CONSTRUCTION CYCLE 8

AS-BUILT DRAWINGS

NATIONAL AIRPORT PAVEMENT TESTING FACILITY
WILLIAM J. HUGHES TECHNICAL CENTER, BUILDING 296
ATLANTIC CITY INTERNATIONAL AIRPORT, NEW JERSEY

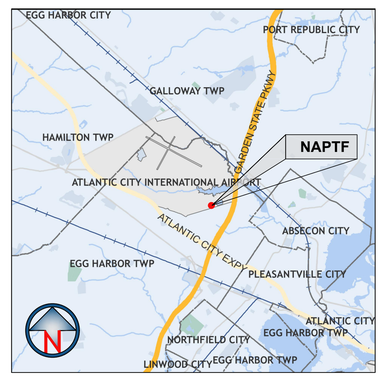
10/04/2018

PREPARED BY:

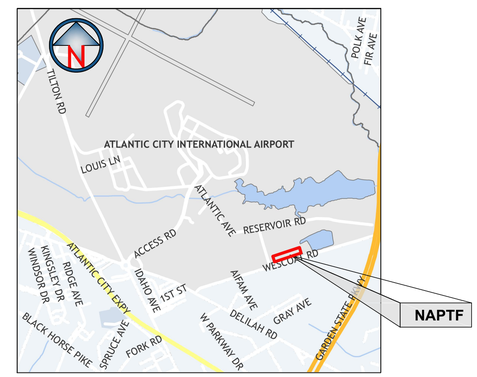
SRA INTERNATIONAL, INC., A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

NEW JERSEY STATE MAP N.T.S.

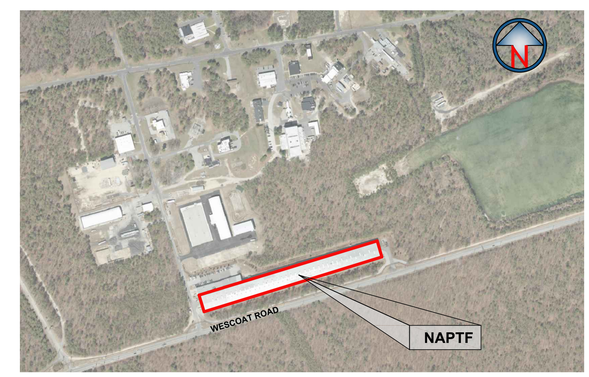
VICINITY MAP N.T.S.



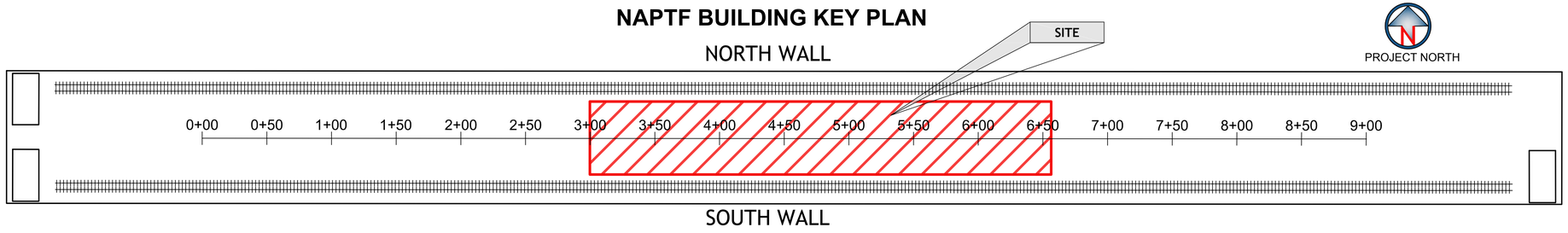
PROJECT LOCATION MAP N.T.S.



AERIAL VIEW OF THE NAPTF BUILDING N.T.S.



NAPTF BUILDING KEY PLAN



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34 OF 34	P-501 ACCEPTANCE AND CHARACTERIZATION RESULTS

SUBGRADE PROCESSING BUILDING 207A

207

STAGING AREA

SUBGRADE STOCK PILE

CONSTRUCTION SITE

BUILDING ACCESS

GATE 12A SEE NOTE 1

GATE 12A

NAPTF BUILDING

NO ACCESS

FENCE

WESCOAT ROAD

GATE 12B

80' 0 80' 160' 240'

GRAPHIC SCALE

1" = 80'

NOTES:

1. CONTRACTORS ACCESS THROUGH THE GATE AVAILABLE BY ADVANCED REQUEST.
2. LOCATION OF THE STAGING AREA SHOWN IS APPROXIMATE. THE EXACT LOCATION WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
3. SEE SHEET NUMBER 3 FOR INSIDE THE BUILDING STAGING AREA LOCATION AND RESTRICTIONS.

LEGEND:

- X — FENCE
- HAUL ROUTE
- CONSTRUCTION SITE
- STAGING AREA

NO.	REVISIONS	DATE	BY	CHK	APR

CSRA, INC.
1201 NEW ROAD, SUITE 242
LINWOOD, NEW JERSEY 08221
PHONE: (609) 601-6800

FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ

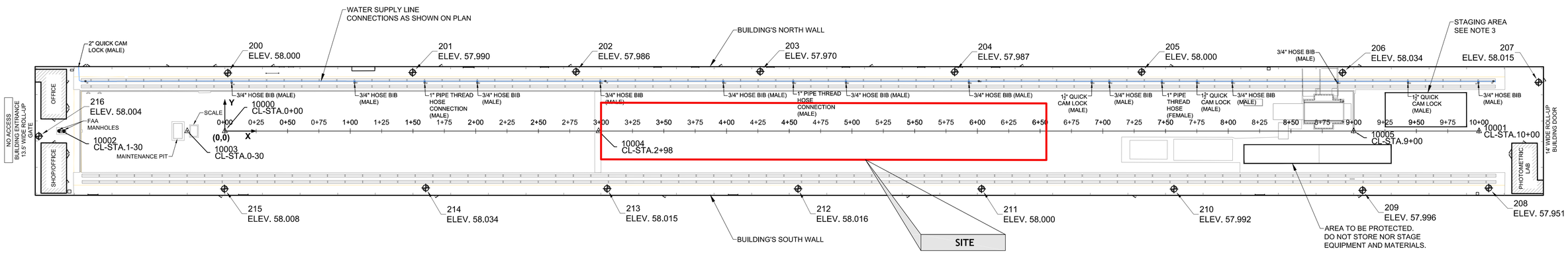
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED		
FAA APPROVAL DATE:		
PROJECT NO:		

NAPTF CONSTRUCTION CYCLE 8

SITE ACCESS, HAULING AND STAGING AREA PLAN

SIZE: ANSI D | SCALE: AS NOTED | SHEET 2 OF 34

CAD FILE: CC8-CONS-ACCS.DWG



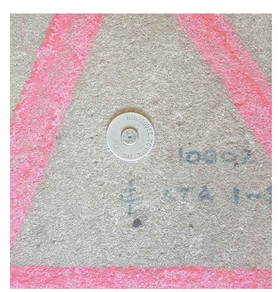
NAPTF BUILDING PLAN VIEW

SCALE: 1"=40'

CENTER LINE MARKER POINTS

NUMBER	X COORDINATE [FEET]	Y COORDINATE [FEET]	LOCATION DESCRIPTION	MARKER DESCRIPTION
10000	0.000	0.0000	ON CENTER LINE STA. 0+00	MAG AND WASHER
10001	1,000.000	0.000	ON CENTER LINE STA. 10+00	MAG AND WASHER
10002	-130.000	0.000	ON CENTER LINE STA. -1-30	MAG AND WASHER
10003	-30.000	0.000	ON CENTER LINE STA. 0-30	MAG AND WASHER
10004	298.000	0.000	ON CENTER LINE STA. 2+98	MAG AND WASHER
10005	900.000	0.000	ON CENTER LINE STA. 9+00	MAG AND WASHER

CENTER LINE MARKER DETAIL



CONTROL POINTS

NUMBER	X COORDINATE [FEET]	Y COORDINATE [FEET]	Z ELEVATION [FEET]	DESCRIPTION
200	2.352	46.209	58.000	MAG AND WASHER
201	149.673	46.634	57.990	MAG AND WASHER
202	280.029	47.236	57.986	MAG AND WASHER
203	426.822	47.441	57.970	MAG AND WASHER
204	581.880	47.034	57.987	MAG AND WASHER
205	730.901	47.054	58.000	MAG AND WASHER
206	891.088	46.481	58.034	MAG AND WASHER
207	1047.423	38.858	58.015	MAG AND WASHER
208	1007.640	-45.426	57.951	MAG AND WASHER
209	907.144	-47.198	57.996	MAG AND WASHER
210	756.728	-46.194	57.992	MAG AND WASHER
211	603.298	-46.091	58.000	MAG AND WASHER
212	456.998	-45.992	58.016	MAG AND WASHER
213	304.791	-45.889	58.015	MAG AND WASHER
214	160.140	-45.350	58.034	MAG AND WASHER
215	-0.315	-46.085	58.008	MAG AND WASHER
216	-148.287	-4.082	58.004	MAG AND WASHER

NOTES

1. THE PROJECT AREA IS LOCATED INSIDE OF THE NATIONAL AIRPORT PAVEMENT TESTING FACILITY, BUILDING NUMBER 296, WILLIAM J. HUGHES TECHNICAL CENTER, LOCATED AT THE ATLANTIC CITY INTERNATIONAL AIRPORT, EGG HARBOR TOWNSHIP, NEW JERSEY 08405.
2. THE HORIZONTAL CONTROL NETWORK IS REFERENCED TO A LOCAL COORDINATE SYSTEM ALIGNED WITH THE NAPTF TESTING AREA CENTER LINE. THE VERTICAL CONTROL NETWORK IS ALSO REFERENCED TO A LOCAL ASSUMED DATUM.
3. LOCATION OF THE STAGING AREA SHOWN IS APPROXIMATE. THE EXACT LOCATION WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

CONTROL POINT MARKER DETAIL

EACH CONTROL POINT LOCATION S MARKED WITH A MAGNETIC NAIL WITH WASHER. THE CONTROL POINT NUMBER IS ENGRAVED ON EACH WASHER.

LEGEND

- CENTER LINE MARKER - MAG NAIL
- CONTROL POINT - MAG NAIL
- MANHOLE
- WATER LINE CONNECTION
- WATER SHUT-OFF VALVE
- WATER SUPPLY LINE

40' 0 40' 80' 120'

GRAPHIC SCALE

1" = 40'

NO.	REVISIONS	DATE	BY	CHK	APR

CSRA, INC.
1201 NEW ROAD, SUITE 242
LINWOOD, NEW JERSEY 08221
PHONE: (609) 601-6800

FOR

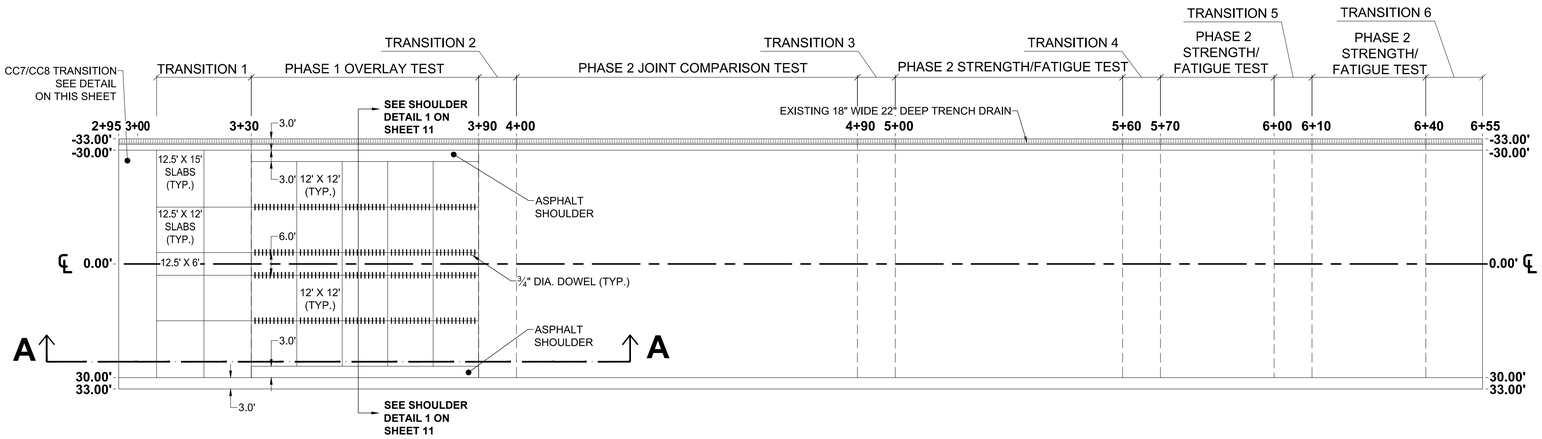
NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED		
FAA APPROVAL DATE:		

SURVEY CONTROL NETWORK PLAN
NAPTF BUILDING

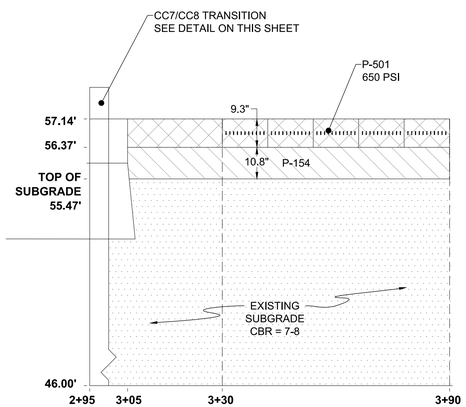
PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 3 OF 34

CAD FILE: CC8-CONS-ACCS.DWG



PLAN VIEW

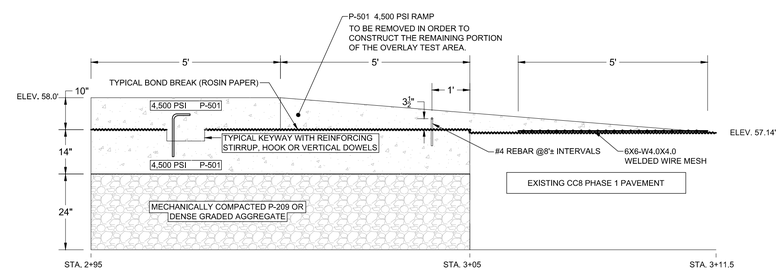
SCALE: 1"=20'



PROFILE VIEW A-A

HORIZONTAL SCALE: 1"=20'

VERTICAL SCALE: 1"=2'



NAPTF CONSTRUCTION TRANSITION: CC-7 / CC-8

N.T.S.

LEGEND:

- P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)
- P-401 PLANT MIX BITUMINOUS PAVEMENT
- P-306 LEAN CONCRETE BASE COURSE
- P-154 - GRANULAR AGGREGATE SUBBASE COURSE
- SUBGRADE - SAND WITH SILT & CLAY SP AND SM/SC

20 0 20 40 60

GRAPHIC SCALE

1" = 20'

NO.	REVISIONS	DATE	BY	CHK	APR

SRA INTERNATIONAL, INC., A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR

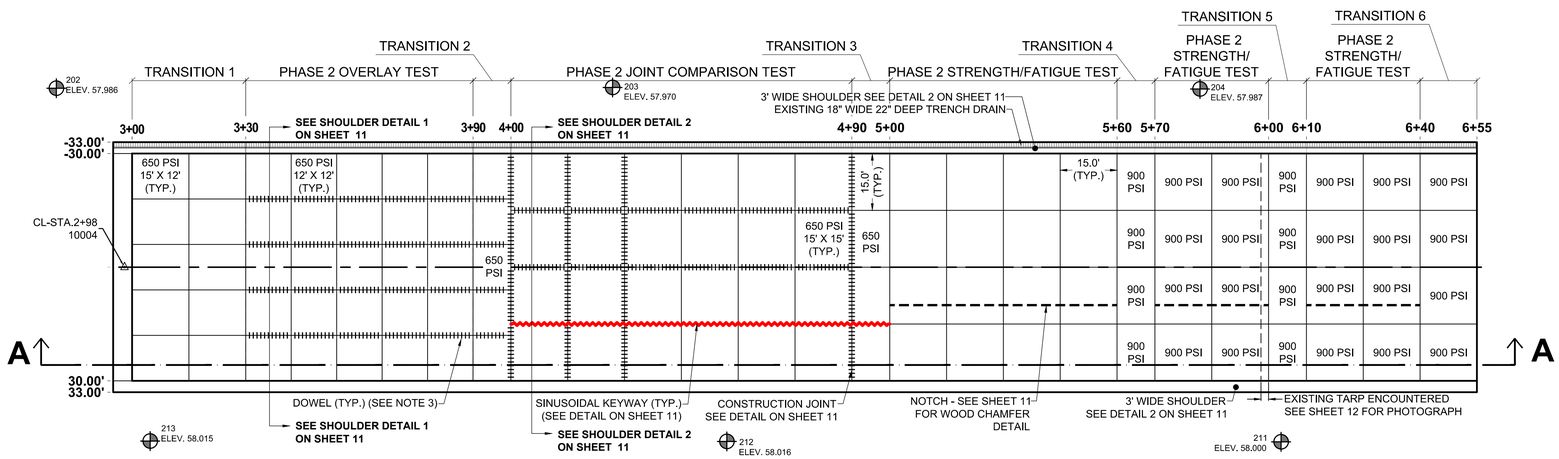
NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	E.G./M.M.	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8
PHASE 1 AS-BUILT
CONSTRUCTION PLAN VIEW AND PROFILE VIEW

PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 4 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG

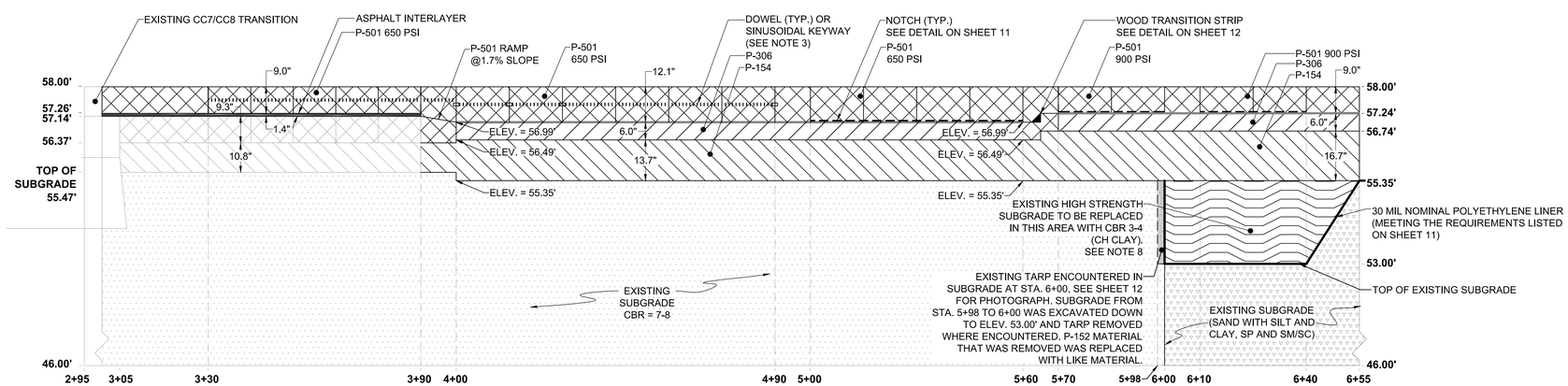


PLAN VIEW

SCALE: 1"=20'

NOTES:

1. ALL IS 650 PSI, UNLESS OTHERWISE INDICATED ON THE PLANS.
2. LIME SLURRY FROM STA. 3+00 TO 3+90 WAS USED UNDERNEATH THE ASPHALT INTERLAYER TO MINIMIZE BONDING.
3. SEE JOINTING PLAN (SHEET 6) FOR JOINTING TYPES AND DOWEL DETAILS.
4. CBR = CALIFORNIA BEARING RATIO.
5. PAPER BOND BREAKER SHALL BE PLACED BETWEEN P-306 AND P-501, FOR ALL CONCRETE BETWEEN STA. 3+90 AND STA. 6+55.
6. SEE SHEET 11 FOR JOINT & DOWEL DETAILS.
7. SEE SHEET 12 FOR SPEED DOWEL DETAILS.
8. CONTRACTOR REMOVED 28" OF EXISTING HIGH STRENGTH SUBGRADE AND REPLACED IT WITH 28" DEEP LOW STRENGTH SUBGRADE MATERIAL BETWEEN STA. 6+00 AND 6+55. SUBGRADE INSTALLED IN 3 LIFTS OF 10" AVERAGE THICKNESS AND TRIMMED TO FINAL ELEVATION/THICKNESS.
9. CONTRACTOR CUT WIRE CHANNELS FOR INSTRUMENTATION INTO THE LEAN CONCRETE BASE COURSE AND THE ASPHALT INTERLAYER. SEE SHEET 11 FOR CUT DETAILS.



PROFILE VIEW A-A

HORIZONTAL SCALE: 1"=20'

VERTICAL SCALE: 1"=2'

LEGEND:

- CENTER LINE MARKER - MAG NAIL
- CONTROL POINT - MAG NAIL
- TRIANGULAR NOTCHES FORMED BY WOOD CHAMFER STRIP
- CONSTRUCTED IN PHASE 1
- CONSTRUCTED IN PHASE 2
- PAPER BOND BREAKER
- SINUSOIDAL KEYWAY JOINT
- ASPHALT INTERLAYER
- P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)
- P-306 - LEAN CONCRETE BASE COURSE
- P-154 - GRANULAR AGGREGATE SUBBASE COURSE
- NEW SUBGRADE CBR 3-4
- EXISTING SUBGRADE - CH CLAY
- EXISTING SUBGRADE - SAND WITH SILT & CLAY SP AND SM/SC

20 0 20 40 60

GRAPHIC SCALE

1" = 20'

NO.	REVISIONS	DATE	BY	CHK	APR

CSRA
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FOR

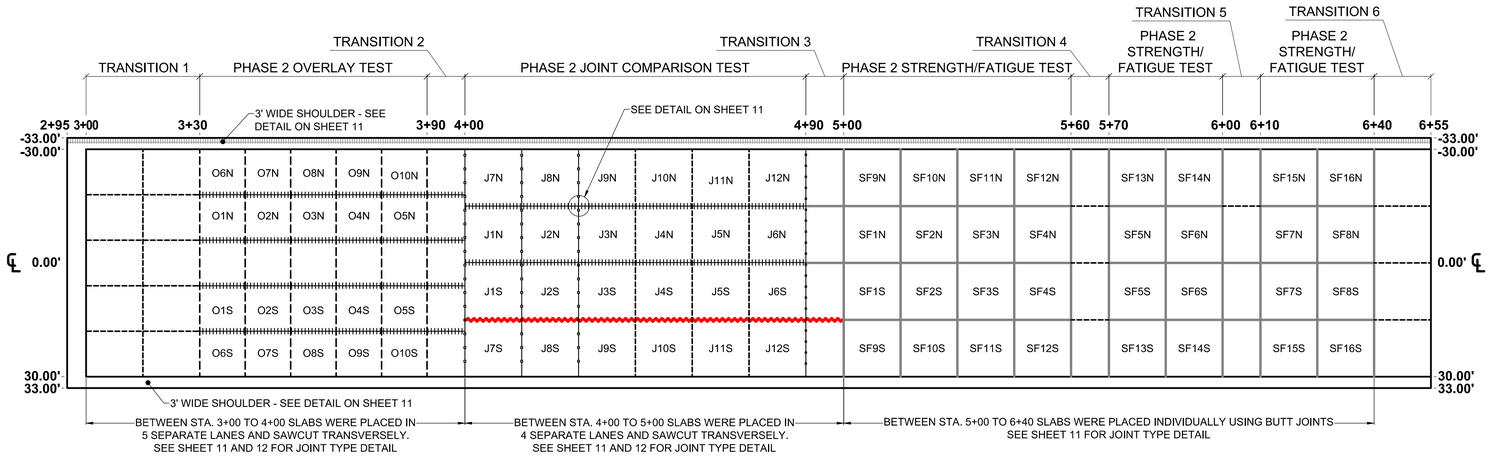
NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	E.G./M.M.	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8
PHASE 2 AS-BUILT
CONSTRUCTION PLAN VIEW AND PROFILE VIEW

PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 5 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG



PLAN VIEW

SCALE: 1"=20'

DOWEL, JOINT, AND SEALANT SUMMARY TABLE	
OVERLAY TEST AREA	
SLAB SIZE	12' X 12' X 9"
DOWEL SIZE & INSTALLATION (WHERE INDICATED ON PLANS)	¾" Ø, 18" LONG, SPEED DOWEL PLASTIC SLEEVES. (SEE SHEET 9 AND 10 FOR INSTALLATION DETAILS).
DOWEL SPACING	12" ON CENTERS ALONG LONGITUDINAL JOINTS
LONGITUDINAL JOINT	CONSTRUCTION JOINT TYPE E DOWELED
TRANSVERSE JOINT	CONTRACTION JOINT TYPE D DUMMY (NOT DOWELED)
JOINT SEALANT	DS BROWN E-686 COMPRESSION SEAL
JOINT COMPARISON TEST AREA	
SLAB SIZE	15' X 15' X 12"
DOWEL SIZE & INSTALLATION (WHERE INDICATED ON PLANS)	1" Ø, 18" LONG, SPEED DOWEL PLASTIC SLEEVES ALONG LONGITUDINAL JOINTS. TRANSVERSE DOWELS TO BE INSTALLED WITH A DOWEL BASKET. (SEE SHEET 9 AND 10 FOR INSTALLATION DETAILS).
DOWEL SPACING (IF APPLICABLE)	SEE LAYOUT PATTERN DETAIL ON SHEET 9
LONGITUDINAL JOINT	CONSTRUCTION JOINT TYPE E DOWELED
TRANSVERSE JOINT	CONTRACTION JOINT TYPE C DOWELED AND TYPE D DUMMY
JOINT SEALANT	DS BROWN E-686 COMPRESSION SEAL
STRENGTH AND FATIGUE TEST AREA	
SLAB SIZE	15' X 15' X 12" AND 15' X 15' X 9"
DOWEL SIZE & INSTALLATION	NO DOWELS
DOWEL SPACING	N/A
LONGITUDINAL JOINT (12" SLABS)	CONSTRUCTION - TYPE F BUTT JOINT
TRANSVERSE JOINT (12" SLABS)	CONSTRUCTION - TYPE F BUTT JOINT
LONGITUDINAL JOINT (9" SLABS)	CONSTRUCTION - TYPE F BUTT JOINT
TRANSVERSE JOINT (9" SLABS)	CONSTRUCTION - TYPE F BUTT JOINT
JOINT SEALANT	DS BROWN E-686 COMPRESSION SEAL

LEGEND:

- EDGE OF PAVEMENT
- SINUSOIDAL KEYWAY LONGITUDINAL JOINT
- DOWELED CONSTRUCTION JOINT (TYPE E)
- DOWELED CONTRACTION JOINT (TYPE C)
- CONSTRUCTION BUTT JOINT (TYPE F)
- CONTRACTION JOINT (TYPE D DUMMY)

NOTES:

1. SEE SHEET 11 FOR JOINT & DOWEL DETAILS.
2. SEE SHEET 12 FOR SPEED DOWEL DETAILS.
3. ALL TRANSVERSE JOINTS IN OVERLAY AND JOINT COMPARISON SECTIONS ARE SAW CUT JOINTS.

20 0 20 40 60

GRAPHIC SCALE

1" = 20'

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FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

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CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

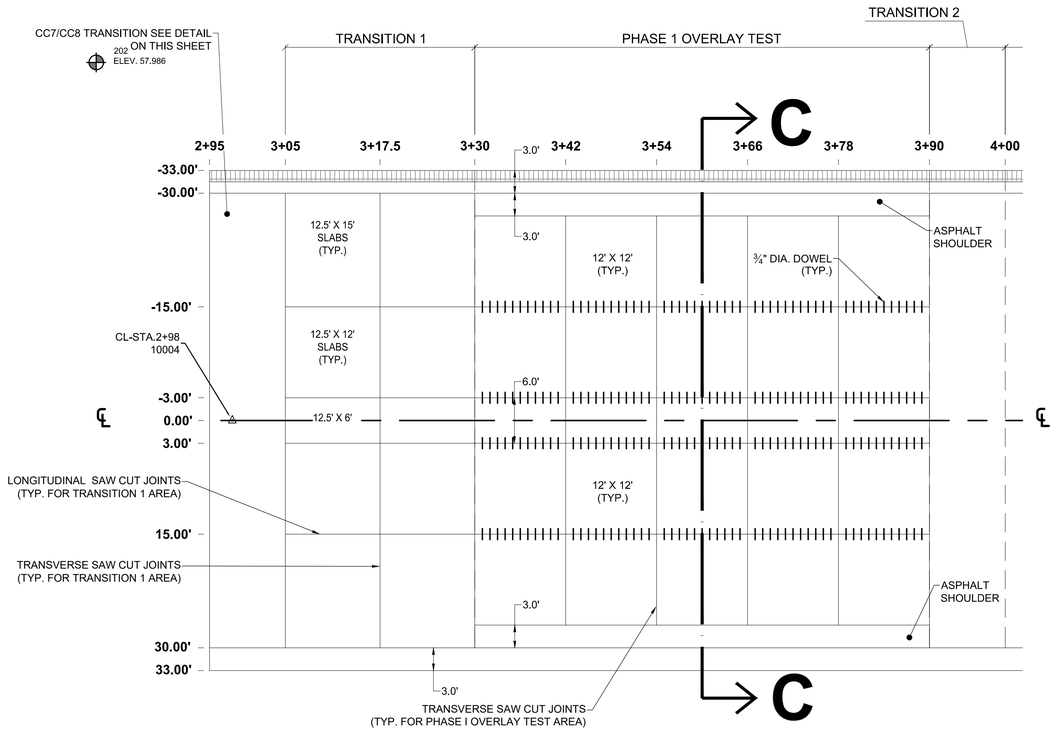
NAPTF CONSTRUCTION CYCLE 8

PHASE 2 AS-BUILT

PAVEMENT JOINTING PLAN

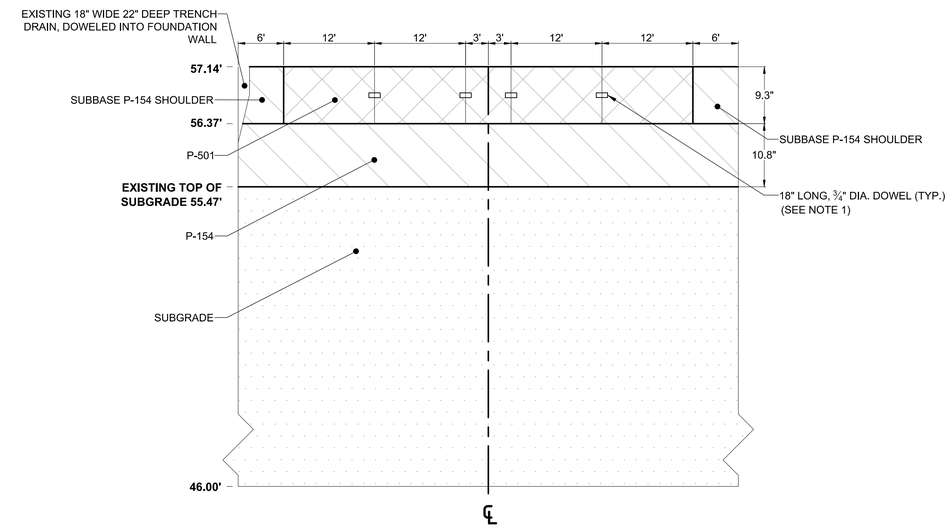
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 6 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG



PHASE 1 PLAN VIEW STA. 2+95 TO 4+00

SCALE: 1"=10'



SECTION C-C

HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: 1"=1'

LEGEND:

- P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)
- P-306 - LEAN CONCRETE BASE COURSE
- P-154 - GRANULAR AGGREGATE SUBBASE COURSE
- EXISTING SUBGRADE - CH CLAY

NOTES:

1. SEE SHEET 11 FOR JOINT & DOWEL DETAILS.
2. SEE SHEET 12 FOR SPEED DOWEL DETAILS.

10 0 10 20 30
GRAPHIC SCALE
1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY: OVERLAY TEST | JOINT COMPARISON | STRENGTH/FATIGUE

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FOR

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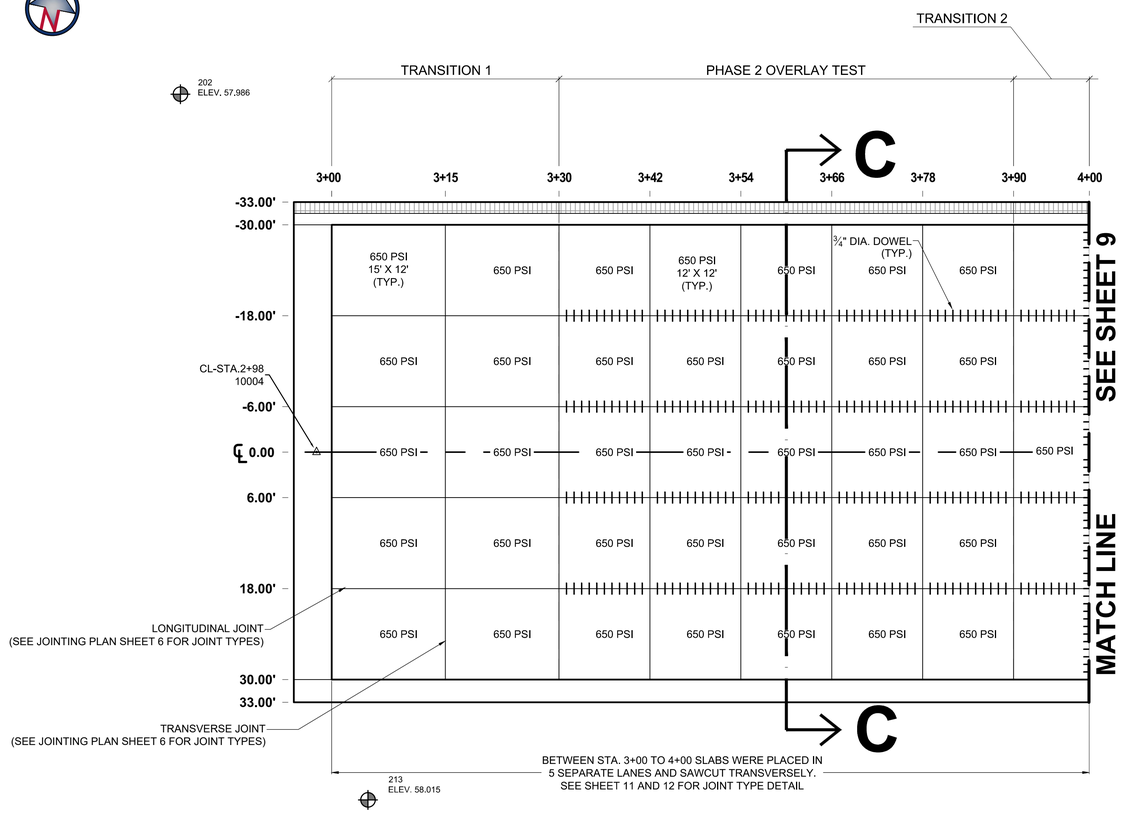
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	E.G./M.M.	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8
PHASE 1 AS-BUILT
OVERLAY TEST STA. 2+95 TO 4+00

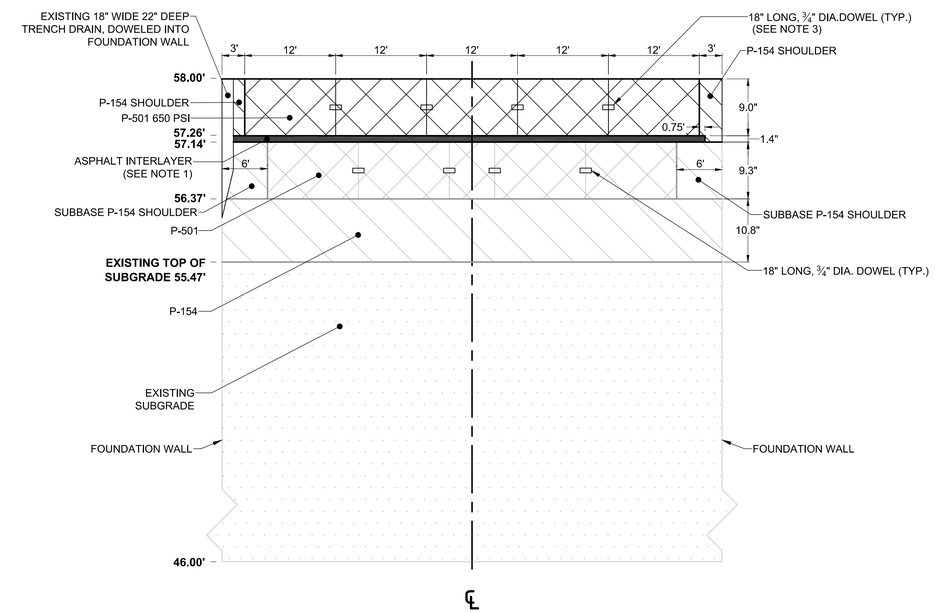
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 7 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG



PHASE 2 PLAN VIEW STA. 2+95 TO 4+00

SCALE: 1"=10'



SECTION C-C

HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: 1"=1'

LEGEND:

- CENTER LINE MARKER - MAG NAIL
- CONTROL POINT - MAG NAIL
- CONSTRUCTED IN PHASE 1
- TO BE CONSTRUCTED IN PHASE 2
- ASPHALT INTERLAYER
- P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)
- P-306 - LEAN CONCRETE BASE COURSE
- P-154 - GRANULAR AGGREGATE SUBBASE COURSE
- EXISTING SUBGRADE - CH CLAY

NOTES:

1. LIME SLURRY WAS USED UNDERNEATH THE ASPHALT INTERLAYER TO MINIMIZE BONDING TO CONCRETE UNDERLAYER.
2. SEE JOINTING PLAN (SHEET 6) FOR JOINT TYPES.
3. SEE SHEET 11 FOR JOINT & DOWEL DETAILS.
4. SEE SHEET 12 FOR SPEED DOWEL DETAILS.

10 0 10 20 30
GRAPHIC SCALE
1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY: OVERLAY TEST | JOINT COMPARISON | STRENGTH/FATIGUE

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DRAWN	E.G./M.M.	03/19/2018
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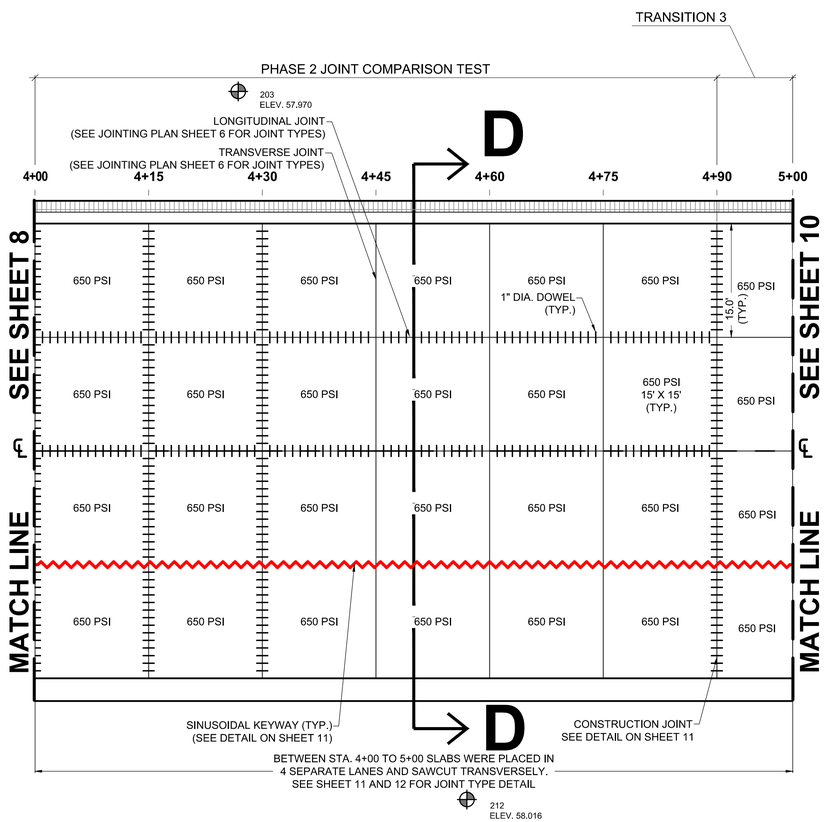
NAPTF CONSTRUCTION CYCLE 8
PHASE 2 AS-BUILT
OVERLAY TEST STA. 2+95 TO 4+00

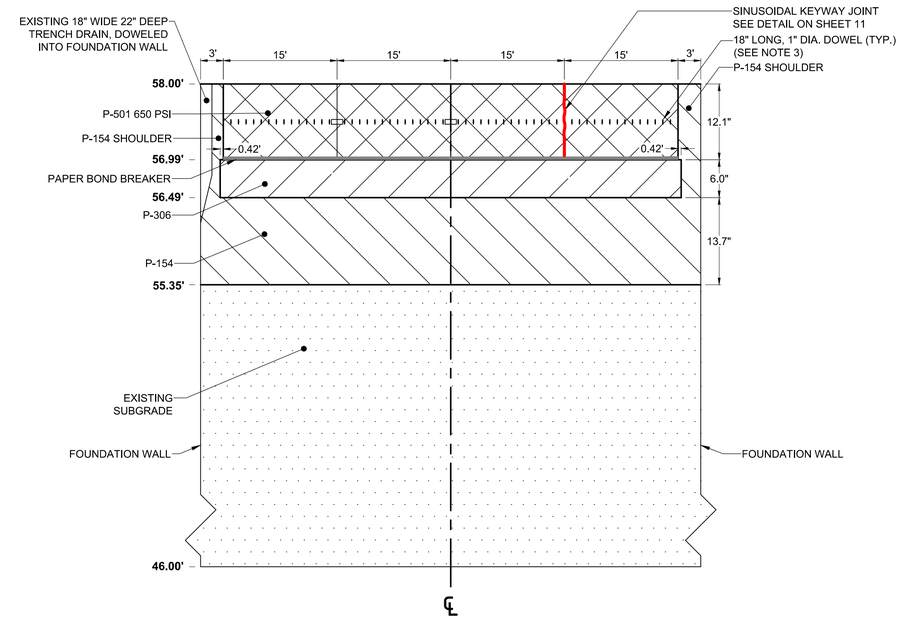
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 8 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG



PLAN VIEW STA. 4+00 TO 5+00

SCALE: 1"=10'



SECTION D-D

HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: 1"=1'

LEGEND:

- CONTROL POINT - MAG NAIL
- DOWEL
- PAPER BOND BREAKER
- SINUSOIDAL KEYWAY JOINT
- P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)
- P-306 - LEAN CONCRETE BASE COURSE
- P-154 - GRANULAR AGGREGATE SUBBASE COURSE
- EXISTING SUBGRADE - CH CLAY

NOTES:

1. SEE JOINTING PLAN (SHEET 6) FOR JOINT TYPES.
2. SEE SHEET 11 FOR JOINT & DOWEL DETAILS.
3. SEE SHEET 12 FOR SPEED DOWEL DETAILS.

10 0 10 20 30
GRAPHIC SCALE
1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY: OVERLAY TEST | JOINT COMPARISON | STRENGTH/FATIGUE

CSRA
SRA INTERNATIONAL, INC.,
A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR

NATIONAL
AIRPORT PAVEMENT
TEST FACILITY
ATLANTIC CITY
AIRPORT, NJ 08234

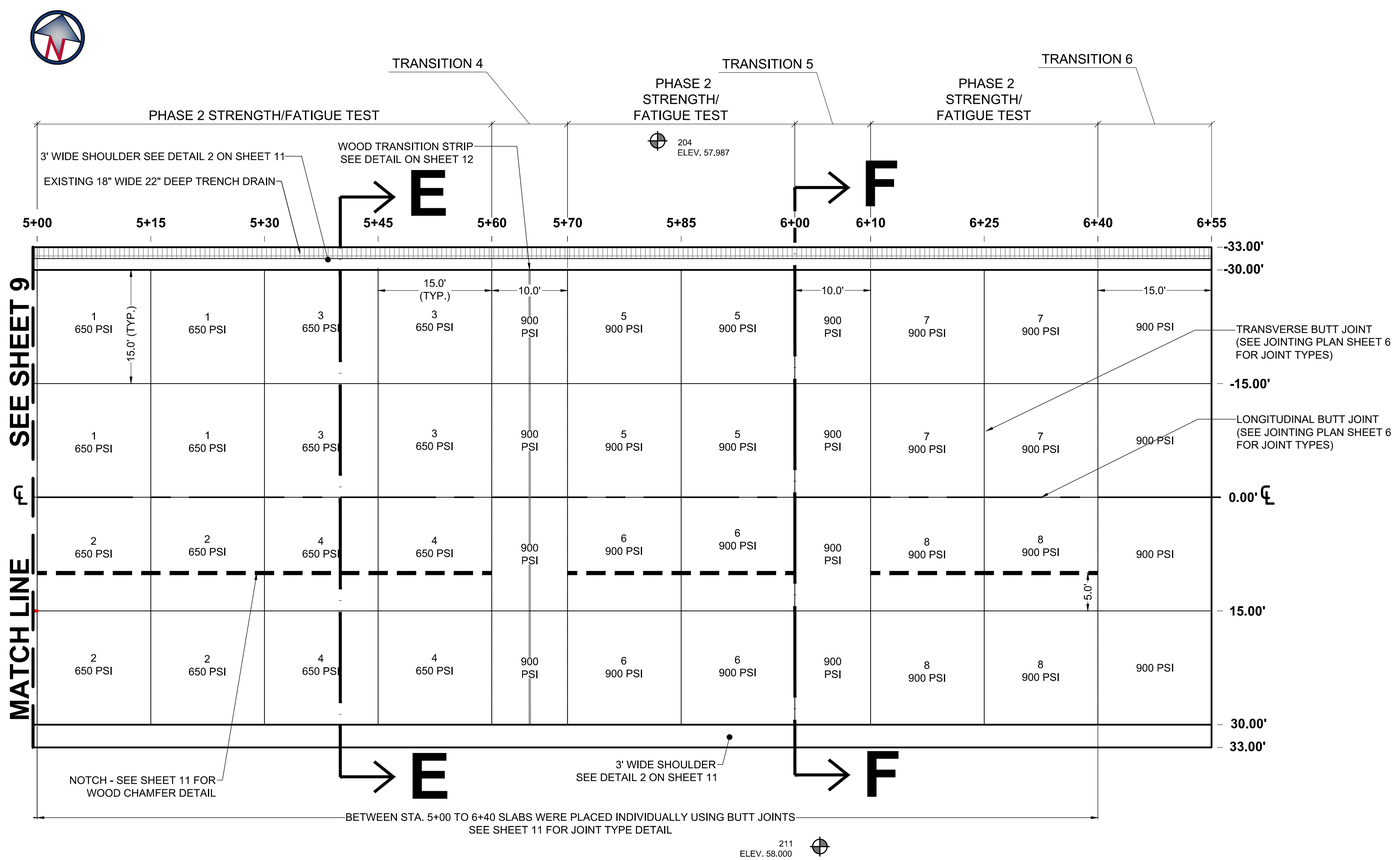
	NAME	DATE
DRAWN	E.G./M.M.	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

PROJECT NO: CC8

NAPTF CONSTRUCTION CYCLE 8
PHASE 2 AS-BUILT
JOINT COMPARISON TEST STA. 4+00 TO 5+00

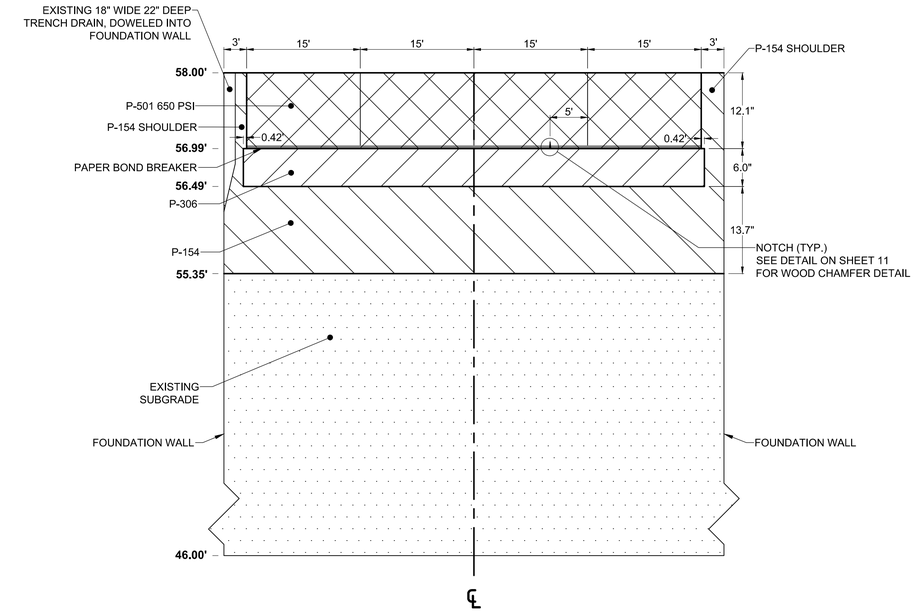
SIZE: ANSI D | SCALE: AS NOTED | SHEET 9 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG



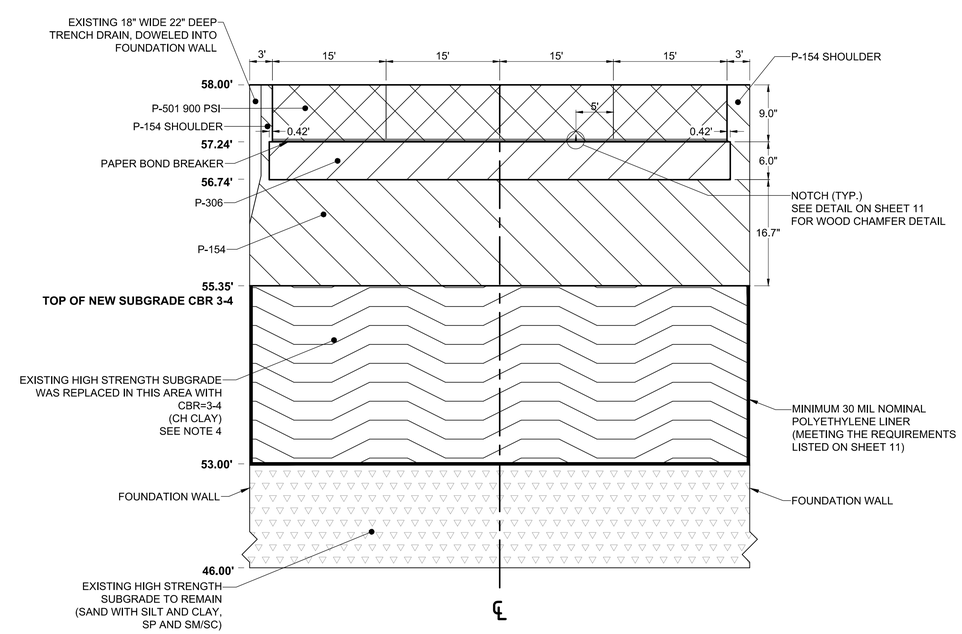
PLAN VIEW STA. 5+00 TO 6+55

SCALE: 1"=10'



SECTION E-E

HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: 1"=1'



SECTION F-F

HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: 1"=1'

LEGEND:

- CONTROL POINT - MAG NAIL
- TRIANGULAR NOTCHES FORMED BY WOOD CHAMFER STRIP
- PAPER BOND BREAKER
- P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)
- P-306 - LEAN CONCRETE BASE COURSE
- P-154 - GRANULAR AGGREGATE SUBBASE COURSE
- SUBGRADE CBR 3-4
- EXISTING SUBGRADE - CH CLAY
- EXISTING SUBGRADE - SAND WITH SILT AND CLAY SP AND SM/SC

NOTES:

1. CBR = CALIFORNIA BEARING RATIO.
2. SEE JOINTING PLAN (SHEET 6) FOR JOINT TYPES.
3. SEE SHEET 11 FOR JOINT DETAILS.
4. CONTRACTOR REMOVED 28" OF EXISTING HIGH STRENGTH SUBGRADE AND REPLACED IT WITH 28" DEEP LOW STRENGTH SUBGRADE MATERIAL BETWEEN STA. 6+00 AND 6+55. SUBGRADE INSTALLED IN 3 LIFTS OF 10" AVERAGE THICKNESS AND TRIMMED TO FINAL ELEVATION/THICKNESS.

10 0 10 20 30
GRAPHIC SCALE
1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY: OVERLAY TEST | JOINT COMPARISON | STRENGTH/FATIGUE

CSRA
SRA INTERNATIONAL, INC., A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
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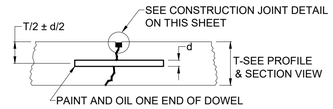
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8
PHASE 2 AS-BUILT
STRENGTH/FATIGUE TEST STA. 5+00 TO 6+55

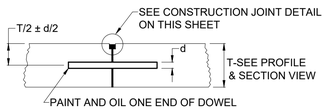
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 10 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG

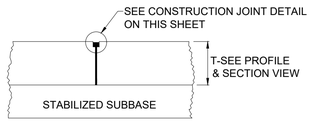


TYPE C DOWELED - CONTRACTION

TYPE D DUMMY - CONTRACTION



TYPE E DOWELED - CONSTRUCTION



TYPE F BUTT JOINT - CONSTRUCTION

d = 3/4" Ø FOR 9" THICK SLABS IN OVERLAY TEST AREA.
d = 1" Ø FOR 12" THICK SLABS IN JOINT COMPARISON TEST AREA.

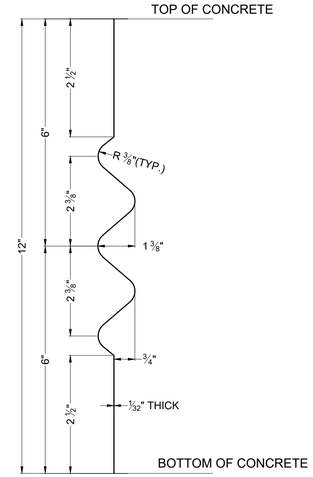
NOTES:

1. BLACK SHADED AREA IS JOINT SEALER.
2. GROOVE MAY BE FORMED OR SAWED.
3. EARLY ENTRY SAW CUTS TO BE CUT MINIMUM OF 7/64" X 1/8" WIDE.
4. FINAL SAW CUT TO BE 7/32" X 1/8" WIDE.

JOINTING FOR RIGID PAVEMENT

N.T.S.

PHOTO OF SAMPLE FORMWORK FOR KEYWAY



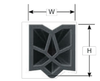
SINUSOIDAL KEYWAY LONGITUDINAL JOINT

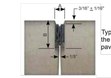
N.T.S.

Delastic® Seal Catalog No.	Delastic® Seal Characteristics: Nominal Width (W)	Nominal Height (H)	Maximum Movement	Joint Design Criteria: Narrowest Opening[A]	Widest Opening[A]	Minimum Depth[B]	Typical Installed Width (A)**
E-437	**0.437** (11.11)	**0.937** (23.81)	**0.184** (4.67)	**0.187** (4.75)	**0.371** (9.42)	**1.250** (31.75)	**.250** (6.35)
E-562	**0.562** (14.29)	**0.625** (15.88)	**0.178** (4.52)	**0.250** (6.35)	**0.478** (12.14)	**1.125** (28.58)	**.3125** (7.9375)
E-686	**0.687** (17.46)	**0.687** (17.46)	**0.259** (6.58)	**0.325** (8.26)	**0.584** (14.83)	**1.250** (31.75)	**.375** (9.525)
E-816	**0.812** (20.64)	**0.830** (21.08)	**0.348** (8.84)	**0.350** (8.89)	**0.698** (17.73)	**1.500** (38.10)	**.500** (12.7)
E-1006	**1** (25.40)	**1** (25.40)	**0.450** (11.43)	**0.400** (10.16)	**0.850** (21.59)	**1.750** (44.45)	**.500-.5625** (12.7-14.2875)
E-1256	**1.250** (31.75)	**1** (25.40)	**0.612** (15.54)	**0.450** (11.43)	**1.062** (26.97)	**2** (50.80)	**.75** (19.05)
V-1625	**1.625** (41.28)	**1.125** (28.58)	**0.781** (19.84)	**0.600** (15.24)	**1.381** (35.08)	**2.375** (60.33)	**.875** (22.275)
E-2000	**2** (50.80)	**1.500** (38.10)	**0.950** (24.13)	**0.750** (19.05)	**1.700** (43.18)	**2.625** (66.68)	**1.125** (28.575)
E-2500	**2.500** (63.50)	**2.500** (63.50)	**1.350** (34.29)	**0.775** (19.69)	**2.125** (53.98)	**4** (101.60)	**1.375** (34.925)
E-3000	**3** (76.20)	**2.500** (63.50)	**1.350** (34.29)	**1.200** (30.48)	**2.500** (64.77)	**4.250** (107.95)	**1.750** (44.45)

First number shown in bold represents inches, metric dimensions (mm) are shown in parentheses. Notes: *Thickness of the seal wall and internal web are not drawn to scale. 1) Maximum movement which seal will accommodate in joint with correct design. 2) A narrower opening will place excessive stress on the seal and may cause premature failure. 3) A wider opening may not provide sufficient compressive force to hold the seal in place. **To be used as reference only. Installed width may vary by project.

ASTM D2628 Delastic® Preformed Pavement Seals Physical Requirements: Properties	Requirements	ASTM Test Method
Tensile Strength, min., psi (mPa)	2000 (13.8)	D412
Elongation at Break, min. %	250	D412
Hardness, Type A durometer, points	55±5	D2240 (modified)[A]
Oven Aging, 70 h at 212°F (100°C)		D573
Tensile Strength, loss, max., %	20 max	
Elongation, loss, max., %	20 max	
Hardness, Type A durometer, points change	0 to +10	
Oil Swell, ASTM Oil No. 3, 70 h at 212°F (100°C) Weight change, max., %	45 max	D471
Ozone Resistance: 20% strain, 300 pphm in air, 70 hr at 104°F(40°C)	no cracks	D1149 (modified[B])
Low-Temperature Stiffening, 7 days at 14°F (-10°C), Hardness, Type A durometer, points change	0 to +15	D2240
Low-Temperature Recovery[C], 72 h at 14°F (-10°C), 50% Deflection, min., %	88	9.2[D]
Low-Temperature Recovery[C], 22 h at -20°F (-29°C), 50% Deflection, min., %	83	9.2[D]
High-Temperature Recovery[C], 72 h at 212°F (100°C), 50% Deflection, min., %	85	9.2[D]
Compression-Deflection, at 80% of Nominal Width, min., lbf/in.(N/m)	3.5 (613)	9.3[D]





Typical joint design for the "E" and "V" series pavement seals

A The term "modified" in the table relates to the specimen preparation. The use of joint seal as the specimen source requires that more piles than specified in either of the modified test procedures be used. Such specimen modification shall be agreed upon by the purchaser and seller prior to testing. The hardness test shall be made with the durometer in a durometer stand as recommended in Method D2240.

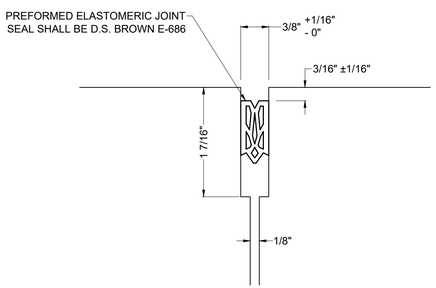
B Test in accordance with Procedure A of D518.

C Cracking, splitting or sticking of a specimen during a recovery test shall mean that the specimen has failed the test.

D The reference sections are those of this specification.

DS BROWN DELASTIC® PREFORMED PAVEMENT SEALS SPECIFICATIONS

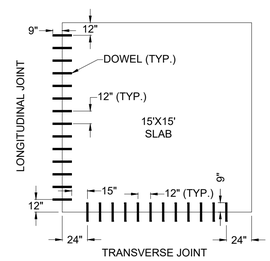
N.T.S.



PREFORMED JOINT SEAL TO BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.

JOINT SEAL DETAIL

N.T.S.



JOINT LAYOUT PATTERN IN JOINT COMPARISON TEST AREA

N.T.S.

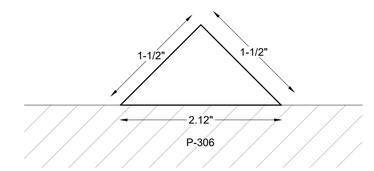
PROPERTY	TEST METHOD	FREQUENCY (1)	UNIT (Imperial)	Solmax 430-1000
SPECIFICATIONS				
Thickness (min. avg.)	ASTM D-5199	Every roll	mils	30.0
Thickness (min.)	ASTM D-5199	Every roll	mils	27
Resin Density	ASTM D-1505	1/Batch	g/cc	> 0.932
Melt Index - 190/2.16 (max.)	ASTM D-1238	1/Batch	g/10 min.	1.0
Sheet Density	ASTM D-1505	Every 2 rolls	g/cc	> 0.94
Carbon Black Content	ASTM D-4218	Every 2 rolls	%	> 2.0 / < 3.0
Carbon Black Dispersion	ASTM D-5596	Every 6 rolls	Category	Cat. 1 & Cat. 2
Oxidation Induction Time (min. ave)	ASTM D-3895	1/Batch	min.	100
Tensile Properties (min. avg) (2)	ASTM D-6693	Every 2 rolls		
Strength at Yield			ppi	66
Elongation at Yield			%	13
Strength at Break			ppi	122
Elongation at Break			%	700
Tear Resistance (min. avg.)	ASTM D-1004	Every 6 rolls	lbs	21
Puncture Resistance (min. avg.)	ASTM D-4833	Every 6 rolls	lbs	60
Dimensional Stability	ASTM D-1204	Every 6 rolls	%	± 2
Stress Crack Resistance (SP-NCTL)	ASTM D-5397	1/Batch	hr.	300
Oven Aging - % retained after 90 days	ASTM D-5721	Per formulation		
HP OIT (min. avg.)	ASTM D-5885		%	80
UV Resistance - % retained after 1600 hr	GRI-GM-11	Per formulation	%	
HP-OIT (min. avg.)	ASTM D-5885			50

NOTES
1. Testing frequency based on standard roll dimensions and one batch is approximately 180,000 lbs (or one railcar).
2. Machine Direction (MD) and Cross Machine Direction (XMD or TD) average values should be on the basis of 5 specimens each direction.

* All values are nominal test results, except when specified as minimum or maximum.
* The information contained herein is provided for reference purposes only and is not intended as a warranty of guarantee. Final determination of suitability for use contemplated is the sole responsibility of the user. SOLMAX assumes no liability in connection with the use of this information.

POLYETHYLENE LINER SPECIFICATIONS

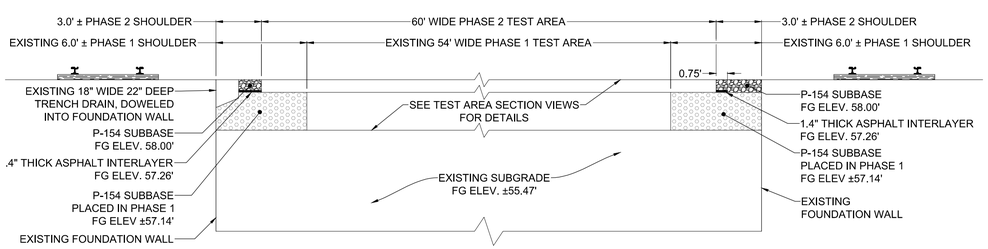
N.T.S.



THE NOTCH MUST BE BONDED TO THE P-306 AT THE LOCATIONS SHOWN ON THE PLANS.

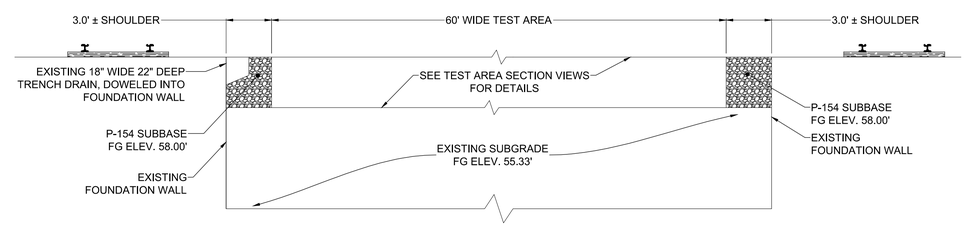
SYLVAN INDUSTRIES, LLC WOOD CHAMFER DETAIL*

N.T.S.



SHOULDER DETAIL 1
STA. 3+00 TO STA. 3+90

1"=5'



SHOULDER DETAIL 2
STA. 3+90 TO STA. 6+55

1"=5'

NO.	REVISIONS	DATE	BY	CHK	APR

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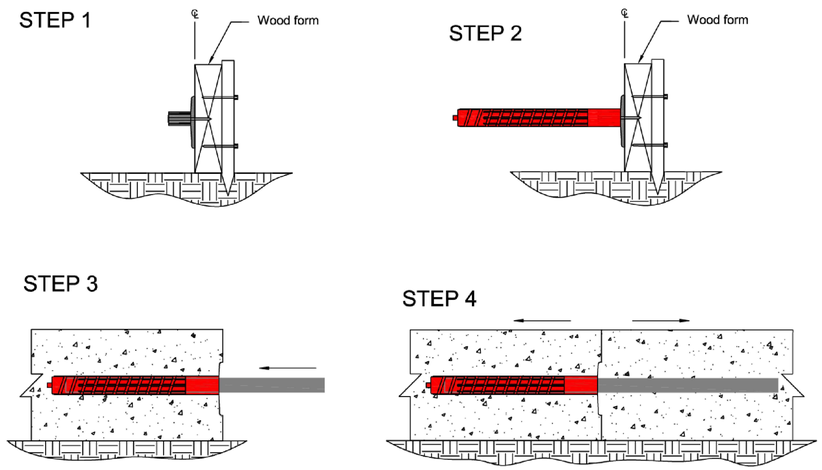
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8
PHASE 2 AS-BUILT DETAILS

PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 11 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG



INSTALLATION GUIDE

SPEED DOWEL BASE IS CENTERED IN FUTURE CONCRETE SECTION AND NAILED TO THE WOOD FORM. AT MINIMUM ENSURE DESIGN CONCRETE COVER REQUIREMENTS ARE MAINTAINED.

SPEED DOWEL SLEEVE IS PLACED OVER THE SPEED DOWEL BASE PRIOR TO THE FIRST CONCRETE PLACEMENT ENSURING PROPER DOWEL ALIGNMENT. USE CARE WHEN PLACING CONCRETE AROUND THE SPEED DOWEL SLEEVES.

THE FORM IS STRIPPED ALONG WITH THE ATTACHED REUSABLE SPEED DOWEL BASE AND THE LOAD TRANSFER DOWEL IS THEN INSERTED INTO THE SPEED DOWEL SLEEVE PRIOR TO THE SECOND CONCRETE PLACEMENT. NO DOWEL GREASE IS REQUIRED.

THE UNIQUE DESIGN OF THE SPEED DOWEL SYSTEM ALLOWS FOR AXIAL MOVEMENT BETWEEN PLACEMENTS AS THE CONCRETE SHRINKS.

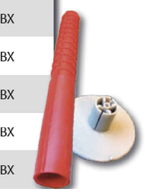
NOTES:

1. ALLOWS THE CONCRETE TO SHRINK AXIALLY WITHOUT RESTRAINT.
2. TYPICALLY USED IN SLAB OR WALL CONSTRUCTION JOINTS.
3. ROUND DOWELS USED IN NEW CONSTRUCTION AND SQUARE DOWELS ARE RECOMMENDED FOR RETROFIT CONSTRUCTION.
4. ELIMINATES DOWEL MISALIGNMENT AND REDUCES INTERNAL STRESSES.
5. NO NEED TO DRILL FORMS (REUSE OF FORMS INCREASED).
6. GREATLY SIMPLIFIES FORM REMOVAL

SIKA® GREENSTREEK SPEED DOWEL® DETAILS

N.T.S.

SLEEVE PRODUCT CODE	ROUND DOWEL SIZE	SLEEVE LENGTH	BASE PRODUCT CODE
PSD09/#4TX	5/8" Smooth or #4 Rebar X 18"	9"	PSD/#4BX
PSD12/#4TX	5/8" Smooth or #4 Rebar X 24"	12"	
PSD09/#5TX	3/4" Smooth or #5 Rebar X 18"	9"	PSD/#5BX
PSD12/#5TX	3/4" Smooth or #5 Rebar X 24"	12"	
PSD09/#6TX	7/8" Smooth or #6 Rebar X 18"	9"	PSD/#6BX
PSD12/#6TX	7/8" Smooth or #6 Rebar X 24"	12"	
PSD09/#7TX	1" Smooth or #7 Rebar X 18"	9"	PSD/#7BX
PSD12/#7TX	1" Smooth or #7 Rebar X 24"	12"	
PSD09/#9TX	1 1/4" Smooth or #9 Rebar X 18"	9"	PSD/#9BX
PSD12/#9TX	1 1/4" Smooth or #9 Rebar X 24"	12"	

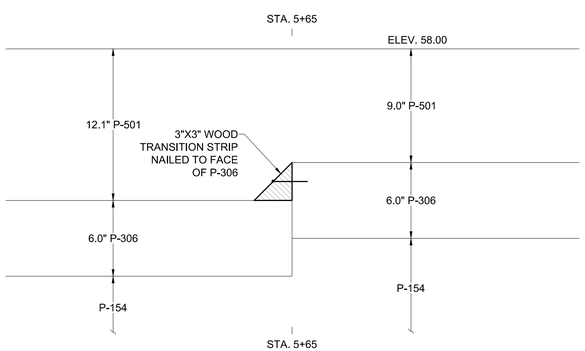


Material Composition	100% polypropylene
Compressibility ASTM D 695	5,500-8,000 PSI
Thickness (Nominal)	
Speed Dowel Sleeve	0.125"
Speed Load Sleeve†	0.075"
Density	0.88-0.92 g/cc
Fatigue Resistance	Excellent
Impact/Stiffness Balance	Excellent

SIKA® GREENSTREEK SPEED DOWEL® SPECIFICATIONS

N.T.S.

*NOTE: WOOD TRANSITION STRIP ADDED TO PREVENT CRACKING



WOOD TRANSITION STRIP DETAIL STA. 5+65 SIDE VIEW

SCALE: 1"=½'

WOOD TRANSITION STRIP PHOTOGRAPH STA. 5+65 SIDE VIEW LOOKING NORTH

SCALE: N.T.S.

EXISTING TARP ENCOUNTERED BETWEEN STA. 5+98 AND 6+00 VIEW LOOKING SOUTH

SCALE: N.T.S.

NO.	REVISIONS	DATE	BY	CHK	APR

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PHONE: (609) 601-6800

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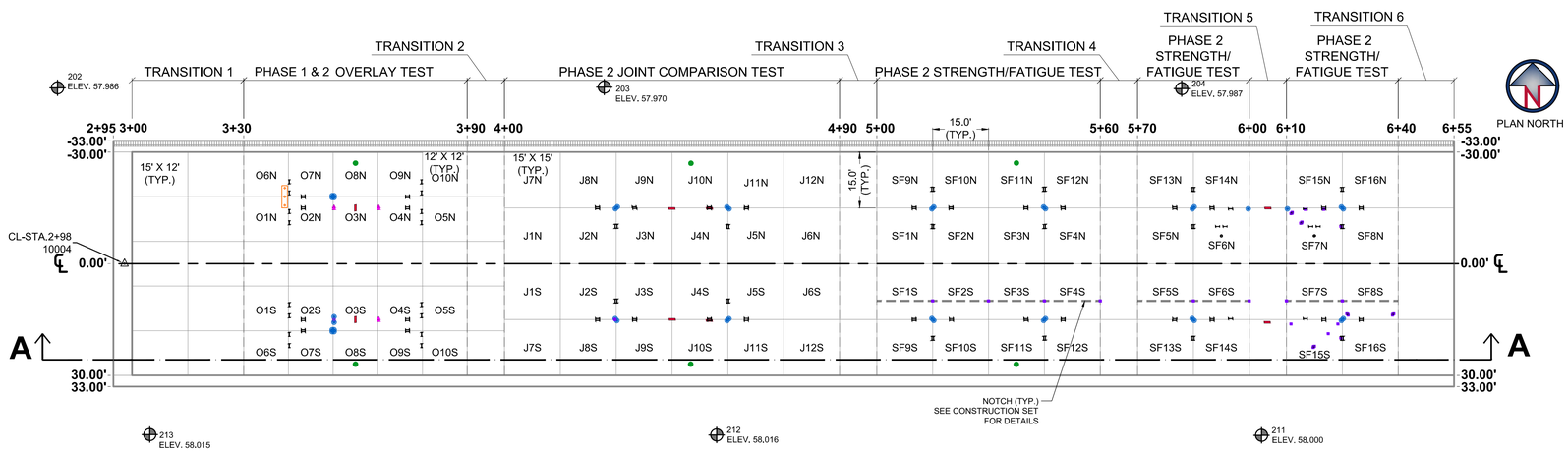
NAPTF CONSTRUCTION CYCLE 8
PHASE 2 AS-BUILT DETAILS

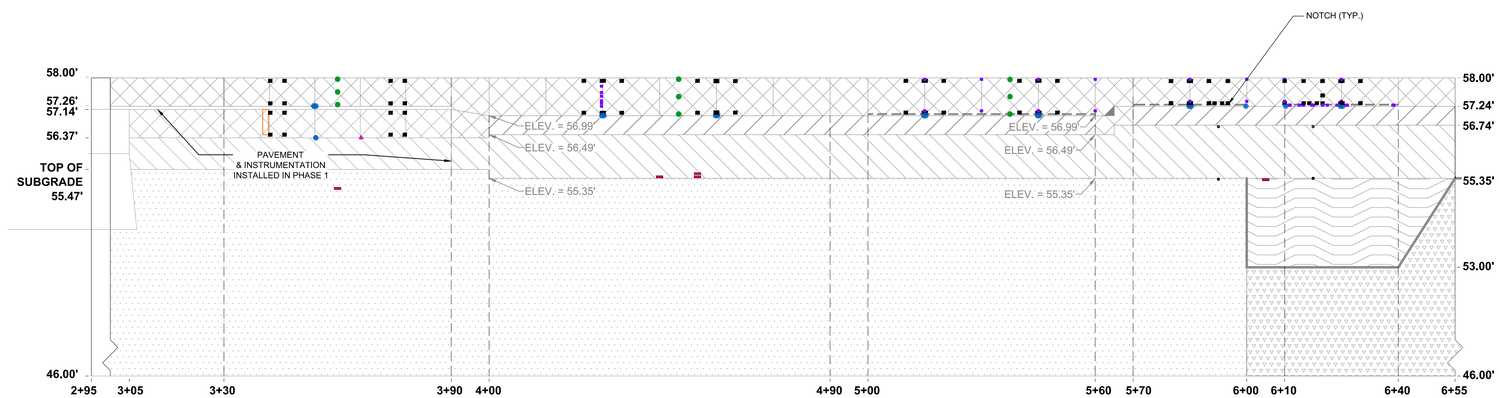
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 12 OF 34

CAD FILE: CC8-CONSTR-AS-BUILT.DWG



PLAN VIEW

SCALE: 1"=20'



PROFILE VIEW A-A

HORIZONTAL SCALE: 1"=20'

VERTICAL SCALE: 1"=2'

INSTRUMENT KEY		
	EG	EMBEDDED STRAIN GAUGE
	T	THERMOCOUPLE
	MS	MOISTURE SENSOR
	ECS	EDDY CURRENT SENSOR
	RG	RESISTANCE GAGE
	PC	PRESSURE CELL
	POT	POTENTIOMETER

LEGEND:

- CENTER LINE MARKER - MAG NAIL
- CONTROL POINT - MAG NAIL
- NOTCH
- P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)
- P-306 - LEAN CONCRETE BASE COURSE
- P-154 - GRANULAR AGGREGATE SUBBASE COURSE
- SUBGRADE CBR 3-4
- EXISTING SUBGRADE - CH CLAY
- EXISTING SUBGRADE - SAND WITH SILT & CLAY SP AND SM/SC

20 0 20 40 60

GRAPHIC SCALE

1" = 20'

NO.	REVISIONS	DATE	BY	CHK	APR

CSRA
SRA INTERNATIONAL, INC., A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY

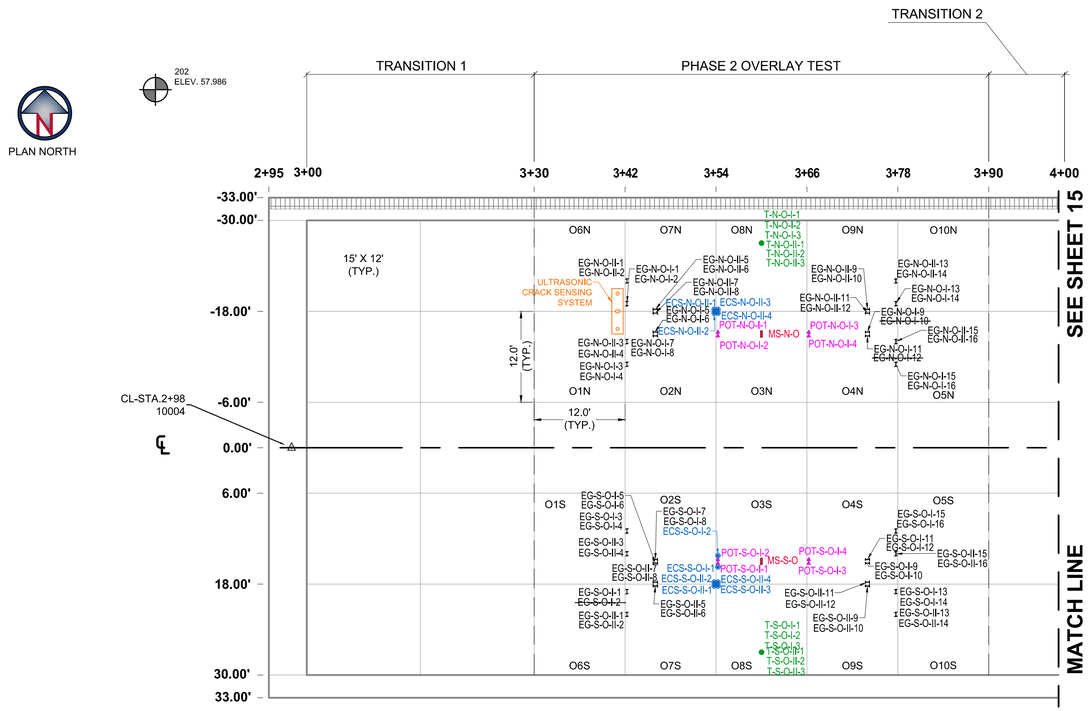
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED		
FAA APPROVAL DATE:		
PROJECT NO: CC8		

NAPTF CONSTRUCTION CYCLE 8

INSTRUMENTATION AS-BUILT PLAN OVERVIEW

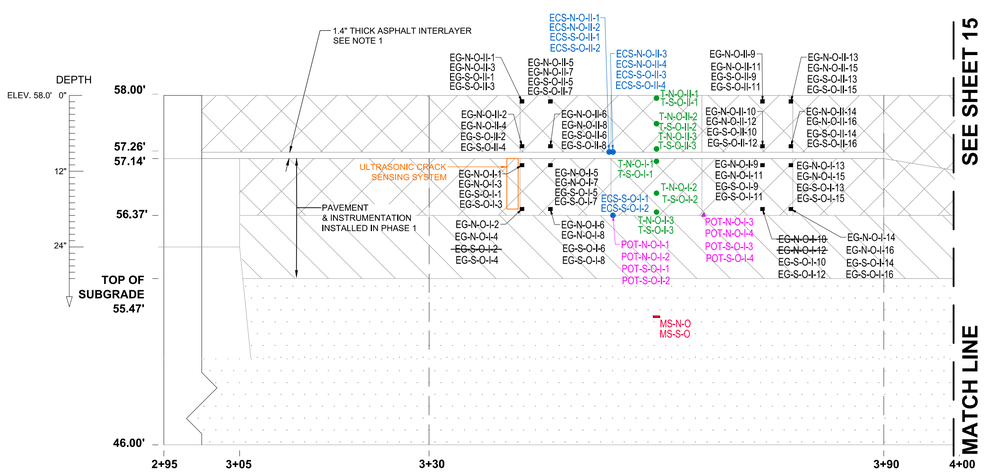
SIZE: ANSI D | SCALE: AS NOTED | SHEET 13 OF 34

CAD FILE: CC8-INSTR-AS-BUILT.DWG



PLAN VIEW STA. 2+95 TO 4+00

SCALE: 1"=10'



PROFILE VIEW STA. 2+95 TO 4+00

HORIZONTAL SCALE: 1"=10'

VERTICAL SCALE: 1"=1'

PHASE 1 OVERLAY INSTRUMENTATION

NORTH

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
30301	EG-N-O-I-1	342.25	-19.00	57.08	11.00
30302	EG-N-O-I-2	342.25	-19.00	56.50	18.00
30303	EG-N-O-I-3	342.25	-11.00	57.08	11.00
30304	EG-N-O-I-4	342.25	-11.00	56.50	18.00
30305	EG-N-O-I-5	346.00	-15.25	57.08	11.00
30306	EG-N-O-I-6	346.00	-15.25	56.50	18.00
30307	EG-N-O-I-7	346.00	-14.75	57.08	11.00
30308	EG-N-O-I-8	346.00	-14.75	56.50	18.00
30309	EG-N-O-I-9	374.00	-15.25	57.08	11.00
30310	~~EG-N-O-I-10~~	374.00	-15.25	56.50	18.00
30311	EG-N-O-I-11	374.00	-14.75	57.08	11.00
30312	~~EG-N-O-I-12~~	374.00	-14.75	56.50	18.00
30313	EG-N-O-I-13	377.75	-19.00	57.08	11.00
30314	EG-N-O-I-14	377.75	-19.00	56.50	18.00
30315	EG-N-O-I-15	377.75	-11.00	57.08	11.00
30316	EG-N-O-I-16	377.75	-11.00	56.50	18.00
30317	MS-N-O	360.00	-15.00	55.08	35.00
30318	POT-N-O-I-1	354.25	-15.25	56.42	19.00
30319	POT-N-O-I-2	354.25	-14.75	56.42	19.00
30320	POT-N-O-I-3	366.25	-15.25	56.42	19.00
30321	POT-N-O-I-4	366.25	-14.75	56.42	19.00
30322	T-N-O-I-1	360.00	-27.00	57.13	10.44
30323	T-N-O-I-2	360.00	-27.00	56.71	15.48
30324	T-N-O-I-3	360.00	-27.00	56.46	18.48
30349	ULTRASONIC CRACK SENSING SYSTEM	341.00	-18.00	57.17	9.96

SOUTH

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
30350	ECS-S-O-I-1	354.25	15.75	56.42	19.00
30351	ECS-S-O-I-2	354.25	14.25	56.42	19.00
30325	EG-S-O-I-1	342.25	19.00	57.08	11.00
30326	~~EG-S-O-I-2~~	342.25	19.00	56.50	18.00
30327	EG-S-O-I-3	342.25	11.00	57.08	11.00
30328	EG-S-O-I-4	342.25	11.00	56.50	18.00
30329	EG-S-O-I-5	346.00	15.25	57.08	11.00
30330	EG-S-O-I-6	346.00	15.25	56.50	18.00
30331	EG-S-O-I-7	346.00	14.75	57.08	11.00
30332	EG-S-O-I-8	346.00	14.75	56.50	18.00
30333	EG-S-O-I-9	374.00	15.25	57.08	11.00
30334	EG-S-O-I-10	374.00	15.25	56.50	18.00
30335	EG-S-O-I-11	374.00	14.75	57.08	11.00
30336	EG-S-O-I-12	374.00	14.75	56.50	18.00
30337	EG-S-O-I-13	377.75	19.00	57.08	11.00
30338	EG-S-O-I-14	377.75	19.00	56.50	18.00
30339	EG-S-O-I-15	377.75	11.00	57.08	11.00
30340	EG-S-O-I-16	377.75	11.00	56.50	18.00
30341	MS-S-O	360.00	15.00	55.08	35.00
30342	POT-S-O-I-1	354.25	15.25	56.42	19.00
30343	POT-S-O-I-2	354.25	14.75	56.42	19.00
30344	POT-S-O-I-3	366.25	15.25	56.42	19.00
30345	POT-S-O-I-4	366.25	14.75	56.42	19.00
30346	T-S-O-I-1	360.00	27.00	57.13	10.44
30347	T-S-O-I-2	360.00	27.00	56.71	15.48
30348	T-S-O-I-3	360.00	27.00	56.46	18.48

~~EG-S-O-I-2~~ - CROSSED NAME DESIGNATES SENSORS FAILED DURING CONSTRUCTION

PHASE 2 OVERLAY INSTRUMENTATION

NORTH

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
65	ECS-N-O-II-1	353.75	-18.25	57.25	9.00
66	ECS-N-O-II-2	353.75	-17.75	57.25	9.00
67	ECS-N-O-II-3	354.25	-18.25	57.25	9.00
68	ECS-N-O-II-4	354.25	-17.75	57.25	9.00
49	EG-N-O-II-1	342.25	-22.00	57.92	1.00
50	EG-N-O-II-2	342.25	-22.00	57.33	8.00
51	EG-N-O-II-3	342.25	-14.00	57.92	1.00
52	EG-N-O-II-4	342.25	-14.00	57.33	8.00
53	EG-N-O-II-5	346.00	-18.25	57.92	1.00
54	EG-N-O-II-6	346.00	-18.25	57.33	8.00
55	EG-N-O-II-7	346.00	-17.75	57.92	1.00
56	EG-N-O-II-8	346.00	-17.75	57.33	8.00
57	EG-N-O-II-9	374.00	-18.25	57.92	1.00
58	EG-N-O-II-10	374.00	-18.25	57.33	8.00
59	EG-N-O-II-11	374.00	-17.75	57.92	1.00
60	EG-N-O-II-12	374.00	-17.75	57.33	8.00
61	EG-N-O-II-13	377.75	-22.00	57.92	1.00
62	EG-N-O-II-14	377.75	-22.00	57.33	8.00
63	EG-N-O-II-15	377.75	-14.00	57.92	1.00
64	EG-N-O-II-16	377.75	-14.00	57.33	8.00
69	T-N-O-II-1	360.00	-27.00	57.96	0.50
70	T-N-O-II-2	360.00	-27.00	57.62	4.50
71	T-N-O-II-3	360.00	-27.00	57.29	8.50

SOUTH

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
88	ECS-S-O-II-1	353.75	18.25	57.25	9.00
89	ECS-S-O-II-2	353.75	17.75	57.25	9.00
90	ECS-S-O-II-3	354.25	18.25	57.25	9.00
91	ECS-S-O-II-4	354.25	17.75	57.25	9.00
72	EG-S-O-II-1	342.25	22.00	57.92	1.00
73	EG-S-O-II-2	342.25	22.00	57.33	8.00
74	EG-S-O-II-3	342.25	14.00	57.92	1.00
75	EG-S-O-II-4	342.25	14.00	57.33	8.00
76	EG-S-O-II-5	346.00	18.25	57.92	1.00
77	EG-S-O-II-6	346.00	18.25	57.33	8.00
78	EG-S-O-II-7	346.00	17.75	57.92	1.00
79	EG-S-O-II-8	346.00	17.75	57.33	8.00
80	EG-S-O-II-9	374.00	18.25	57.92	1.00
81	EG-S-O-II-10	374.00	18.25	57.33	8.00
82	EG-S-O-II-11	374.00	17.75	57.92	1.00
83	EG-S-O-II-12	374.00	17.75	57.33	8.00
84	EG-S-O-II-13	377.75	22.00	57.92	1.00
85	EG-S-O-II-14	377.75	22.00	57.33	8.00
86	EG-S-O-II-15	377.75	14.00	57.92	1.00
87	EG-S-O-II-16	377.75	14.00	57.33	8.00
92	T-S-O-II-1	360.00	27.00	57.96	0.50
93	T-S-O-II-2	360.00	27.00	57.62	4.50
94	T-S-O-II-3	360.00	27.00	57.29	8.50

INSTRUMENT KEY		
	EG	EMBEDDED STRAIN GAUGE
	T	THERMOCOUPLE
	MS	MOISTURE SENSOR
	ECS	EDDY CURRENT SENSOR
	POT	POTENTIOMETER

NOTES:

1. WIRE CONDUIT CHANNELS WERE EMBEDDED IN THE ASPHALT INTERLAYER.
2. A RED FONT INDICATES AS-BUILT VALUES DIFFERENT FROM PROPOSED.

LEGEND:

- CENTER LINE MARKER - MAG NAIL
- CONTROL POINT - MAG NAIL

N - NORTH
S - SOUTH
J - JOINT COMPARISON TEST
I - PHASE 1
II - PHASE 2
FT - FEET
IN - INCHES

P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)

P-154 - GRANULAR AGGREGATE SUBBASE COURSE

EXISTING SUBGRADE - CH CLAY

10 0 10 20 30

GRAPHIC SCALE

1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY

OVERLAY TEST | JOINT COMPARISON | STRENGTH/FATIGUE

CSRA
SRA INTERNATIONAL, INC.,
A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY

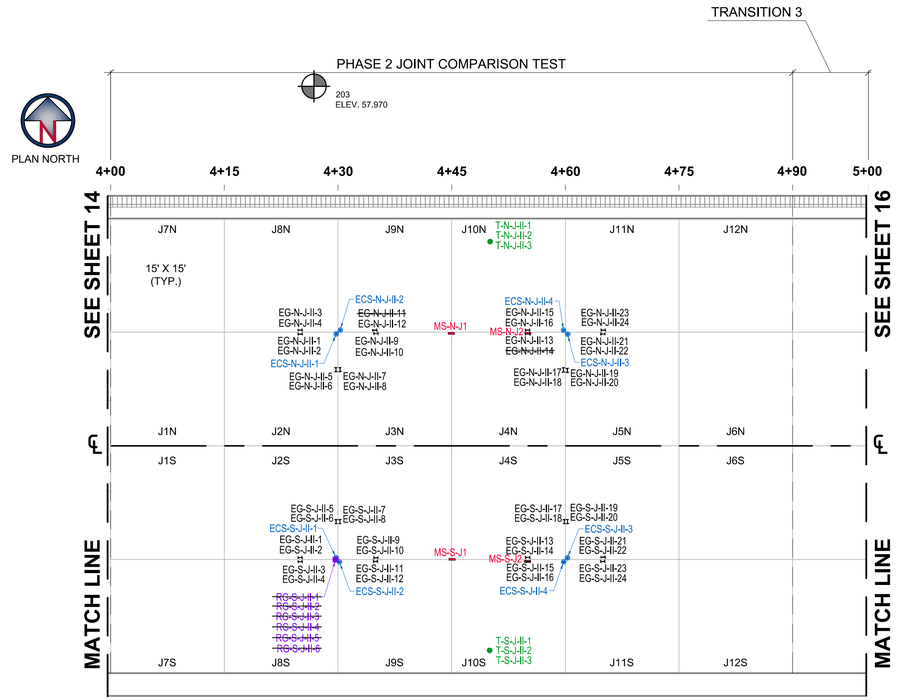
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED		
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8

OVERLAY INSTRUMENTATION AS-BUILT PLAN STA. 2+95 TO 4+00

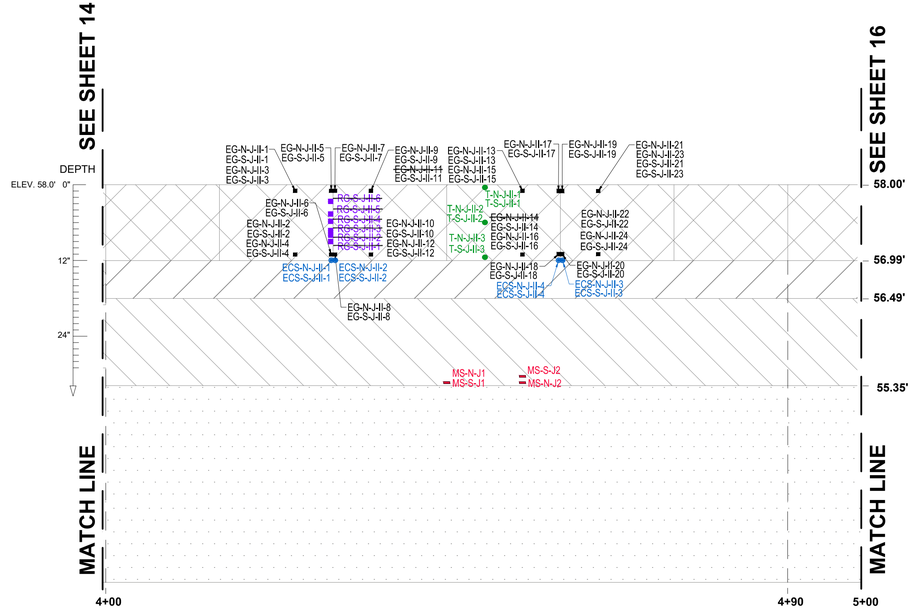
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 14 OF 34

CAD FILE: CC8-INSTR-AS-BUILT.DWG



PLAN VIEW STA. 4+00 TO 5+00

SCALE: 1"=10'



PROFILE VIEW STA. 4+00 TO 5+00

HORIZONTAL SCALE: 1"=10'

VERTICAL SCALE: 1"=1'

PHASE 2 JOINT COMPARISON INSTRUMENTATION

NORTH

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
112	ECS-N-J-II-1	429.76	-14.76	57.00	12.00
113	ECS-N-J-II-2	430.29	-15.26	57.00	12.00
114	ECS-N-J-II-3	460.30	-14.73	57.00	12.00
115	ECS-N-J-II-4	459.75	-15.24	57.00	12.00
95	EG-N-J-II-1	425.00	-14.75	57.92	1.00
96	EG-N-J-II-2	425.00	-14.75	57.09	10.88
97	EG-N-J-II-3	424.99	-15.27	57.92	1.00
98	EG-N-J-II-4	424.99	-15.27	57.09	10.88
99	EG-N-J-II-5	429.72	-10.05	57.92	1.00
100	EG-N-J-II-6	429.72	-10.05	57.09	10.88
101	EG-N-J-II-7	430.27	-10.05	57.92	1.00
102	EG-N-J-II-8	430.27	-10.05	57.08	11.00
103	EG-N-J-II-9	435.02	-14.82	57.93	0.87
104	EG-N-J-II-10	435.02	-14.82	57.09	10.88
105	~~EG-N-J-II-11~~	434.86	-15.26	57.92	1.00
106	EG-N-J-II-12	434.86	-15.26	57.09	10.88
107	EG-N-J-II-13	455.04	-14.75	57.92	1.00
108	~~EG-N-J-II-14~~	455.04	-14.75	57.08	11.00
109	EG-N-J-II-15	455.02	-15.27	57.92	1.00
110	EG-N-J-II-16	455.02	-15.27	57.08	11.00
231	EG-N-J-II-17	459.75	-10.02	57.92	1.00
232	EG-N-J-II-18	459.75	-10.02	57.09	10.88
233	EG-N-J-II-19	460.27	-9.96	57.92	1.00
234	EG-N-J-II-20	460.27	-9.96	57.09	10.88
235	EG-N-J-II-21	464.96	-14.76	57.93	0.87
236	EG-N-J-II-22	464.96	-14.76	57.09	10.88
237	EG-N-J-II-23	465.01	-15.26	57.92	1.00
238	EG-N-J-II-24	465.01	-15.26	57.09	10.88
313	MS-N-J1	444.95	-14.84	55.39	31.3
314	MS-N-J2	455.06	-14.88	55.39	31.3
116	T-N-J-II-1	450.07	-26.94	57.96	0.50
117	T-N-J-II-2	450.07	-26.94	57.50	6.00
118	T-N-J-II-3	450.07	-26.94	57.04	11.50

SOUTH

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
136	ECS-S-J-II-1	429.74	14.76	57.00	12.00
137	ECS-S-J-II-2	430.18	15.31	57.00	12.00
138	ECS-S-J-II-3	460.26	14.78	57.00	12.00
139	ECS-S-J-II-4	459.77	15.31	57.00	12.00
119	EG-S-J-II-1	425.01	14.74	57.92	1.00
120	EG-S-J-II-2	425.01	14.74	57.09	10.88
121	EG-S-J-II-3	425.01	15.28	57.92	1.00
122	EG-S-J-II-4	425.01	15.28	57.09	10.88
123	EG-S-J-II-5	429.75	10.00	57.92	1.00
124	EG-S-J-II-6	429.75	10.00	57.09	10.88
125	EG-S-J-II-7	430.25	10.00	57.92	1.00
126	EG-S-J-II-8	430.25	10.00	57.09	10.88
127	EG-S-J-II-9	435.00	14.76	57.92	1.00
128	EG-S-J-II-10	435.00	14.76	57.08	11.00
129	EG-S-J-II-11	434.95	15.26	57.93	0.87
130	EG-S-J-II-12	434.95	15.26	57.09	10.88
131	EG-S-J-II-13	455.03	14.72	57.92	1.00
132	EG-S-J-II-14	455.03	14.72	57.09	10.88
133	EG-S-J-II-15	455.08	15.26	57.92	1.00
134	EG-S-J-II-16	455.08	15.26	57.09	10.88
239	EG-S-J-II-17	459.87	10.00	57.92	1.00
240	EG-S-J-II-18	459.87	10.00	57.09	10.88
241	EG-S-J-II-19	460.28	10.00	57.92	1.00
242	EG-S-J-II-20	460.28	10.00	57.09	10.88
243	EG-S-J-II-21	464.98	14.68	57.93	0.87
244	EG-S-J-II-22	464.98	14.68	57.09	10.88
245	EG-S-J-II-23	464.95	15.26	57.92	1.00
246	EG-S-J-II-24	464.95	15.26	57.09	10.88
312	MS-S-J1	445.05	14.97	55.39	31.3
311	MS-S-J2	455.00	15.26	55.48	30.3
323	~~RG-S-J-II-1~~	429.68	15.00	57.25	9.00
324	~~RG-S-J-II-2~~	429.68	15.00	57.33	8.00
325	~~RG-S-J-II-3~~	429.68	15.00	57.43	6.88
326	~~RG-S-J-II-4~~	429.68	15.00	57.54	5.50
327	~~RG-S-J-II-5~~	429.68	15.00	57.64	4.38
328	~~RG-S-J-II-6~~	429.68	15.00	57.79	2.50
140	T-S-J-II-1	450.01	26.99	57.96	0.50
141	T-S-J-II-2	450.01	26.99	57.50	6.00
142	T-S-J-II-3	450.01	26.99	57.04	11.50

ADDITIONAL SENSORS INSTALLED DURING CONSTRUCTION

~~EG-S-O-I-2~~ - CROSSED NAME DESIGNATES SENSORS FAILED DURING CONSTRUCTION

INSTRUMENT KEY		
	EG	EMBEDDED STRAIN GAUGE
	T	THERMOCOUPLE
	MS	MOISTURE SENSOR
	ECS	EDDY CURRENT SENSOR
	RG	RESISTANCE GAGE

LEGEND:

- CENTER LINE MARKER - MAG NAIL
- CONTROL POINT - MAG NAIL

N - NORTH
S - SOUTH
J - JOINT COMPARISON TEST
II - PHASE 2
FT - FEET
IN - INCHES

P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)

P-306 - LEAN CONCRETE BASE COURSE

P-154 - GRANULAR AGGREGATE SUBBASE COURSE

EXISTING SUBGRADE - CH CLAY

NOTES:

A RED FONT INDICATES AS-BUILT VALUES DIFFERENT FROM PROPOSED.

10 0 10 20 30

GRAPHIC SCALE

1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY

OVERLAY TEST | JOINT COMPARISON | STRENGTH/FATIGUE

CSRA
SRA INTERNATIONAL, INC., A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR NATIONAL AIRPORT PAVEMENT TEST FACILITY

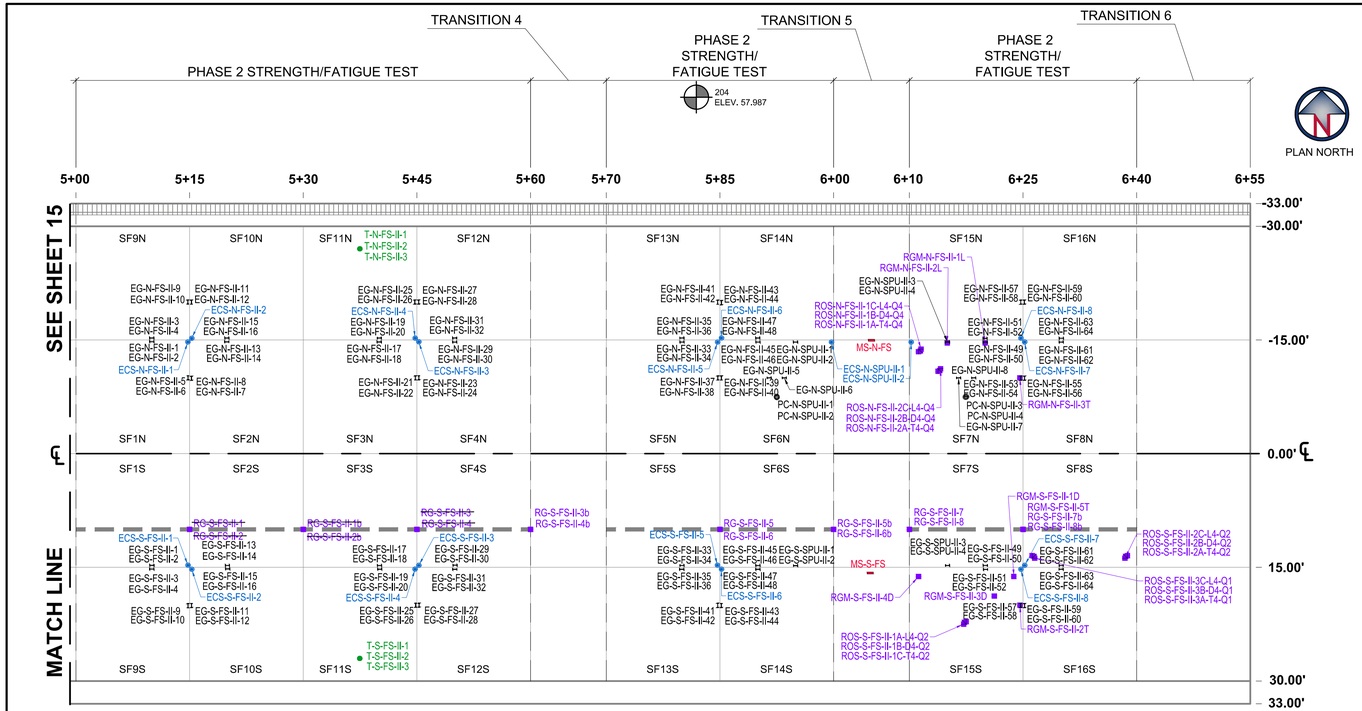
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED		
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8

JOINT COMPARISON INSTRUMENTATION AS-BUILT PLAN STA. 4+00 TO 5+00

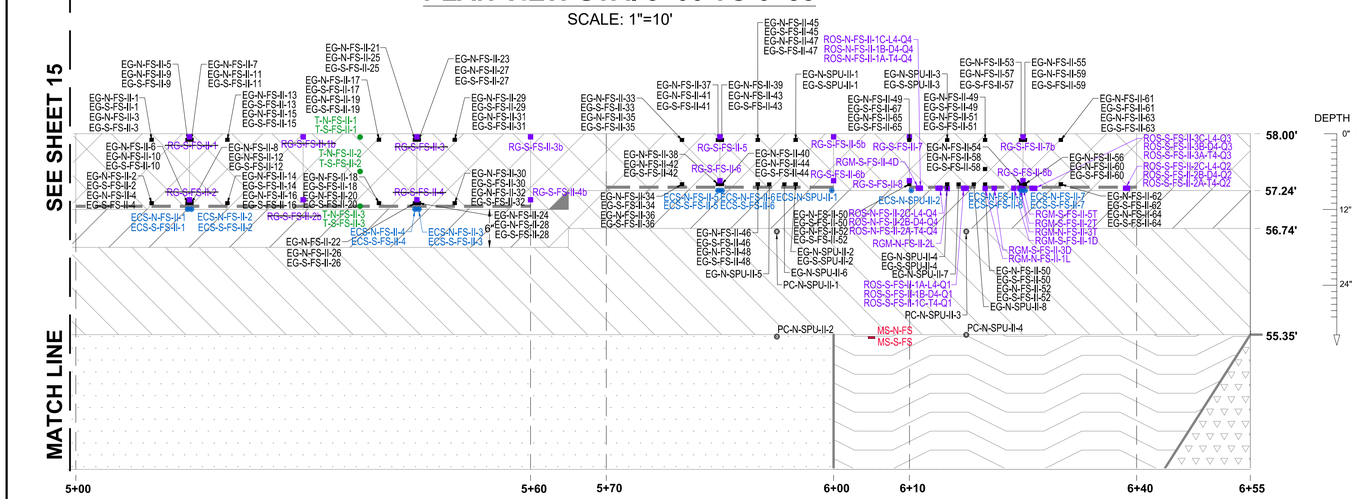
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 15 OF 34

CAD FILE: CC8-INSTR-AS-BUILT.DWG



PLAN VIEW STA. 5+00 TO 6+55

SCALE: 1"=10'



PROFILE VIEW STA. 5+00 TO 6+55

HORIZONTAL SCALE: 1"=10'

VERTICAL SCALE: 1"=1'

10 0 10 20 30

GRAPHIC SCALE

1" = 10'

LEGEND:

- △ - CENTER LINE MARKER MAG NAIL
- ⊕ - CONTROL POINT - MAG NAIL
- — — - NOTCH

N - NORTH
S - SOUTH
J - JOINT COMPARISON TEST
II - PHASE 2
FT - FEET
IN - INCHES

- P-501 - CONCRETE PAVEMENT (PORTLAND CEMENT CONCRETE)
- P-306 - LEAN CONCRETE BASE COURSE
- P-154 - GRANULAR AGGREGATE SUBBASE COURSE
- SUBGRADE CBR 3-4
- EXISTING SUBGRADE - SAND WITH SILT & CLAY SP AND SM/SC
- EXISTING SUBGRADE - CH CLAY

RG #	SLAB
RG-S-FS-II-1	SF2S
RG-S-FS-II-2	SF2S
RG-S-FS-II-1b	SF2S
RG-S-FS-II-2b	SF2S
RG-S-FS-II-3	SF4S
RG-S-FS-II-4	SF4S
RG-S-FS-II-3b	SF4S
RG-S-FS-II-4b	SF4S

RG-S-FS-II-5	SF6S
RG-S-FS-II-6	SF6S
RG-S-FS-II-5b	SF6S
RG-S-FS-II-6b	SF6S
RG-S-FS-II-7	SF7S
RG-S-FS-II-8	SF7S
RG-S-FS-II-7b	SF7S
RG-S-FS-II-8b	SF7S

NORTH

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
176	ECS-N-FS-II-1	514.77	-14.73	57.00	12.00
177	ECS-N-FS-II-2	515.28	-15.23	57.00	12.00
178	ECS-N-FS-II-3	545.25	-14.75	57.00	12.00
179	ECS-N-FS-II-4	544.76	-15.24	57.00	12.00
223	ECS-N-FS-II-5	584.68	-14.71	57.25	9.00
224	ECS-N-FS-II-6	585.19	-15.25	57.25	9.00
225	ECS-N-FS-II-7	625.21	-14.74	57.25	9.00
226	ECS-N-FS-II-8	624.72	-15.24	57.25	9.00
354	ECS-N-SPU-II-1	599.71	-14.71	57.25	9.00
355	ECS-N-SPU-II-2	610.23	-14.73	57.25	9.00
143	EG-N-FS-II-1	510.01	-14.78	57.89	1.38
144	EG-N-FS-II-2	510.01	-14.78	57.10	10.75
145	EG-N-FS-II-3	510.01	-15.26	57.90	1.25
146	EG-N-FS-II-4	510.01	-15.26	57.08	11.00
147	EG-N-FS-II-5	514.80	-10.01	57.89	1.38
148	EG-N-FS-II-6	514.80	-10.01	57.10	10.75
149	EG-N-FS-II-7	515.26	-9.95	57.90	1.25
150	EG-N-FS-II-8	515.26	-9.95	57.10	10.75
151	EG-N-FS-II-9	514.76	-20.02	57.90	1.25
152	EG-N-FS-II-10	514.76	-20.02	57.10	10.75
153	EG-N-FS-II-11	515.25	-20.00	57.89	1.38
154	EG-N-FS-II-12	515.25	-20.00	57.10	10.75
155	EG-N-FS-II-13	519.90	-14.76	57.89	1.38
156	EG-N-FS-II-14	519.90	-14.76	57.10	10.75
157	EG-N-FS-II-15	519.92	-15.26	57.90	1.25
158	EG-N-FS-II-16	519.92	-15.26	57.09	10.88
159	EG-N-FS-II-17	540.03	-14.74	57.90	1.25
160	EG-N-FS-II-18	540.03	-14.74	57.10	10.75
161	EG-N-FS-II-19	540.05	-15.25	57.88	1.50
162	EG-N-FS-II-20	540.05	-15.25	57.10	10.75
163	EG-N-FS-II-21	544.80	-10.00	57.90	1.25
164	EG-N-FS-II-22	544.80	-10.00	57.10	10.75
165	EG-N-FS-II-23	545.27	-10.01	57.89	1.38
166	EG-N-FS-II-24	545.27	-10.01	57.09	10.88

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
167	EG-N-FS-II-25	544.74	-20.01	57.89	1.38
168	EG-N-FS-II-26	544.74	-20.01	57.10	10.75
169	EG-N-FS-II-27	545.24	-20.01	57.92	1.00
170	EG-N-FS-II-28	545.24	-20.01	57.09	10.88
171	EG-N-FS-II-29	550.00	-14.72	57.88	1.50
172	EG-N-FS-II-30	550.00	-14.72	57.09	10.88
173	EG-N-FS-II-31	549.99	-15.26	57.90	1.25
174	EG-N-FS-II-32	549.99	-15.26	57.10	10.75
247	EG-N-FS-II-33	580.00	-14.73	57.89	1.38
248	EG-N-FS-II-34	580.00	-14.73	57.35	7.75
249	EG-N-FS-II-35	579.98	-15.26	57.90	1.25
250	EG-N-FS-II-36	579.98	-15.26	57.35	7.75
251	EG-N-FS-II-37	584.72	-9.99	57.90	1.25
252	EG-N-FS-II-38	584.72	-9.99	57.35	7.75
253	EG-N-FS-II-39	585.20	-9.99	57.90	1.25
254	EG-N-FS-II-40	585.20	-9.99	57.35	7.75
255	EG-N-FS-II-41	584.70	-19.99	57.90	1.25
256	EG-N-FS-II-42	584.70	-19.99	57.35	7.75
257	EG-N-FS-II-43	585.20	-19.93	57.90	1.25
258	EG-N-FS-II-44	585.20	-19.93	57.35	7.75
259	EG-N-FS-II-45	590.02	-14.73	57.90	1.25
260	EG-N-FS-II-46	590.02	-14.73	57.35	7.75
261	EG-N-FS-II-47	589.99	-15.26	57.90	1.25
262	EG-N-FS-II-48	589.99	-15.26	57.35	7.75
263	EG-N-FS-II-49	620.01	-14.72	57.90	1.25
264	EG-N-FS-II-50	620.01	-14.72	57.35	7.75
265	EG-N-FS-II-51	620.00	-15.21	57.89	1.38
266	EG-N-FS-II-52	620.00	-15.21	57.36	7.62
267	EG-N-FS-II-53	624.70	-9.96	57.90	1.25
268	EG-N-FS-II-54	624.70	-9.96	57.35	7.75
269	EG-N-FS-II-55	625.21	-9.97	57.89	1.38
270	EG-N-FS-II-56	625.21	-9.97	57.36	7.62
271	EG-N-FS-II-57	624.71	-19.99	57.90	1.25
272	EG-N-FS-II-58	624.71	-19.99	57.35	7.75

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
273	EG-N-FS-II-59	625.19	-19.99	57.90	1.25
274	EG-N-FS-II-60	625.19	-19.99	57.36	7.62
275	EG-N-FS-II-61	630.04	-14.73	57.90	1.25
276	EG-N-FS-II-62	630.04	-14.73	57.35	7.75
277	EG-N-FS-II-63	630.06	-15.23	57.90	1.25
278	EG-N-FS-II-64	630.06	-15.23	57.35	7.75
330	EG-N-SPU-II-1	594.98	-14.72	57.89	1.37
331	EG-N-SPU-II-2	594.98	-14.72	57.35	7.75
337	EG-N-SPU-II-3	615.03	-14.73	57.90	1.25
340	EG-N-SPU-II-4	615.03	-14.73	57.35	7.75
364	EG-N-SPU-II-5	591.50	-10.00	57.35	7.75
365	EG-N-SPU-II-6	593.50	-10.00	57.35	7.75
366	EG-N-SPU-II-7	616.50	-10.00	57.35	7.75
367	EG-N-SPU-II-8	618.50	-10.00	57.35	7.75
175	MS-N-FS	605.00	-14.96	55.31	32.28
359	PC-N-SPU-II-1	592.49	-7.50	56.78	14.60
362	PC-N-SPU-II-2	592.50	-7.43	55.31	32.28
360	PC-N-SPU-II-3	617.40	-7.47	56.75	15.02
363	PC-N-SPU-II-4	617.52	-7.51	55.35	31.80
368	RGM-N-FS-II-1L	620.00	-14.60	57.25	9.00
369	RGM-N-FS-II-2L	615.00	-14.60	57.25	9.00
370	RGM-N-FS-II-3T	624.58	-10.00	57.25	9.00
376	ROS-N-FS-II-1-Intercept	611.21	-13.79	57.25	9.00
377	ROS-N-FS-II-1A-T4-Q4	611.21	-13.46	57.25	9.00
378	ROS-N-FS-II-1B-D4-Q4	611.45	-13.55	57.25	9.00
379	ROS-N-FS-II-1C-L4-Q4	611.54	-13.79	57.25	9.00
380	ROS-N-FS-II-2-Intercept	613.79	-11.21	57.25	9.00
381	ROS-N-FS-II-2A-T4-Q4	613.79	-10.88	57.25	9.00
382	ROS-N-FS-II-2B-D4-Q4	614.03	-10.97	57.25	9.00
383	ROS-N-FS-II-2C-L4-Q4	614.12	-11.21	57.25	9.00
180	T-N-FS-II-1	537.47	-27.03	57.96	0.50
181	T-N-FS-II-2	537.47	-27.03	57.50	6.00
182	T-N-FS-II-3	537.47	-27.03	57.04	11.50

SOUTH

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
216	ECS-S-FS-II-1	514.78	14.73	57.00	12.00
217	ECS-S-FS-II-2	515.28	15.26	57.00	12.00
218	ECS-S-FS-II-3	545.25	14.75	57.00	12.00
219	ECS-S-FS-II-4	544.75	15.25	57.00	12.00
227	ECS-S-FS-II-5	584.66	14.72	57.25	9.00
228	ECS-S-FS-II-6	585.20	15.25	57.25	9.00
229	ECS-S-FS-II-7	625.23	14.75	57.25	9.00
230	ECS-S-FS-II-8	624.72	15.25	57.25	9.00
183	EG-S-FS-II-1	510.03	14.74	57.90	1.25
184	EG-S-FS-II-2	510.03	14.74	57.10	10.75
185	EG-S-FS-II-3	510.01	15.23	57.90	1.25
186	EG-S-FS-II-4	510.01	15.23	57.09	10.88
191	EG-S-FS-II-9	514.79	20.06	57.91	1.12
192	EG-S-FS-II-10	514.79	20.06	57.09	10.88
193	EG-S-FS-II-11	515.27	20.04	57.90	1.25
194	EG-S-FS-II-12	515.27	20.04	57.09	10.88
195	EG-S-FS-II-13	520.00	14.75	57.91	1.12
196	EG-S-FS-II-14	520.00	14.75	57.10	10.75
197	EG-S-FS-II-15	520.03	15.21	57.90	1.25
198	EG-S-FS-II-16	520.02	15.21	57.09	10.88
199	EG-S-FS-II-17	540.07	14.76	57.90	1.25
200	EG-S-FS-II-18	540.07	14.75	57.10	10.75
201	EG-S-FS-II-19	540.10	15.24	57.90	1.25
202	EG-S-FS-II-20	540.10	15.24	57.09	10.88
207	EG-S-FS-II-25	544.83	20.01	57.90	1.25
208	EG-S-FS-II-26	544.83	20.01	57.09	10.88
209	EG-S-FS-II-27	545.29	19.99	57.91	1.12
210	EG-S-FS-II-28	545.29	19.99	57.10	10.75
211	EG-S-FS-II-29	550.03	14.71	57.90	1.25
212	EG-S-FS-II-30	550.03	14.71	57.09	10.88
213	EG-S-FS-II-31	550.00	15.26	57.90	1.25
214	EG-S-FS-II-32	550.00	15.26	57.09	10.88
279	EG-S-FS-II-33	580.00	14.75	57.90	1.25
280	EG-S-FS-II-34	580.00	14.75	57.35	7.75
281	EG-S-FS-II-35	579.96	15.26	57.90	1.25

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
282	EG-S-FS-II-36	579.96	15.26	57.35	7.75
283	EG-S-FS-II-41	584.71	20.01	57.89	1.38
284	EG-S-FS-II-42	584.71	20.01	57.35	7.75
285	EG-S-FS-II-43	585.19	20.04	57.90	1.25
286	EG-S-FS-II-44	585.19	20.04	57.35	7.75
287	EG-S-FS-II-45	590.01	14.76	57.89	1.38
288	EG-S-FS-II-46	590.01	14.76	57.35	7.75
289	EG-S-FS-II-47	590.01	15.26	57.89	1.38
290	EG-S-FS-II-48	590.01	15.26	57.35	7.75
291	EG-S-FS-II-49	620.02	14.75	57.90	1.25
292	EG-S-FS-II-50	620.02	14.75	57.35	7.75
293	EG-S-FS-II-51	620.06	15.28	57.90	1.25
294	EG-S-FS-II-52	620.06	15.28	57.35	7.75
295	EG-S-FS-II-57	624.68	20.04	57.90	1.25
296	EG-S-FS-II-58	624.68	20.04	57.35	7.75
297	EG-S-FS-II-59	625.22	20.05	57.90	1.25
298	EG-S-FS-II-60	625.22	20.05	57.36	7.62
299	EG-S-FS-II-61	630.04	14.75	57.90	1.25
300	EG-S-FS-II-62	630.04	14.75	57.36	7.62
301	EG-S-FS-II-63	630.03	15.25	57.90	1.25
302	EG-S-FS-II-64	630.03	15.25	57.35	7.75
342	EG-S-SPU-II-1	594.98	14.77	57.90	1.25
341	EG-S-SPU-II-2	594.98	14.77	57.36	7.63
345	EG-S-SPU-II-3	615.05	14.76	57.90	1.25
346	EG-S-SPU-II-4	615.05	14.76	57.35	7.75
215	MS-S-FS	604.83	15.75	55.31	32.28
303	~~RG-S-FS-II-1~~	515.00	10.00	57.93	0.87
315	~~RG-S-FS-II-1b~~	530.00	10.00	57.93	0.87
304	~~RG-S-FS-II-2~~	515.00	10.00	57.16	10.12
316	~~RG-S-FS-II-2b~~	530.00	10.00	57.16	10.12
305	~~RG-S-FS-II-3~~	545.00	10.00	57.93	0.87
318	RG-S-FS-II-3b	560.00	10.00	57.94	0.75
306	~~RG-S-FS-II-4~~	545.00	10.00	57.16	10.12
317	RG-S-FS-II-4b	560.00	10.00	57.15	10.25
307	RG-S-FS-II-5	585.00	10.00	57.93	0.87

ID	SENSOR	X STA. (FEET)	Y OFFSET (FEET)	Z ELEV. (FEET)	DEPTH FROM TOP LAYER SURFACE AT ELEV. 58.0 (IN)
319	RG-S-FS-II-5b	600.00	10.00	57.93	0.87
308	RG-S-FS-II-6	585.00	10.00	57.40	7.25
320	RG-S-FS-II-6b	600.00	10.00	57.40	7.25
309	RG-S-FS-II-7	610.00	10.00	57.93	0.87
321	RG-S-FS-II-7b	625.00	10.00	57.93	0.87
310	RG-S-FS-II-8	610.00	10.00	57.39	7.38
322	RG-S-FS-II-8b	625.00	10.00	57.41	7.12
371	RGM-S-FS-II-1D	623.79	16.21	57.25	9.00
372	RGM-S-FS-II-2T	624.60	20.00	57.25	9.00
373	RGM-S-FS-II-3D	621.21	18.79	57.25	9.00
374	RGM-S-FS-II-4D	611.21	16.21	57.25	9.00
375	RGM-S-FS-II-5T	625.00	10.00	57.62	4.50
384	ROS-S-FS-II-1-Intercept	617.50	22.50	57.25	9.00
385	ROS-S-FS-II-1A-L4-Q2	617.17	22.50	57.25	9.00
386	ROS-S-FS-II-1B-D4-Q2	617.26	22.26	57.25	9.00
387	ROS-S-FS-II-1C-T4-Q2	617.50	22.17	57.25	9.00
388	ROS-S-FS-II-2-Intercept	638.79	13.79	57.25	9.00
389	ROS-S-FS-II-2A-T4-Q2	638.79	13.46	57.25	9.00
390	ROS-S-FS-II-2B-D4-Q2	638.55	13.55	57.25	9.00
391	ROS-S-FS-II-2C-L4-Q2	638.46	13.79	57.25	9.00
392	ROS-S-FS-II-3-Intercept	626.21	13.79	57.25	9.00
393	ROS-S-FS-II-3A-T4-Q1	626.21	13.46	57.25	9.00
394	ROS-S-FS-II-3B-D4-Q1	626.45	13.55	57.25	9.00
395	ROS-S-FS-II-3C-L4-Q1	626.54	13.79	57.25	9.00
220	T-S-FS-II-1	537.44	27.03	57.96	0.50
221	T-S-FS-II-2	537.44	27.03	57.50	6.00
222	T-S-FS-II-3	537.44	27.03	57.04	11.50

INSTRUMENT KEY		
⊢⊣	EG	EMBEDDED STRAIN GAUGE
●	T	THERMOCOUPLE
▬	MS	MOISTURE SENSOR
◉	ECS	EDDY CURRENT SENSOR
■	RG	RESISTANCE GAGE
◎	PC	PRESSURE CELL

* - ADDITIONAL INSTRUMENTATION INSTALLED DURING CONSTRUCTION
~~EG-S-O-I-2~~ - CROSSED NAME DESIGNATES SENSORS FAILED DURING CONSTRUCTION

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY

OVERLAY TEST	JOINT COMPARISON	STRENGTH/FATIGUE

CSRA
SRA INTERNATIONAL, INC., A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR NATIONAL AIRPORT PAVEMENT TEST FACILITY

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED		
FAA APPROVAL DATE:		

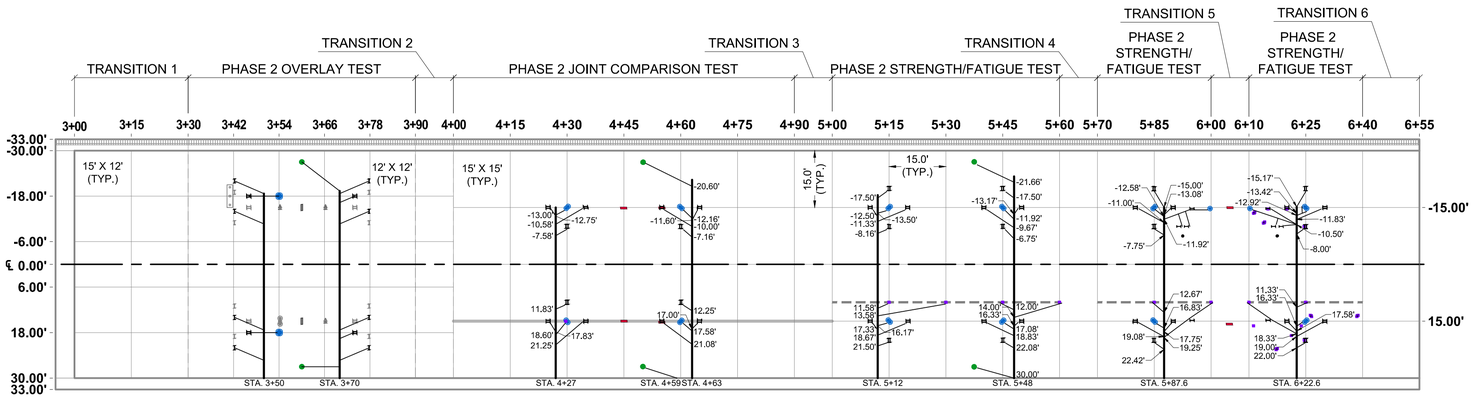
NAPTF CONSTRUCTION CYCLE 8

FATIGUE & STRENGTH INSTRUMENTATION AS-BUILT PLAN STA. 5+00 TO 6+55

PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 16 OF 34

CAD FILE: CC8-INSTR-AS-BUILT.DWG

PLAN NORTH



KERF CUTS PLAN VIEW

SCALE: 1"=20'

INSTRUMENT KEY		
	EG	EMBEDDED STRAIN GAUGE
	T	THERMOCOUPLE
	MS	MOISTURE SENSOR
	ECS	EDDY CURRENT SENSOR
	RG	RESISTANCE GAGE
	PC	PRESSURE CELL
	POT	POTENTIOMETER

LEGEND:

- CENTER LINE MARKER - MAG NAIL
- CONTROL POINT - MAG NAIL
- NOTCH
- 3" WIDE KERF CUT
- 1" WIDE KERF CUT

20 0 20 40 60

GRAPHIC SCALE

1" = 20'

NOTES:

1. ALL CUTS WERE NO GREATER THAN 3" WIDE AND 1" IN DEPTH.
2. ALL CUTS FROM STATION 3+00 TO 4+00 WERE MADE IN THE ASPHALT INTERLAYER AND CUTS FROM 4+00 TO 6+55 WERE MADE IN THE P-306 SURFACE.
3. THE CUTS WERE FILLED WITH A RAPID SETTING HEAVY DUTY FLOWABLE REPAIR MORTAR (HD-50 OR SIMILAR APPROVED PRODUCT) AFTER THE INSTRUMENTATION HAS BEEN INSTALLED.
4. INSTRUMENTATION INSTALLED IN PHASE 1 SHOWN WITH GRAY COLOR.
5. KERF CUTS BETWEEN STA. 3+00 AND 4+00 ARE APPROXIMATE. KERF CUTS BETWEEN STA. 4+00 AND 6+55 ARE BASED ON AS-BUILD SURVEY.

EDDY CURRENT SENSORS

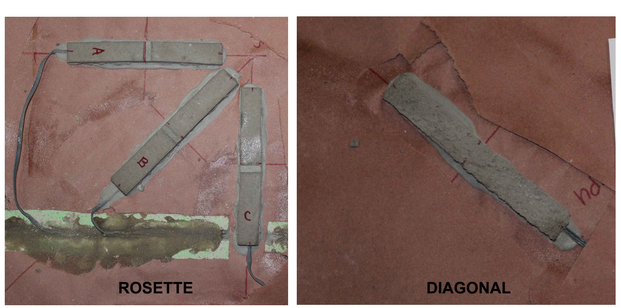
N.T.S.

EMBEDDED STRAIN GAGES

N.T.S.

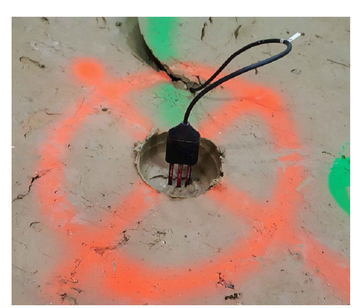
POTENTIOMETER

N.T.S.



MODIFIED RESISTANCE GAGES

N.T.S.

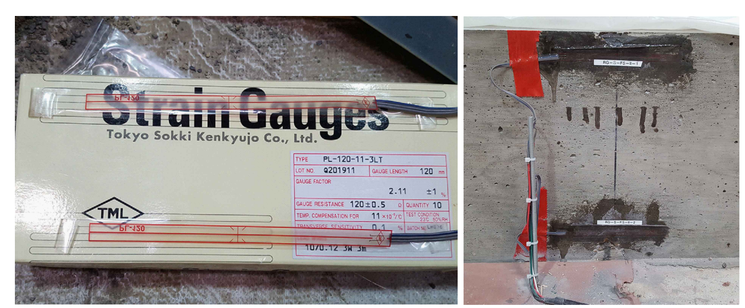


MOISTURE SENSOR

N.T.S.

PRESSURE CELL

N.T.S.



RESISTANCE GAGE

N.T.S.

THERMOCOUPLE

N.T.S.

NO.	REVISIONS	DATE	BY	CHK	APR

CSRA

SRA INTERNATIONAL, INC.,
A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY

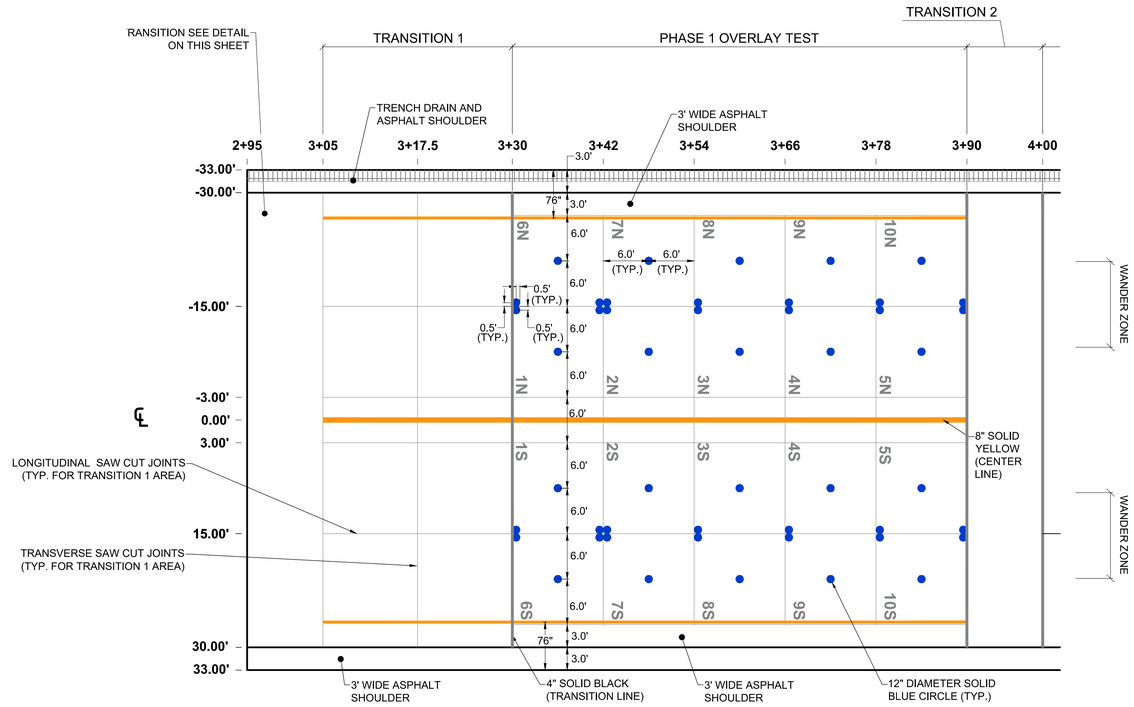
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED		
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8

PHASE 2 INSTRUMENTATION KERF CUT DIAGRAMS AND SENSOR PHOTOGRAPHS AS-BUILT PLAN

PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 17 OF 34

CAD FILE: CC8-CONS-KERF-CUTS-AS-BUILT.DWG



PLAN VIEW

SCALE: 1"=10'

GENERAL NOTES:

1. CENTERLINE TO BE 8" WIDE AND PAINTED YELLOW.
2. TRANSITION LINES TO BE 4" WIDE AND PAINTED WHITE.
3. SAFETY LINES TO BE 4" WIDE AND PAINTED YELLOW.
4. CIRCLES TO BE 12" DIAMETER AND PAINTED BLUE.
5. LETTERING TO BE 12" TALL, 2.5" THICK, PAINTED WHITE, AND ARE TO BE PAINTED OUTSIDE OF THE TEST AREA.
6. STATIONS AND DIMENSIONS ARE FOR PLAN REFERENCE ONLY AND ARE NOT TO BE PAINTED.

PAVEMENT PAINTING KEY	
	8" SOLID YELLOW CENTER LINE
	4" SOLID YELLOW SAFETY LINE
	4" SOLID WHITE TRANSITION LINE
●	1' BLUE CIRCLE
1N	12" WHITE

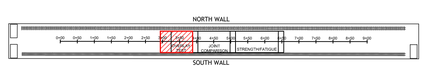
10' 0 10' 20' 30'

GRAPHIC SCALE

1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



SRA INTERNATIONAL, INC., A CSRA COMPANY
200 DECADON DRIVE
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PHONE: (609) 601-6800

FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

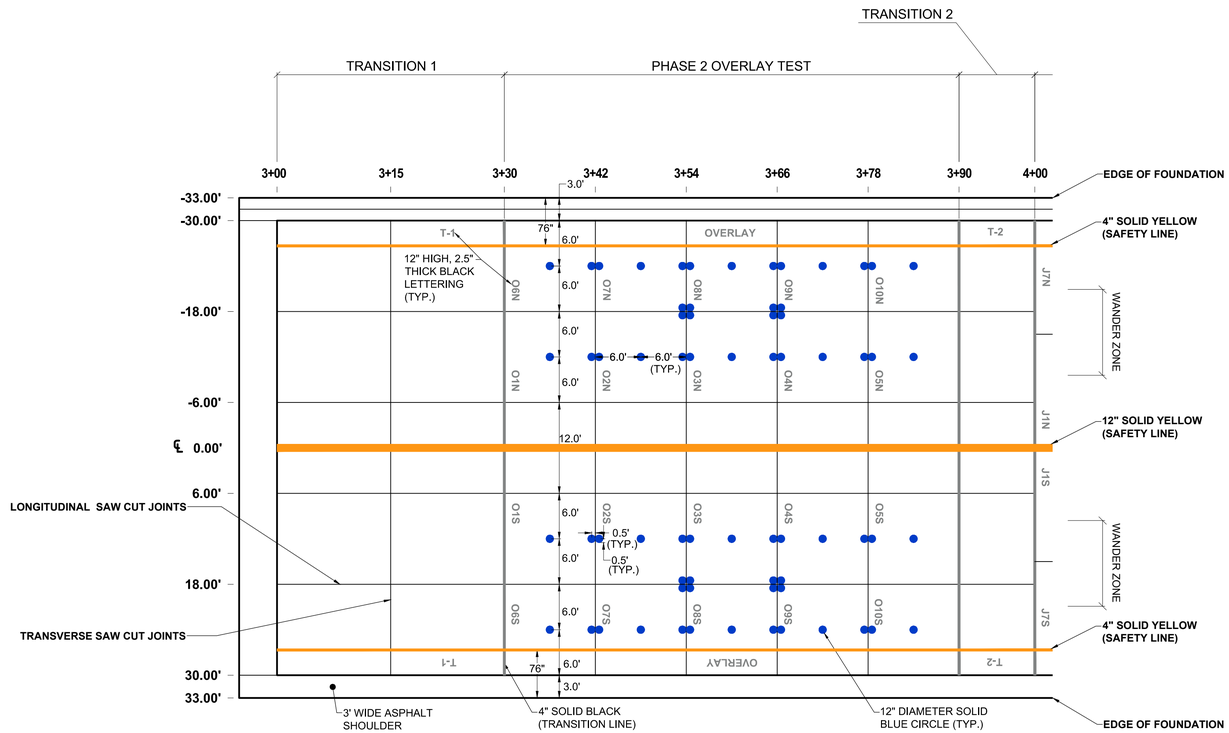
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8

PAVEMENT PAINTING AS-BUILT PLAN
PHASE 1 OVERLAY - STA. 2+95 TO 4+00

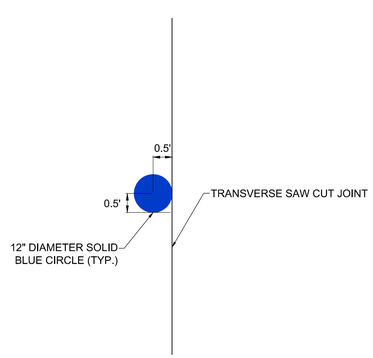
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 18 OF 34

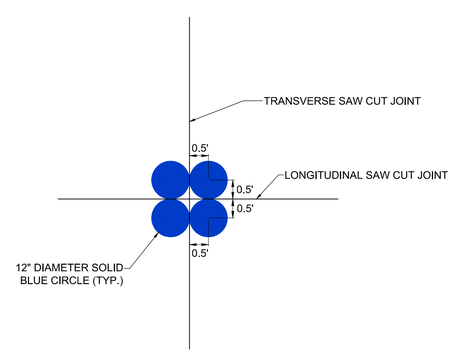
CAD FILE: CC8-PNTG-AS-BUILT.DWG



PLAN VIEW

SCALE: 1"=10'





GENERAL NOTES:

1. CENTERLINE TO BE 12" WIDE AND PAINTED YELLOW.
2. TRANSITION LINES TO BE 4" WIDE AND PAINTED BLACK.
3. SAFETY LINES TO BE 4" WIDE AND PAINTED YELLOW.
4. CIRCLES TO BE 12" DIAMETER AND PAINTED BLUE.
5. LETTERING TO BE 12" TALL, 2.5" THICK, PAINTED BLACK, AND ARE TO BE PAINTED OUTSIDE OF THE TEST AREA.
6. STATIONS AND DIMENSIONS ARE FOR PLAN REFERENCE ONLY AND ARE NOT TO BE PAINTED.

PAVEMENT PAINTING KEY	
	12" SOLID YELLOW CENTER LINE
	4" SOLID YELLOW SAFETY LINE
	4" SOLID BLACK TRANSITION LINE
●	12" BLUE CIRCLE
T-1	12" BLACK

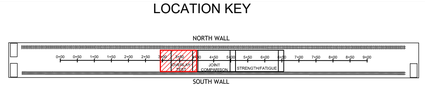
10' 0 10' 20' 30'

GRAPHIC SCALE

1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ

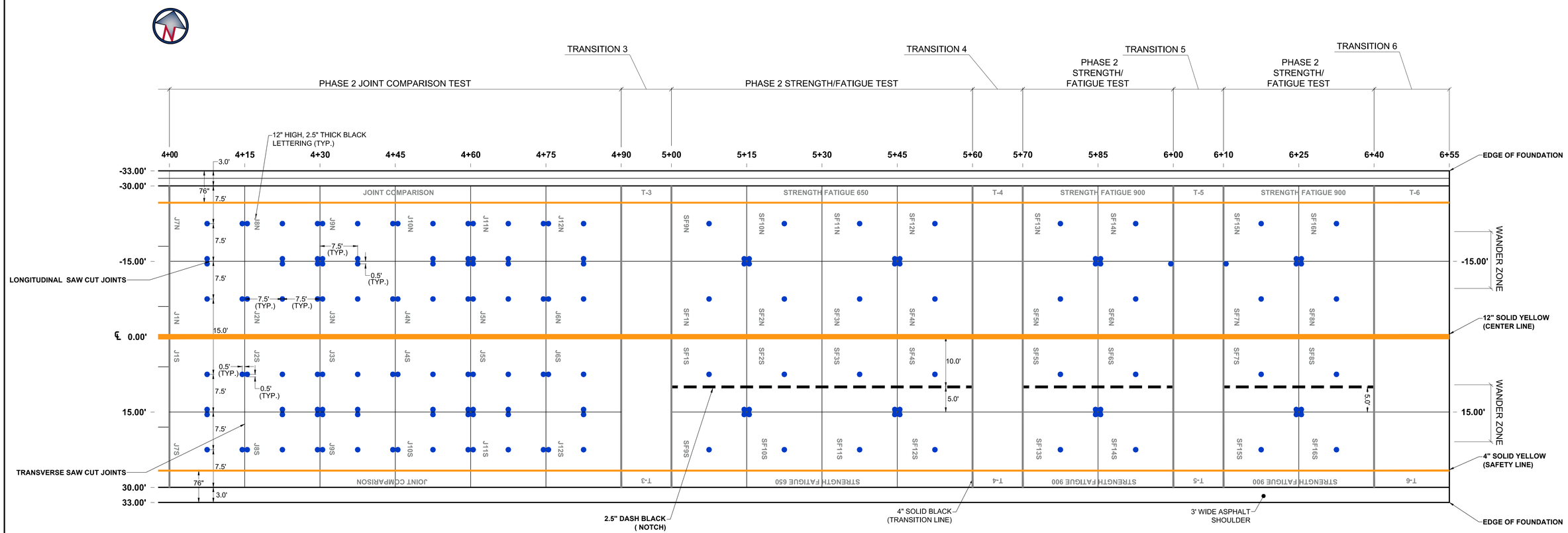
	NAME	DATE
DRAWN	J.SAJEWSKA	03/19/2018
CHECKED		
FAA APPROVAL DATE:		

NAPTF CONSTRUCTION CYCLE 8

PAVEMENT PAINTING AS-BUILT PLAN
PHASE 2 OVERLAY - STA. 2+95 TO 4+00

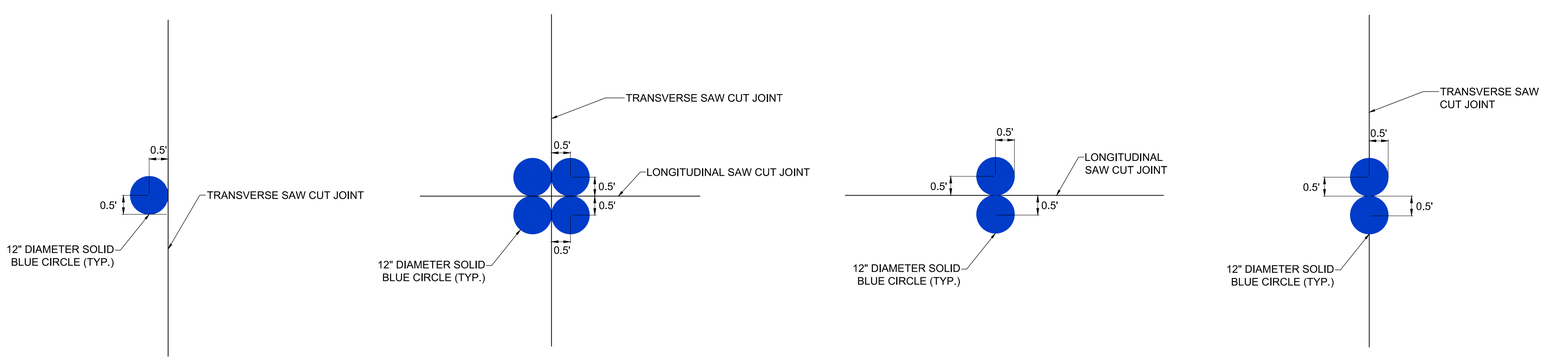
PROJECT NO: CC8 | SIZE: ANSI D | SCALE: AS NOTED | SHEET 19 OF 34

CAD FILE: CC8-PNTG-AS-BUILT.DWG



PLAN VIEW

SCALE: 1"=10'



GENERAL NOTES:

1. CENTERLINE TO BE 12" WIDE AND PAINTED YELLOW.
2. TRANSITION LINES TO BE 4" WIDE AND PAINTED BLACK.
3. SAFETY LINES TO BE 4" WIDE AND PAINTED YELLOW.
4. CIRCLES TO BE 12" DIAMETER AND PAINTED BLUE.
5. LETTERING TO BE 12" TALL, 2.5" THICK, PAINTED BLACK, AND ARE TO BE PAINTED OUTSIDE OF THE TEST AREA.
6. NOTCH LINE TO BE 2.5" x 12" DASHES WITH 6" SPACES AND PAINTED BLACK.
7. STATIONS AND DIMENSIONS ARE FOR PLAN REFERENCE ONLY AND ARE NOT TO BE PAINTED.

PAVEMENT PAINTING KEY	
	12" SOLID YELLOW CENTER LINE
	4" SOLID YELLOW SAFETY LINE
	4" SOLID BLACK TRANSITION LINE
	2.5" x 6" DASHED BLACK LINE WITH 6" SPACES
	12" BLUE CIRCLE
T-1	12" BLACK

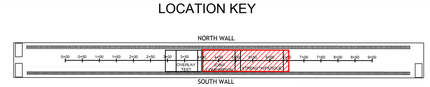
10' 0 10' 20' 30'

GRAPHIC SCALE

1" = 10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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ATLANTIC CITY AIRPORT, NJ

	NAME	DATE
DRAWN	J.SAJEWSKA	03/19/2018
CHECKED		
FAA APPROVAL DATE:		
PROJECT NO: CC8		

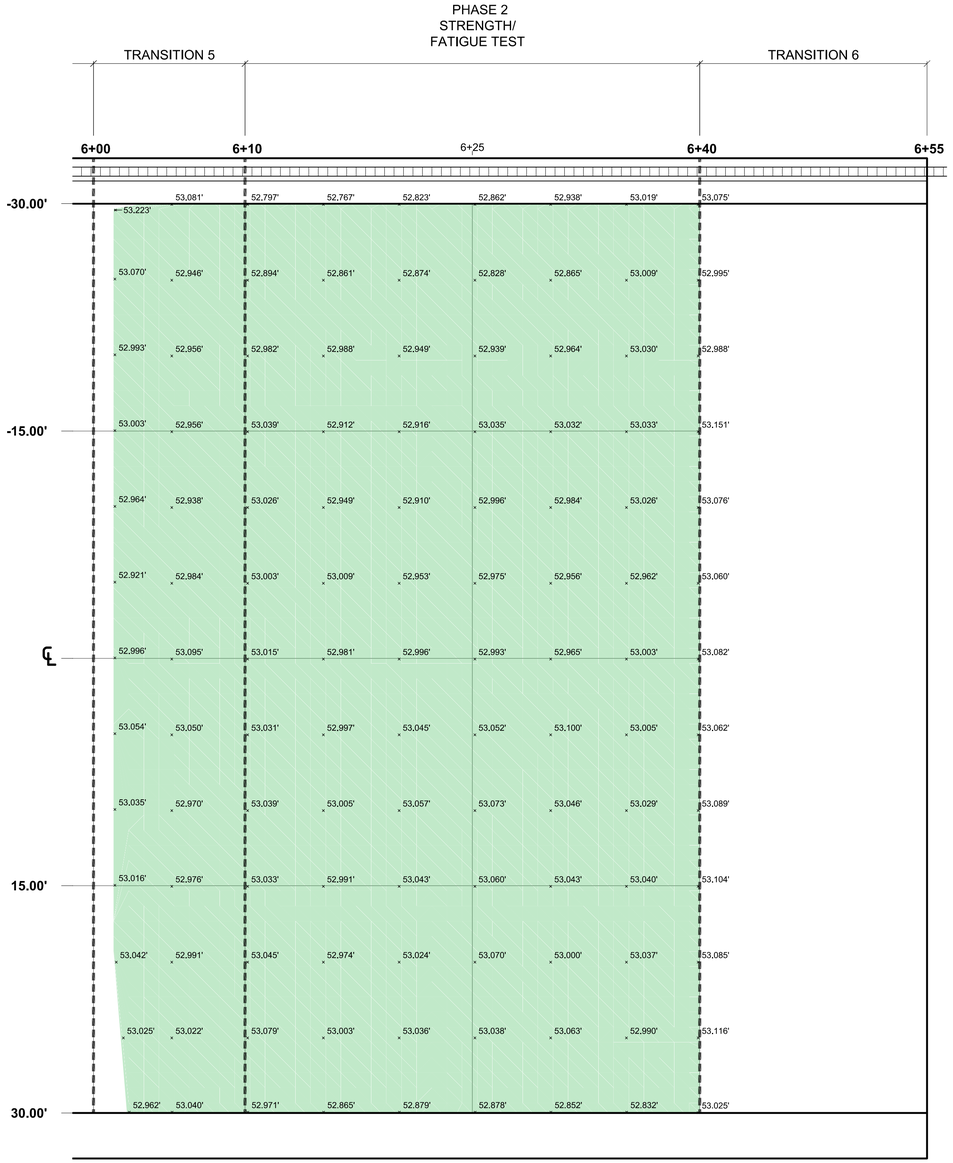
NAPTF CONSTRUCTION CYCLE 8

PAVEMENT PAINTING AS-BUILT PLAN

PHASE 2 - STA. 4+00 TO 6+55

SIZE: ANSI D | SCALE: AS NOTED | SHEET 20 OF 34

CAD FILE: CC8-PNTG-AS-BUILT.DWG



LEGEND:

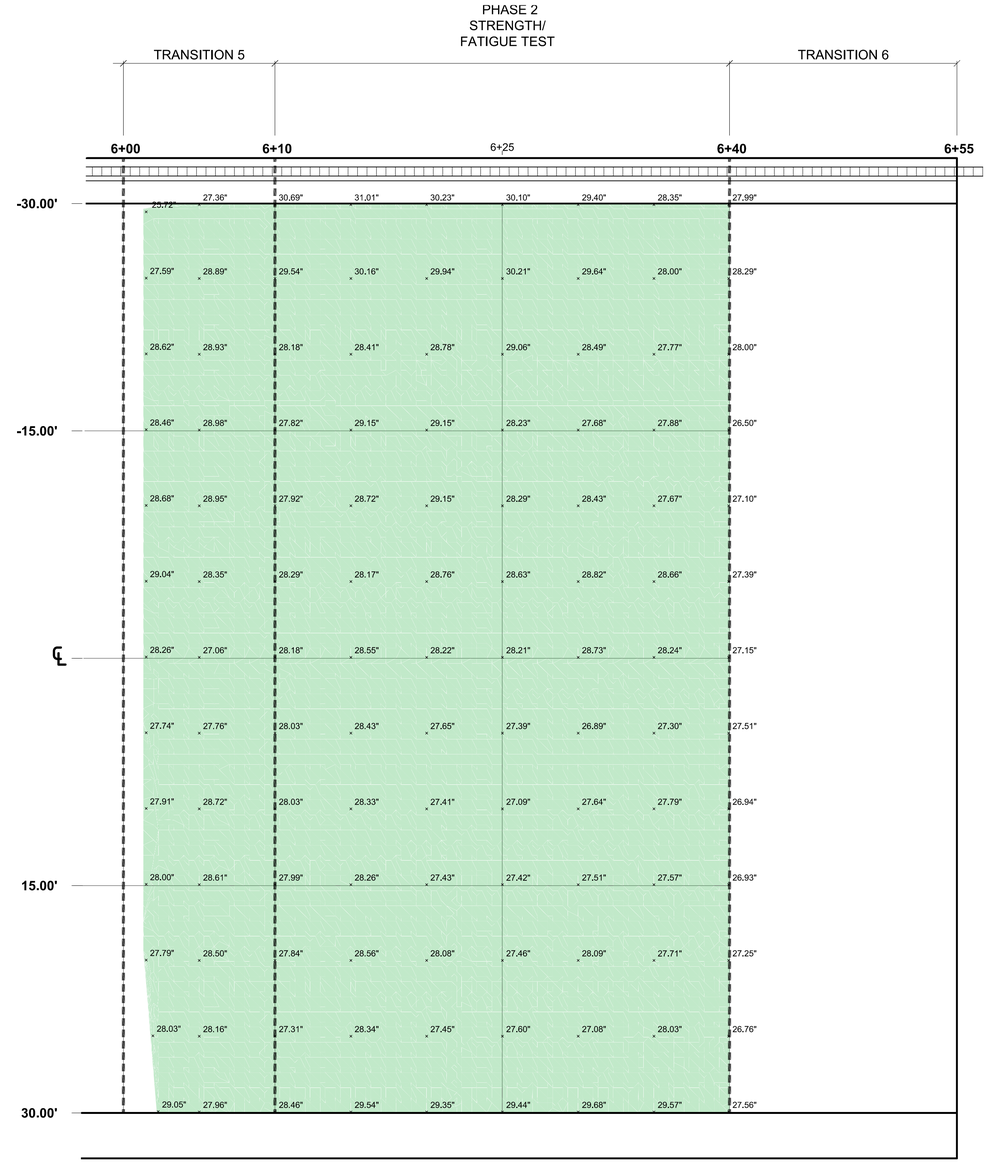
x 53.330' - SPOT ELEVATION

MINIMUM ELEVATION: 53.330'

CONFORMING ELEVATION (<53.330')

SUBGRADE BOTTOM ELEVATION MAP

SCALE: 1"=5'



LEGEND:

x 24.00" - THICKNESS LABEL

TARGET THICKNESS: MINIMUM 24.00" (2.000')

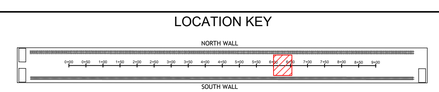
CONFORMING THICKNESS >24.00" (2.000')

SUBGRADE THICKNESS MAP

SCALE: 1"=5'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8

SUBGRADE CBR 3-4 MAPS STA. 6+00 TO 6+55

AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 21 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG

SCALE: 1"=10'

PHASE 1 OVERLAY (STA. 3+05 TO 4+00) LEGEND:

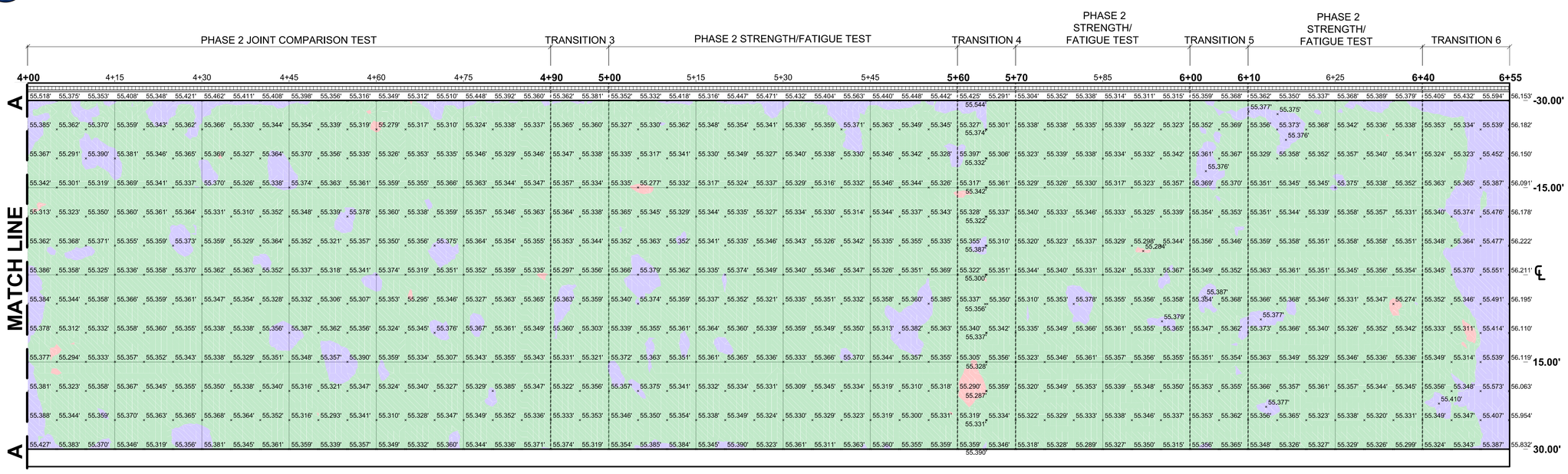
x 55.500' - SPOT ELEVATION

TARGET ELEVATION: 55.500' ± 0.042'(½")

CONFORMING ELEVATION (55.458' - 55.542')

ELEVATION BELOW THE CONFORMANCE RANGE (<55.458')

ELEVATION ABOVE THE CONFORMANCE RANGE (>55.542')



SCALE: 1"=10'

PHASE 2 STA. 4+00 TO 6+55 LEGEND:

x 55.330' - SPOT ELEVATION

TARGET ELEVATION: 55.330' ± 0.042'(½")

CONFORMING ELEVATION (55.288' - 55.372')

ELEVATION BELOW THE CONFORMANCE RANGE (<55.288')

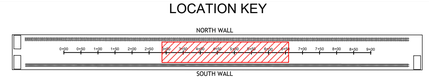
ELEVATION ABOVE THE CONFORMANCE RANGE (>55.372')

NOTES:

1. GRADE TOLERANCE PER SPECIFICATIONS FOR NAPTF CONSTRUCTION CYCLE 8 (CC8) ISSUED FOR CONSTRUCTION, NOVEMBER 16, 2016, REV. 1 12/20/2016.
2. SUBGRADE GRADE CONFORMANCE TOLERANCE: ±½"(0.042').

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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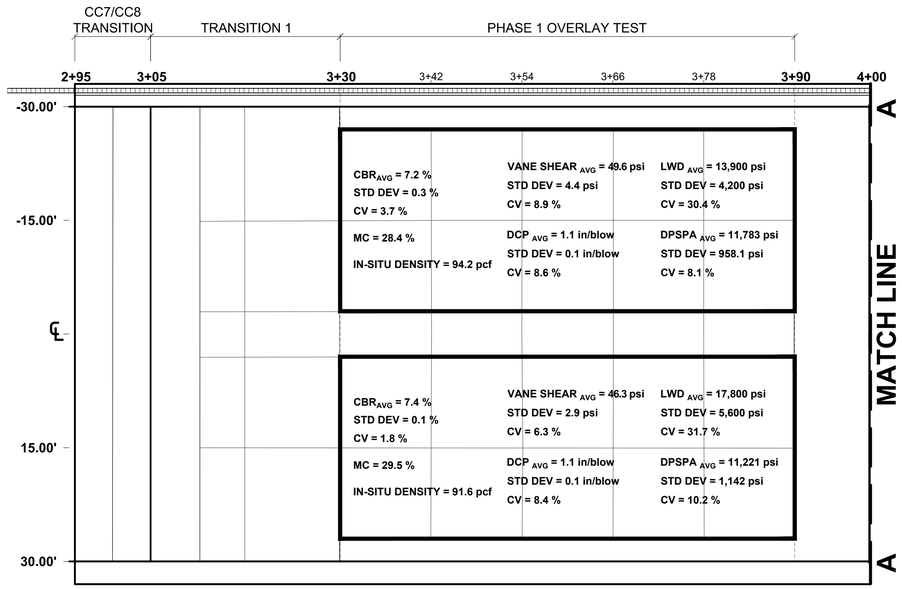
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8
SUBGRADE ELEVATION MAP
AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 22 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG

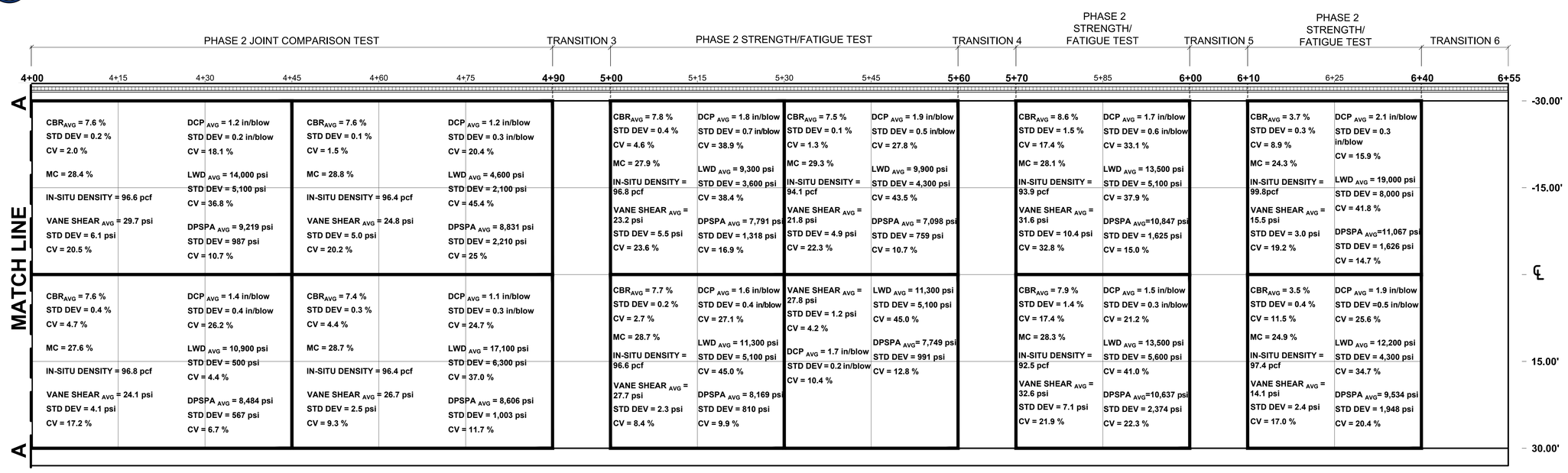


SCALE: 1"=10'

PLATE LOAD		
STA.	OFF.	K VALUE psi/in
3+60	-15	109.6
3+60	+15	131.1
4+50	-15	154.0
4+50	+15	196.9
5+40	-15	117.4
5+40	+15	179.9
5+90	-15	119.1
5+90	+15	140.9
6+30	-15	82.7
6+30	+15	76.0

TRIAXIAL TESTING SUMMARY												
Specimen	Compaction Condition			Resilient Modulus							Quick Shear	
ID	ρ_{wet} (pcf)	w (%)	ρ_{dry} (pcf)	M_R (psi)	k_1	k_2	k_3	S_e/S_y	R^2_{Adj}	σ_3 (psi)	$\sigma_{v\text{-}max}$ (psi)
Sta. 5+65 North -25	123.3	25.2	98.5	10,410	960	0.503	-2.399	0.366	0.84	4	38.3
Sta. 5+65 South +25	116.3	29.9	89.5	10,912	888	0.395	-1.649	0.254	0.92	4	35.6
Sta. 4+95 North -25	123.2	25.9	97.9	NA	NA	NA	NA	NA	NA	0	36.1
Sta. 4+95 South +25	97.4	29.3	75.3	NA	NA	NA	NA	NA	NA	0	36.3

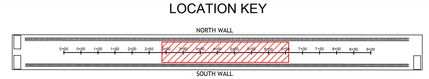
Note: modulus estimated for σ_3=6 psi and σ_{cyclic}=9 psi



SCALE: 1"=10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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FOR

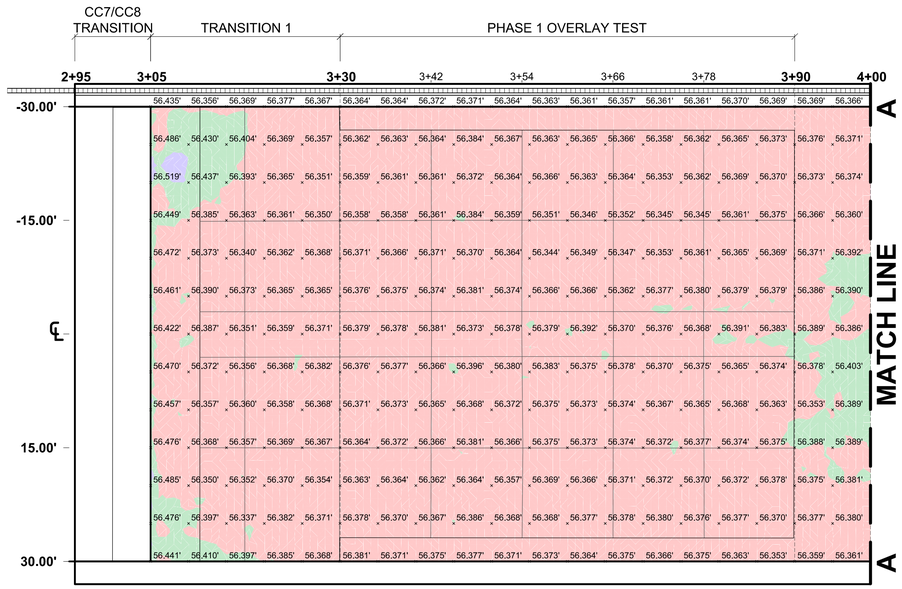
NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8
SUBGRADE ACCEPTANCE AND CHARACTERIZATION RESULTS - AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 23 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG



SCALE: 1"=10'

PHASE 1 OVERLAY (STA. 3+05 TO 4+00) LEGEND:

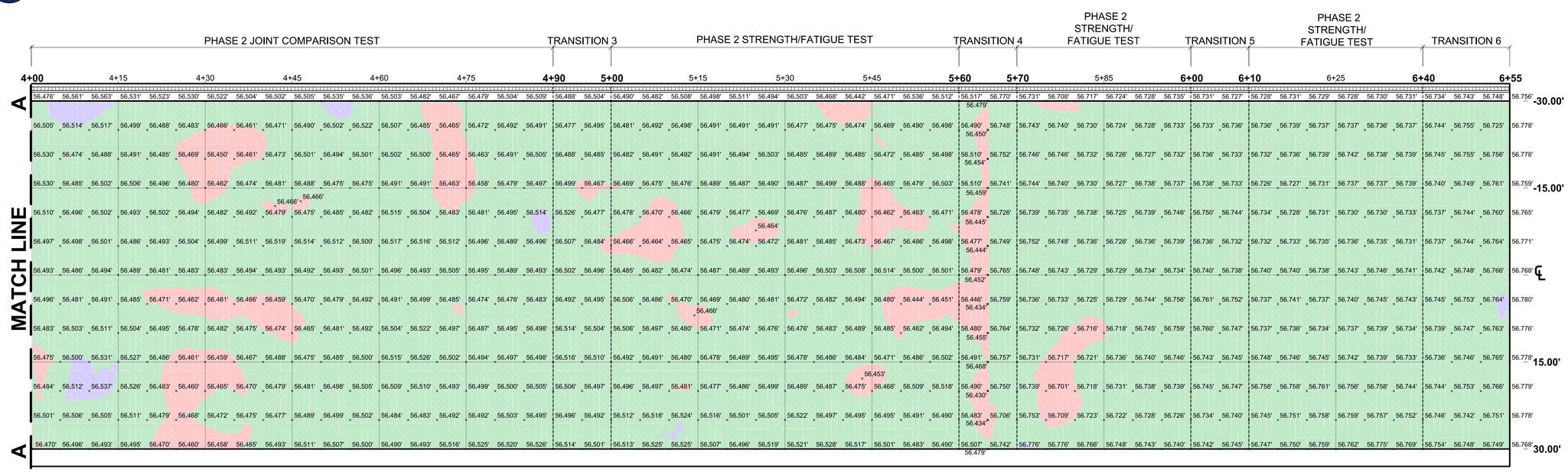
x 56.420' - SPOT ELEVATION

TARGET ELEVATION: 56.420' ± 0.031'(3/8")

CONFORMING ELEVATION (56.389' - 56.451')

ELEVATION BELOW THE CONFORMANCE RANGE (<56.389')

ELEVATION ABOVE THE CONFORMANCE RANGE (>56.451')



SCALE: 1"=10'

PHASE 2 STA. 4+00 TO 5+65 LEGEND:

x 56.500' - SPOT ELEVATION

TARGET ELEVATION: 56.500' ± 0.031'(3/8")

CONFORMING ELEVATION (56.469' - 56.531')

ELEVATION BELOW THE CONFORMANCE RANGE (<56.469')

ELEVATION ABOVE THE CONFORMANCE RANGE (>56.531')

PHASE 2 STA. 5+65 TO 6+55 LEGEND:

x 56.750' - SPOT ELEVATION

TARGET ELEVATION: 56.750' ± 0.031'(3/8")

CONFORMING ELEVATION (56.719' - 56.781')

ELEVATION BELOW THE CONFORMANCE RANGE (<56.719')

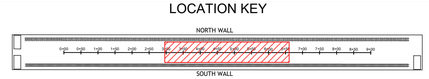
ELEVATION ABOVE THE CONFORMANCE RANGE (>56.781')

NOTES:

1. GRADE TOLERANCE PER SPECIFICATIONS FOR NAPTF CONSTRUCTION CYCLE 8 (CC8) ISSUED FOR CONSTRUCTION, NOVEMBER 16, 2016, REV. 1 12/20/2016.
2. P-154 GRADE CONFORMANCE TOLERANCE: ±3/8" (0.031').

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8

P-154 ELEVATION MAP AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 24 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG

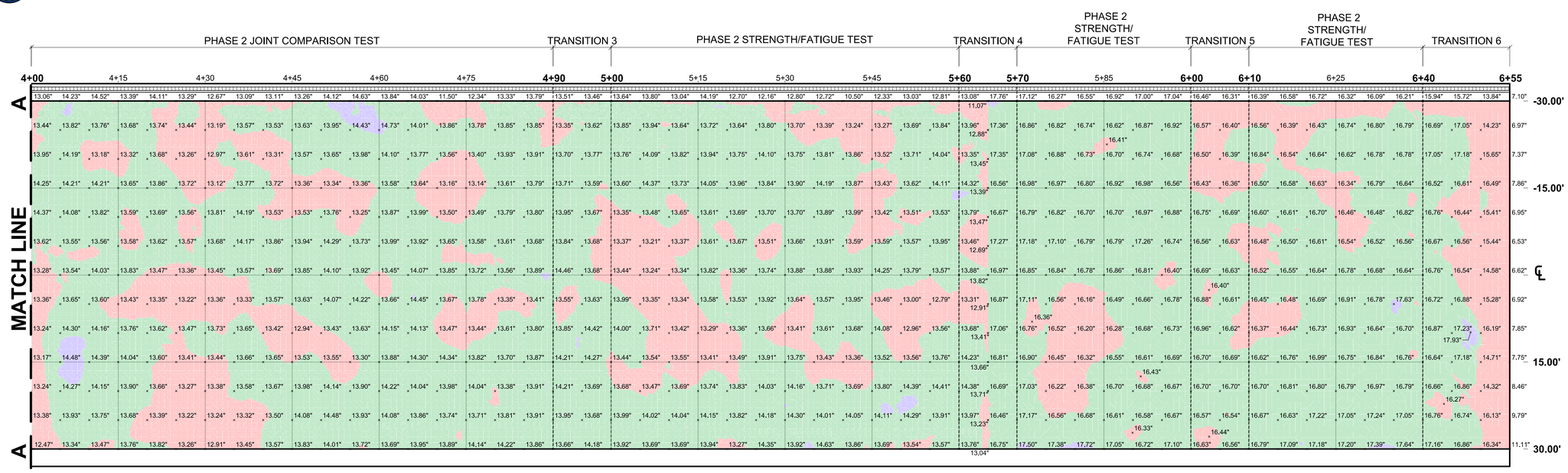
SCALE: 1"=10'

PHASE 1 OVERLAY (STA. 3+05 TO 4+00) LEGEND:

x 11.00" - THICKNESS LABEL

TARGET THICKNESS: 11" ± $\frac{1}{2}$" (0.917' ± 0.042')

- CONFORMING THICKNESS 10.50" - 11.50" (0.875' - 0.958')
- THICKNESS BELOW THE CONFORMANCE RANGE <10.50" (0.875')
- THICKNESS ABOVE THE CONFORMANCE RANGE >11.50" (0.958')



SCALE: 1"=10'

PHASE 2 STA. 4+00 TO 5+65 LEGEND:

x 14.00" - SPOT ELEVATION

TARGET THICKNESS: 14" ± $\frac{1}{2}$" (1.170' ± 0.042')

- CONFORMING THICKNESS 13.50" - 14.50" (1.128' - 1.212')
- THICKNESS BELOW THE CONFORMANCE RANGE <13.50" (1.128')
- THICKNESS ABOVE THE CONFORMANCE RANGE >14.50" (1.212')

PHASE 2 STA. 5+65 TO 6+55 LEGEND:

x 17.00"' - SPOT ELEVATION

TARGET THICKNESS: 17" ± $\frac{1}{2}$" (1.420' ± 0.042')

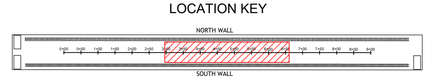
- CONFORMING THICKNESS 16.50" - 17.50" (1.375' - 1.458')
- THICKNESS BELOW THE CONFORMANCE RANGE <16.50" (1.375')
- THICKNESS ABOVE THE CONFORMANCE RANGE >17.50" (1.458')

NOTES:

1. THICKNESS TOLERANCE PER SPECIFICATIONS FOR NAPTF CONSTRUCTION CYCLE 8 (CC8) ISSUED FOR CONSTRUCTION, NOVEMBER 16, 2016, REV. 1 12/20/2016.
2. P-154 THICKNESS CONFORMANCE TOLERANCE: ±$\frac{1}{2}$" (0.042').

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

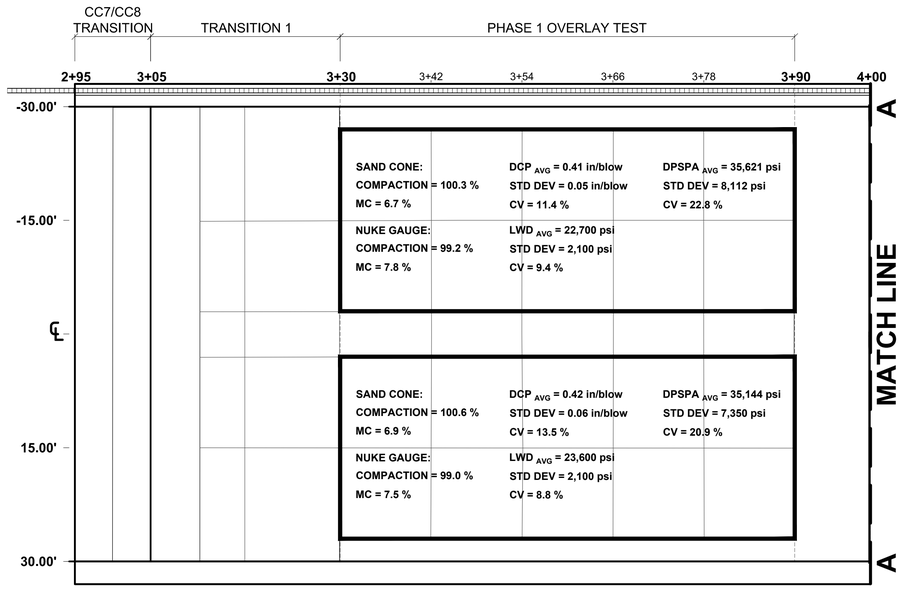
CONSTRUCTION CYCLE 8

P-154 THICKNESS MAP

AS-BUILT

PROJECT NO:	SIZE: ANSI D	SCALE: AS NOTED	SHEET 25 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG

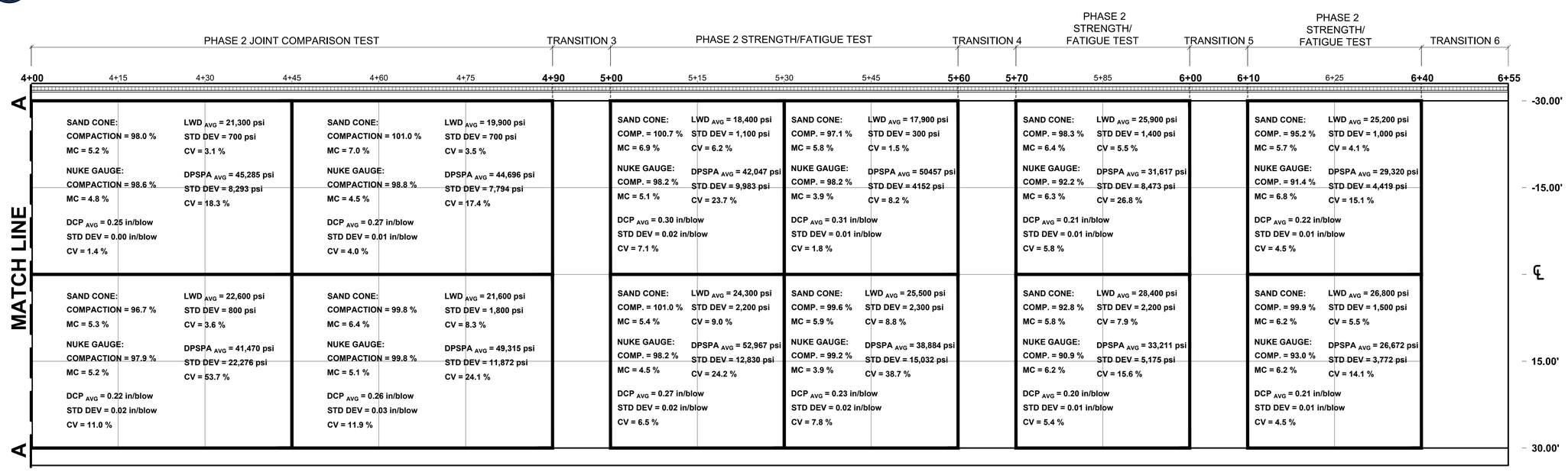


SCALE: 1"=10'

PLATE LOAD		
STA.	OFF.	K VALUE PSI/IN
3+60	-15	216
3+60	+15	272
4+50	-15	154
4+50	+15	197
5+40	-15	208
5+40	+15	371
5+90	-15	324
5+90	+15	357
6+30	-15	347
6+30	+15	242

TRIAXIAL TESTING SUMMARY											
Specimen	Compaction Condition				Resilient Modulus					Quick Shear	
ID	ρ_{wet} (pcf)	w (%)	ρ_{dry} (pcf)	M_R (psi)	k_1	k_2	k_3	S_e/S_y	R^2_{Adj}	σ_3 (psi)	$\sigma_{v\text{-}max}$ (psi)
STA. 4+00 – 5+65 #1	140.4	6	132.4	33,196	1003	0.544	-0.085	0.205	0.95	4	188
STA. 4+00 – 5+65 #2	143	6	134.9	31,017	779	0.627	-0.001	0.164	0.97	4	205
STA. 5+65 – 6+55 #1 TRIM	137	6.1	129.1	36,135	988	0.574	-0.001	0.179	0.96	4	203
STA. 5+65 – 6+55 #2 TRIM	130.7	6.3	123	39,732	1387	0.522	-0.261	0.141	0.98	4	244

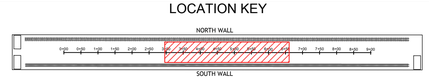
Note: modulus estimated for σ_3=15 psi and σ_{cyclic}=27 psi



SCALE: 1"=10'

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

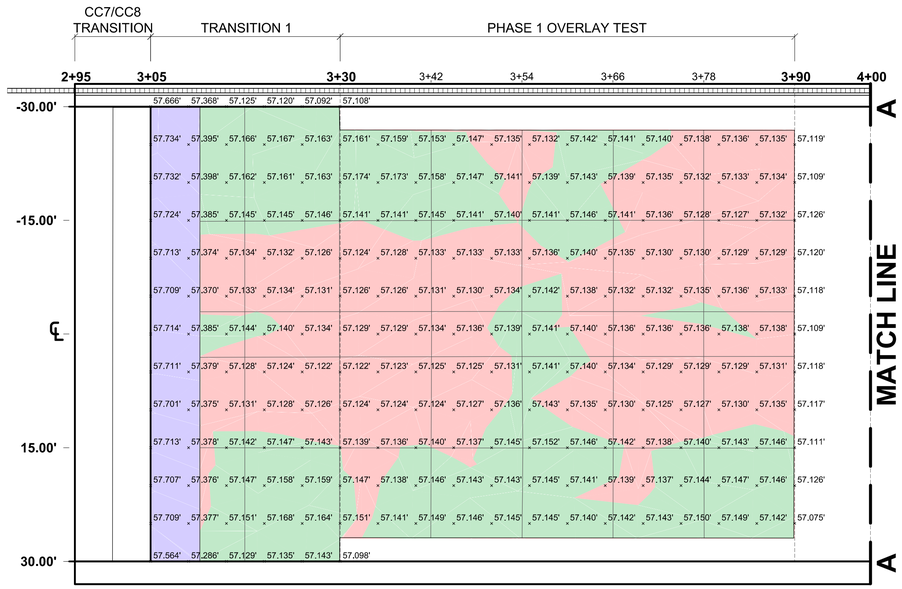
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		
PROJECT NO:		

CONSTRUCTION CYCLE 8

P-154 ACCEPTANCE AND CHARACTERIZATION RESULTS AS-BUILT

SIZE: ANSI D | SCALE: AS NOTED | SHEET 26 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG



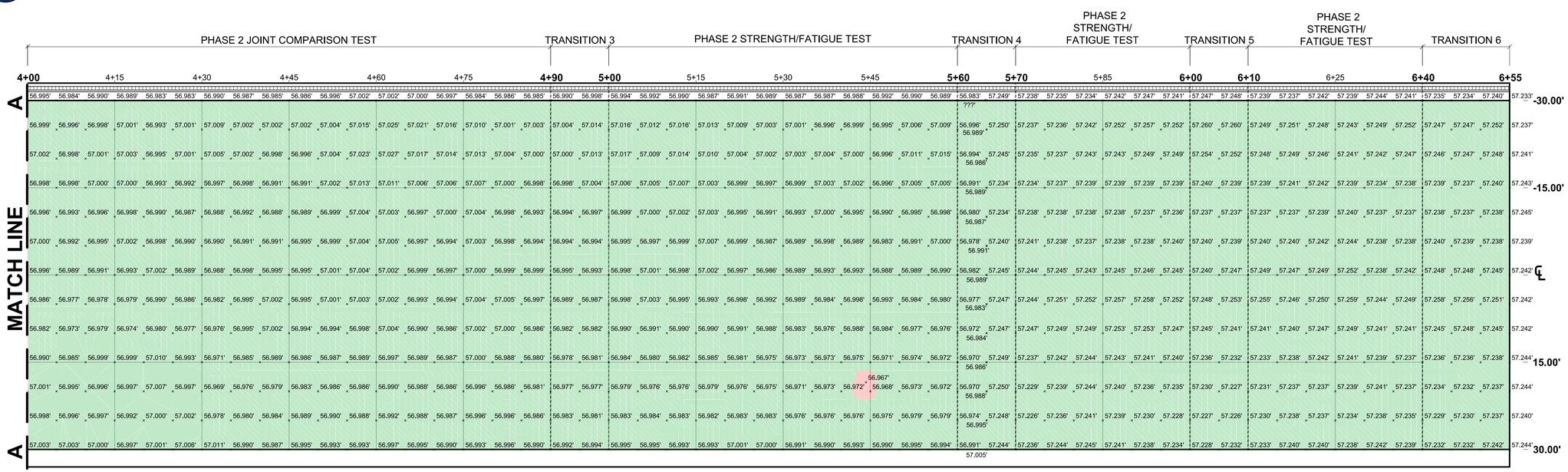
SCALE: 1"=10'

PHASE 1 OVERLAY PRE-TRAFFIC P-501 (STA. 3+05 TO 4+00) LEGEND:

x 57.170' - SPOT ELEVATION

TARGET ELEVATION: 57.170' ± 0.031' (3/8")

- CONFORMING ELEVATION (57.139' - 57.201')
- ELEVATION BELOW THE CONFORMANCE RANGE (<57.139')
- ELEVATION ABOVE THE CONFORMANCE RANGE (>57.201')



SCALE: 1"=10'

PHASE 2 STA. 4+00 TO 5+65 P-306 LEGEND:

x 57.000' - SPOT ELEVATION

TARGET ELEVATION: 57.000' ± 0.031' (3/8")

- CONFORMING ELEVATION (56.969' - 57.031')
- ELEVATION BELOW THE CONFORMANCE RANGE (<56.969')
- ELEVATION ABOVE THE CONFORMANCE RANGE (>57.031')

PHASE 2 STA. 5+65 TO 6+55 P-306 LEGEND:

x 57.250' - SPOT ELEVATION

TARGET ELEVATION: 57.250' ± 0.031' (3/8")

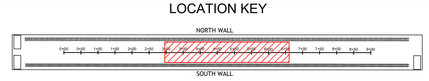
- CONFORMING ELEVATION (56.219' - 57.281')
- ELEVATION BELOW THE CONFORMANCE RANGE (<56.219")
- ELEVATION ABOVE THE CONFORMANCE RANGE (>57.281')

NOTES:

1. GRADE TOLERANCE PER SPECIFICATIONS FOR NAPTF CONSTRUCTION CYCLE 8 (CC8) ISSUED FOR CONSTRUCTION, NOVEMBER 16, 2016, REV. 1 12/20/2016.
2. P-501 AND P-306 GRADE CONFORMANCE TOLERANCE: ±3/8" (0.031').

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8

PRE-TRAFFIC P-501 AND P-306 ELEVATION MAP AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 27 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG

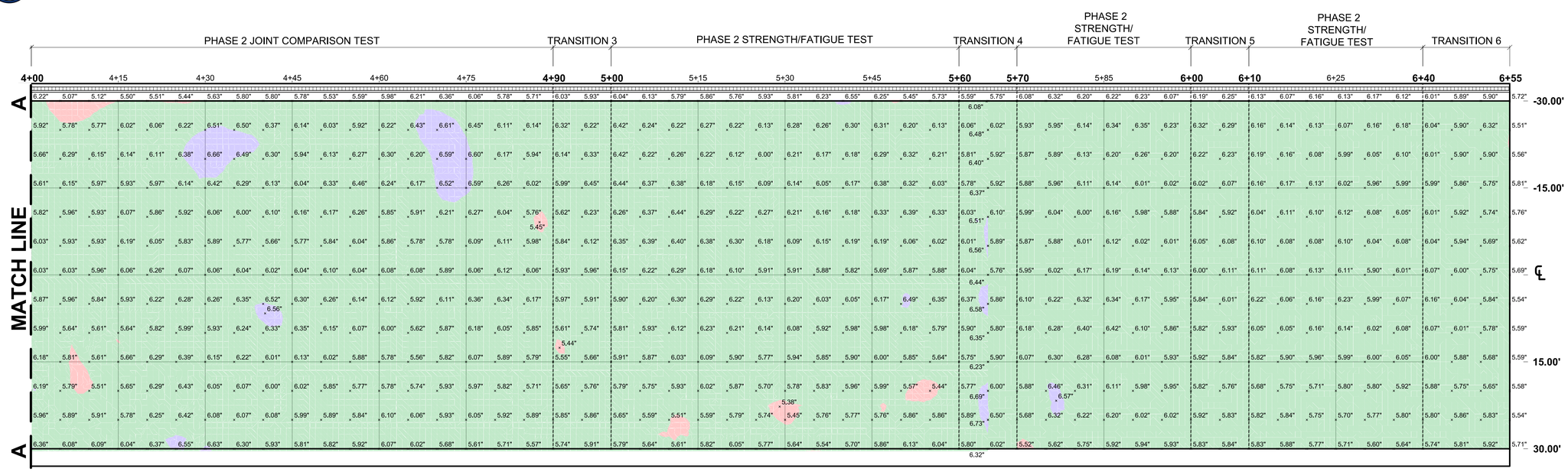
SCALE: 1"=10'

PHASE 1 OVERLAY PRE-TRAFFIC P-501 (STA. 3+05 TO 4+00) LEGEND:

x 9.00" - THICKNESS LABEL

TARGET THICKNESS: 9" ± $\frac{1}{2}$" (0.750' ± 0.042')

- CONFORMING THICKNESS 8.50" - 9.50" (0.708' - 0.792')
- THICKNESS BELOW THE CONFORMANCE RANGE <8.50" (0.708')
- THICKNESS ABOVE THE CONFORMANCE RANGE >9.50" (0.792')



SCALE: 1"=10'

PHASE 2 STA. 4+00 TO 5+65 P-306 LEGEND:

x 6.00" - THICKNESS LABEL

TARGET THICKNESS: 6" ± $\frac{1}{2}$" (0.500' ± 0.042')

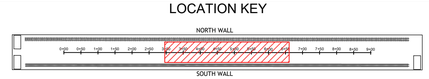
- CONFORMING THICKNESS 5.50" - 6.50" (0.458' - 0.542')
- THICKNESS BELOW THE CONFORMANCE RANGE <5.50" (0.458')
- THICKNESS ABOVE THE CONFORMANCE RANGE >6.50" (0.542')

NOTES:

1. THICKNESS TOLERANCE PER SPECIFICATIONS FOR NAPTF CONSTRUCTION CYCLE 8 (CC8) ISSUED FOR CONSTRUCTION, NOVEMBER 16, 2016, REV. 1 12/20/2016.
2. P-501 AND P-306 THICKNESS CONFORMANCE TOLERANCE: ±$\frac{1}{2}$" (0.042').

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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ATLANTIC CITY AIRPORT, NJ 08234

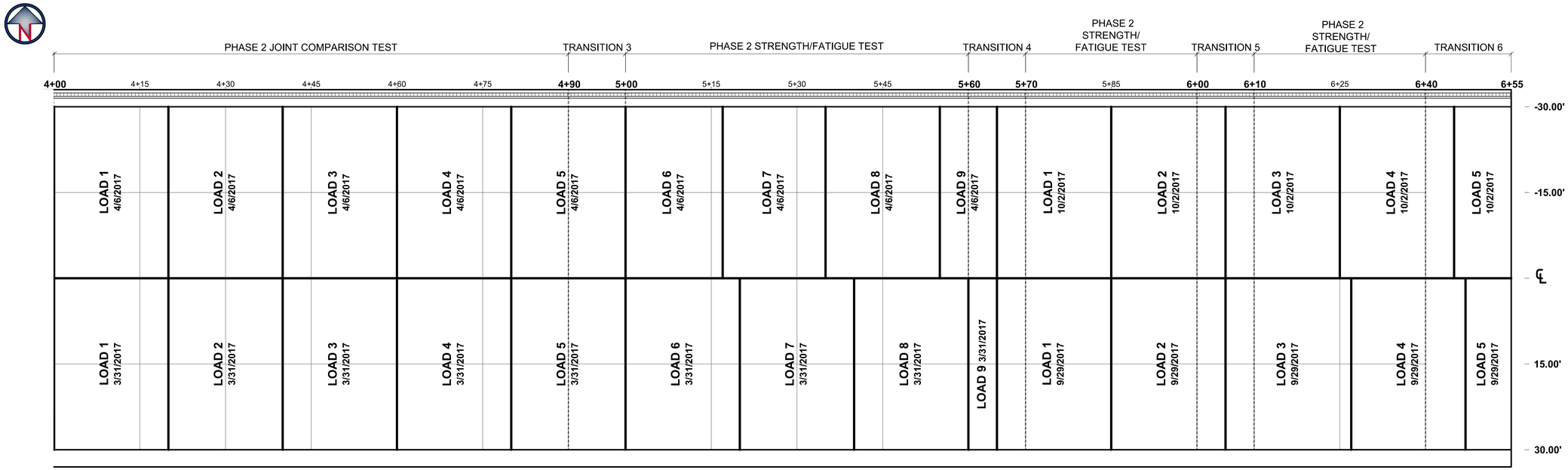
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8

PRE-TRAFFIC P-501 AND P-306 THICKNESS MAP AS-BUILT

PROJECT NO:	SIZE: ANSI D	SCALE: AS NOTED	SHEET 28 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG



PHASE 2 P-306

SCALE: 1"=10'

P-306 ACCEPTANCE AND CHARACTERIZATION TESTING RESULTS

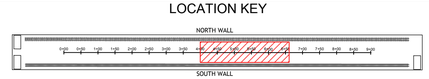
ID	Date	Load	Location	Acceptance & Characterization							
				QC Air	QC Slump	QC Unit Weight	QC Temp	7 Day Compressive Strength	7 Day Resonant Frequency	28 Day Compressive Strength	28 Day Resonant Frequency
				%	in	pcf	°F	psi	psi	psi	psi
LC-001	3/31/2017	1	4+00 to 4+20 South	5.0	2.50	138.7	65	400 (390-410)	2,258,000	N/T	N/T
LC-002	3/31/2017	4	4+60 to 4+80 South	4.6	8.00	142.0	64	660 (640-680)	3,484,000	N/T	N/T
LC-003	3/31/2017	7	5+20 to 5+40 South	4.8	4.50	141.0	66	540 (520-560)	2,938,000	N/T	N/T
LC-004	3/31/2017	8	5+40 to 5+60 South	4.3	5.00	143.0	68	545 (530-560)	2,881,000	N/T	N/T
LC-005	4/6/2017	1	4+00 to 4+20 North	6.1	4.50	137.1	69	395 (390-400)	2,291,000	N/T	N/T
LC-006	4/6/2017	4	4+60 to 4+80 North	5.2	5.50	140.6	72	440 (430-450)	2,600,000	N/T	N/T
LC-007	4/6/2017	7	5+17 to 5+35 North	5.1	3.25	141.3	68	575 (520-630)	3,388,000	N/T	N/T
LC-008	4/6/2017	8	5+35 to 5+55 North	4.5	6.75	143.0	70	415 (400-430)	2,661,000	N/T	N/T
LC-009	9/29/2017	1	5+65 to 5+85 South	6.7	3.25	138.7	69	625 (610-640)	N/T	840 (820-860)	N/T
LC-010	9/29/2017	2	5+85 to 6+05 South	5.6	3.50	141.3	68	585 (580-590)	N/T	760 (750-770)	N/T
LC-011	9/29/2017	3	6+05 to 6+27 South	6.8	5.00	138.7	70	775 (770-780)	N/T	1,020 (990-1,050)	3,946,000
LC-012	9/29/2017	4	6+27 to 6+47 South	7.0	3.00	139.2	72	730 (730-730)	N/T	920 (890-950)	3,814,000
LC-013	9/29/2017	5	6+47 to 6+55 South	7.6	3.50	141.0	70	830 (830-830)	N/T	1,095 (1,090-1,100)	4,305,000
LC-014	10/2/2017	1	5+65 to 5+85 North	7.6	2.75	137.8	64	685 (680-690)	N/T	925 (920-930)	3,603,000
LC-015	10/2/2017	2	5+85 to 6+05 North	6.5	4.25	137.6	66	560 (550-570)	N/T	735 (720-750)	3,346,000
LC-016	10/2/2017	3	6+05 to 6+25 North	6.3	3.00	139.6	67	860 (860-860)	N/T	1,160 (1,140-1,180)	4,055,000
LC-017	10/2/2017	4	6+25 to 6+45 North	6.7	2.75	138.6	67	745 (740-750)	N/T	890 (840-940)	3,818,000
LC-018	10/2/2017	5	6+45 to 6+55 North	5.8	3.50	139.7	69	640 (630-650)	N/T	855 (830-880)	3,564,000

	Strength		Std Dev	CV
4+00 to 4+45, North	7-day Compressive Strength, psi	395	7.07	1.8
	7-day Resonant Freq, psi	2,291,000	N/A	N/A
4+00 to 4+45, South	7-day Compressive Strength, psi	400	14.14	3.5
	7-day Resonant Freq, psi	2,258,000	N/A	N/A
4+45 to 4+90, North	7-day Compressive Strength, psi	440	14.14	3.2
	7-day Resonant Freq, psi	2,600,000	N/A	N/A
4+45 to 4+90, South	7-day Compressive Strength, psi	660	28.28	4.3
	7-day Resonant Freq, psi	3,484,000	N/A	N/A
5+00 to 5+30, North	7-day Compressive Strength, psi	575	77.78	13.5
	7-day Resonant Freq, psi	3,388,000	N/A	N/A
5+00 to 5+30, South	7-day Compressive Strength, psi	540	28.28	5.2
	7-day Resonant Freq, psi	2,938,000	N/A	N/A
5+30 to 5+60, North	7-day Compressive Strength, psi	495	103.44	20.9
	7-day Resonant Freq, psi	3,024,500	514.07	17.0
5+30 to 5+60, South	7-day Compressive Strength, psi	543	20.62	3.8
	7-day Resonant Freq, psi	2,909,250	40.66	1.4

	Strength		Std Dev	CV
5+70 to 6+00, North	7-day Compressive Strength, psi	623	72.74	11.7
	28-day Compressive Strength, psi	830	110.45	13.3
	28-day Resonant Freq, psi	3,474,000	181.73	5.2
5+70 to 6+00, South	7-day Compressive Strength, psi	605	26.46	4.4
	28-day Compressive Strength, psi	800	49.67	6.2
6+10 to 6+40, North	7-day Compressive Strength, psi	803	66.52	8.3
	28-day Compressive Strength, psi	1025	161.97	15.8
	28-day Resonant Freq, psi	3,936,000	167.58	4.3
6+10 to 6+40, South	7-day Compressive Strength, psi	755	35.36	4.7
	28-day Compressive Strength, psi	970	67.33	6.9
	28-day Resonant Freq, psi	3,880,000	93.34	2.4

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

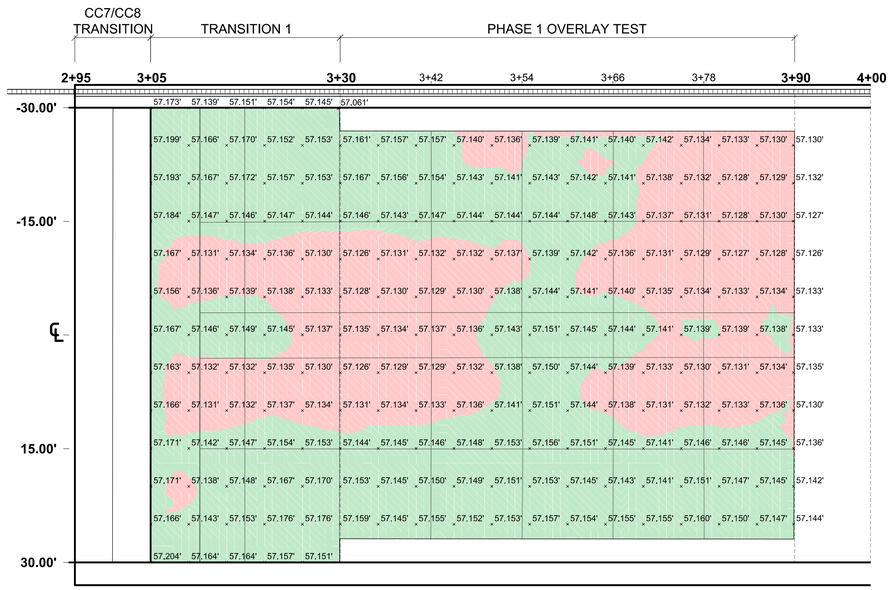
CONSTRUCTION CYCLE 8

P-306 ACCEPTANCE AND CHARACTERIZATION RESULTS

AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 29 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG



PHASE 1 OVERLAY POST-TRAFFIC P-501 (STA. 3+05 TO 4+00) LEGEND:

x 57.170' - SPOT ELEVATION

TARGET ELEVATION: 57.170' ±0.031' ($\frac{3}{8}$")

CONFORMING ELEVATION (57.139' - 57.201')

ELEVATION BELOW THE CONFORMANCE RANGE (<57.139')

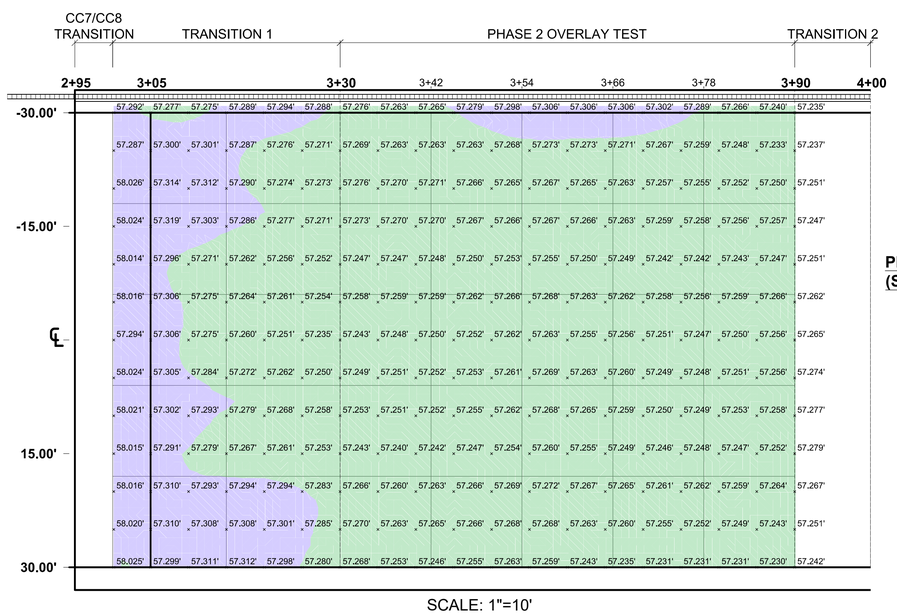
ELEVATION ABOVE THE CONFORMANCE RANGE (>57.201')

INTERLAYER ACCEPTANCE TESTING RESULTS

ID	Date	Station	Location	Compaction	Air Voids
				%	%
AC-001	12/13/2016	3+70	Pass 1	93.2	6.8
AC-002	12/13/2016	3+55	Pass 2	92.9	7.1
AC-003	12/13/2016	3+75	Pass 3	92.7	7.3
AC-004	12/13/2016	3+55	Pass 4	93.1	6.9
AC-005	12/13/2016	3+60	Pass 5	93.0	7.0
AC-006	12/13/2016	3+75	Joint 1	90.4	9.6
AC-007	12/13/2016	3+50	Joint 2	90.1	9.9
AC-008	12/13/2016	3+60	Joint 3	91.0	9.0
AC-009	12/13/2016	3+55	Joint 4	90.6	9.4

INTERLAYER CHARACTERIZATION TESTING RESULTS

Mix	Sieve	JMF	12/9/2016 Results	12/12/2016 Results
			%	%
9.5M64	3/4 in	100.0	100.0	100.0
	1/2 in	100.0	100.0	100.0
	3/8 in	92.5	96.3	95.8
	No. 4	60.3	55.9	63.9
	No. 16	29.3	26.2	32.8
	No. 50	11.2	10.4	13.1
	No. 200	4.5	3.1	4.5
	Asphalt Content	5.40	5.44	5.58
	VMA	16.9	17.4	16.4



PHASE 2 OVERLAY INTERLAYER (STA. 3+05 TO 4+00) GRADE LEGEND:

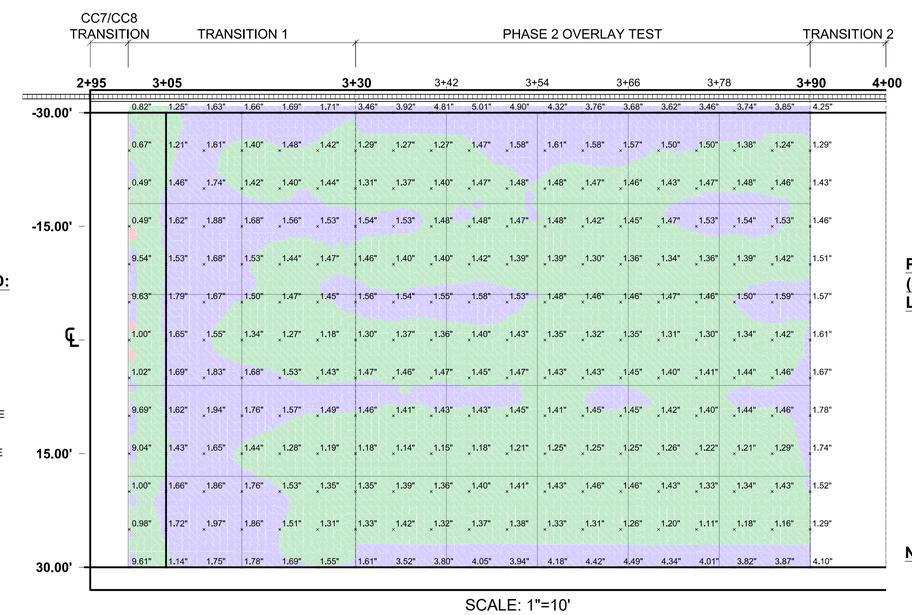
x 57.250' - SPOT ELEVATION

TARGET ELEVATION: 57.250' ± 0.031' ($\frac{3}{8}$")

CONFORMING ELEVATION (57.219' - 57.281')

ELEVATION BELOW THE CONFORMANCE RANGE (<57.219')

ELEVATION ABOVE THE CONFORMANCE RANGE (>57.281')



PHASE 2 OVERLAY INTERLAYER (STA. 4+00 TO 5+65) THICKNESS LEGEND:

x 1.00"' - THICKNESS LABEL

TARGET THICKNESS: 1" ± $\frac{1}{2}$" (0.083' ± 0.042')

CONFORMING THICKNESS 0.50" - 1.50" (0.042' - 0.125')

THICKNESS BELOW THE CONFORMANCE RANGE <0.50" (0.042')

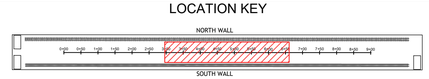
THICKNESS ABOVE THE CONFORMANCE RANGE >1.50" (0.125')

NOTES:

1. THICKNESS AND GRADE TOLERANCE PER SPECIFICATIONS FOR NAPTF CONSTRUCTION CYCLE 8 (CC8) ISSUED FOR CONSTRUCTION, NOVEMBER 16, 2016, REV. 1 12/20/2016.

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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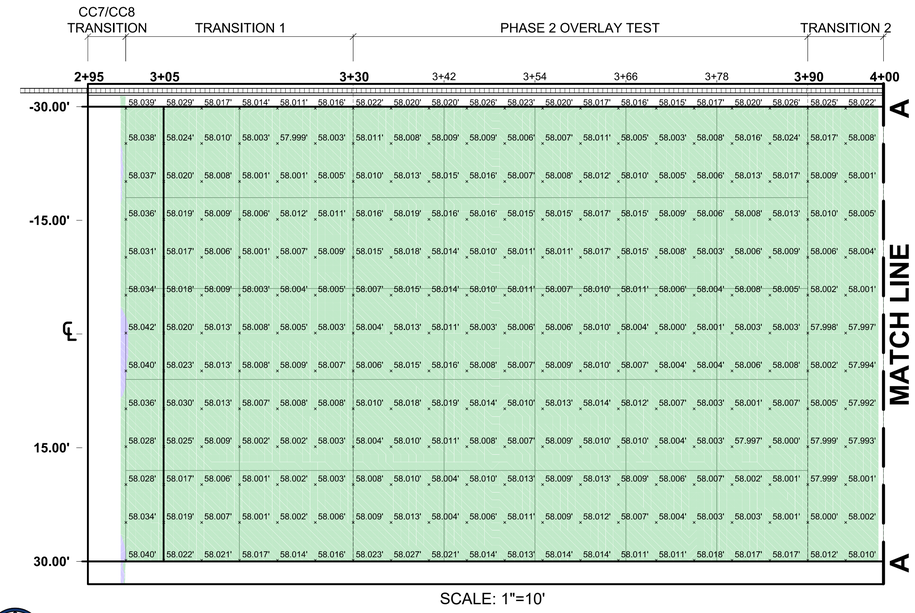
ATLANTIC CITY AIRPORT, NJ 08234

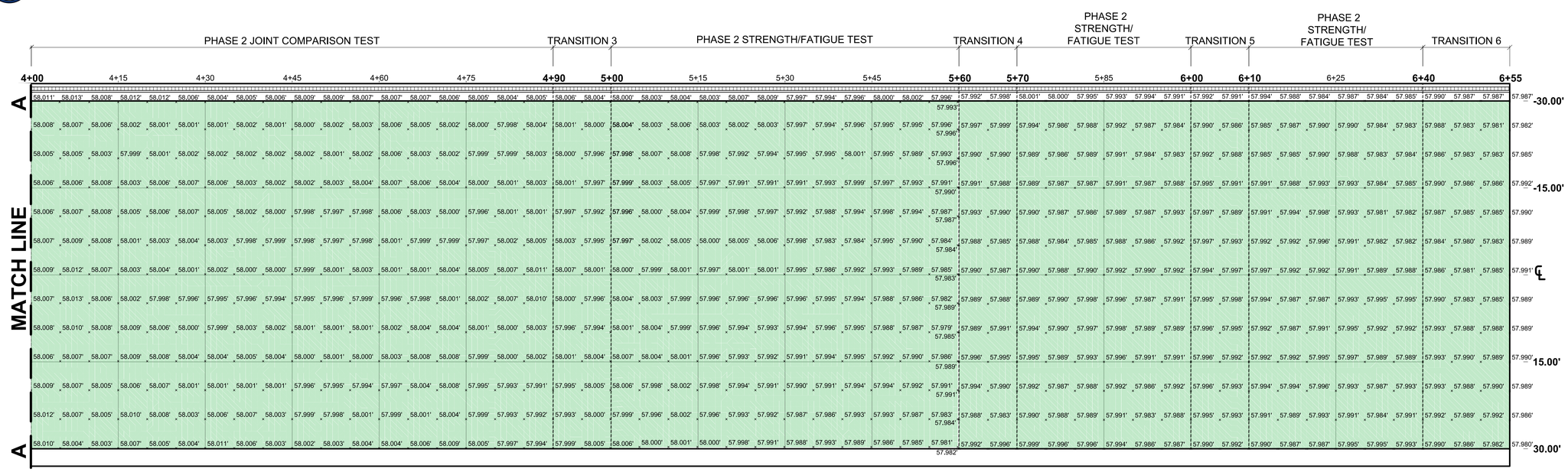
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8
POST-TRAFFIC P-501 ELEVATION MAP, INTERLAYER ELAVATION & THICKNESS MAPS AND TESTING RESULTS AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 30 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG





PHASE 2 P-501 LEGEND:

x 58.000' - SPOT ELEVATION

TARGET ELEVATION: 58.000' ± 0.04'

CONFORMING ELEVATION (57.960' - 58.040')

ELEVATION BELOW THE CONFORMANCE RANGE (<57.960')

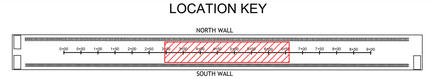
ELEVATION ABOVE THE CONFORMANCE RANGE (>58.040')

NOTES:

1. GRADE TOLERANCE PER SPECIFICATIONS FOR NAPTF CONSTRUCTION CYCLE 8 (CC8) ISSUED FOR CONSTRUCTION, NOVEMBER 16, 2016, REV. 1 12/20/2016.
2. P-501GRADE CONFORMANCE TOLERANCE: ±0.04 FEET.

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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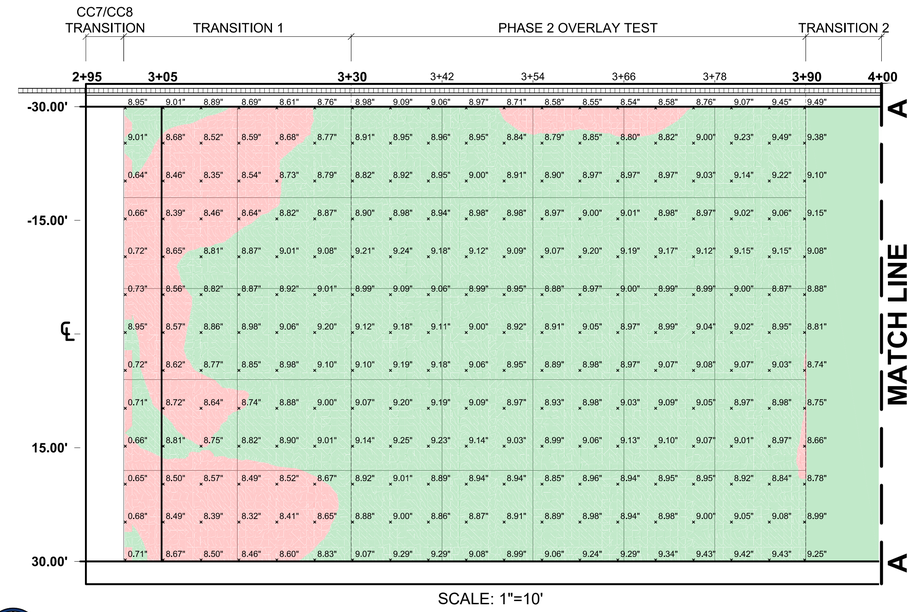
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8

P-501 ELEVATION MAP AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 31 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG



PHASE 2 OVERLAY (STA. 3+05 TO 4+00) LEGEND:

x 9.00" - THICKNESS LABEL

TARGET THICKNESS: T = 9.00" (0.750')

CONFORMING THICKNESS 8.75" - 10.00" (OR 0.729' - 0.833')

- CONFORMING THICKNESS 8.75" - 10.00" (0.729' - 0.833')
- THICKNESS BELOW THE CONFORMANCE RANGE <8.75" (0.729')
- THICKNESS ABOVE THE CONFORMANCE RANGE >10.00" (0.833')

PHASE 2 (STA. 4+00 TO 5+65) LEGEND:

x 12.00" - THICKNESS LABEL

TARGET THICKNESS: T = 12.00" (1.000')

CONFORMING THICKNESS 11.75" - 13.00" (OR 0.979' - 1.083")

- CONFORMING THICKNESS 11.75" - 13.00" (0.979' - 1.083')
- THICKNESS BELOW THE CONFORMANCE RANGE <11.75" (0.979')
- THICKNESS ABOVE THE CONFORMANCE RANGE >13.00" (1.083')

PHASE 2 (STA. 5+65 TO 6+55) LEGEND:

x 9.00" - THICKNESS LABEL

TARGET THICKNESS: T = 9.00" (0.750')

CONFORMING THICKNESS 8.75" - 10.00" (OR 0.729' - 0.833')

- CONFORMING THICKNESS 8.75" - 10.00" (0.729' - 0.833')
- THICKNESS BELOW THE CONFORMANCE RANGE <8.75" (0.729')
- THICKNESS ABOVE THE CONFORMANCE RANGE >10.00" (0.833')

NOTES:

1. THICKNESS TOLERANCE PER SPECIFICATIONS FOR NAPTF CONSTRUCTION CYCLE 8 (CC8) ISSUED FOR CONSTRUCTION, NOVEMBER 16, 2016, REV. 1 12/20/2016.
2. P-501 THICKNESS CONFORMANCE TOLERANCE:

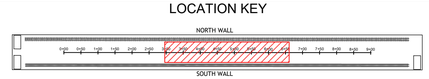
   LOWER TOLERANCE: T - 0.25"

   UPPER TOLERANCE: T + 1"

   WHERE T = LOT PLAN THICKNESS IN INCHES.

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



CSRA
SRA INTERNATIONAL, INC., A CSRA COMPANY
200 DECADON DRIVE
EGG HARBOR, NJ 08234
PHONE: (609) 601-6800

FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

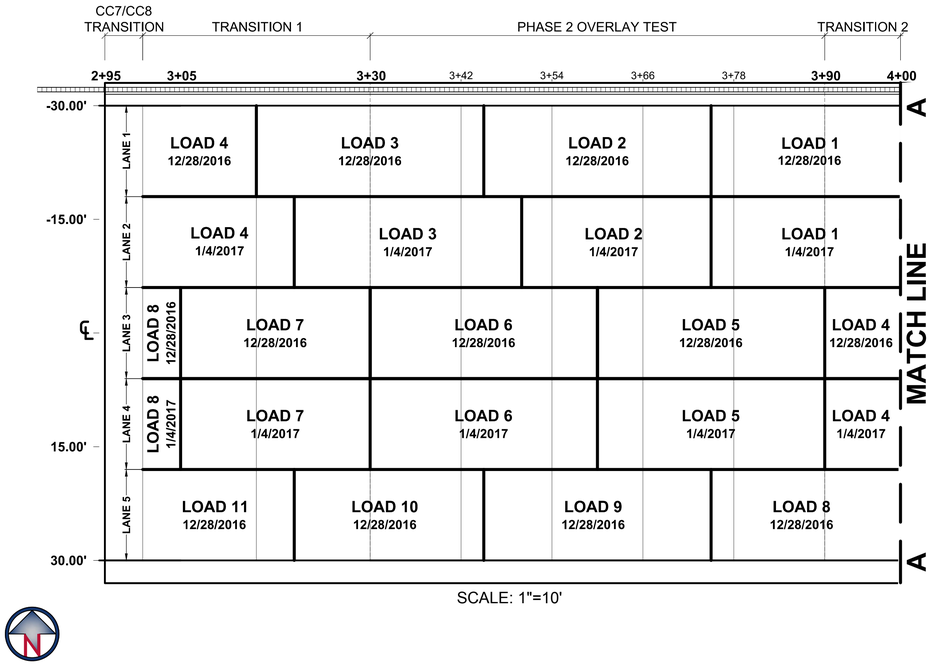
	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		
PROJECT NO:		

CONSTRUCTION CYCLE 8

P-501 THICKNESS MAP AS-BUILT

SIZE: ANSI D | SCALE: AS NOTED | SHEET 32 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG

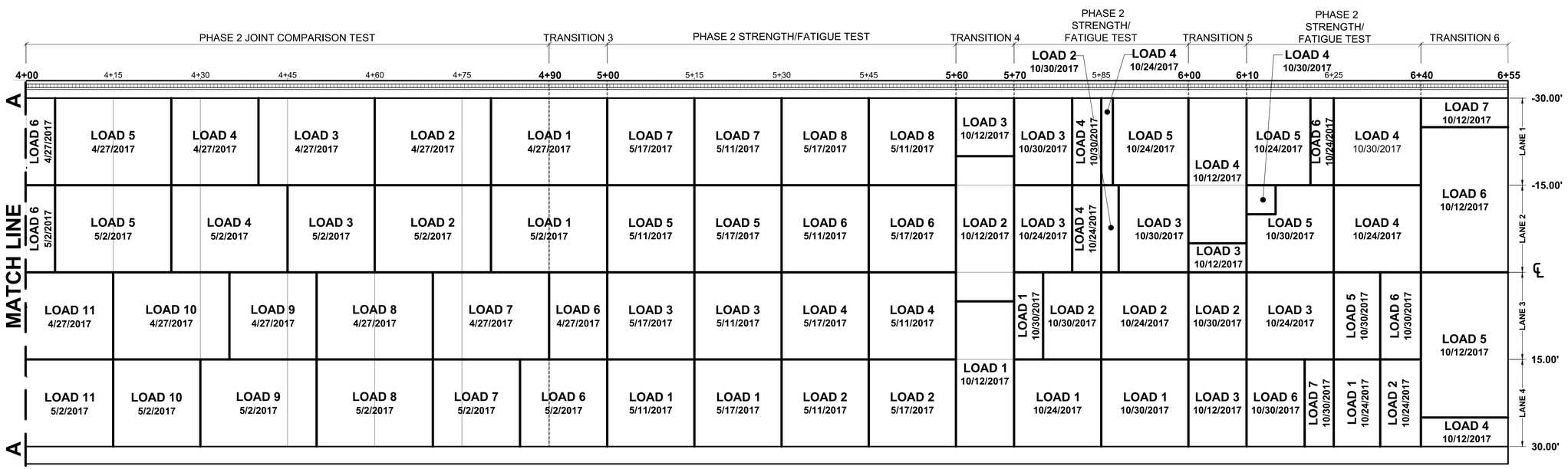


Location	Parameter	Average	Standard Deviation	Coefficient of Variation, %
3+30 to 3+90, North	7-day Flexural Strength, psi	471	30.87	6.6
	28-day Flexural Strength, psi	554	30.96	5.6
	28-day Compressive Strength, psi	4,376	234.81	5.4
	28-day Resonant Freq, psi	5,621,000	2514.11	0.0
3+30 to 3+90, South	7-day Flexural Strength, psi	472	24.13	5.1
	28-day Flexural Strength, psi	506	170.49	33.7
	28-day Compressive Strength, psi	4,529	295.44	6.5
	28-day Resonant Freq, psi	5,693,000	72.37	0.0
4+00 to 4+45, North	7-day Flexural Strength, psi	476	24.95	5.2
	7-day Resonant Freq, psi	4,766,000	246.99	0.0
	28-day Flexural Strength, psi	596	33.55	5.6
	28-day Compressive Strength, psi	4,442	304.53	6.9
	28-day Resonant Freq, psi	5,158,000	194.10	0.0
4+00 to 4+45, South	7-day Flexural Strength, psi	471	25.96	5.5
	7-day Resonant Freq, psi	4,666,000	309.31	0.0
	28-day Flexural Strength, psi	585	26.07	4.5
	28-day Compressive Strength, psi	4,310	160.11	3.7
	28-day Resonant Freq, psi	5,154,000	83.96	0.0
4+45 to 4+90, North	7-day Flexural Strength, psi	473	61.70	13.1
	7-day Resonant Freq, psi	4,562,000	397.50	0.0
	28-day Flexural Strength, psi	594	60.75	10.2
	28-day Compressive Strength, psi	4,492	455.20	10.1
	28-day Resonant Freq, psi	5,168,000	179.07	0.0
4+45 to 4+90, South	7-day Flexural Strength, psi	462	34.74	7.5
	7-day Resonant Freq, psi	4,784,000	172.47	0.0
	28-day Flexural Strength, psi	597	24.31	4.1
	28-day Compressive Strength, psi	4,485	214.02	4.8
	28-day Resonant Freq, psi	5,212,000	89.94	0.0
5+00 to 5+30, North	7-day Flexural Strength, psi	416	17.97	4.3
	7-day Resonant Freq, psi	4,353,000	86.73	0.0
	28-day Flexural Strength, psi	504	27.21	5.4
	28-day Compressive Strength, psi	3,629	203.49	5.6
	28-day Resonant Freq, psi	4,652,000	102.53	0.0

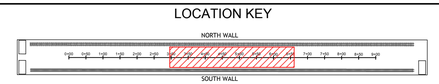
NOTE: PSPA DATA NOT INCLUDED DUE TO INCOMPLETE DATA SET. PRE-TRAFFIC PSPA DATA WILL BE INCLUDED IN APPENDIX OF THE CONSTRUCTION REPORT.

Location	Parameter	Average	Standard Deviation	Coefficient of Variation, %
5+00 to 5+30, South	7-day Flexural Strength, psi	418	60.21	14.4
	7-day Resonant Freq, psi	4,472,000	167.85	0.0
	28-day Flexural Strength, psi	513	47.59	9.3
	28-day Compressive Strength, psi	3,200	1101.31	34.4
	28-day Resonant Freq, psi	4,807,000	188.77	0.0
5+30 to 5+60, North	7-day Flexural Strength, psi	424	45.89	10.8
	7-day Resonant Freq, psi	4,432,000	289.11	0.0
	28-day Flexural Strength, psi	535	50.95	9.5
	28-day Compressive Strength, psi	3,810	523.09	13.7
	28-day Resonant Freq, psi	4,773,000	243.02	0.0
5+30 to 5+60, South	7-day Flexural Strength, psi	444	22.87	5.2
	7-day Resonant Freq, psi	4,572,000	272.22	0.0
	28-day Flexural Strength, psi	550	43.06	7.8
	28-day Compressive Strength, psi	3,902	460.77	11.8
	28-day Resonant Freq, psi	4,965,000	212.57	0.0
5+70 to 6+00, North	7-day Flexural Strength, psi	794	69.78	8.8
	7-day Resonant Freq, psi	6,211,000	152.63	0.0
	28-day Flexural Strength, psi	897	80.31	9.0
	28-day Compressive Strength, psi	5,436	506.23	9.3
	28-day Resonant Freq, psi	6,445,000	134.37	0.0
5+70 to 6+00, South	7-day Flexural Strength, psi	764	75.63	9.9
	7-day Resonant Freq, psi	6,018,000	157.75	0.0
	28-day Flexural Strength, psi	833	81.03	9.7
	28-day Compressive Strength, psi	5,146	367.46	7.1
	28-day Resonant Freq, psi	6,405,000	251.62	0.0
6+10 to 6+40, North	7-day Flexural Strength, psi	755	65.97	8.7
	7-day Resonant Freq, psi	6,029,000	320.03	0.0
	28-day Flexural Strength, psi	853	103.21	12.1
	28-day Compressive Strength, psi	5,235	678.34	13.0
	28-day Resonant Freq, psi	6,361,000	222.00	0.0
6+10 to 6+40, South	7-day Flexural Strength, psi	802	49.65	6.2
	7-day Resonant Freq, psi	6,077,000	129.95	0.0
	28-day Flexural Strength, psi	871	71.59	8.2
	28-day Compressive Strength, psi	5,274	342.88	6.5
	28-day Resonant Freq, psi	6,548,000	235.69	0.0

SEE SHEET 34 FOR ADDITIONAL P-501 ACCEPTANCE AND CHARACTERIZATION TESTING RESULTS



LOCATION KEY



NO.	REVISIONS	DATE	BY	CHK	APR

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NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8

P-501 ACCEPTANCE AND CHARACTERIZATION RESULTS AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 33 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG

P-501 (650 PSI) Acceptance and Characterization Results

ID	Date	Load	Location	QC Slump	QC Air	QC Unit Weight	QC Temp	Avg. 28 Day Flexural Strength (Range)	7 Day Flexural Strength	7 Day Resonant Frequency	Avg. 28 Day Compressive Strength (Range)	28 Day Resonant Frequency*
				in	*%*	*pcf*	*°F*	*psi*	*psi*	*psi*	*psi*	*psi*
PCC-001	12/28/2016	1	4+00 to 3+75 Lane 1	5.25	6.5	138.2	70	580 (555-625)	500	N/T	4430 (4320-4550)	5,607,000*
PCC-002	12/28/2016	2	3+75 to 3+45 Lane 1	3.50	4.5	137.8	70	528 (475-560)	480	N/T	4397 (4370-4440)	N/T
PCC-003	12/28/2016	3	3+45 to 3+15 Lane 1	4.00	4.0	141.3	72	550 (500-580)	505	N/T	4363 (4330-4400)	5,585,000*
PCC-004	12/28/2016	4	3+15 to 3+00 Lane 1 & 4+00 to 3+90 Lane 3	3.50	6.9	137.4	70	522 (480-560)	480	N/T	4347 (4160-4460)	N/T
PCC-005	12/28/2016	5	3+90 to 3+60 Lane 3	5.25	6.2	137.6	66	545 (530-560)	480	N/T	4523 (4450-4630)	5,608,000*
PCC-006	12/28/2016	6	3+60 to 3+30 Lane 3	5.50	5.3	140.2	65	558 (540-590)	485	N/T	4613 (4480-4720)	5,684,000*
PCC-007	12/28/2016	7	3+30 to 3+05 Lane 3	3.50	5.8	138.8	68	568 (554-580)	455	N/T	4693 (4630-4760)	N/T
PCC-008	12/28/2016	8	3+05 to 3+00 Lane 3 & 4+00 to 3+75 Lane 5	4.25	6.0	140.1	69	525 (520-530)	480	N/T	4560 (4480-4610)	5,765,000*
PCC-009	12/28/2016	9	3+75 to 3+45 Lane 5	4.50	5.5	140.2	69	575 (560-590)	485	N/T	4717 (4630-4790)	5,783,000*
PCC-010	12/28/2016	10	3+45 to 3+20 Lane 5	4.50	7.0	137.4	68	600 (560-645)	495	N/T	4947 (4760-5120)	5,779,000*
PCC-011	12/28/2016	11	3+20 to 3+00 Lane 5	3.50	6.0	139.2	66	N/T	N/T	N/T	4450 (4240-4690)	N/T
PCC-012	1/4/2017	1	4+00 to 3+75 Lane 2	4.50	6.8	138.7	69	557 (540-565)	465	N/T	4580 (4490-4670)	5,736,000*
PCC-013	1/4/2017	2	3+75 to 3+50 Lane 2	5.00	7.4	137.9	65	568 (560-575)	420	N/T	4023 (3720-4290)	5,507,000*
PCC-014	1/4/2017	3	3+50 to 3+20 Lane 2	4.75	7.0	138.4	68	545 (515-590)	430	N/T	4080 (4040-4100)	N/T
PCC-015	1/4/2017	4	3+20 to 3+00 Lane 2 & 4+00 to 3+90 Lane 4	3.00	5.3	140.3	70	570 (555-595)	480	N/T	4760 (4670-4820)	5,647,000*
PCC-016	1/4/2017	5	3+90 to 3+60 Lane 4	5.25	5.6	140.4	67	560 (545-580)	455	N/T	4167 (3820-4350)	5,659,000*
PCC-017	1/4/2017	6	3+60 to 3+30 Lane 4	3.50	5.4	141.4	65	543 (540-550)	425	N/T	4173 (4130-4200)	5,646,000*
PCC-018	1/4/2017	7	3+30 to 3+05 Lane 4	3.75	5.6	139.4	61	568 (545-585)	480	N/T	4307 (4150-4400)	5,649,000*
PCC-019	1/4/2017	8	3+05 to 3+00 Lane 4	4.75	1.8	145.2	71	N/T	N/T	N/T	N/T	N/T
PCC-020	4/27/2017	1	5+00 to 4+80 Lane 1	2.50	6.0	140.2	68	685 (660-700)	530	4,113,000	5240 (5160-5370)	5,332,000
PCC-021	4/27/2017	2	4+80 to 4+60 Lane 1	2.75	6.7	139.3	68	635 (620-655)	505	4,869,000	4720 (4640-4770)	5,320,000
PCC-022	4/27/2017	3	4+60 to 4+40 Lane 1	4.75	7.0	137.8	68	607 (595-615)	495	4,704,000	4453 (4390-4520)	5,056,000
PCC-023	4/27/2017	4	4+40 to 4+25 Lane 1	2.50	5.1	140.6	69	588 (580-600)	455	5,022,000	4607 (4490-4700)	5,231,000
PCC-024	4/27/2017	5	4+25 to 4+05 Lane 1	4.00	5.1	140.7	72	603 (585-625)	480	4,841,000	4597 (4550-4660)	5,255,000
PCC-025	4/27/2017	6	4+05 to 4+00 Lane 1 & 5+00 to 4+90 Lane 3	3.25	5.0	141.3	71	657 (650-665)	510	4,949,000	4813 (4680-5070)	5,449,000
PCC-026	4/27/2017	7	4+90 to 4+70 Lane 3	3.25	5.5	140.2	71	610 (580-630)	455	4,680,000	4413 (4280-4510)	5,175,000
PCC-027	4/27/2017	8	4+70 to 4+50 Lane 3	3.50	4.5	141.6	74	615 (595-635)	480	4,947,000	4787 (4600-4910)	5,267,000
PCC-028	4/27/2017	9	4+50 to 4+35 Lane 3	3.00	5.3	141.4	72	613 (585-635)	510	4,970,000	4560 (4490-4680)	5,199,000
PCC-029	4/27/2017	10	4+35 to 4+15 Lane 3	4.50	5.2	140.8	72	593 (575-615)	455	4,852,000	4347 (4330-4360)	5,140,000
PCC-030	4/27/2017	11	4+15 to 4+00 Lane 3	3.50	6.1	140.5	71	605 (580-625)	440	4,724,000	4403 (4310-4450)	5,298,000
PCC-031	5/2/2017	1	5+00 to 4+80 Lane 2	4.50	4.9	139.7	73	557 (525-590)	500	N/T	4367 (4190-4470)	5,258,000
PCC-032	5/2/2017	2	4+80 to 4+60 Lane 2	4.00	5.6	137.0	75	515 (495-530)	360	N/T	3857 (3660-4240)	4,869,000
PCC-033	5/2/2017	3	4+60 to 4+45 Lane 2	3.75	5.8	138.5	74	563 (540-600)	445	N/T	4313 (4240-4420)	5,176,000
PCC-034	5/2/2017	4	4+45 to 4+25 Lane 2	5.00	6.9	135.7	74	562 (550-580)	435	4,323,000	4027 (3960-4090)	4,868,000
PCC-035	5/2/2017	5	4+25 to 4+05 Lane 2	4.00	6.5	139.0	74	565 (550-580)	475	N/T	4090 (3710-4360)	5,003,000
PCC-036	5/2/2017	6	4+05 to 4+00 Lane 2 & 5+00 to 4+85 Lane 4	4.00	5.1	141.0	76	593 (575-630)	485	4,756,000	4507 (4420-4550)	5,246,000
PCC-037	5/2/2017	7	4+85 to 4+70 Lane 4	4.00	5.0	141.0	75	595 (585-610)	400	N/T	4643 (4580-4750)	5,364,000
PCC-038	5/2/2017	8	4+70 to 4+50 Lane 4	4.00	5.1	139.8	75	578 (555-595)	450	4,569,000	4327 (4260-4360)	5,142,000
PCC-039	5/2/2017	9	4+50 to 4+30 Lane 4	4.50	6.0	139.4	75	573 (570-575)	455	N/T	4160 (4130-4200)	5,091,000
PCC-040	5/2/2017	10	4+30 to 4+15 Lane 4	4.25	6.0	139.5	76	552 (545-555)	475	4,166,000	4257 (4210-4280)	5,134,000
PCC-041	5/2/2017	11	4+15 to 4+00 Lane 4	4.00	5.0	140.6	77	573 (560-585)	490	4,618,000	4133 (4070-4190)	5,065,000
PCC-042	5/11/2017	1	5+00 to 5+15 off. 15' to 30'	4.50	5.8	138.4	71	489 (460-528)	390	4,420,000	3480 (3400-3560)	4,673,000
PCC-043	5/11/2017	2	5+30 to 5+45 off. 15' to 30'	4.25	5.0	140.6	68	568 (550-590)	455	4,723,000	4187 (4140-4230)	5,059,000
PCC-044	5/11/2017	3	5+15 to 5+30 off. 0' to 15'	5.00	5.8	139.3	78	548 (515-595)	420	4,514,000	4055 (4040-4070)	4,897,000
PCC-045	5/11/2017	4	5+45 to 5+60 off. 0' to 15'	6.00	7.0	138.8	68	548 (530-570)	460	4,603,000	3897 (3850-3930)	5,086,000
PCC-046	5/11/2017	5	5+00 to 5+15 off. 0' to -15'	4.50	7.5	136.8	69	493 (475-510)	405	4,352,000	3690 (3630-3760)	4,586,000
PCC-047	5/11/2017	6	5+30 to 5+45 off. 0' to -15'	4.75	7.0	137.2	69	507 (490-525)	415	4,353,000	3873 (3830-3960)	4,752,000
PCC-048	5/11/2017	7	5+15 to 5+30 off. -15' to -30'	5.75	Leaked	134.3	68	485 (465-505)	400	4,265,000	3310 (3250-3340)	4,551,000
PCC-049	5/11/2017	8	5+45 to 5+60 off. -15' to -30'	4.75	7.2	137.2	69	533 (505-565)	405	4,290,000	3530 (3460-3570)	4,640,000
PCC-050	5/17/2017	1	5+15 to 5+30 off. 15' to 30'	4.75	6.0	140.5	71	468 (425-505)	360	4,277,000	2850 (2730-3040)	4,629,000
PCC-051	5/17/2017	2	5+45 to 5+60 off. 15' to 30'	6.00	7.4	138.3	70	492 (455-510)	410	4,179,000	3193 (3110-3260)	4,647,000
PCC-052	5/17/2017	3	5+00 to 5+15 off. 0' to 15'	4.00	5.3	141.1	73	545 (520-570)	500	4,677,000	3767 (3710-3800)	5,029,000
PCC-053	5/17/2017	4	5+30 to 5+45 off. 0' to 15'	5.75	5.9	140.0	74	592 (580-605)	450	4,782,000	4330 (4230-4410)	5,069,000
PCC-054	5/17/2017	5	5+15 to 5+30 off. 0' to -15'	5.50	6.6	139.6	73	502 (485-525)	420	4,323,000	3697 (3670-3720)	4,696,000
PCC-055	5/17/2017	6	5+45 to 5+60 off. 0' to -15'	5.50	8.1	137.8	72	490 (480-495)	385	4,227,000	3253 (3180-3350)	4,579,000
PCC-056	5/17/2017	7	5+00 to 5+15 off. -15' to -30'	5.00	8.0	136.6	75	537 (520-565)	440	4,471,000	3820 (3800-3830)	4,775,000
PCC-057	5/17/2017	8	5+30 to 5+45 off. -15' to -30'	4.00	5.4	141.2	76	610 (590-620)	490	4,859,000	4583 (4550-4640)	5,121,000

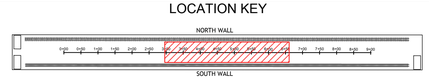
*Values for 28 Day resonant frequency results for 12/28/2017 and 1/4/2017 pours were pre-traffic results (age of specimens between 267 and 281 days)

P-501 (900 PSI) Acceptance and Characterization Results

ID	Date	Load	Location	QC Slump	QC Air	QC Unit Weight	QC Temp	Avg. 28 Day Flexural Strength (Range)	7 Day Flexural Strength	7 Day Resonant Frequency	Avg. 28 Day Compressive Strength (Range)	28 Day Resonant Frequency
				in	*%*	*pcf*	*°F*	*psi*	*psi*	*psi*	*psi*	*psi*
PCC-058	10/12/2017	1	5+60 to 5+70 off. 30' to 5'	5.75	3.6	145.6	78	967 (967-967)	750	6,239,000	5630 (5630-5630)	6,213,000
PCC-059	10/12/2017	2	5+60 to 5+70 off. 5' to -20'	4.50	5.0	147.8	79	921 (921-921)	760	6,344,000	5380 (5380-5380)	6,685,000
PCC-060	10/12/2017	3	5+60 to 5+70 off. -20' to -30' & 6+00 to 6+10 off. 30' to 15' & 0' to -5'	5.25	5.2	143.7	80	819 (819-819)	715	5,767,000	4790 (4790-4790)	6,064,000
PCC-061	10/12/2017	4	6+00 to 6+10 off. -5' to -30' & 6+40 to 6+55 off. 30' to 25'	5.50	5.7	142.2	75	896 (896-896)	750	5,879,000	5560 (5560-5560)	6,245,000
PCC-062	10/12/2017	5	6+40 to 6+55 off. 25' to 0'	5.00	7.1	141.5	75	881 (881-881)	745	5,809,000	4520 (4520-4520)	6,072,000
PCC-063	10/12/2017	6	6+40 to 6+55 off. 0' to -25'	5.00	4.6	146.3	76	940 (940-940)	790	6,394,000	6160 (6160-6160)	6,775,000
PCC-064	10/12/2017	7	6+40 to 6+55 off. -25' to -30'	5.50	5.9	143.8	75	835 (835-835)	705	5,766,000	5050 (5050-5050)	6,125,000
PCC-065	10/24/2017	1	5+70 to 5+85 & 6+25 to 6+33 off. 15' to 30'	4.25	5.7	144.8	76	894 (854-934)	808	6,199,000	5507 (5270-5820)	6,690,000
PCC-066	10/24/2017	2	6+33 to 6+40 off. 15' to 30' & 5+85 to 6+00 off. 0' to 15'	4.00	6.3	144.5	77	789 (759-813)	808	5,942,000	4797 (4620-5000)	6,314,000
PCC-067	10/24/2017	3	6+10 to 6+25 off. 0' to 15' & 5+70 to 5+80 off. 0' to -15'	4.25	6.7	143.1	77	928 (890-977)	876	6,255,000	5087 (4910-5200)	6,444,000
PCC-068	10/24/2017	4	5+80 to 5+85 & 6+25 to 6+40 off. 0' to -15' & 5+85 to 5+87 off. -15' to -30'	3.75	5.6	146.8	76	805 (782-845)	843	6,252,000	5110 (4950-5330)	6,361,000
PCC-069	10/24/2017	5	5+87 to 6+00 & 6+10 to 6+21 off. -15' to -30'	3.75	5.9	146.3	79	788 (782-795)	795	6,028,000	4813 (4720-4880)	6,235,000
PCC-070	10/24/2017	6	6+21 to 6+25 off -15' to -30'	4.00	7.7	140.6	80	710 (615-780)	687	5,371,000	3890 (3850-3910)	5,942,000
PCC-071	10/30/2017	1	5+85 to 6+00 off. 15' to 30' & 5+70 to 5+75 off. 0' to 15'	5.25	6.7	143.7	67	816 (717-953)	677	5,912,000	5133 (4890-5280)	6,212,000
PCC-072	10/30/2017	2	5+75 to 5+85 & 6+00 to 6+10 off. 0' to 15' & 5+85 to 5+88 off. 0' to -15'	5.25	4.8	145.4	70	978 (958-1003)	819	6,468,000	6187 (6000-6350)	6,625,000
PCC-073	10/30/2017	3	5+88 to 6+00 off. 0' to -15' & 5+70 to 5+80 off. -15' to -30'	3.50	5.2	145.6	70	944 (905-997)	684	6,120,000	5607 (5460-5750)	6,492,000
PCC-074	10/30/2017	4	5+80 to 5+85 & 6+25 to 6+40 off. -15' to -30' & 6+10 to 6+15 off. -10' to -15'	5.50	5.7	144.2	67	938 (917-975)	744	6,140,000	5810 (5600-5940)	6,511,000
PCC-075	10/30/2017	5	6+10 to 6+15 off. 0' to -10', 6+15 to 6+25 off. 0' to -15' & 6+25 to 6+33 off. 0' to 15'	4.00	6.3	144.0	66	849 (761-904)	789	5,944,000	5333 (5180-5440)	6,508,000
PCC-076	10/30/2017	6	6+33 to 6+40 off. 0' to 15' & 6+10 to 6+20 off. 15' to 30'	3.50	7.5	142.6	69	814 (763-841)	721	6,034,000	5257 (5150-5330)	6,382,000
PCC-077	10/30/2017	7	6+20 to 6+25 off. 15' to 30'	2.75	3.2	149.0	68	950 (926-970)	809	6,087,000	5663 (5270-5940)	6,952,000

NO.	REVISIONS	DATE	BY	CHK	APR

LOCATION KEY



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FOR

NATIONAL AIRPORT PAVEMENT TEST FACILITY
ATLANTIC CITY AIRPORT, NJ 08234

	NAME	DATE
DRAWN	M.MAZUREK	03/19/2018
CHECKED	R.A./J.G.	
FAA APPROVAL DATE:		

CONSTRUCTION CYCLE 8

P-501 ACCEPTANCE AND CHARACTERIZATION RESULTS

AS-BUILT

PROJECT NO: | SIZE: ANSI D | SCALE: AS NOTED | SHEET 34 OF 34

CAD FILE: CC8-AS-BUILT-MODEL.DWG