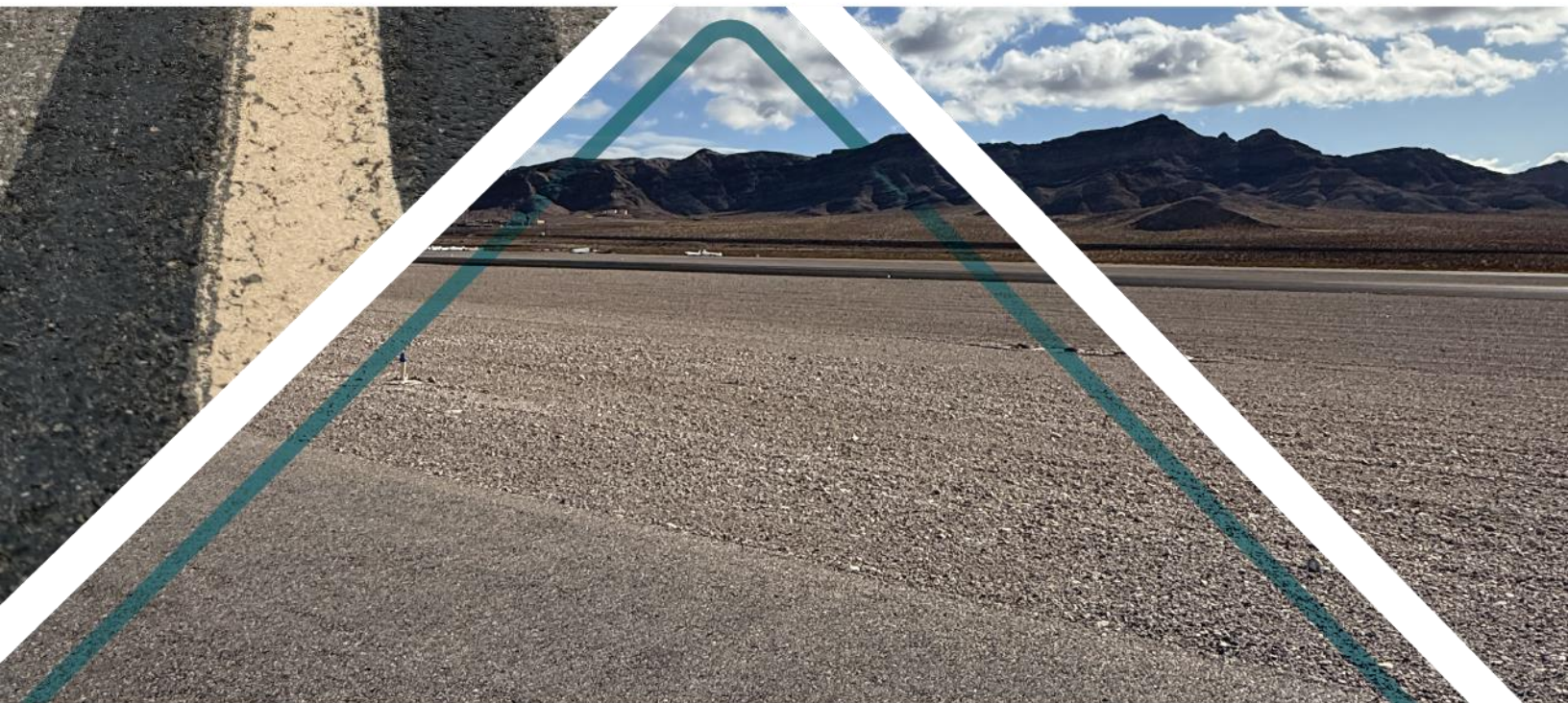




## AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES

### *2025 Pavement Condition Index Report for* **JEAN AIRPORT (0L7)**



Prepared for:



CLARK COUNTY  
DEPARTMENT OF AVIATION

Prepared by: **Kimley»Horn**





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## 2025 Pavement Condition Index Report for Jean Airport (0L7)



### Existing Pavement Cross Section

From our review of available documentation provided by the airport, the pavement segments below were analyzed for each 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)
02R-20L	R2R-01	2	4
02L-20R	R2L-01, R2L-02	2	4

### 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 dated September 20, 1993 related to Jean Airport Improvements determined the in-situ CBR values of two test locations to be 50 and 66. Therefore a design CBR value of 20% at 95% compaction was recommended. Given this data, a CBR value of 20 will be used in the PCR evaluation for the runways at 0L7.

## 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	#36	#37	#38	#39
		S GW	D GW	2D GW	2D/2D2 GW	PCR
0L7	02R-20L	28	51	-	-	60/F/A/X/T
0L7	02L-20R	28	51	-	-	60/F/A/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.