AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES

2025 Pavement Condition Index Report for OVERTON-PERKINS FIELD AIRPORT (U08)

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Existing Pavement Cross Section

From our review of record documentation provided by the airport, the pavement segment below was analyzed for the runway. No field testing was conducted as a part of this APMP update.

Runway Facility	Section ID	Pavement Section (in inches)	
		Asphalt Surface (P-401)	Aggregate Base (P-208)
14-32	R14-01	3	5

In-Situ Subgrade Support Conditions

A detailed geotechnical investigation was not completed as part of this analysis to determine in-situ subgrade support conditions. Geotechnical data summarized in a previous geotechnical report and prior analyses was used as the basis for determining the in-situ subgrade support conditions for this analysis. A geotechnical report completed by Kleinfelder from 1993 related to Proposed Perkins Field Improvements as well as additional geotechnical services completed in 1997 as a supplement to the 1993 study recommended a design CBR value of 10%. Given this data, a CBR value of 10 will be used in the PCR evaluation for the runway at U08.

PCR Results

All runway pavement sections were analyzed to determine their load-carrying capacity as described within FAA AC 150/5335-5D. **Table 8** summarizes the resultant PCR value and associated max allowable gross weight data to be reported in the airport's FAA Form 5010.

Table 8 – PCR Results

Airport LOC-ID	Facility ID	#35 S GW	#36 D GW	#37 2D GW	#38 2D/2D2 GW	#39 PCR
U08	14-32	30	60	-	-	80/F/B/X/T

The PCR value also includes letter codes following the numerical value that present additional information from the following categories:
***Pavement Type**: R = Rigid, F = Flexible*
***Subgrade Strength Category**: A = High, B = Medium, C = Low, D = Ultra Low*
***Maximum Allowable Tire Pressure**: W = Unlimited, X = High, Y = Medium, Z = Low*
***Pavement Evaluation Method**: T = Technical Evaluation, U = Using Aircraft*

Again, it is important to note that the PCR value is for reporting relative pavement strength, so airport operators can evaluate acceptable operations of aircraft. The PCR should not be used for pavement design or to evaluate a given pavement structure. The analysis results presented are based on the data available at the time of analysis and the assumptions presented above, should there be any significant changes to these input parameters the analysis results presented in this report will be impacted and should be re-evaluated. This includes significant changes in the aircraft fleet mix, aircraft operating weights, subgrade support conditions, or changes in pavement layer composition.