



OHIO DEPARTMENT OF TRANSPORTATION
John R. Kasich, Governor
Jerry Wray, Director

Office of Aviation
2829 West Dublin-Granville Rd. Columbus, OH 43235
614-387-2356
transportation.ohio.gov

September 10, 2018

Huron County Airport - 5A1
961 U.S. Route 20 East
Norwalk, OH 44857
Attn: Melissa James, Airport Manager

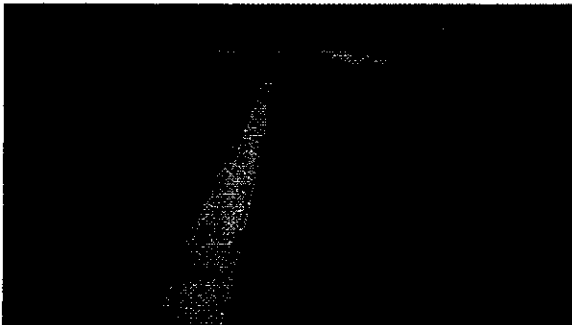
RE: Pavement Condition Index Inspection

Ms. James:

The Office of Aviation conducted a Pavement Condition Index (PCI) inspection of your airport on 8/24/2018. It is our preference to schedule inspections on a three year rotating cycle. This inspection gives the airport and Office of Aviation a definitive picture of the current conditions of your airport pavement and the maintenance necessary to preserve them. This inspection is also an important component of the selection process for airport projects under Federal and State grant programs. The PCI values presented were generated using PAVER™ software.

Your pavement inspection was conducted by John Stains, Airport Engineer. Included below are observations on the current pavement conditions and recommended maintenance suggestions as follows:

Runways:



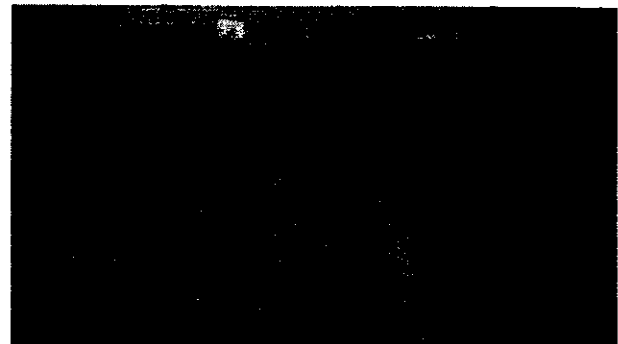
RWY 10/28 A and B are both rated in fair condition with a PCI of 69. Distresses noted included weathering, longitudinal and transverse cracking as well as patching. All distresses were rated with low severity as a result of the maintenance activities that have been performed over the past couple years. All distresses are predominantly environmental related, consistent with the pavements age and use. Continued preventive maintenance, such as crack seal, will be needed in the next year until a runway rehab project can be programmed. X1

Taxiways:

TWY A and TWY C are rated in fair condition with a PCI of 62 and 70, respectively. We noted a combination of medium severity weathering with longitudinal/transverse cracking, which are primarily environmental distresses consistent with age and use of the pavement. A Crack seal and seal coat or mill/overlay project is recommended to preserve the useful life of these pavements. X2

TWY D was constructed in 2017 and shows no distresses.

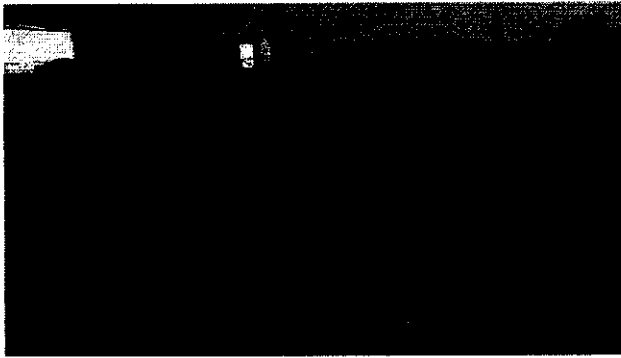
TWY B1 is failed and requires reconstruction. X3



Aprons:

APR A rated in fair condition with a PCI of 64. We noted a combination of medium severity weathering with low and medium severity longitudinal/transverse cracking, which are primarily environmental distresses consistent with age and use of the pavement. A Crack seal and seal coat project or mill/overlay is recommended for this pavement. (4)

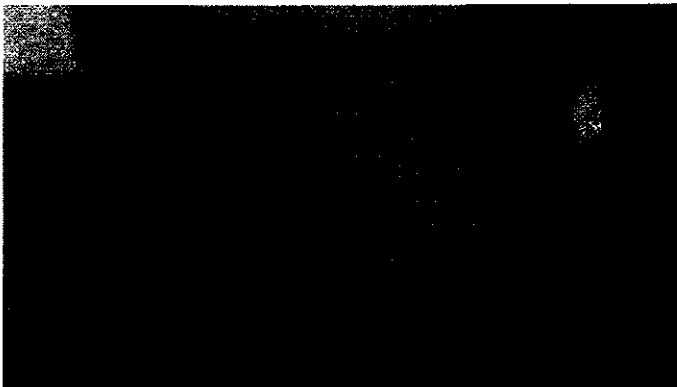
APR B was split into sections B1 and B2 due to the recent construction project. APR B1 is failed and requires reconstruction. APR B2 was constructed in 2017 and shows no distresses.



APR C rated in satisfactory condition with a PCI of 83. Your Portland cement concrete (PCC) pavements benefit from joint-seal by preventing surface moisture from getting under and compromising the substructure and subsurface support of

the overlying pavement. Joint-seals also prevent rock, debris and/or other non-compressible material, from entering the joint. We recommend replacing the joint seal on all slabs to preserve the life of this pavement. (5)

Hangar Areas:



T/H A and T/H B rated in very poor condition with a PCI of 37 and 30, respectively. The distresses include weathering, alligator cracking, longitudinal/transverse cracking and depressions which are both structural and environmental distresses. We recommend reconstruction of these areas. Any construction should also include drainage improvements, which are contributing to the structural deficiencies of this pavement. Until these areas are reconstructed, action should be taken to remove and limit FOD as well as to prevent surface drainage from being retained on the pavement.

T/H C was identified as being privately owned and maintained. As such, the PCI value of 59 is being provided for your information.

General Remarks:

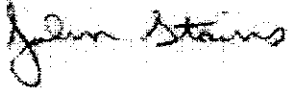
Our observations reveal that preventative maintenance projects have been undertaken at your airport, indicating you have an understanding what preventative maintenance can do to extend the life of your pavement when done on a regularly scheduled basis. A lapse in pavement maintenance could ultimately cost your airport, the State and FAA more in the long run by shorting the usable life of your pavement. In addition, Airports with active preventative maintenance programs for their airport pavements usually rank higher in the grant selection process. In order to better

position your airport for future grant projects, we recommend you continue to refine and implement your airport's Pavement Management Plan. 

If you have questions on your PCI inspection call me at (614) 387-2358. Your pavement inspection can also be found on ODOT's web site under the Airport Pavement & 5010 link.

<http://www.dot.state.oh.us/Divisions/Operations/Aviation/Pages/AirportPavement.aspx>

Respectfully,



John Stains P.E.
Transportation Engineer

Cc: Mark Grennell

Encl. PCI Exhibit