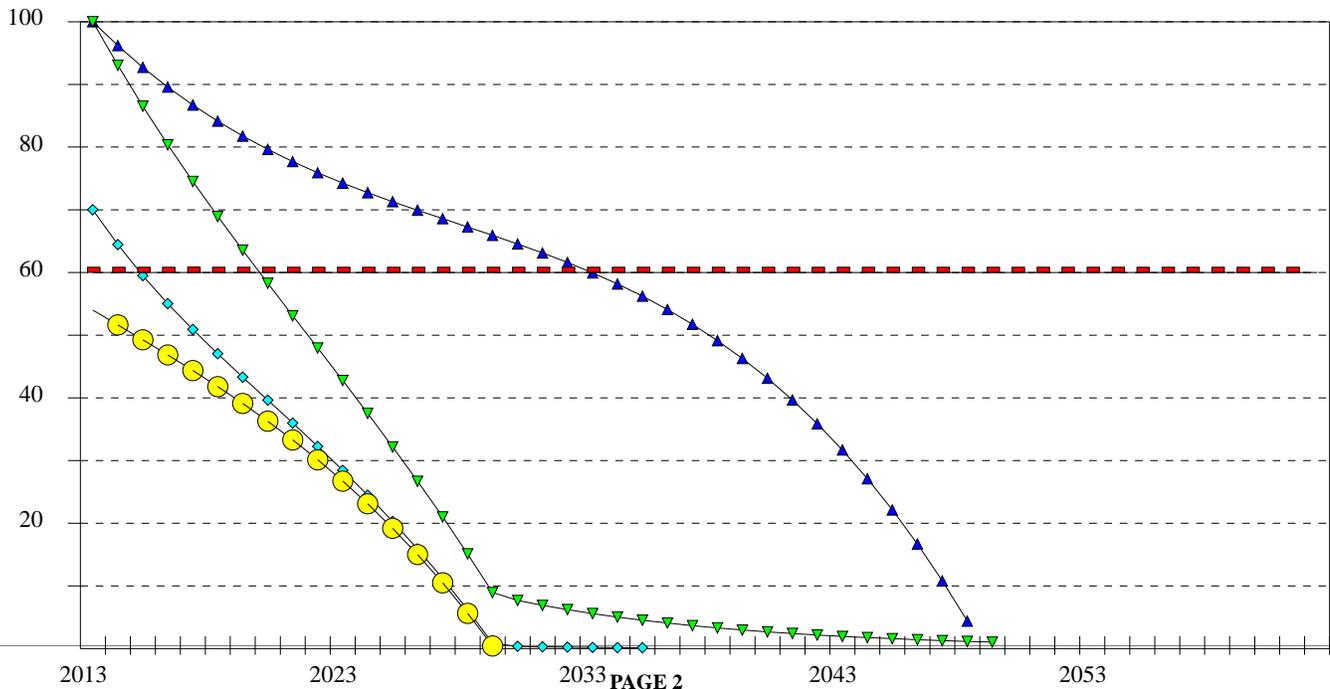
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$86,581	20 YEARS
▼	SURFACE TREATMENT	\$31,413	7 YEARS
◆	CRACK REPAIR	\$29,829	2 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5040

DESCRIPTION: RUNWAY 9-27 KEEL

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

FEATURE'S HIGH PCI: 46

FEATURE AREA: 30,000

FEATURE'S LOW PCI: 41

INSPECTED AREA: 15,000

AVERAGE PCI: 43 POOR

MINIMUM SERVICE LEVEL: 60

ESTIMATED PCI IS: 43 in 2013

COMMENTS/HISTORY FOR FEATURE 5040, RUNWAY 9-27 KEEL

1999: 2" P401 / Variable P401 /
 1996: ASSUME 8" P401 / 8" P209

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DISTRESS QUANTITIES FOR FEATURE 5040

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	LOW	3	6	S.F.	2.3
BLOCK CRACKING	MED	3,700	7,400	S.F.	32.7
BLOCK CRACKING	LOW	7,850	15,700	S.F.	28.7
LONG.& TRANS. CRACK	HIGH	24	48	L.F.	4.6
LONG.& TRANS. CRACK	MED	169	338	L.F.	8.5
LONG.& TRANS. CRACK	LOW	754	1,508	L.F.	12.2
RAVELING	HIGH	30	60	S.F.	6.1
RAVELING	MED	58	116	S.F.	2.9
WEATHERING	MED	400	800	S.F.	1.6

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS: 2 %
 APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS: 21 %
 APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS: 77 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 5040

DESCRIPTION: RUNWAY 9-27 KEEL

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 43 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 43 in 2013

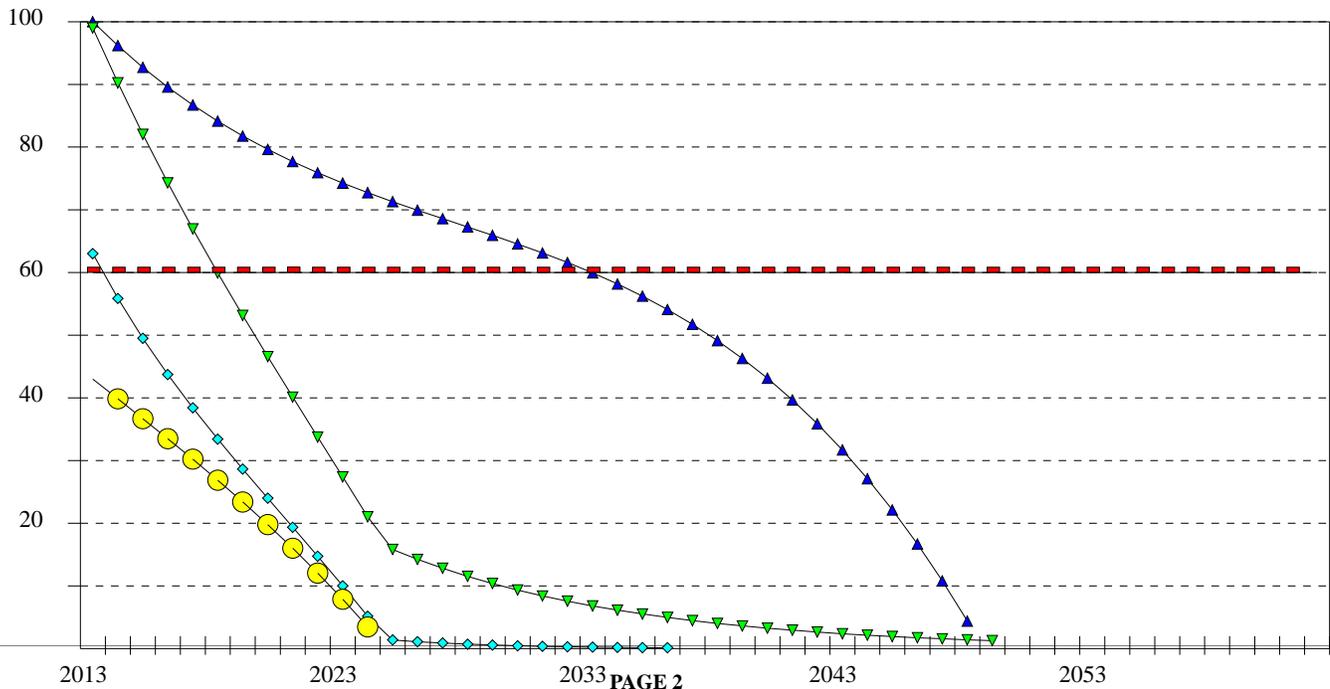
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$43,200	20 YEARS
▼	SURFACE TREATMENT	\$17,684	5 YEARS
◆	CRACK REPAIR	\$19,534	1 YEAR
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 6005	DESCRIPTION: RUNWAY 18-36
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2019	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC	FEATURE'S HIGH PCI: 78
FEATURE AREA: 247,477	FEATURE'S LOW PCI: 57
INSPECTED AREA: 45,000	AVERAGE PCI: 68 FAIR
MINIMUM SERVICE LEVEL: 60	ESTIMATED PCI IS: 59 in 2019

COMMENTS/HISTORY FOR FEATURE 6005, RUNWAY 18-36

1996: 5" P401 / 6" P209

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DISTRESS QUANTITIES FOR FEATURE 6005

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
DEPRESSION	LOW	35	192	S.F.	.6
LONG.& TRANS. CRACK	HIGH	110	604	L.F.	14.7
LONG.& TRANS. CRACK	MED	1,681	9,244	L.F.	43.7
LONG.& TRANS. CRACK	LOW	2,455	13,501	L.F.	31.6
WEATHERING	HIGH	405	2,227	S.F.	8.3
WEATHERING	MED	248	1,363	S.F.	.6
WEATHERING	LOW	450	2,474	S.F.	.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	64 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	36 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 6005

DESCRIPTION: RUNWAY 18-36

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2019

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 68 FAIR

CONSTRUCTION YEAR: 1996

ESTIMATED PCI IS: 59 in 2019

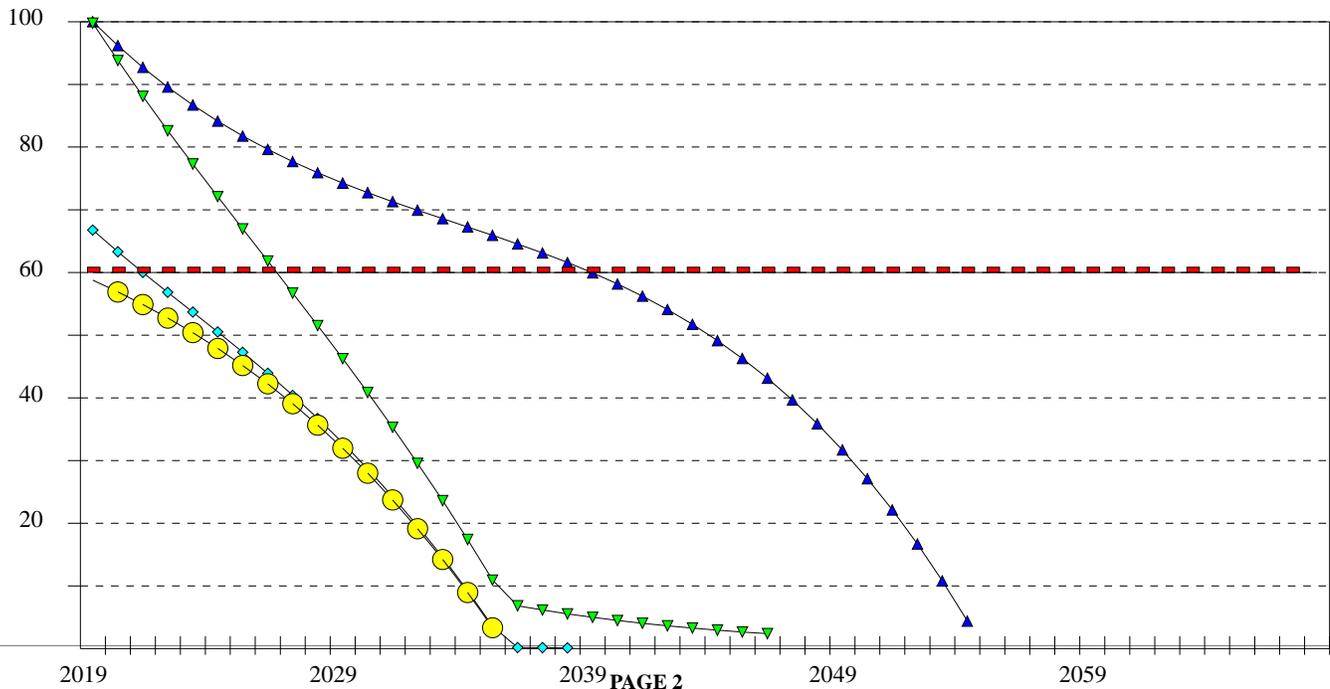
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 56

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$356,366	20 YEARS
▼	SURFACE TREATMENT	\$108,727	8 YEARS
◆	CRACK REPAIR	\$28,952	3 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 6010	DESCRIPTION: RUNWAY 18-36
ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2014	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC	FEATURE'S HIGH PCI: 68
FEATURE AREA: 12,323	FEATURE'S LOW PCI: 55
INSPECTED AREA: 7,500	AVERAGE PCI: 61 FAIR
MINIMUM SERVICE LEVEL: 60	ESTIMATED PCI IS: 59 in 2014

COMMENTS/HISTORY FOR FEATURE 6010, RUNWAY 18-36

1996 8" P401 / 8" P209

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*
*

DISTRESS QUANTITIES FOR FEATURE 6010

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
BLOCK CRACKING	LOW	450	739	S.F.	12.9
LONG.& TRANS. CRACK	MED	365	599	L.F.	34.1
LONG.& TRANS. CRACK	LOW	600	985	L.F.	28.7
WEATHERING	HIGH	410	673	S.F.	23.8
WEATHERING	MED	72	118	S.F.	.3

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	50 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	50 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 6010

DESCRIPTION: RUNWAY 18-36

ANALYSIS YEAR: 2013 OPTIMIZED FOR: 2014

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC

AVERAGE PCI AT INSPECTION: 61 FAIR

CONSTRUCTION YEAR: 1996

ESTIMATED PCI IS: 59 in 2014

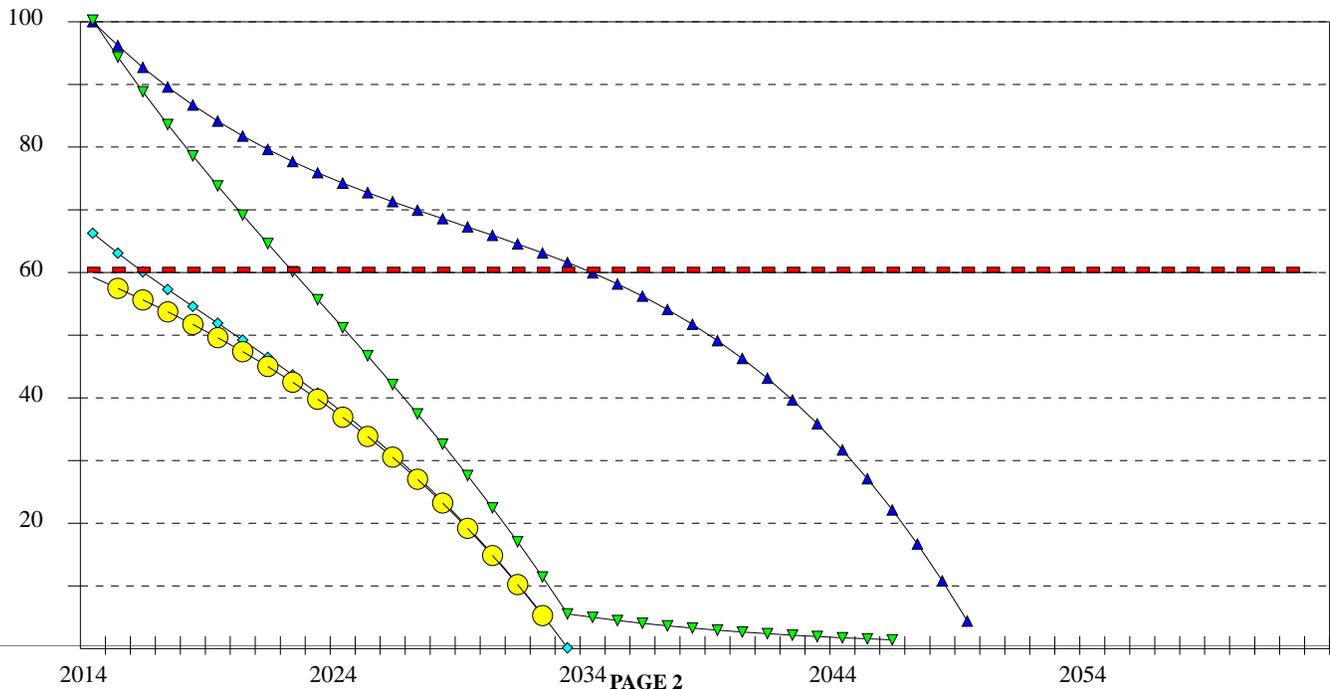
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 64

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$17,745	20 YEARS
▼	SURFACE TREATMENT	\$5,548	9 YEARS
◆	CRACK REPAIR	\$2,513	3 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 6015	DESCRIPTION: RUNWAY 18-36
ANALYSIS YEAR: 2013	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 47
FEATURE AREA: 12,294	FEATURE'S LOW PCI: 46
INSPECTED AREA: 7,500	AVERAGE PCI: 47 POOR
MINIMUM SERVICE LEVEL: 60	ESTIMATED PCI IS: 47 in 2013

COMMENTS/HISTORY FOR FEATURE 6015, RUNWAY 18-36

1999: 2" P401 Tapered Overlay

1996: 8" P401 / 8" P209

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*

DISTRESS QUANTITIES FOR FEATURE 6015

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
ALLIGATOR CRACKING	LOW	70	114	S.F.	20.3
BLOCK CRACKING	MED	300	491	S.F.	11.4
BLOCK CRACKING	LOW	1,600	2,622	S.F.	14.1
LONG.& TRANS. CRACK	MED	259	424	L.F.	20.5
LONG.& TRANS. CRACK	LOW	1,054	1,727	L.F.	28.1
RAVELING	HIGH	5	8	S.F.	3.7
WEATHERING	MED	200	327	S.F.	1.7

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	20 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	34 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	45 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 6015

DESCRIPTION: RUNWAY 18-36

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 47 POOR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 47 in 2013

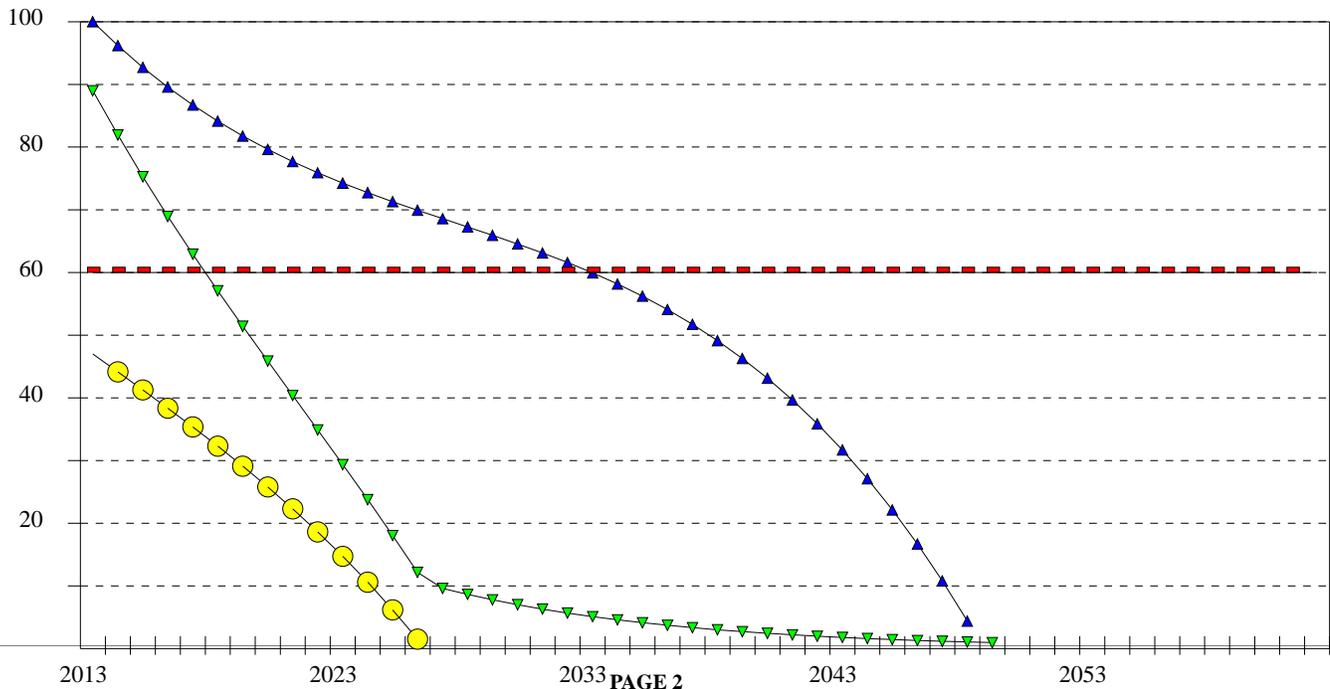
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$17,703	20 YEARS
▼	SURFACE TREATMENT	\$5,685	5 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

PROJECTED PERFORMANCE



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 6020	DESCRIPTION: RUNWAY 18-36
ANALYSIS YEAR: 2013	INSPECTION DATE: 9-24-13
PAVEMENT TYPE: AC OVERLAY	FEATURE'S HIGH PCI: 65
FEATURE AREA: 16,085	FEATURE'S LOW PCI: 51
INSPECTED AREA: 7,500	AVERAGE PCI: 58 FAIR
MINIMUM SERVICE LEVEL: 60	ESTIMATED PCI IS: 58 in 2013

COMMENTS/HISTORY FOR FEATURE 6020, RUNWAY 18-36

1999: 2" P401 Tapered Overlay
 1996: 8" P401 / 8" P209
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 *

DISTRESS QUANTITIES FOR FEATURE 6020

DISTRESS TYPE	SEVERITY	MEASURED QUANTITY	ESTIMATED TOTAL QUANTITY	UNITS	PERCENTAGE OF All DISTRESS
BLOCK CRACKING	MED	550	1,179	S.F.	19.6
BLOCK CRACKING	LOW	1,110	2,380	S.F.	17.3
LONG.& TRANS. CRACK	MED	357	765	L.F.	34.7
LONG.& TRANS. CRACK	LOW	627	1,344	L.F.	28.2

BASIC DISTRESS CAUSES

APPROXIMATE AMOUNT OF DISTRESS RELATED TO LOAD ON THE PAVEMENT IS:	0 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO MATERIALS PROBLEMS IN THE FEATURE IS:	42 %
APPROXIMATE AMOUNT OF DISTRESS RELATED TO AGE OF PAVEMENT AND TRAFFIC REPETITIONS IS:	58 %



AIRPORT: VALPARAISO/PORTER COUNTY

AIRPAV FEATURE ANALYSIS PROGRAM OUTPUT

FEATURE: 6020

DESCRIPTION: RUNWAY 18-36

ANALYSIS YEAR: 2013

INSPECTION DATE: 9-24-13

PAVEMENT TYPE: AC OVERLAY

AVERAGE PCI AT INSPECTION: 58 FAIR

CONSTRUCTION YEAR: 1999

ESTIMATED PCI IS: 58 in 2013

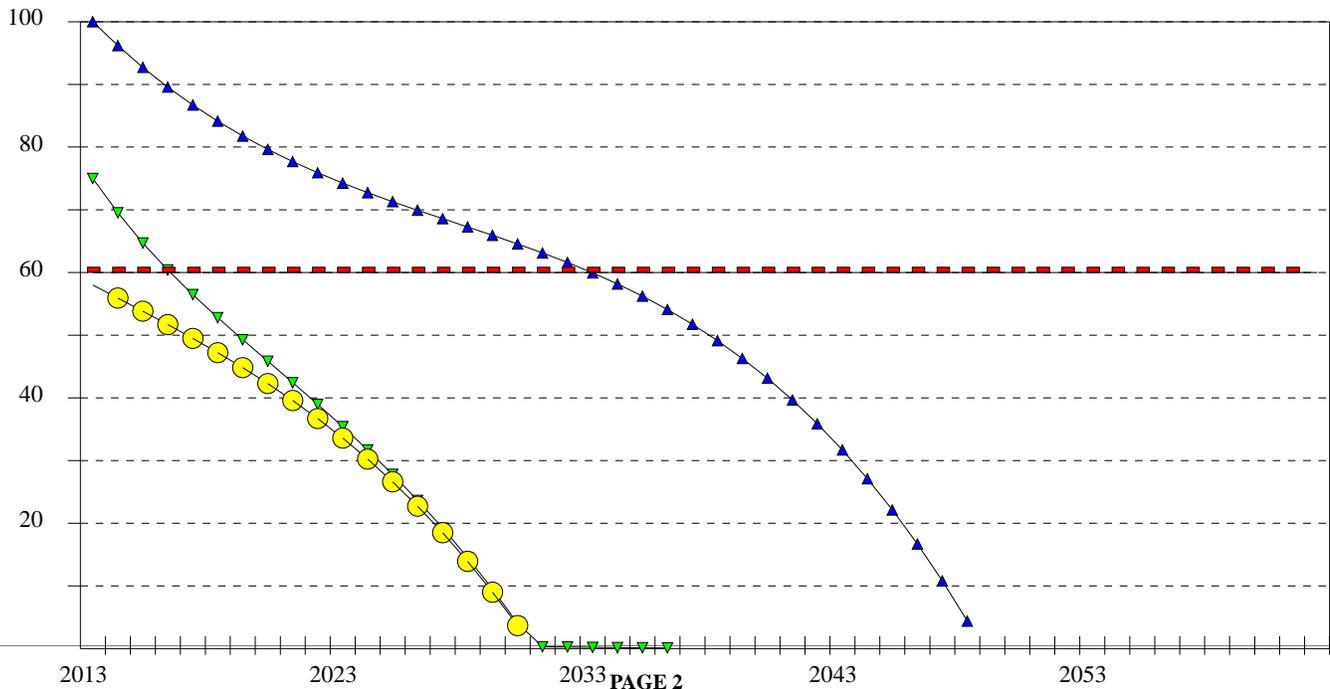
MINIMUM SERVICE LEVEL: 60

NORMAL PCI FOR THIS AGE: 68

THE FOLLOWING PROJECTS HAVE BEEN SELECTED AS VIABLE ALTERNATIVES

LEGEND	DESCRIPTION	COST	LIFE EXTENSION
▲	RESURFACING	\$23,162	20 YEARS
▼	CRACK REPAIR	\$5,263	4 YEARS
●	NO ACTION	N/A	N/A
-	MINIMUM SERVICE LEVEL, CURRENTLY 60		

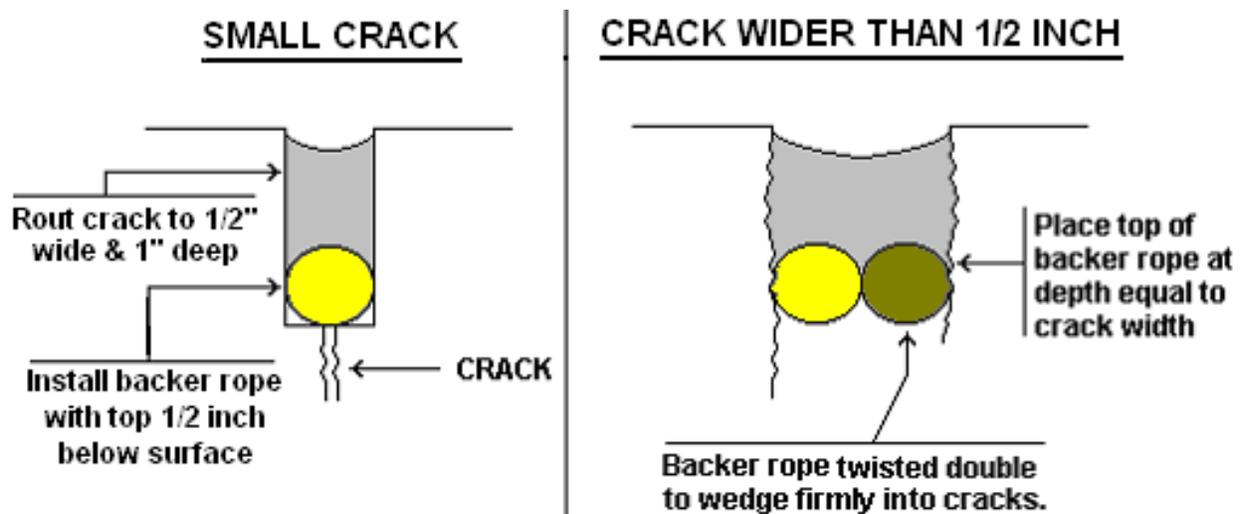
PROJECTED PERFORMANCE



Appendix C. General Maintenance Techniques

Crack Sealing

- Cracks over ¼ inches wide should be sealed.
- Cracks wider than 3 inches should be patched.
- Sealant depth above the backer rope should be equal to the width of the reservoir, or as recommended by the manufacturer.
- Routed cracks should be sand blasted, to prepare for bonding with the sealant.
- Clean cracks with compressed air prior to sealing.
- Backing material should always be placed into the cracks. Commercial products are available. Several sizes of rope should be available to accommodate various crack sizes.
- Apply sealant after placing the backer rope. Follow the manufacturer's instructions. Sealant should be applied to within ¼ inch of the pavement surface.
- The final activity is to clean the surrounding pavement areas. A vacuum sweeper works well for this. Allow the sealant time to set before using a broom.
- Consider hot-applied, pourable patch material for cracks > ½ inch and any subsidence or depressions.



Overband Technique

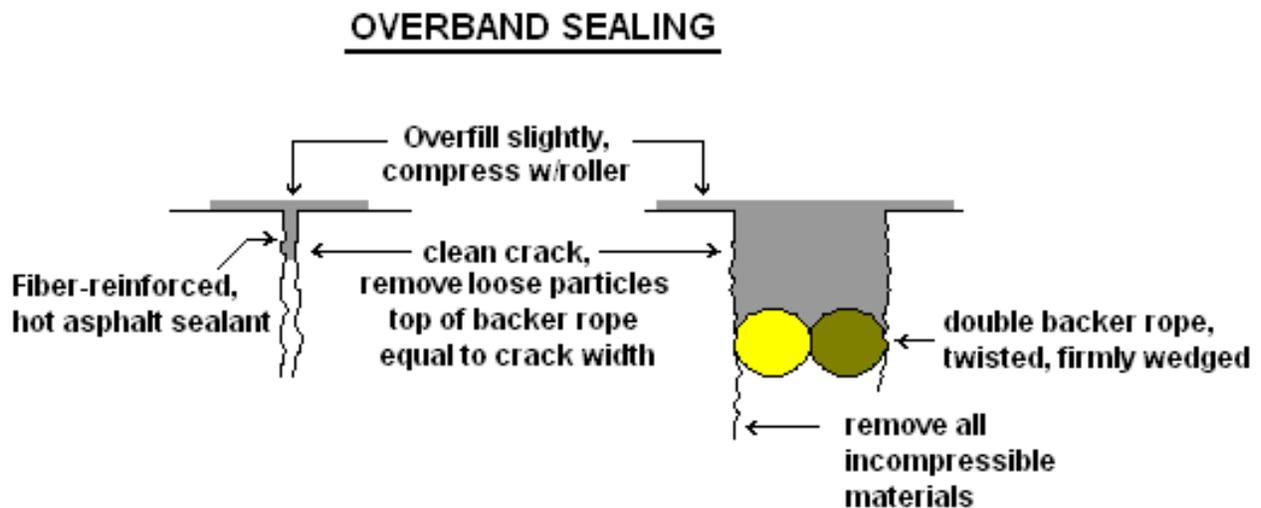
An alternate crack sealing technique using the procedures outlined below.

Material

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

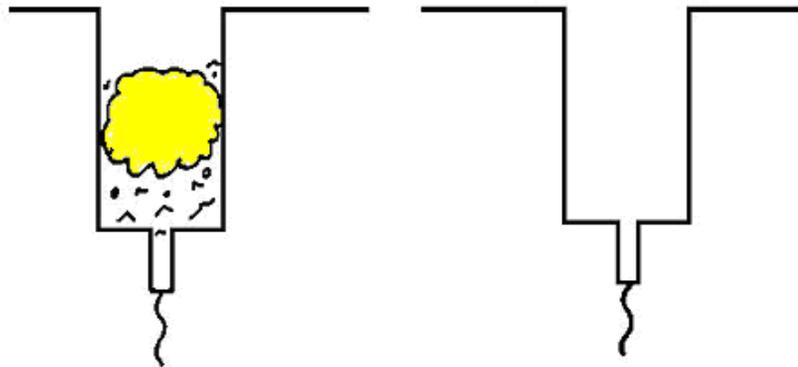
Application

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



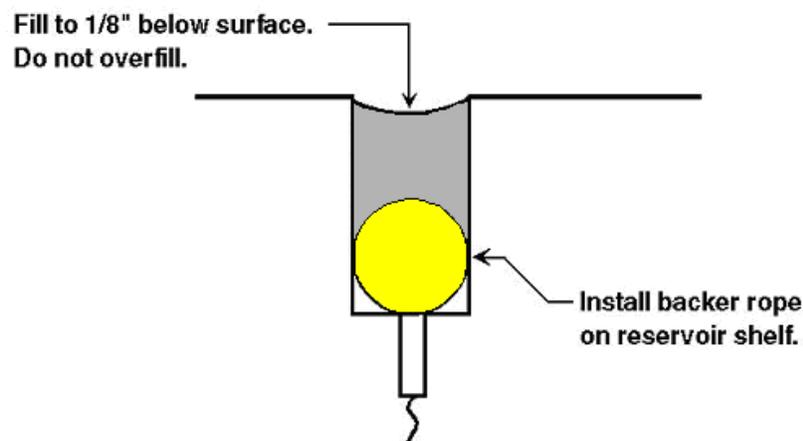
Joint Repair (portland cement)

- Rout a reservoir for the sealant ½ inch wide and 1 inch deep.
- Cracks wider than ½ inch should have reservoirs ¼ inch wider than the crack. Reservoir height above backer rope should be less than reservoir width, or as recommended by manufacturer.
- Routed cracks should be cleaned to expose fresh, vital pavement on the vertical crack edge.
- Cracks should be cleaned to remove all sand, debris, and other materials from the crack.
- Backing material should be placed into the crack.
- Apply sealant to within ¼ inch of pavement surface, following manufacturer’s instructions.
- Clean the surrounding pavement area.



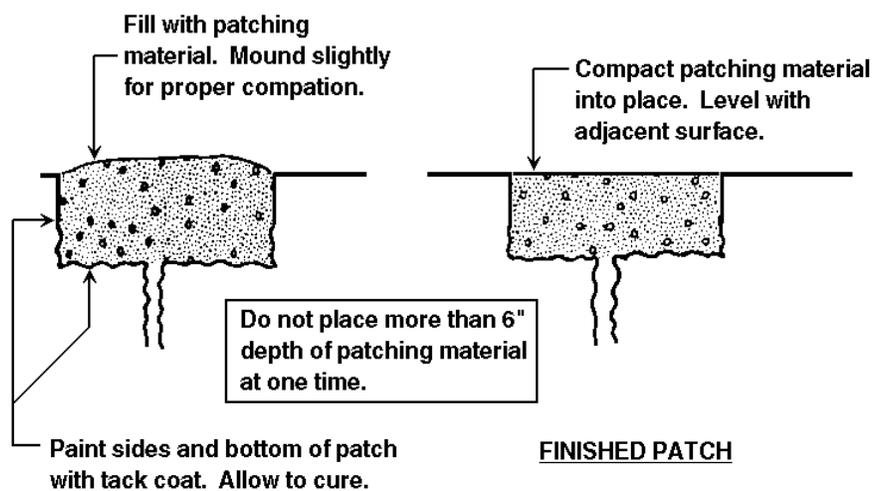
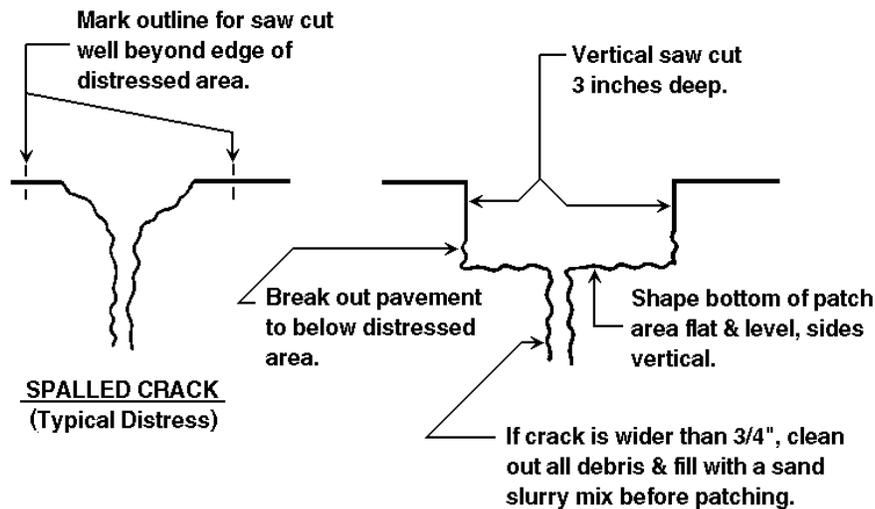
Typical failed joint sealant, w/ debris and incompressibles.

Clean joints exposing fresh, clean concrete and stone. Retain existing reservoir shape.



Patching (bituminous material)

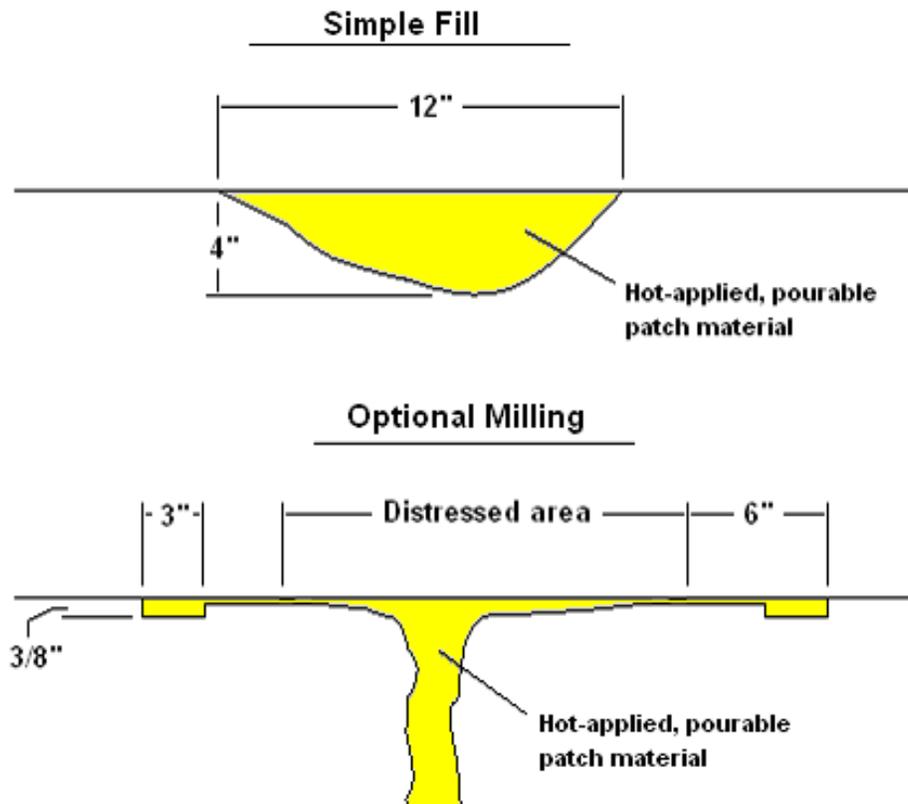
- Examine distressed area and mark patch outline.
- Cut patch area with saw, no less than 3 inches deep.
- Remove enclosed pavement, leaving the vertical sawed edges undamaged.
- Clean sides and bottom and blow out with compressed air
- Paint sides and bottom with rapid curing asphalt tack coat. Prevent pooling on bottom.
- Allow tack coat to cure until it reaches a gummy consistency.
- Place hot mixed asphalt concrete and mound slightly, allowing for compaction.
- Compact with vibratory roller or plate compactor, in layers no greater than 6 inches.



Patching (pourable materials)

Hot-applied, pourable materials generally are used to repair deficiencies larger than can be repaired by sealants, but smaller than those where traditional techniques would be required. Suggested uses for this type of repair include cracks over 2 inches wide, potholes less than 4 inches deep, as a leveling for small depressions, as a cap for settled utility cuts, and as a skin patch for areas of alligator cracking.

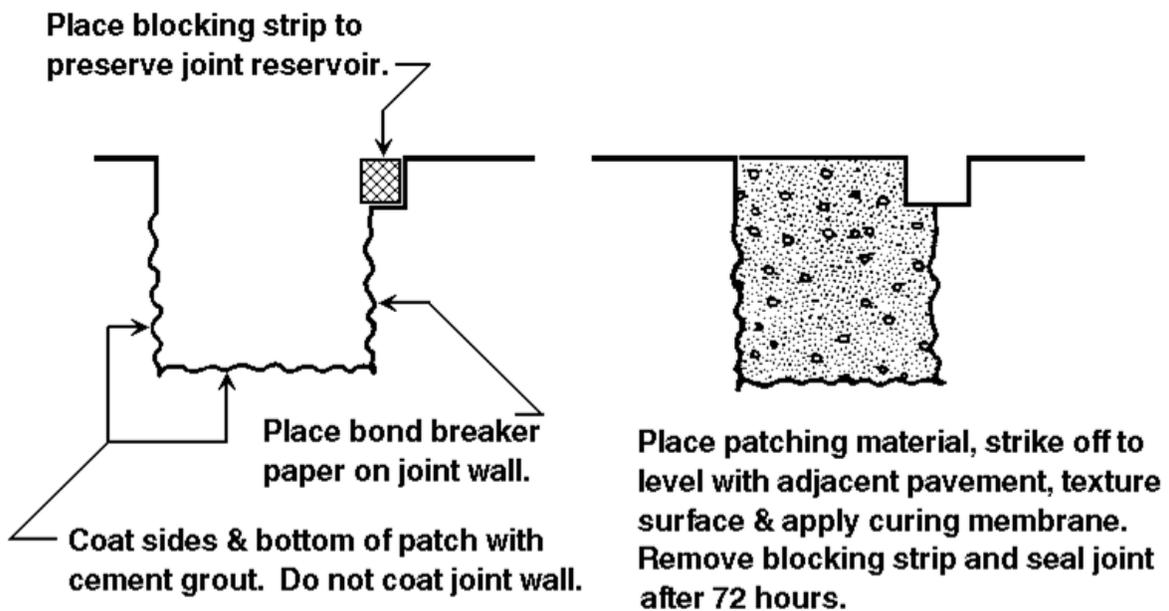
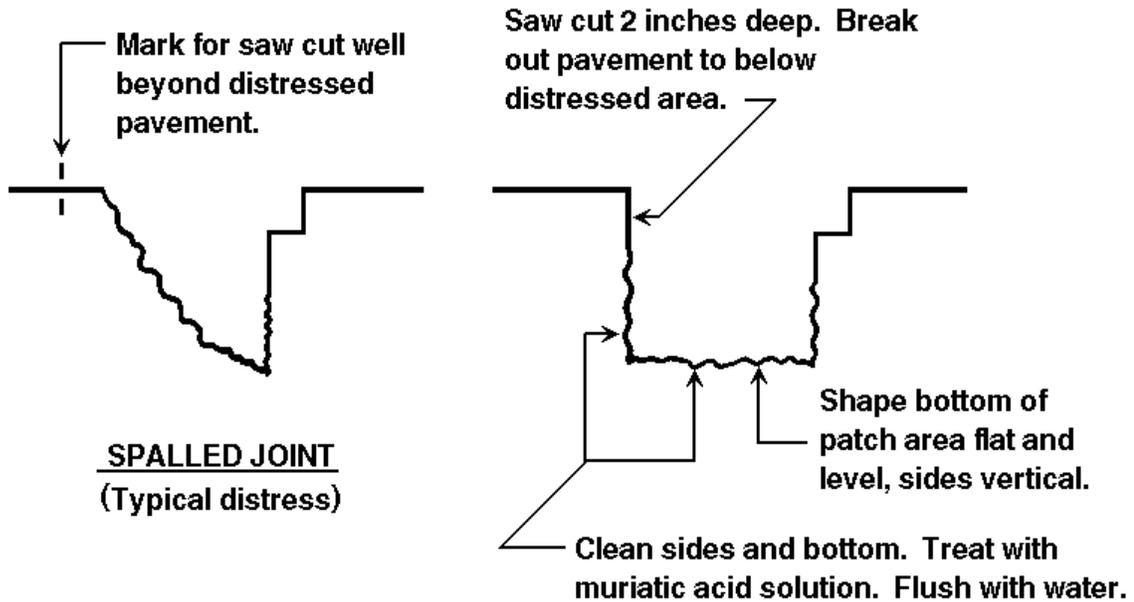
- Examine and mark the patch outline. Boundaries should extend to sound pavement.
- Apply patch material to clean, dry surfaces.
- A heating lance to preheat or dry existing pavement is recommended in cold or wet conditions.
- Patch material should be poured into the area to be repaired and leveled as appropriate.
- Patch edges should be sealed after application to assure good adhesion, preventing surface moisture from migrating under patch edges.



Patching (PCC)

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

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



Appendix D. PCI Summary

The PCI summary provides an index of pavement conditions at the airport. The letter in the first column indicates the type of pavement, asphalt or portland cement. The last column lists the distress types found in each sample unit. The distress types are listed by a numbering code for each type of pavement, shown at the beginning of the summary.

AIRPAV							
CONDITION SURVEY SUMMARY							
AIRPORT: 417 GREENCASTLE-PUTNAM COUNTY				DATE: 12-30-2009			
"A" FLEXIBLE PAVEMENT DISTRESS CODES				"T" RIGID PAVEMENT DISTRESS CODES			
1. ALLIGATOR CRACKING 2. BLEEDING 3. BLOCK CRACKING 4. CORRUGATION 5. DEPRESSION 6. JET BLAST EROSION 7. JOINT REFL. CRACKING 8. LONG & TRANS. CRACKING 9. OIL SPILL 10. PATCHING 11. POLISHED AGGREGATE 12. RAVELLING/WEATHERING 13. RUTTING 14. SHOIVING FROM PCC SLAB 15. SLIPPAGE CRACKING 16. SWELLING				1. BLOW UP 2. CORNER BREAK 3. LTD CRACKING 4. "D" CRACKING 5. JOINT SEAL DAMAGE 6. SMALL PATCH 7. LARGE PATCH 8. POPOUTS 9. PUMPING 10. SCALING-MAP CRACKING/CRAZING 11. FAULTING 12. SHATTERED SLAB 13. SHRINKAGE CRACKING 14. JOINT SPALLING 15. CORNER SPALLING			
FEATURE:	SAMPLE UNIT:	AREA:	DATE:	SURVEYED BY:	PCI:	DISTRESSES PRESENT:	
	105 A	105.100	3750	8-16-09	JB	83	8 12
	105 A	105.103	3500	8-16-09	JB	79	8 12
	105 A	105.105	3500	8-16-09	JB	63	5 8 10 12*
	105 A	105.106	3500	8-16-09	AN	79	1 8
	105 A	105.109	3500	8-16-09	AN	86	8
	105 A	105.112	3500	8-16-09	AN	84	8 12
MEAN FEATURE PCI = 81 BASED ON A SAMPLED AREA OF 21250 SQUARE FEET - PCI SPREAD FOR FEATURE = 22.74 DESCRIPTION: TAXIWAY A							
	110 A	110.102	3500	8-16-09	JB	100	
	110 A	110.106	3500	8-16-09	JB	100	
	110 A	110.110	3500	8-16-09	JB	100	
	110 A	110.112	3500	8-16-09	JB	100	
	110 A	110.114	3500	8-16-09	JB	100	
	110 A	110.118	1750	8-16-09	JB	94	8
AVERAGE FEATURE PCI = 99 BASED ON A SAMPLED AREA OF 19250 SQUARE FEET - PCI SPREAD FOR FEATURE = 6.20 DESCRIPTION: TAXIWAY A							
	115 A	115.118	1750	8-16-09	JB	94	8
	115 A	115.122	3500	8-16-09	JB	95	8
	115 A	115.126	3500	8-16-09	JB	96	8
	115 A	115.130	3500	8-16-09	JB	96	8
	115 A	115.134	3500	8-16-09	JB	96	8
	115 A	115.136	3500	8-16-09	JB	94	8
	115 A	115.138	3500	8-16-09	JB	96	8
	115 A	115.142	3500	8-16-09	AN	93	8
AVERAGE FEATURE PCI = 95 BASED ON A SAMPLED AREA OF 26250 SQUARE FEET - PCI SPREAD FOR FEATURE = 3.38 DESCRIPTION: TAXIWAY A							
	210 A	210.200	3500	8-16-09	AN	94	8
	210 A	210.201	3500	8-16-09	AN	94	8
	210 A	210.202	1190	8-16-09	AN	86	8
AVERAGE FEATURE PCI = 91 BASED ON A SAMPLED AREA OF 8190 SQUARE FEET - PCI SPREAD FOR FEATURE = 7.93 DESCRIPTION: CONNECTOR TAXIWAY B							

Sample units marked with an asterisk (*) are additional sample units. Additional sample units do not represent the typical condition of surrounding sample units in the pavement features.

The PCI summary provides a quick overview of the pavement condition and consistency. Are the distress types similar? Do the individual sample units have consistent PCI ratings? Answering these questions is a start to understanding your dynamic pavement system.

CONDITION SURVEY SUMMARY

AIRPORT: VPZ VALPARAISO/PORTER COUNTY

DATE: 12-15-2013

"A" FLEXIBLE PAVEMENT DISTRESS CODES

1. ALLIGATOR CRACKING
2. BLEEDING
3. BLOCK CRACKING
4. CORRUGATION
5. DEPRESSION
6. JET BLAST EROSION
7. JOINT REFL. CRACKING
8. LONG. & TRANS. CRACKING
9. OIL SPILL
10. PATCHING
11. POLISHED AGGREGATE
12. RAVELLING
13. RUTTING
14. SHOVING FROM PCC SLAB
15. SLIPPAGE CRACKING
16. SWELLING
17. WEATHERING

"P" RIGID PAVEMENT DISTRESS CODES

1. BLOW UP
2. CORNER BREAK
3. LTD CRACKING
4. "D" CRACKING
5. JOINT SEAL DAMAGE
6. SMALL PATCH
7. LARGE PATCH
8. POPOUTS
9. PUMPING
10. SCALING/MAP CRACKING/CRAZING
11. FAULTING
12. SHATTERED SLAB
13. SHRINKAGE CRACKING
14. JOINT SPALLING
15. CORNER SPALLING
16. ALKALI SILICA REACTION

FEATURE:	SAMPLE UNIT:	AREA:	DATE:	SURVEYED BY:	PCI:	DISTRESSES PRESENT:
102 A	102.101	5000	9-22-13	ABN	52	3 8
102 A	102.104	6400	9-22-13	ABN	43	1 3 8
102 A	102.108	5000	9-22-13	ARA	43	1 8
102 A	102.111	5000	9-22-13	ARA	37	1 3 8
102 A	102.114	5000	9-22-13	ARA	37	1 8

AVERAGE FEATURE PCI = 42

BASED ON A SAMPLED AREA OF 26400 SQUARE FEET - PCI SPREAD FOR FEATURE = 14.99

DESCRIPTION: TAXIWAY A

105 A	105.101	5000	9-22-13	ARA	49	3 8
105 A	105.103	5000	9-22-13	ARA	34	1 3 8
105 A	105.106	5000	9-22-13	ARA	33	1 3 8
105 A	105.109	5000	9-22-13	ARA	36	1 3 8
105 A	105.112	5000	9-22-13	ARA	73	8 16
105 A	105.115	5000	9-22-13	ARA	71	1 8
105 A	105.119	5000	9-22-13	ARA	63	8 17
105 A	105.122	5000	9-22-13	ARA	55	1 3 8 10

AVERAGE FEATURE PCI = 52

BASED ON A SAMPLED AREA OF 40000 SQUARE FEET - PCI SPREAD FOR FEATURE = 39.53

DESCRIPTION: TAXIWAY A

110 A	110.133	5000	9-22-13	ARA	51	1 3 8
110 A	110.135	5000	9-23-13	ARA	58	8 10
110 A	110.138	5000	9-23-13	ARA	54	3 8 12
110 A	110.144	5000	9-23-13	ARA	65	8 16
110 A	110.150	5000	9-23-13	ARA	63	8
110 A	110.154	5000	9-23-13	ARA	57	8 12
110 A	110.158	5000	9-23-13	ARA	50	1 3 8
110 A	110.161	5000	9-23-13	ARA	45	1 8
110 A	110.163	5000	9-23-13	ARA	41	1 3 8

AVERAGE FEATURE PCI = 54

BASED ON A SAMPLED AREA OF 45000 SQUARE FEET - PCI SPREAD FOR FEATURE = 23.50

DESCRIPTION: TAXIWAY A

115 A	115.126	5000	9-22-13	ARA	70	5 8 10 12
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FEATURE: SAMPLE UNIT: AREA: DATE: SURVEYED BY: PCI: DISTRESSES PRESENT:

115 A	115.128	5000	9-22-13	ARA	70	8 10 12
115 A	115.130	5000	9-22-13	ARA	55	8 10 13

**AVERAGE FEATURE PCI = 65
 BASED ON A SAMPLED AREA OF 15000 SQUARE FEET - PCI SPREAD FOR FEATURE = 14.88
 DESCRIPTION: TAXIWAY A**

120 A	120.261	5000	9-23-13	ARA	62	8 12
120 A	120.263	5760	9-23-13	ARA	53	1 3 8

**AVERAGE FEATURE PCI = 58
 BASED ON A SAMPLED AREA OF 10760 SQUARE FEET - PCI SPREAD FOR FEATURE = 8.28
 DESCRIPTION: TAXIWAY A**

125 A	125.100	7350	9-24-13	EOJ	49	1 3 8 13
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**AVERAGE FEATURE PCI = 49
 BASED ON A SAMPLED AREA OF 7350 SQUARE FEET - PCI SPREAD FOR FEATURE = 0.00
 DESCRIPTION: TAXIWAY A3**

130 A	130.101	2970	9-24-13	EOJ	64	8 12 17
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**AVERAGE FEATURE PCI = 64
 BASED ON A SAMPLED AREA OF 2970 SQUARE FEET - PCI SPREAD FOR FEATURE = 0.00
 DESCRIPTION: TAXIWAY A3**

140 A	140.101	5000	9-23-13	ARA	62	3 8
140 A	140.102	5000	9-23-13	ARA	52	1 3 8 12

**AVERAGE FEATURE PCI = 57
 BASED ON A SAMPLED AREA OF 10000 SQUARE FEET - PCI SPREAD FOR FEATURE = 9.90
 DESCRIPTION: TAXIWAY A6**

150 A	150.100	5000	9-23-13	ARA	52	3 8
150 A	150.101	5000	9-23-13	ARA	59	3 8

**AVERAGE FEATURE PCI = 55
 BASED ON A SAMPLED AREA OF 10000 SQUARE FEET - PCI SPREAD FOR FEATURE = 7.74
 DESCRIPTION: TAXIWAY A4**

205 A	205.101	3500	9-22-13	ARA	77	8
205 A	205.105	3500	9-22-13	ARA	71	8
205 A	205.108	3500	9-22-13	ARA	80	8
205 A	205.113	3500	9-22-13	ARA	85	8
205 A	205.118	3500	9-22-13	ARA	77	8
205 A	205.122	3500	9-22-13	ARA	72	8
205 A	205.126	3500	9-22-13	ARA	69	8 10
205 A	205.130	3500	9-22-13	ARA	77	8
205 A	205.134	3500	9-22-13	ARA	63	1 8
205 A	205.137	3500	9-22-13	ARA	69	5 8

**AVERAGE FEATURE PCI = 74
 BASED ON A SAMPLED AREA OF 35000 SQUARE FEET - PCI SPREAD FOR FEATURE = 22.16
 DESCRIPTION: TAXIWAY B**

210 A	210.141	3500	9-22-13	ARA	67	5 8 10 12
210 A	210.142	3500	9-22-13	ARA	66	8 12 17

**AVERAGE FEATURE PCI = 66
 BASED ON A SAMPLED AREA OF 7000 SQUARE FEET - PCI SPREAD FOR FEATURE = 1.42
 DESCRIPTION: TAXIWAY B**

215 A	215.101	3500	9-22-13	ARA	77	8
215 A	215.102	3500	9-22-13	ARA	65	8 12

**AVERAGE FEATURE PCI = 71
 BASED ON A SAMPLED AREA OF 7000 SQUARE FEET - PCI SPREAD FOR FEATURE = 12.46
 DESCRIPTION: TAXIWAY B-1**

FEATURE: SAMPLE UNIT: AREA: DATE: SURVEYED BY: PCI: DISTRESSES PRESENT:

220 A 220.138 3140 9-22-13 ARA 43 3 8 16 17

**AVERAGE FEATURE PCI = 43
 BASED ON A SAMPLED AREA OF 3140 SQUARE FEET - PCI SPREAD FOR FEATURE = 0.00
 DESCRIPTION: TAXIWAY B**

225 A 225.140 3450 9-22-13 ARA 45 1 3

**AVERAGE FEATURE PCI = 45
 BASED ON A SAMPLED AREA OF 3450 SQUARE FEET - PCI SPREAD FOR FEATURE = 0.00
 DESCRIPTION: TAXIWAY B**

230 A 230.142 2800 9-22-13 ARA 52 3 8

**AVERAGE FEATURE PCI = 52
 BASED ON A SAMPLED AREA OF 2800 SQUARE FEET - PCI SPREAD FOR FEATURE = 0.00
 DESCRIPTION: TAXIWAY B**

405 A 405.100 5000 9-22-13 ARA 100
 405 A 405.102 5000 9-22-13 ARA 100
 405 A 405.104 5000 9-22-13 ARA 98 8
 405 A 405.108 5000 9-22-13 ARA 100
 405 A 405.110 5000 9-22-13 ARA 100

**AVERAGE FEATURE PCI = 100
 BASED ON A SAMPLED AREA OF 25000 SQUARE FEET - PCI SPREAD FOR FEATURE = 1.97
 DESCRIPTION: TAXIWAY D1 AND E1**

2005 A 2005.201 3500 9-23-13 ARA 92 8 17
 2005 A 2005.202 2800 9-23-13 ARA 69 1 5 8 16

**AVERAGE FEATURE PCI = 80
 BASED ON A SAMPLED AREA OF 6300 SQUARE FEET - PCI SPREAD FOR FEATURE = 23.84
 DESCRIPTION: TAXIWAY TO TEES**

2010 A 2010.101 3500 9-23-13 ARA 95 8
 2010 A 2010.103 3500 9-23-13 ARA 73 8 13
 2010 A 2010.201 3500 9-23-13 EOJ 92 8 17
 2010 A 2010.202 3500 9-23-13 EOJ 89 8 17
 2010 A 2010.301 3500 9-23-13 ABN 92 8 17
 2010 A 2010.402 6800 9-23-13 ABN 87 8
 2010 A 2010.501 2300 9-23-13 ABN 79 8 13

**AVERAGE FEATURE PCI = 87
 BASED ON A SAMPLED AREA OF 26600 SQUARE FEET - PCI SPREAD FOR FEATURE = 21.75
 DESCRIPTION: EAST TEE COMPLEX**

2015 A 2015.200 3000 9-23-13 ARA 61 8 12 16
 2015 A 2015.201 1500 9-23-13 ARA 68 8

**AVERAGE FEATURE PCI = 64
 BASED ON A SAMPLED AREA OF 4500 SQUARE FEET - PCI SPREAD FOR FEATURE = 7.19
 DESCRIPTION: TAXIWAY TO TEES**

2050 A 2050.103 1600 9-24-13 ABN 61 3 8
 2050 A 2050.200 2080 9-24-13 ABN 84 8
 2050 A 2050.206 3000 9-24-13 ABN 57 3 8
 2050 A 2050.501 3735 9-24-13 ABN 61 3
 2050 A 2050.601 2200 9-24-13 ABN 58 3 8
 2050 A 2050.604 2200 9-24-13 ABN 51 3 8

**AVERAGE FEATURE PCI = 62
 BASED ON A SAMPLED AREA OF 14815 SQUARE FEET - PCI SPREAD FOR FEATURE = 33.29
 DESCRIPTION: WEST TEE COMPLEX**

3005 P 3005.100 3500 9-24-13 ABN 74 3 6 14
 3005 P 3005.201 5000 9-24-13 ABN 31 3 5 6 13 14 15
 3005 P 3005.300 3500 9-24-13 ABN 63 3 6 13 15
 3005 P 3005.302 5000 9-24-13 ABN 44 3 5 15

FEATURE: SAMPLE UNIT: AREA: DATE: SURVEYED BY: PCI: DISTRESSES PRESENT:

3005 P 3005.401 5000 9-24-13 ABN 76 3 5 13 15

**AVERAGE FEATURE PCI = 58
 BASED ON A SAMPLED AREA OF 22000 SQUARE FEET - PCI SPREAD FOR FEATURE = 44.92
 DESCRIPTION: TERMINAL RAMP**

3010 P 3010.100 3750 9-24-13 EOJ 98 5
 3010 P 3010.102 3000 9-24-13 EOJ 64 3 5 15
 3010 P 3010.201 3750 9-24-13 EOJ 98 15
 3010 P 3010.300 3750 9-24-13 EOJ 75 2 11 13 14 15*
 3010 P 3010.301 3750 9-24-13 EOJ 91 15
 3010 P 3010.302 3000 9-24-13 EOJ 90 3

**MEAN FEATURE PCI = 87
 BASED ON A SAMPLED AREA OF 21000 SQUARE FEET - PCI SPREAD FOR FEATURE = 34.02
 DESCRIPTION: TERMINAL RAMP**

3020 P 3020.100 3750 9-24-13 EOJ 96 15
 3020 P 3020.200 3750 9-24-13 EOJ 98 14
 3020 P 3020.201 3550 9-24-13 EOJ 93 5 13 15
 3020 P 3020.300 3750 9-24-13 EOJ 85 3

**AVERAGE FEATURE PCI = 93
 BASED ON A SAMPLED AREA OF 14800 SQUARE FEET - PCI SPREAD FOR FEATURE = 13.71
 DESCRIPTION: TERMINAL RAMP**

3025 P 3025.100 5400 9-24-13 EOJ 100
 3025 P 3025.101 4500 9-24-13 EOJ 87 5 15

**AVERAGE FEATURE PCI = 94
 BASED ON A SAMPLED AREA OF 9900 SQUARE FEET - PCI SPREAD FOR FEATURE = 12.88
 DESCRIPTION: TERMINAL RAMP**

3105 P 3105.100 4576 9-24-13 ABN 76 3
 3105 P 3105.300 6160 9-24-13 ABN 90 2 3 13
 3105 P 3105.302 6160 9-24-13 ABN 85 3
 3105 P 3105.304 6160 9-24-13 EOJ 70 3 13
 3105 P 3105.401 6160 9-24-13 ABN 91 2 3
 3105 P 3105.403 6160 9-24-13 EOJ 55 2 3 12 15
 3105 P 3105.501 6160 9-24-13 ABN 82 3 15

**AVERAGE FEATURE PCI = 79
 BASED ON A SAMPLED AREA OF 41536 SQUARE FEET - PCI SPREAD FOR FEATURE = 35.91
 DESCRIPTION: GA RAMP**

5001 A 5001.100 5000 9-24-13 ARA 46 3 8 17
 5001 A 5001.104 5000 9-24-13 ARA 45 3 8 17
 5001 A 5001.107 5000 9-24-13 ARA 52 3 8 17
 5001 A 5001.301 5000 9-24-13 ARA 46 3 17
 5001 A 5001.304 5000 9-24-13 ARA 50 3 8
 5001 A 5001.307 5000 9-24-13 ARA 47 3 8
 5001 A 5001.309 5000 9-24-13 ARA 50 3 12 17

**AVERAGE FEATURE PCI = 48
 BASED ON A SAMPLED AREA OF 35000 SQUARE FEET - PCI SPREAD FOR FEATURE = 6.29
 DESCRIPTION: RUNWAY 9-27 WINGS**

5002 A 5002.201 5000 9-24-13 EOJ 48 3 12
 5002 A 5002.204 5000 9-24-13 EOJ 47 3 8 12
 5002 A 5002.207 5000 9-24-13 ARA 53 3 12 17
 5002 A 5002.209 5000 9-24-13 EOJ 54 3 17

**AVERAGE FEATURE PCI = 51
 BASED ON A SAMPLED AREA OF 20000 SQUARE FEET - PCI SPREAD FOR FEATURE = 7.05
 DESCRIPTION: RUNWAY 9-27 KEEL**

5005 A 5005.107 5000 9-24-13 ARA 54 3 8 17
 5005 A 5005.116 5000 9-24-13 ARA 53 3 8
 5005 A 5005.120 5000 9-24-13 ARA 51 3 8

FEATURE:	SAMPLE UNIT:	AREA:	DATE:	SURVEYED BY:	PCI:	DISTRESSES PRESENT:
5005 A	5005.129	5000	9-24-13	ARA	49	2 3 8 17
5005 A	5005.135	5000	9-24-13	ARA	50	3 8
5005 A	5005.143	5000	9-24-13	ARA	54	1 8 17
5005 A	5005.149	5000	9-24-13	ARA	53	3 8
5005 A	5005.156	5000	9-24-13	ARA	51	3 8 17
5005 A	5005.303	5000	9-24-13	EOJ	50	3 12
5005 A	5005.307	5000	9-24-13	ARA	51	3 8
5005 A	5005.321	5000	9-24-13	ARA	47	3 8 17
5005 A	5005.331	5000	9-24-13	ARA	42	3 8 12 17
5005 A	5005.341	5000	9-24-13	ARA	47	3 8 12 17
5005 A	5005.345	5000	9-24-13	ARA	44	3 8 17
5005 A	5005.354	5000	9-24-13	ARA	50	3 12

AVERAGE FEATURE PCI = 50
BASED ON A SAMPLED AREA OF 75000 SQUARE FEET - PCI SPREAD FOR FEATURE = 12.25
DESCRIPTION: RUNWAY 9-27 WINGS

5010 A	5010.203	5000	9-24-13	EOJ	51	3 12 17
5010 A	5010.208	5000	9-24-13	EOJ	49	3 8 17
5010 A	5010.215	5000	9-24-13	EOJ	45	3 8 12
5010 A	5010.219	5000	9-24-13	EOJ	56	3 12
5010 A	5010.229	5000	9-24-13	EOJ	44	3 8 12 17
5010 A	5010.232	5000	9-24-13	EOJ	43	3 8 12 17
5010 A	5010.236	5000	9-24-13	EOJ	43	1 3 8 12
5010 A	5010.242	5000	9-24-13	EOJ	50	3 12 17
5010 A	5010.248	5000	9-24-13	EOJ	52	3 8
5010 A	5010.254	5000	9-24-13	EOJ	54	3 8
5010 A	5010.258	5000	9-24-13	EOJ	54	3 8

AVERAGE FEATURE PCI = 49
BASED ON A SAMPLED AREA OF 55000 SQUARE FEET - PCI SPREAD FOR FEATURE = 12.70
DESCRIPTION: RUNWAY 9-27 KEEL

5035 A	5035.123	5000	9-24-13	ARA	56	3 8
5035 A	5035.127	5000	9-24-13	ARA	52	3 8
5035 A	5035.323	5000	9-24-13	ARA	58	8 17
5035 A	5035.325	5000	9-24-13	ARA	51	3 8 17
5035 A	5035.327	5000	9-24-13	ARA	52	3 12 17

AVERAGE FEATURE PCI = 54
BASED ON A SAMPLED AREA OF 25000 SQUARE FEET - PCI SPREAD FOR FEATURE = 6.74
DESCRIPTION: RUNWAY 9-27 WINGS

5040 A	5040.224	5000	9-24-13	EOJ	41	3 8 12 17
5040 A	5040.226	5000	9-24-13	EOJ	43	1 3 8 12
5040 A	5040.227	5000	9-24-13	EOJ	46	3 12 17

AVERAGE FEATURE PCI = 43
BASED ON A SAMPLED AREA OF 15000 SQUARE FEET - PCI SPREAD FOR FEATURE = 4.62
DESCRIPTION: RUNWAY 9-27 KEEL

6005 A	6005.113	3750	9-22-13	ARA	66	8 17
6005 A	6005.116	3750	9-22-13	ARA	67	8
6005 A	6005.122	3750	9-22-13	ARA	67	8
6005 A	6005.128	3750	9-22-13	ARA	71	5 8
6005 A	6005.134	3750	9-22-13	ARA	76	8
6005 A	6005.140	3750	9-22-13	ARA	60	8 17
6005 A	6005.146	3750	9-22-13	ARA	57	5 8 17
6005 A	6005.152	3750	9-22-13	ARA	75	5 8
6005 A	6005.158	3750	9-22-13	ARA	78	8 17
6005 A	6005.164	3750	9-22-13	ARA	72	8
6005 A	6005.170	3750	9-22-13	ARA	69	8 17
6005 A	6005.176	3750	9-22-13	ARA	62	8 17

AVERAGE FEATURE PCI = 68
BASED ON A SAMPLED AREA OF 45000 SQUARE FEET - PCI SPREAD FOR FEATURE = 21.04
DESCRIPTION: RUNWAY 18-36

6010 A	6010.101	3750	9-22-13	ARA	68	8 17
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FEATURE: SAMPLE UNIT: AREA: DATE: SURVEYED BY: PCI: DISTRESSES PRESENT:

6010 A 6010.102 3750 9-22-13 ARA 55 3 8 17

**AVERAGE FEATURE PCI = 61
BASED ON A SAMPLED AREA OF 7500 SQUARE FEET - PCI SPREAD FOR FEATURE = 12.79
DESCRIPTION: RUNWAY 18-36**

6015 A 6015.103 3750 9-22-13 ARA 47 1 8 12 17
6015 A 6015.104 3750 9-22-13 ARA 46 1 3 8

**AVERAGE FEATURE PCI = 47
BASED ON A SAMPLED AREA OF 7500 SQUARE FEET - PCI SPREAD FOR FEATURE = 1.59
DESCRIPTION: RUNWAY 18-36**

6020 A 6020.110 3750 9-22-13 ARA 51 3 8
6020 A 6020.112 3750 9-22-13 ARA 65 8

**AVERAGE FEATURE PCI = 58
BASED ON A SAMPLED AREA OF 7500 SQUARE FEET - PCI SPREAD FOR FEATURE = 14.37
DESCRIPTION: RUNWAY 18-36**

**TOTAL NUMBER OF INSPECTED FEATURES = 35
TOTAL NUMBER OF INSPECTED SAMPLE UNITS = 159**

TOTAL AREA OF INSPECTED PAVEMENT = 704,821 S.F.

* INDICATES "ADDITIONAL" SAMPLE UNITS.

Appendix E. Distress Identification

This chapter describes pavement distress types commonly identified during airport PCI inspections.

Rigid Pavement Distress

Longitudinal, Transverse & Diagonal Cracking

LTD cracking is often a result of load or temperature deformations. External loads cause flexure. Temperature changes can cause curling. When any of these stresses exceed the slab strength, cracking occurs.

LTD cracking is recorded at low, medium, or high severity, depending on the width of crack opening and degree of deterioration.

At low severity, a crack is less than 1/8 inch wide with little spalling, and no corrective action is indicated. At medium severity, LTD cracks can be up to 1 inch wide with moderate spalling and should be repaired using procedures similar to joint sealing. At high severity, cracks exceed 1 inch in width and may be severely spalled. High-severity LTD cracking is evidence of serious load failure, and correction may require patching or slab replacement. If distress occurs in several adjacent slabs at medium or high severity, major rehabilitation of that area is indicated.

A slab divided into four or more pieces is said to be “divided” or “shattered.” Shattered slab is a separate distress category and indicates a significant structural failure. A shattered slab has lost its ability to distribute loads. Shattered slabs are rated in three severities, but the recommended action in any case is slab replacement.



Shrinkage Cracking

Shrinkage cracks are small, non-working cracks visible at the pavement surface but not penetrating the full depth of concrete. Shrinkage cracks most commonly occur shortly after construction due to concrete shrinkage during the curing process.

Shrinkage cracks are usually so small that they are not visible until staining or loss of material at crack edges begins to take place. Shrinkage cracks do not represent structural weakness, and no corrective action is prescribed.



Durability Cracking

Durability cracking (D-cracking) is caused by environmental factors, the most common being freeze/thaw. D-cracking usually appears as either a pattern of hairline cracks running parallel to a joint or crack, or in a corner, where water tends to collect. D-cracking eventually leads to disintegration of the pavement, creating foreign object damage (FOD) potential.

At low severity, D-cracking is evident, but no disintegration has occurred. Medium severity is evident over a significant area of the slab, and some disintegration and FOD potential exist. High-severity D-cracking is evidenced by extensive cracking with loose and missing pieces and significant FOD potential.



Joint Spall and Corner Spall

Spalls at slab joints and corners are caused by excessive internal stress in the pavement. Spalls occur when these stresses exceed the shear strength of the concrete.

Spalling usually results from thermal expansion during hot weather when slabs push and expand against one another. If the joints are filled with incompressible material, such as sand, stresses can become severe, causing spalls. Spalling can be reduced significantly by maintenance of joint sealant.

Spall repair requires patching. The extent and severity of spalling suggests the appropriate action. At low severity, spalled concrete remains securely in place in the slab. A low-severity spall should be monitored closely for further deterioration and should be patched when spalled particles become loose, or during the next scheduled patching activity. Medium- and high-severity spalls should be repaired immediately to prevent FOD. If the pavement can be restored to serviceable condition, spalls should be patched for long-term service. If the pavement is beyond repair, temporary patching should be considered to control FOD.



Patches, Large and Small

Large and small patches, by PCI inspection criteria, are distress conditions. Patches indicate deterioration and aging of pavement that contributes to shortened service life. However, patching also indicates that pavement is being maintained.

A patch that is performing well and shows no outward distress is recorded at low severity, and no corrective action is required. Medium-severity patches are serviceable but are beginning to deteriorate. Maintenance or replacement is indicated. At high severity, replacement is indicated.

By definition, small patches are smaller than 5 square feet in surface area, and they usually result from spall repair at slab joints and corners.

Large patches also may be the result of spall repair, but they often indicate more serious deficiencies, such as corner breaks or other full-depth failure smaller than panel size.



Joint Seal Damage

When joint sealant is in perfect condition (no damage), there is no distress.

At low severity, at least 10 percent of the sealant is debonded but still in contact with the joint edges. Medium-severity joint seal damage is recorded when at least 10 percent of the sealant has visible gaps smaller than 1/8 inch and is an indicator that replacement should be programmed as soon as is practical. In the meantime, aggressive inspection and sustaining maintenance is recommended to minimize subsurface damage from moisture penetration. At high severity, visible gaps exceed 1/8 inch, and the amount and degree of joint seal damage typically requires complete removal and replacement of the existing sealant.

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



Flexible Pavement Distress

Longitudinal & Trans. Cracking

L&T cracks are caused by age, construction, and subsurface conditions. Age-related cracking occurs as oxidizing pavement loses components to the atmosphere and becomes more brittle. Consistent application of seal coats can help to prevent age-related cracks.

Construction-related cracking often develops along paving joints. Ensuring that joints are made when both sides are still hot, and near the same temperature, is one of the best ways to mitigate this potential problem.

Seasonal movement caused by changes in subsurface moisture or temperature differences also can cause pavement cracking. Asphalt pavement placed over a PCC pavement or cement stabilized base course may evidence reflective cracking from the underlying material. Wheel loads do not cause L&T cracks, although traffic may worsen their condition.

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



Alligator Cracking

Alligator cracks are a series of interconnected load-related cracks caused by fatigue of the asphalt surface. Alligator cracking is a significant structural distress and develops only in places subject to traffic loads. These cracks typically initiate at the bottom of the asphalt layer and propagate upward. Once a fatigue crack is visible at the surface, significant damage has already occurred.

At low severity, alligator cracks are evidenced by a series of parallel hairline cracks (usually in a wheel path). Medium-severity alligator cracking is a well-defined pattern of interconnected cracks, and some spalling may be present. High-severity alligator cracks have lost aggregate interlock between adjacent pieces, and the cracks may be severely spalled with FOD potential. Most likely, the pieces will move freely under traffic.

Alligator cracking is a serious structural failure that cannot be repaired with sealant. The proper repair is patching.



Raveling/Weathering

Raveling and weathering are the wearing away of the pavement surface. Failure can be caused by the dislodging of aggregate particles or the loss of asphalt binder. These distresses are usually evident over large areas and may indicate that the asphalt binder has hardened significantly.

Raveling is the loss of coarse aggregate, weathering is the loss of fine aggregate or binder.

Raveling: At low severity, 5 to 20 coarse aggregate particles are missing per square yard. Medium severity is defined by 20 to 40 missing coarse aggregate particles per square yard. At high severity, more than 40 coarse aggregate particles are missing per square yard, and the top layer of aggregate has eroded away.

Weathering: At low severity, edges of coarse aggregate are exposed less than 1 mm. At medium severity, loss of fine aggregate is noticeable and edges of coarse aggregate are exposed up to 6 mm (1/4 inch). High severity weathering has edges of coarse aggregate exposed > 6 mm, with considerable loss of fine aggregate matrix and potential for loss of coarse aggregate.

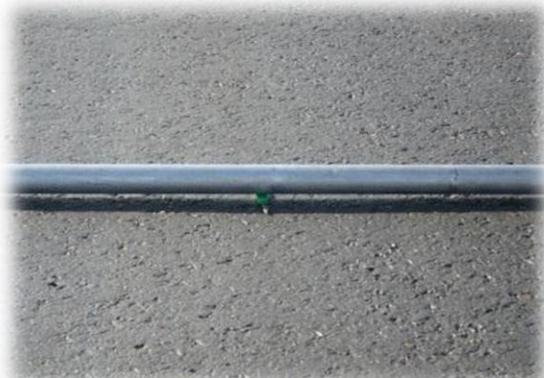


Rutting

Ruts are localized areas of pavement having elevations lower than the surrounding sections.

Rutting is due to base and subgrade consolidation caused by excessive wheel loads or poor compaction. Ruts indicate structural failure and can cause hydroplaning.

At low severity, ruts have an average depth of ¼ to ½ inches. At medium severity, ruts have an average depth of ½ to 1 inch. At high severity, ruts have an average depth greater than 1 inch. Patching is the appropriate repair for ruts.



Appendix F. Airport Responsibilities

Grant Assurances

In 1995, Congress mandated that the FAA require, as a condition of grant funding, that airport sponsors prepare documentation of a maintenance management program on pavement that has been constructed, reconstructed, or repaired with Federal assistance.

This report fulfills many of the grant assurance requirements, including documenting:

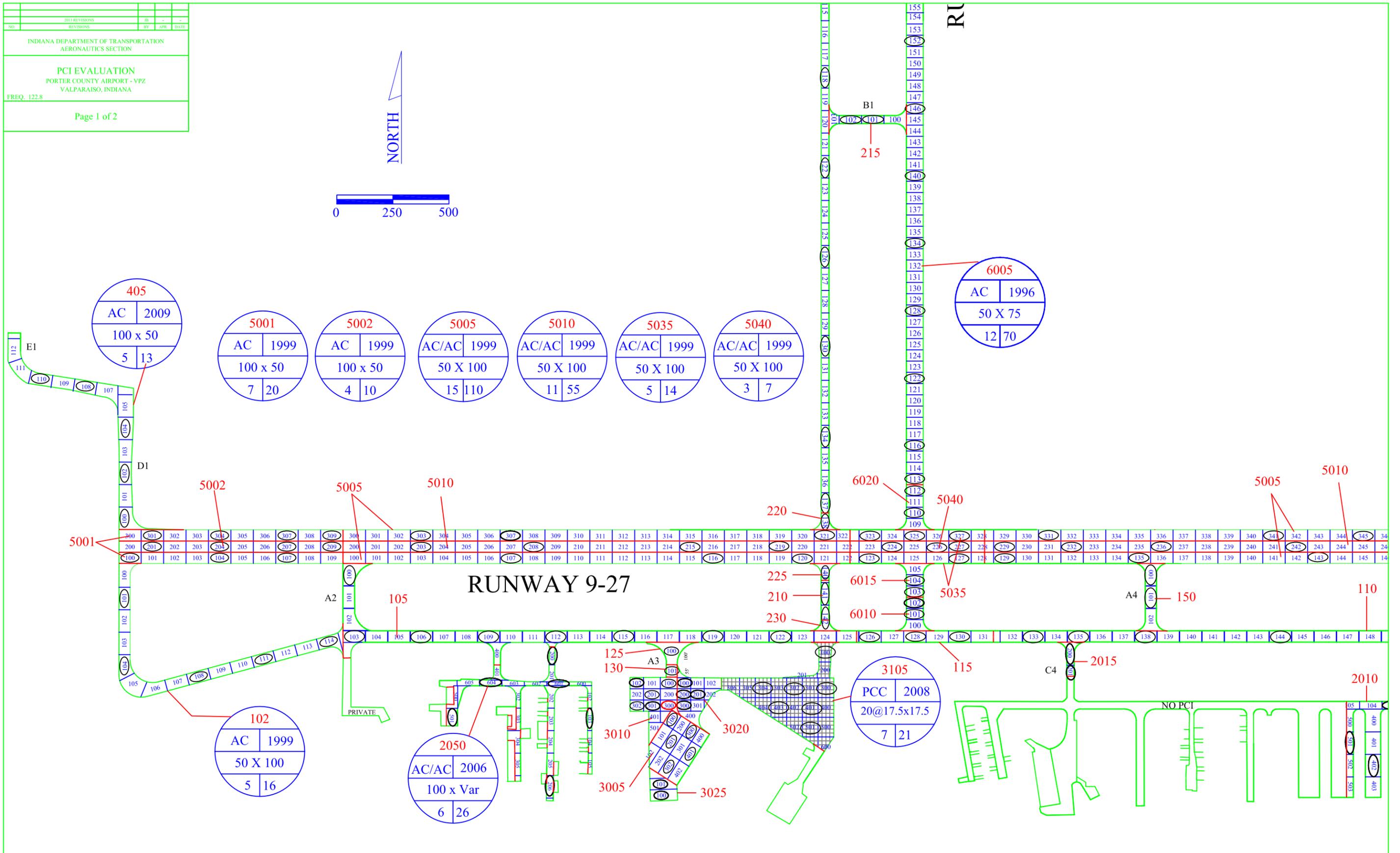
- Locating all runways, taxiways, and aprons.
- Documenting pavement dimensions.
- Documenting types of pavement.
- Documenting year of construction or most recent major rehabilitation.

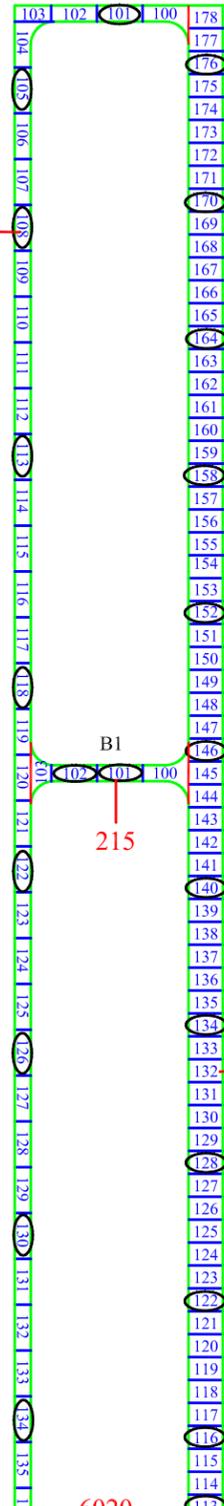
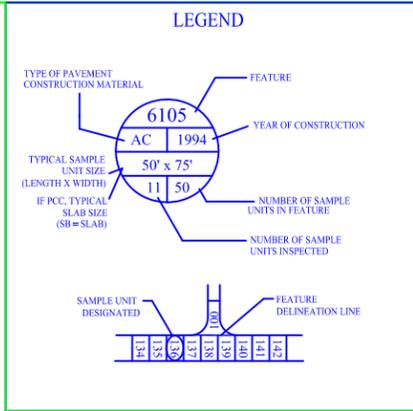
The airport owners must be an active participant in maintaining compliance. Actions taken to ensure compliance include:

- Annotating areas constructed or repaired with Federal aid.
- Conducting monthly drive-by inspections to detect changes in pavement condition.
- Recording each drive-by inspection and any maintenance performed as a result.
- Keeping complete records of all maintenance activities.
- Keeping records for 5 years.
- Documenting detailed inspection information with a history of recorded pavement deterioration by PCI survey (e.g., this report).

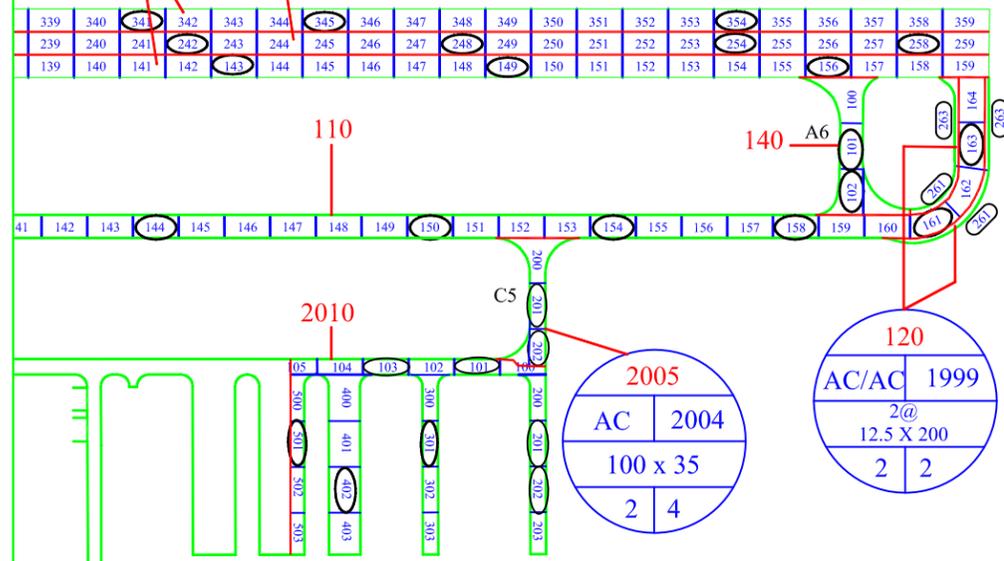
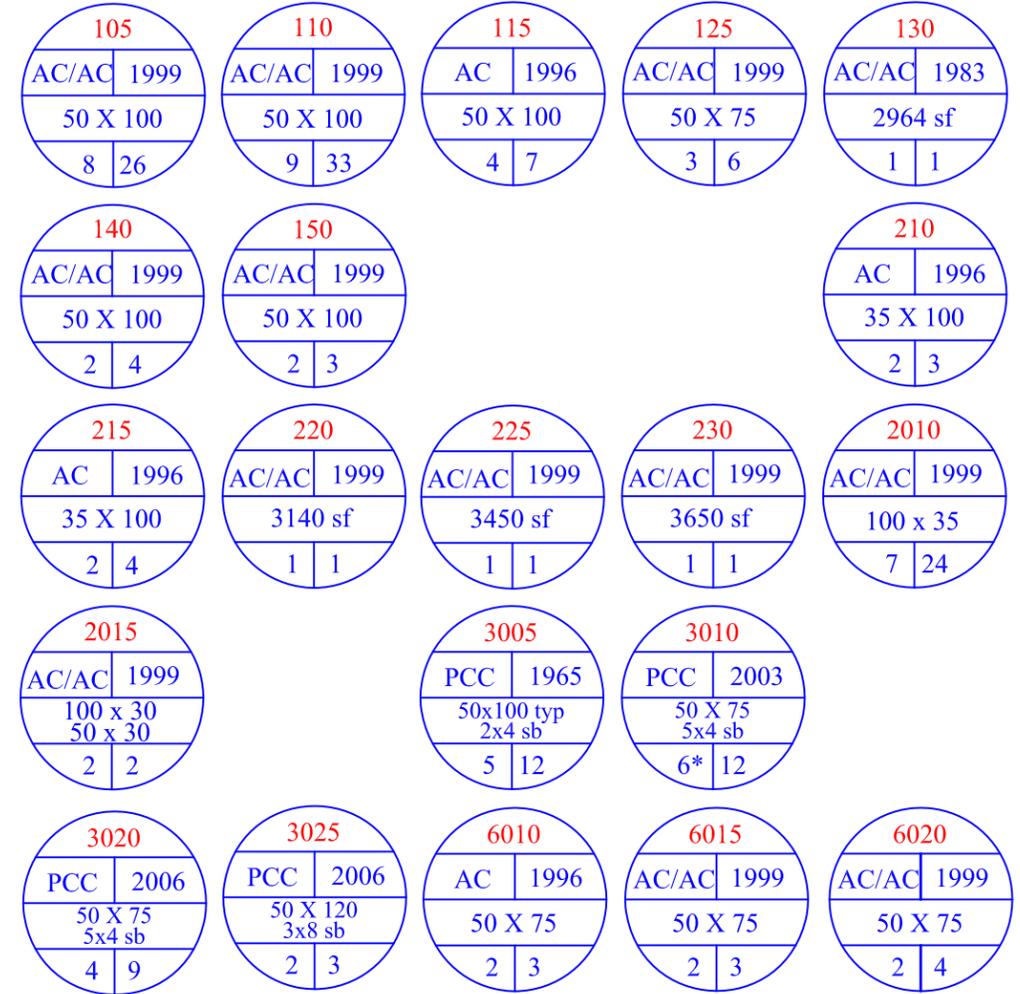
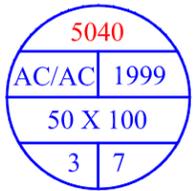
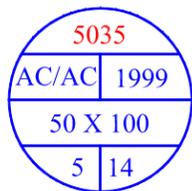
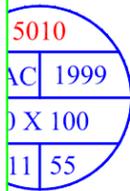
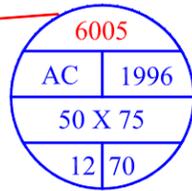
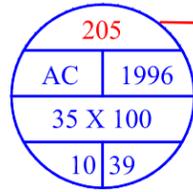
ASSURANCES Airport Sponsors	
A. General.	<ol style="list-style-type: none"> 1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors. 2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors. 3. Upon acceptance of the grant offer by the sponsor, these assurances are incorporated in and become part of the grant agreement.
B. Duration and Applicability.	<ol style="list-style-type: none"> 1. Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor. The terms, conditions and assurances of the grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances. 2. Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor. The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project. 3. Airport Planning Undertaken by a Sponsor. Unless otherwise specified in the grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 30, 32, 33, and 34 in section C apply to planning projects. The terms, conditions, and assurances of the grant agreement shall remain in full force and effect during the life of the project.
C. Sponsor Certification.	<p>The sponsor hereby assures and certifies, with respect to this grant that:</p> <ol style="list-style-type: none"> 1. General Federal Requirements. It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following: <ul style="list-style-type: none"> Federal Legislation <ol style="list-style-type: none"> a. Title 49, U.S.C., subtitle VII, as amended. b. Davis-Bacon Act - 40 U.S.C. 276(a), <i>et seq.</i>¹ c. Federal Fair Labor Standards Act - 29 U.S.C. 201, <i>et seq.</i> d. Hatch Act - 5 U.S.C. 1501, <i>et seq.</i>²
<hr/> Airport Assurances (3/2005)	

The table on the following pages is available for maintaining a record of drive-by inspections and maintenance repairs.

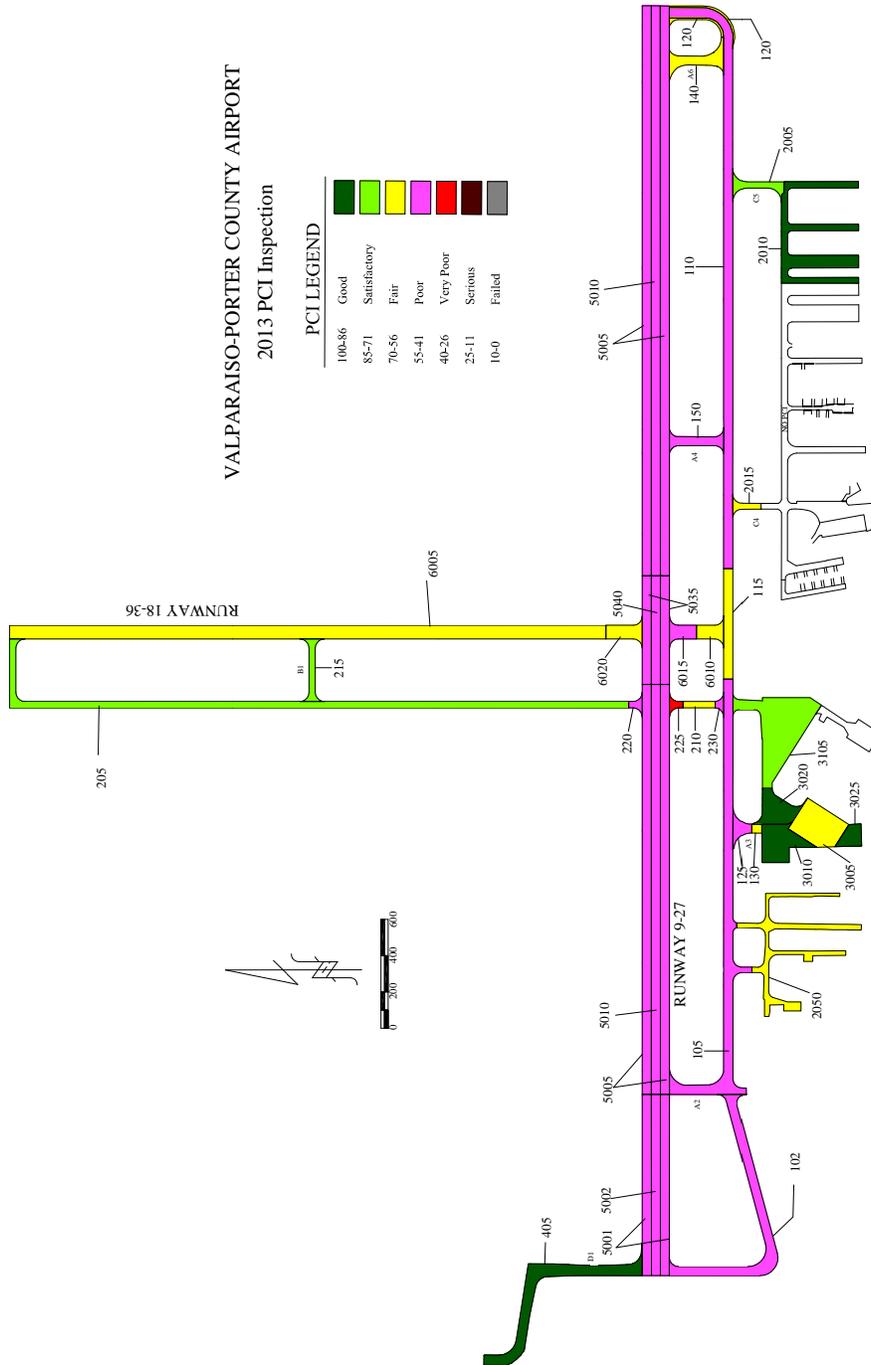




RUNWAY 18-36



VALPARAISO-PORTER COUNTY AIRPORT
2013 PCI Inspection



PCI LEGEND

100-86	Good
85-71	Satisfactory
70-56	Fair
55-41	Poor
40-26	Very Poor
25-11	Serious
10-0	Failed

