Appendix B

PAVEMENT CONDITION INVENTORY

ABQ INTERNATIONAL SUNPORT

Sustainable Airport Master Plan

Appendix B
PAVEMENT CONDITION AND HISTORY

The Sunport maintains a pavement management program (PMP) in order monitor the condition of pavements and to plan for repair/replacement in a timely manner. The PMP ensures airport sponsors are in compliance with the requirements of FAA Grant Assurance Number 11, which states that any airport requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program.

The most recent inspection was in 2015. The inspections are conducted in compliance with FAA Advisory Circular (AC) 150/5380-6, *Guidelines and Procedures for Maintenance of Airport Pavements*. The inspection data is entered into the MicroPAVER software program for analysis. Maintaining a MicroPAVER database ensures that the airport complies with the "record keeping and information retrieval" requirements of the FAA grant assurances.

The MicroPAVER software program calculates a Pavement Condition Index (PCI) for each section of pavement on the airfield (runways, taxiways, and aprons). The program also generates forecasts of pavement condition five and 10 years into the future. The PCI values index ranges from 0 to 100, providing an indication of the overall condition of that section of pavement. Generally, pavement condition becomes critical when the PCI falls below 70 for runways and 55 for taxiways and aprons. The MicroPAVER software also produces detailed reports indicating what on-going routine maintenance should be performed in order to maintain these minimum condition levels. Included in this appendix is the draft PCI report for the Sunport.

At the end of this appendix is a table of historical and current pavement conditions as assembled by the current consulting engineer for the Sunport. This table provides additional detail on each pavement

section. Also documented is a history of pavement sections that have since been closed or removed, most in conjunction with the closure of Runway 17-35 in 2012.

Albuquerque International Sunport
Airfield Pavement Condition Index
Developed from Field Survey performed in 2015

A pavement condition index (PCI) survey was conducted in 2015 to assess the current pavement conditions of all sections of the Sunport airfield pavements. Data was collected from visual field inspection by identifying random representative pavement sample areas on each runway, taxiway and apron and evaluating the type and severity of each distress visible on the pavement surface in the sample areas. Concrete pavement sections had sample areas totaling approximately 50 percent of the overall area of the section and asphalt pavement sections had sample areas totaling approximately 33 percent of the overall area of the section. The sample area data was entered into APWA's MicroPAVER™ software and a PCI was generated based on the distresses recorded in the pavement inspections.

A listing of the overall PCI along with summary descriptions of pavement distresses observed for each airfield runway, taxiway and apron follow. If a pavement facility has both an asphalt pavement section and a concrete pavement section, the description of the distresses are listed in the following narrative. A tabular summary of the resulting PCI for each facility, both in rating classification and numerical PCI score, follows as well as a graphic depiction of the PCI on the Sunport airfield layout.

The PCI rating scale used is as follows:

Rating Classification	**PCI Score**
Good	Above 85
Satisfactory	Between 70 and 85
Fair	Between 55 and 70
Poor	Between 40 and 55
Very Poor	Between 25 and 40
Serious	Between 10 and 25
Failed	Below 10

TAXIWAY A:

Overall Pavement Condition: GOOD

Recently Constructed Section:
The newly built east section (from A4 to the east end) was under construction as the field surveyors were evaluating, so data is limited for this area. The only reoccurring distress for this sub-section was shrinkage cracks most likely caused during the construction process and was minor surface cracking that would not warrant replacing the slab.

Section from A1 to and including A4:
The west sub-section is older pavement and exhibited more distress than the previous sub-section. These distresses included joint spalling/breaking, scaling, and shrinkage. The types of

distress indicate the concrete is affected by repeated loading and freeze/thaw conditions of the environment. Improvements may include patching the affected areas where the distress is most severe. For the areas with low severity, no improvements are warranted.

TAXIWAY B:

Overall Pavement Condition: POOR

Asphalt Section - Poor
This section stretches from Taxiway D east to B6. This pavement was in poor condition due to the extensive bleeding, alligator cracking, and longitudinal/transverse cracking. The major concern with this pavement section is the spalling at the crack edges where there is FOD potential. Options for repair include crack sealant and patching as warranted.

PCC Section: Satisfactory
The PCC section of Taxiway B is small in relation to the asphalt section. It exhibits scaling and joint distress which indicates stress under the freeze/thaw conditions. Similar to Taxiway A, the severely affected areas may require patching; however, there is no indication that this is warranted at this point.

TAXIWAY C:

Overall Pavement Condition: SERIOUS

Asphalt Section: Serious
The asphalt section of Taxiway C is at the southern end of the taxiway and used only to access the remote parking area at the south end of the old Runway 35. The asphalt section is not used for daily operations and the pavement condition does not affect the general needs of the airport. The asphalt condition is categorized as SERIOUS due to the extensive block cracking, raveling/weathering, alligator cracking, and rutting. This is some of the oldest pavement in the airfield (1987) and most of the distresses can be attributed to environmental elements and age. The recommended improvements would be to seal the cracks and patch in areas of need.

Section not included in survey: Taxiway C north of the Terminal Apron, C1, C2, and C3. This section of Taxiway C is closed and is programmed to be removed in the near future.

PCC Section: Satisfactory

The concrete section from Runway 3-21 to the Terminal Apron is categorized as SATISFACTORY based on the PCI data. Some of the major distresses include joint spalling or breaking and shrinkage. Most of the affected areas would not require improvements and should be monitored for further decline and some areas may require patches where the distress is most severe.

TAXIWAY D:

Overall Pavement Condition: FAIR

Taxiway D was evaluated from Runway 3-21 to Taxiway A and the major distresses present were longitudinal/transverse/diagonal cracking, corner distress, and joint distress. Some of these areas had a high FOD potential with large pieces separating from the entire concrete slab. The cracks require sealant where FOD potential is high and patches may be required for areas too severe to seal.

TAXIWAY E:

Overall Pavement Condition: POOR

Asphalt Section: Poor
The asphalt section includes Taxiway E1 and Taxiway E from E5 up to and including E12. The condition of this section is categorized as POOR because of the presence of longitudinal/transverse cracking, alligator cracking, depressions. The depressions, which may be caused by loading, are allowing water to pond on the taxiway. Some depressions noted are 0.75 to 2 inches in depth. Many of the pavement cracks are full depth and wider than crack seal can be effective. Staining on the pavement surface and moisture pumping from some cracks when foot loading is applied indicates that de-lamination is occurring between the lifts of asphalt. The majority of the cracks are sealed. Improvements would include reconstruction of the pavement section due to the advanced distresses evident in the pavement and depth and number of the cracks and pavement depressions observed.

PCC Section: Satisfactory
The concrete section includes Taxiway E from E1 to and including E5. This area was rated SATISFACTORY based on the data collected. Some of the major distresses for this area include joint spall/breaks and scaling. This indicates stress during the freeze/thaw conditions of the environment. Repair of the pavement includes patching where FOD potential is moderate/high and slab replacement if the distress is severe.

TAXIWAY F:

Overall Pavement Condition: SATISFACTORY

The entire length of Taxiway F (the parallel taxiway to Runway 3-21) was evaluated and most of the deficiencies involved the joints of each slab. There was evidence of joint spalling and breaking, joint seal damage or missing joint seal, and some instances of durability cracking. These can be attributed to repeated loads across the joints and the freeze/thaw cycles experienced by the pavement. The recommended improvements would include patching areas of high severity and re-sealing of the joint.

TAXIWAY G:

Overall Pavement Conditions: SATISFACTORY

Taxiway G is the parallel taxiway to Runway 12-30 and the entire length was evaluated. Some of the distresses included joint seal damage and joint spall or breaks. Similar to Taxiway F, these deficiencies can be a result of weather conditions and cycles repeated loads across joints. There were joints noted that the seal was completely missing and moderate FOD potential was evident. Improvements would include re-sealing the joints and patching the joints where needed.

TAXIWAY J:

Overall Pavement Condition: SATISFACTORY

The entire length of Taxiway J was evaluated, from Taxiway C to Taxiway E. The concrete appeared to have only minor distresses such as joint seal damage and shrinkage cracks that could be attributed to the construction conditions when the taxiway was paved.

TAXIWAY K:

Overall Pavement Condition: GOOD

The entire length of Taxiway K along the general aviation apron was evaluated. The major distress along this section was joint damage such as spalls or breaks. These deficiencies can be related to the inability of the pavement to withstand freeze/thaw conditions over time and repeated loads on the joints. Some areas may require removing the affected area and replacing with a patch. However, the distress was low in severity and most areas do not require immediate attention.

RUNWAY 8-26:

Overall Pavement Condition: FAIR

Runway 8-26 experiences the largest amount of traffic of any pavement on the airfield. The more notable distresses exhibited by this pavement are joint spalls/breaks, shrinkage, scaling, and L/T/D cracking. Most of these can be attributed to repeated loads across joints, water blasting, freeze/thaw effects during the life of the pavement and high temperature swings during a portion of the PCCP placement construction (longitudinal cracks). The longitudinal, transverse, or diagonal cracks are the most severe distresses generally along the runway centerline and they have potential for FOD and excessive surface voids. In areas along the centerline, the joint seal has been damaged, apparently by water blast during rubber and paint removal operations and should be replaced. It is recommended to patch the broken edges where spalling is severe and replace the slabs with moderate/severe L/T/D cracking (76 slabs affected by longitudinal or D-cracking).

As noted, the damaged joint seal and damage to the pavement surface (scaling) is apparently a result of the rubber and paint removal machine. This machine water blasts the pavement to remove rubber and paint build-up and it the high pressure water blast has damaged the top of the concrete, exposing aggregate. The repeated application of pavement markings result in paint build up that eventually spalls and causes a FOD issue. The rubber build up must be removed periodically to maintain pavement surface friction for adequate aircraft braking action. The recommended improvements include patching where warranted and sealing cracks that have potential to expand and to investigate use of lower water pressure for rubber and paint removal.

RUNWAY 3-21:

Overall Pavement Condition: SATISFACTORY

Runway 3-21 was evaluated for the full length of the runway, including the intersection of 3-21 and 12-30. The intersection had a lower PCI rating than the surrounding runways as expected with the number of operations from two runways at roughly 90 degree alignments (Intersection pavement condition = FAIR). The two major distresses on 3-21 include scaling and shrinkage cracks. These may be a result of water blasting for rubber and paint removal and environmental conditions both before and after construction.

As noted, the damaged joint seal and damage to the pavement surface (scaling) is apparently a result of the rubber and paint removal machine. This machine water blasts the pavement to remove rubber and paint build-up and it the high pressure water blast has damaged the top of the concrete, exposing aggregate. The repeated application of pavement markings result in paint build up that eventually spalls and causes a FOD issue. The rubber build up must be removed periodically to maintain pavement surface friction for adequate aircraft braking action. The recommended improvements include patching where warranted and sealing cracks that have potential to expand and to investigate use of lower water pressure for rubber and paint removal.

RUNWAY 12-30:

Overall Pavement Condition: SATISFACTORY

Runway 12-30 was evaluated for the full length, excluding the pavement in the intersection of 3-21 and 12-30. The major distresses found were joint spalls/breaks and shrinkage. The shrinkage can be attributed to the environmental conditions during construction and the joint breaks and spalls can be attributed to repeated loads across joints and freeze/thaw weather conditions and the striping removal machine. Many of the joint cracks and spalls were small enough to not warrant any improvements, but some areas may require patching as repeated loads wear away the concrete.

CARGO APRON:

Overall Pavement Condition: FAIR

The Cargo Apron holds large cargo aircraft unique to this apron and not seen at the other aprons at the Sunport, but it does not see the number of operations as the Terminal Apron or the General Aviation Apron. All areas of the apron were evaluated and distresses such as joint spall/breaks, joint seal damage, shrinkage, and L/T/D cracking were evident. The recommended improvements include replacing all the joint seal damage as that was the most frequent distress of all of them, patching where necessary for the joint spalls and breaks, and replacing the slabs with the moderate/severe L/T/D cracks.

TERMINAL APRON

Overall Pavement Condition: SATISFACTORY

NE Section: Satisfactory
This section covers the northeast quadrant of the terminal apron. The major distress shown in this section is shrinkage and joint breaks/spalling. These deficiencies are lost likely a result of repeated loads across joints and environmental conditions during construction. This area is subject to repeated heavy loads that may contribute to the joint distress. The recommended improvements are patching the areas of joint breaks where necessary and the shrinkage cracks do not warrant any improvements at this time.

NW Section: Satisfactory
This section cover the northwest quadrant of the terminal apron, excluding the area of old pavement in the far NW corner of the apron that was not reconstructed in the terminal apron improvements project in 2006-2008. Similar to the NE section, joint spalls/breaks and shrinkage; however, there are more shrinkage cracks in this section. The recommended improvements include patching the areas of joint breaks where necessary in the newer sections and the shrinkage cracks do not warrant any improvements at this time.

SE Section: Satisfactory
This section covers the southeast quadrant of the terminal apron. Similar to the previous sections, this area has shrinkage and joint distress. However, this area also exhibits scaling, which could be a result of the freeze/thaw conditions of the weather. The recommended improvements are patching the areas of joint breaks where necessary and the shrinkage cracks and scaling do not warrant any improvements at this time.

SW Section: Satisfactory
This section covers the southwest quadrant of the terminal apron, excluding the area for fuel truck parking. This quadrant has a higher PCI than the other quadrants, but also exhibits the same types of distress. The recommended improvements are patching the areas of joint breaks where necessary and the shrinkage cracks and scaling do not warrant any improvements at this time.

Far NW Corner Section and Commuter Ramps: Serious
These sections are the old pavement that was excluded from the NW Section survey and the Commuter Ramp on the east side of the Terminal. The pavement condition of both areas is categorized as SERIOUS and warrants replacement. Some of the major distresses are L/T/D cracks, scaling, joint distress, and corner distress caused primarily by alkali-silica reaction (ASR) in the concrete. There is a project currently in construction to replace both of these sections of pavement.

Bag Make Up Area (West side of Terminal): Serious
This section is old pavement where bag carts enter the apron from the bag make up area located in the west side of the Terminal. The pavement in this section has similar types of distress as the NW Corner Section. This section is also under construction to replace the pavement.

Fuel Truck Parking Section: Very Poor
This is the section that was excluded from the SW Section. The major distresses in the pavement are L/T/D cracks, scaling, and joint spalls or breaks caused primarily by alkali-silica reaction in the concrete. Patching will be required for the areas where the joint distress and scaling are severe and slab replacement will be required for areas with the moderate/severe L/T/D cracks.

Under Terminal Building Section: Poor
This pavement is under the terminal building where ground vehicles operate and no aircraft traffic operate. This area is used by service vehicles and airline employees. The major issues with this pavement include joint distress, L/T/D cracking, and scaling caused primarily by ASR in the concrete. This pavement is consistently in the shade and could be more susceptible to moisture aggravation of the ASR. Improvements to this area would include patching small areas of severe distress and slab replacement for areas with moderate/severe cracking.

GENERAL AVIATION APRON

Overall Pavement Condition: GOOD

Asphalt Section (Adjacent to Sunport IV Hangar): Satisfactory
This section was recently reconstructed and has a pavement condition categorized as GOOD. The only visual deficiencies are some minor raveling where some segregation occurred and where the asphalt meets the concrete. There are no recommended improvements at this time. Monitor the joints to ensure they are sealed.

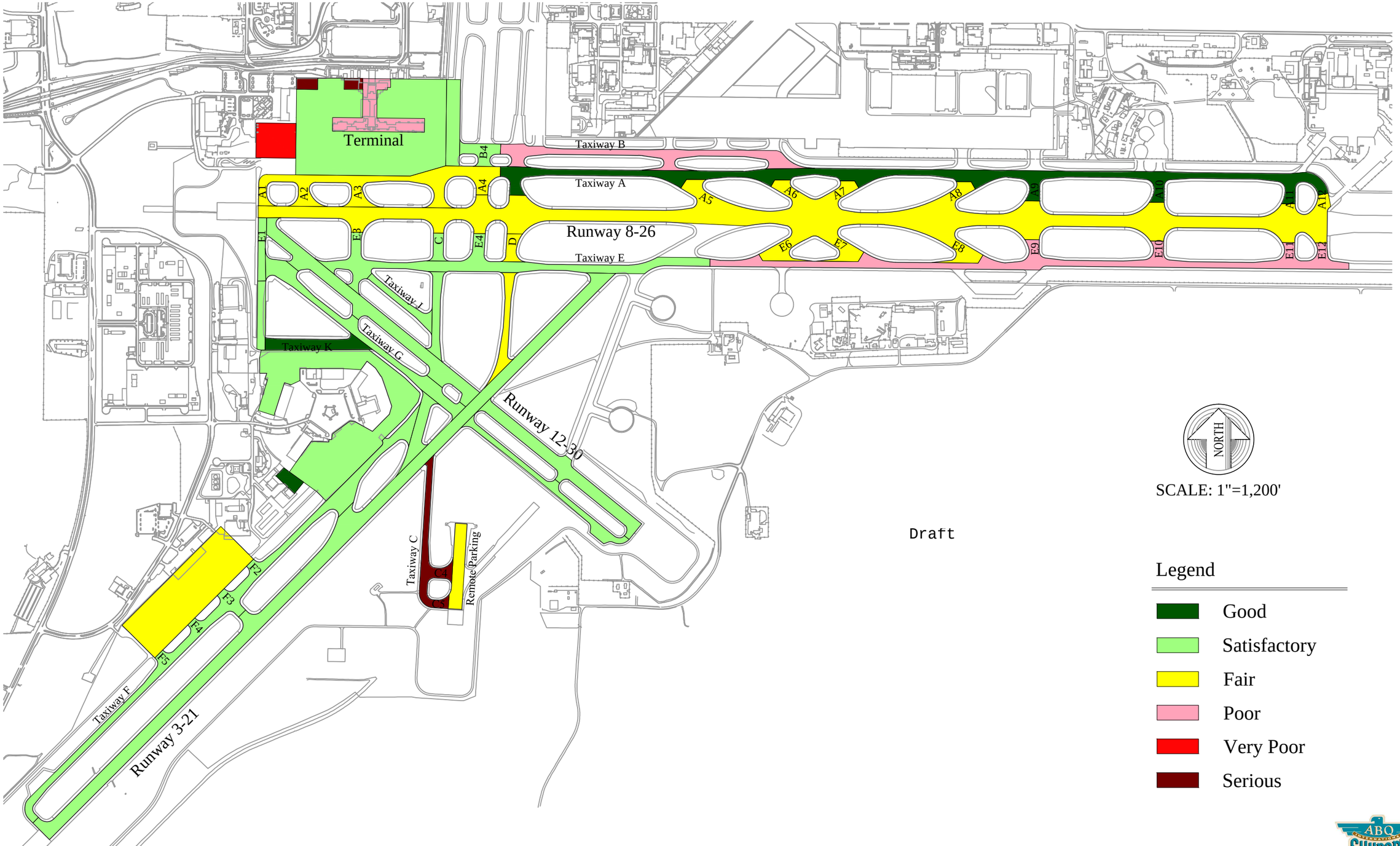
PCC Section: Satisfactory
This section encompasses the entire general aviation apron for the exception of the small asphalt section listed above. The only major distress for the entire area is joint spalls or breaks. This could be a result of repeated loads and unexpected traffic patterns on the pavement. The recommended improvements for this section would include patching in the areas that warrant it and repair of the joint seal. All other distresses should be monitored for increases in severity.

PAVEMENT CONDITION INDEX SURVEY

Albuquerque International Sunport

August, 2015

NAME	SECTION	PCI (per section)		PCI (totals)	
TAXIWAYS					
A	New Concrete	90.2	Good	87.2	Good
	Along Terminal Apron	67.7	Fair		
B	Asphalt	53.6	Poor	53.6	Poor
	Concrete	75.0	Satisfactory		
C	from 3-21 to C5 (Asphalt)	22.3	Serious	53.1	Poor
	Concrete	67.7	Satisfactory		
D	all	69.7	Fair	69.7	Fair
E	Asphalt	40.3	Poor	50.6	Poor
	Concrete	75.4	Satisfactory		
F	all	72.6	Satisfactory	72.6	Satisfactory
G	all	84.3	Satisfactory	84.3	Satisfactory
J	all	85.1	Satisfactory	85.1	Satisfactory
K	all	87.2	Good	87.2	Good
RUNWAYS					
8 26	all	61.7	Fair	61.7	Fair
3 21	all	85.2	Satisfactory	84.2	Satisfactory
12 30	all	82.4	Satisfactory	82.4	Satisfactory
APRONS					
CARGO	all	68.4	Fair	68.4	Fair
TERMINAL	Old pvmt (NW corner)	20.1	Serious	70.3	Satisfactory
	Old pvmt (police parking)	14.0	Serious		
	Fuel Truck parking area	27.7	Very Poor		
	Concrete under Terminal Building	52.0	Poor		
	NE Apron	83.3	Satisfactory		
	NW Apron	78.3	Satisfactory		
	SE Apron	77.4	Satisfactory		
	SW Apron	82.0	Satisfactory		
GEN AVIATION	Eclipse	83.3	Satisfactory	84.9	Satisfactory
	Atlantic	80.4	Satisfactory		
	Cutter	84.1	Satisfactory		
	7 Bar (asphalt)	91.2	Good		
REMOTE PARKING					
17 35	all	68.3	Fair	68.3	Fair



Pavement Condition Index Survey Map

Airport Pavement Characteristic Data
Albuquerque International Sunport

Pavement Area	Surface Material	Strength Rating	Condition	Year Constructe	Improvement History
Runway 8-26	Concrete	210,000 D 360,000 DT 720,000 DDT	Fair	1995	Reconstructed 1995; slabs replaced in 1999, 2012, 2015
Runway 17-35					Closed in 2012
Runway 3-21	Concrete	210,000 D 360,000 DT 720,000 DDT	Good	1994	Reconstructed/Lengthened 1994
Runway 12-30	Concrete	65,000 S 120,000 D 155,000 ST	Excellent	1999	Reconstructed/Lengthened 1999
Taxiway A	Concrete - East of TW A4	210,000 D	Excellent	2014	Reconstructed east of TW A4 portion 2014-2015
	Concrete - West of TW A4	360,000 DT	Good	2004	Reconstructed portion from TW D to Term Apron 2004
			Good	1996	Reconstructed west portion 1996 (8-26)
Taxiway A-1	Concrete	210,000 D 360,000 DT	Good	1996	Reconstructed 1996 (8-26)
Taxiway A-2	Concrete	210,000 D 360,000 DT	Good	1996	Reconstructed 1996 (8-26)
Taxiway A-3	Concrete	210,000 D 360,000 DT	Good	1996	Reconstructed 1996 (8-26)
Taxiway A-4	Concrete	210,000 D 360,000 DT	Good	1996	Reconstructed 1996 (8-26) Previously part of RW 17-35 (became taxiway 2013)
Taxiway A-5	Concrete	210,000 D 360,000 DT	Excellent	2015	Reconstructed concrete 2015 (TW A)
			Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway A-6	Concrete	210,000 D 360,000 DT	Excellent	2015	Reconstructed concrete 2015 (TW A)
			Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway A-7	Concrete	210,000 D 360,000 DT	Excellent	2015	Reconstructed concrete 2015 (TW A)
			Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway A-8	Concrete	210,000 D 360,000 DT	Excellent	2015	Reconstructed concrete 2015 (T/W A)
			Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway A-9	Concrete	210,000 D 360,000 DT	Excellent	2015	Reconstructed concrete 2015 (TW A)
			Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway A-10	Concrete	210,000 D 360,000 DT	Good	1996	Reconstructed concrete 2015 (TW A)
Taxiway A-11	Concrete	210,000 D 360,000 DT	Excellent	2015	Reconstructed concrete 2015 (T/W A)
			Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway A-12	Concrete	210,000 D 360,000 DT	Excellent	1993/1996	Reconstructed concrete 2015 (TW A)
			Good		Reconstructed concrete portion 1996 (8-26)
Taxiway B	Concrete	210,000 D	Good	2004	Reconstructed portion from TW D to Terminal Apron 2004
	Asphalt	360,000 DT	Fair	1993	Constructed 1993 (TW A)
Taxiway B-5	Asphalt	210,000 D 360,000 DT	Good	1993	Constructed 1993 (T/W A)
Taxiway C	Asphalt	Limited	Poor	1985	Asphalt portion reconstructed 1985 South of RW 3-21 (RW 17-35)
	Concrete	210,000 D 360,000 DT	Good	1994	Concrete portion constructed 1994 (3-21)
Taxiway C-1					Closed in 2012
Taxiway C-2					Closed in 2012
Taxiway C-3					Closed in 2012
Taxiway C-4					Closed in 2012
Taxiway C-5	Asphalt	210,000 D 360,000 DT	Fair	1985	Reconstructed 1985 (17-35)
Taxiway D	Asphalt	210,000 D	Poor	1993	Portion north of TW A constructed in 1993 (TW A)
	Concrete	360,000 DT	Good	1994/1996	Concrete portion constructed 1994 and 1996 (3-21, 8-26)
Taxiway D-1					Closed in 2012
Taxiway D-2					Closed in 2012
Taxiway D-3					Closed in 2012
Taxiway E	Asphalt	210,000 D	Poor	1991	Asphalt reconstructed and lengthened 1991
	Concrete	360,000 DT	Excellent	1999	Concrete west of TW E5 reconstructed 1999 (12-30) and 2007
Taxiway E-1	Asphalt	210,000 D	Fair	1991	Asphalt reconstructed and lengthened 1991
	Concrete	360,000 DT	Good	1999	Concrete north of TW E reconstructed 1999 (12-30)
Taxiway E-3	Concrete	210,000 D 360,000 DT	Good	1996	Reconstructed 1996 (8-26)
Taxiway E 5					Closed in 2014
Taxiway E-6	Asphalt	210,000 D	Fair	1991	Reconstructed asphalt 1993 (TW E)
	Concrete	360,000 DT	Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway E-7	Asphalt	210,000 D	Fair	1991	Reconstructed asphalt 1993 (TW E)
	Concrete	360,000 DT	Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway E-8	Asphalt	210,000 D	Fair	1991	Reconstructed asphalt 1993 (TW E)
	Concrete	360,000 DT	Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway E-9	Asphalt	210,000 D	Fair	1991	Reconstructed asphalt 1993 (TW E)
	Concrete	360,000 DT	Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway E-10	Asphalt	210,000 D	Fair	1996	Constructed concrete portion 1996 (8-26)
	Concrete	360,000 DT	Good		
Taxiway E-11	Asphalt	210,000 D	Poor	1991	Reconstructed asphalt 1993 (TW E)
	Concrete	360,000 DT	Good	1996	Reconstructed concrete portion 1996 (8-26)
Taxiway E-12	Asphalt	210,000 D	Poor	1991	Reconstructed asphalt 1993 (TW E)
	Concrete	360,000 DT	Good	1996	Reconstructed concrete portion 1996 (8-26)

Taxiway F	Concrete	210,000 D 360,000 DT	Good	1994	Reconstructed/Lengthened 1994 (3-21)
Taxiway F-1	Concrete	210,000 D 360,000 DT	Good	1994	Constructed 1994 (3-21)
Taxiway F-2	Concrete	210,000 D 360,000 DT	Good	1994	Constructed 1994 (3-21)
Taxiway F-3	Concrete	210,000 D 360,000 DT	Good	1994	Constructed 1994 (3-21)
Taxiway F-4	Concrete	210,000 D 360,000 DT	Good	1994	Constructed 1994 (3-21)
Taxiway F-5	Concrete	210,000 D 360,000 DT	Good	1996	Constructed 1996 (8-26)
Taxiway F-6	Concrete	210,000 D 360,000 DT	Good	1994	Constructed 1994 (3-21)
Taxiway G	Concrete	65,000 S 120,000 D 155,000 ST (SE of TW G1) 210,000 D 360,000 DT (NW of TW G1)	Good	1994	Reconstructed NW of 3-21 1994 (3-21)
			Excellent	1999	Reconstructed SE of 3-21 1999 (12-30)
Taxiway G-1	Concrete	210,000 D 360,000 DT	Excellent	1999	Relocated 1999 (12-30)
Taxiway G-2	Concrete	65,000 S 120,000 D 155,000 ST	Excellent	1999	Constructed 1999 (was connector to H, 12-30)
Taxiway G-3	Concrete	65,000 S 120,000 D 155,000 ST	Excellent	1999	Constructed 1999 (12-30)
Taxiway H	Asphalt				Closed 1994 (Open to Air Force) Last rehab was 1958.
Taxiway J	Concrete	210,000 D 360,000 DT	Good	1996	Constructed 1996 (8-26)
Taxiway K	Concrete	210,000 D 360,000 DT	Good	1995	Constructed 1995 (3-21)
Taxiway M-1	Asphalt		Fair	<1960/1993	<1960. Portion reconstructed 1993 (TW A)
Taxiway M-2	Asphalt	210,000 D 360,000 DT	Fair	1993	Constructed 1993 (TW A)
Taxiway M-3	Asphalt	210,000 D 360,000 DT	Fair	1993	Constructed 1993 (TW A)
Taxiway M-4	Asphalt	210,000 D 360,000 DT	Fair	1993	Constructed 1993 (TW A)
Taxiway M-5	Asphalt	210,000 D 360,000 DT	Fair	1993	Constructed 1993 (T/W A)
Taxiway M-6	Asphalt	210,000 D 360,000 DT	Fair	1993	Constructed 1993 (TW A)
Taxiway M-7	Asphalt	210,000 D 360,000 DT	Fair	1993	Constructed 1993 (TW A)
Taxiway M-8	Asphalt	210,000 D 360,000 DT	Fair	1991	Constructed 1991 (TW E)
Terminal Apron	Concrete	210,000 D 360,000 DT	Excellent	1986 1996	Reconstructed 2006-2008
Commuter Apron	Concrete	210,000 D 360,000 DT	Poor	1986	Constructed w/Terminal Renovations 1986
NW Apron	Concrete	210,000 D 360,000 DT	Poor	1986	Constructed w/Terminal Renovations 1986
West Apron	Concrete	210,000 D 360,000 DT	Fair	1984	Constructed 1984
Air Cargo Freight Apron	Concrete	210,000 D 360,000 DT	Good Good	1989 1996	Constructed 1989 (3-21) Extended 1996 (8-26)
General Aviation Apron (Cutter, Atlantic)	Concrete	Varies	Excellent	2013	Reconstruced 2013 (GA Apron Reconstruction)
City Hangar Apron (west of SPIV)	Asphalt	Varies	Excellent	2015	Reconstructed 2015 (SP IV Hangar Renovations
NDI Validation Center Apron	Asphalt	Varies	Poor	1971	Constructed approximately 1971
Sunport IV Apron	Asphalt	Varies	Excellent	2015	Reconstructed 2015 (SP IV Hangar Renovations)
T-Hangar Apron/Taxilanes	Asphalt	Varies	Poor	1984	Constructed 1984

S: Single wheel type landing gear (most general aviation aircraft)
D: Dual wheel type landing gear (B737, A320)
ST: Two single wheels in tandem type landing gear (C130)
DT: Two dual wheels in tandem type landing gear (B707)
DDT: Two dual wheels in tandem/two dual wheels in double tandem type landing gear (B747)

Source: Molzen-Corbin & Associates (2015)