ANALYSIS OF REMAINING LIFE FOR RUNWAY 17R-35L AND TAXIWAY L AT DALLAS/FORT WORTH INTERNATIONAL AIRPORT

Michael T. McNerney, B. Frank McCullough, Kenneth H. Stokoe, W. James Wilde, James Bay, and James Lee

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VOLUME III DATA APPENDICIES

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CENTER FOR TRANSPORTATION RESEARCH
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THE UNIVERSITY OF TEXAS AT AUSTIN

by the

AVIATION RESEARCH CENTER
A Division of the Center for Transportation Research
The University of Texas at Austin
3208 Red River, Suite 200
Austin, Texas 78705-2605
Phone: 512/232-3140 • FAX: 512/232-3151

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PREFACE

This report is the third of three volumes of the report prepared by The University of Texas at Austin, Center for Transportation Research to document the research project to evaluate the remaining life of the primary runway and adjacent taxiway at Dallas Fort Worth International Airport. Volume I, Executive Summary is a stand alone document to describe the testing developed and results of the field and laboratory testing undertaken for this research project. The Executive Summary also provides the conclusions reached that there is a concrete fatigue problem evident in the keel section of both the runway and taxiway. Volume II, Final Report is the complete description of the findings of the research study. Volume III, Data Appendices is a complete listing of the data gathered during this study. In addition, to the printed reports, a MicroStation CAD file was delivered to the Airport with all nearly all the distress data and deflection profiles provided in a geographically correct format.

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APPENDIX A
PAVEMENT DISTRESS IN MICROSTATION

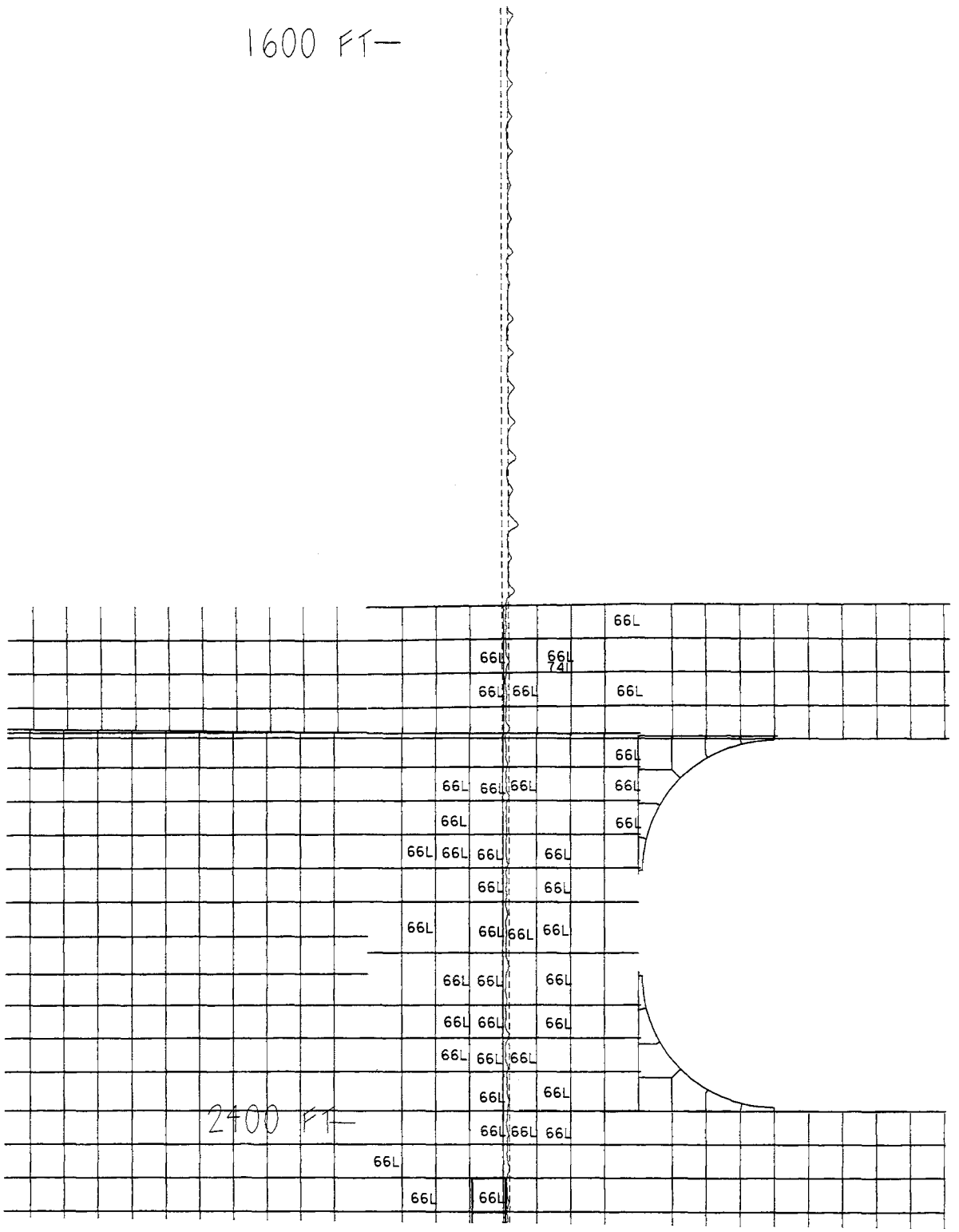
MicroPAVER Portland Cement Concrete Distress Codes

Code	Road Distress	Code	Airfield Distress	Mechanism
21	Blow-up/Buckling	61	Blow-up	Climate
22	Corner Break	62	Corner Break	Load
23	Divided Slab	72	Shattered Slab	Load
24	Durability (D) Cracking	64	Durability (D) Cracking	Climate
25	Faulting	71	Faulting	Other
26	Joint Seal Damage	65	Joint Seal Damage	Climate
27	Lane/Shoulder Drop Off			Other
28	Linear Cracking	63	Linear Cracking	Load
29	Patching, Large	67	Patching, Large	Other
30	Patching, Small	66	Patching, Small	Other
31	Polished Aggregate			Other
32	Popouts	68	Popouts	Other
33	Pumping	69	Pumping	Other
34	Punchout			Load
35	Railroad Crossing			Other
36	Scaling, Map Cracking, Crazing	70	Scaling, Map Cracking, Crazing	Other
37	Shrinkage Cracks	73	Shrinkage Cracks	Climate
38	Spalling, Corner	75	Spalling, Corner	Climate
39	Spalling, Joint	74	Spalling, Joint	Climate

Further descriptors added to the end of the code numbers include:

H, for High
M, for Medium
L, for Low

These describe the severity of the condition observed, e.g. 63H represents high severity linear cracking.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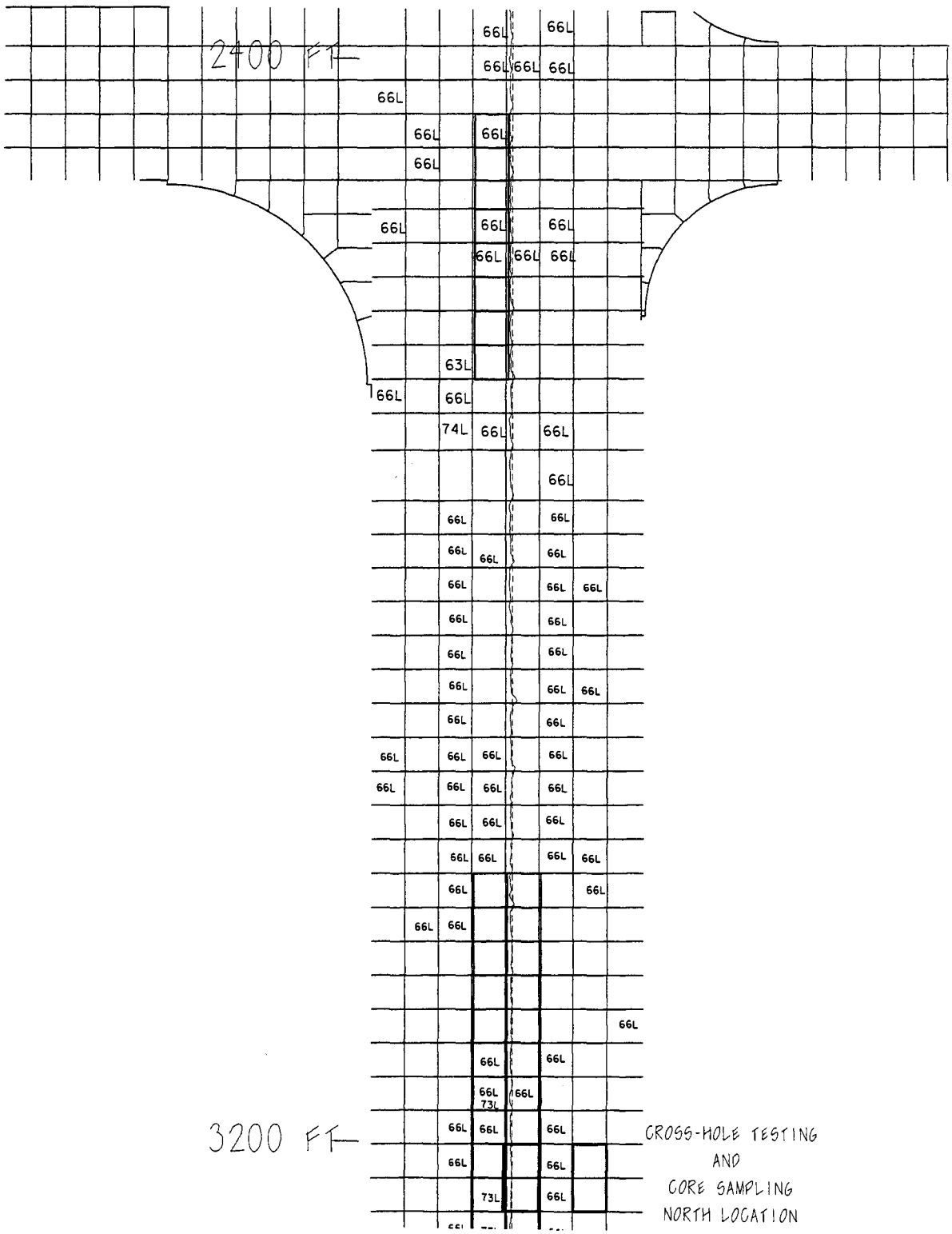
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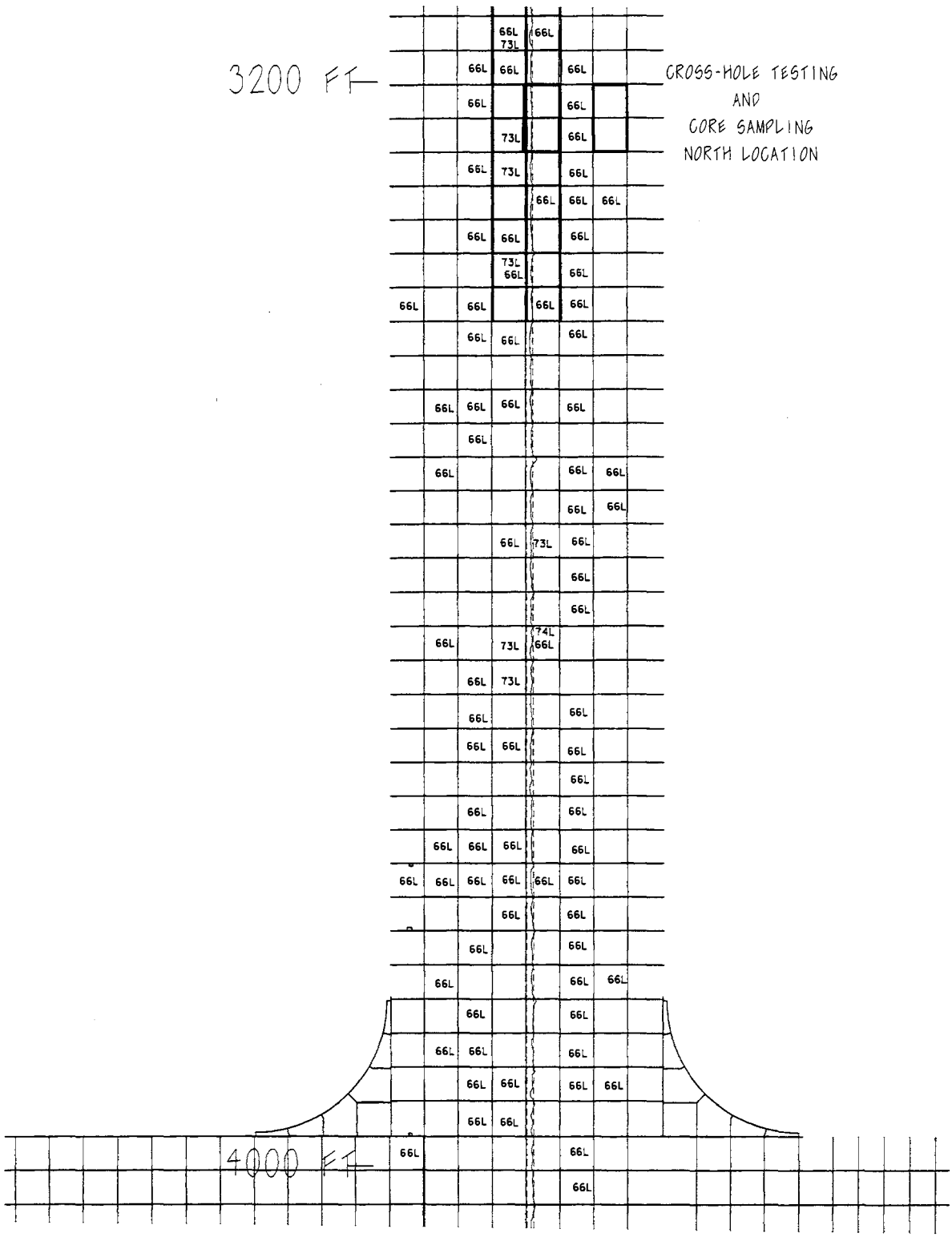
CROSS-HOLE TESTING
AND
CORE SAMPLING
NORTH LOCATION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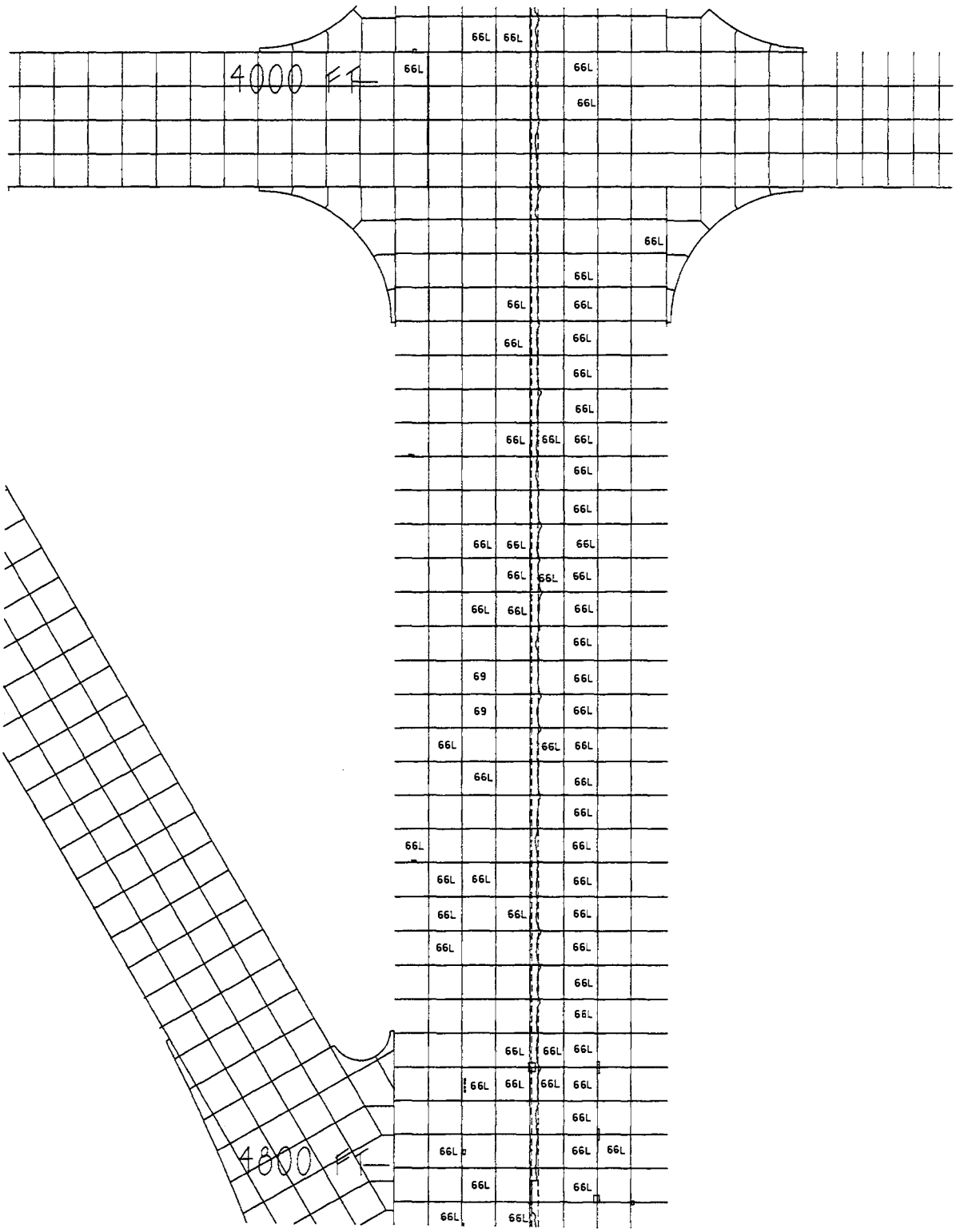
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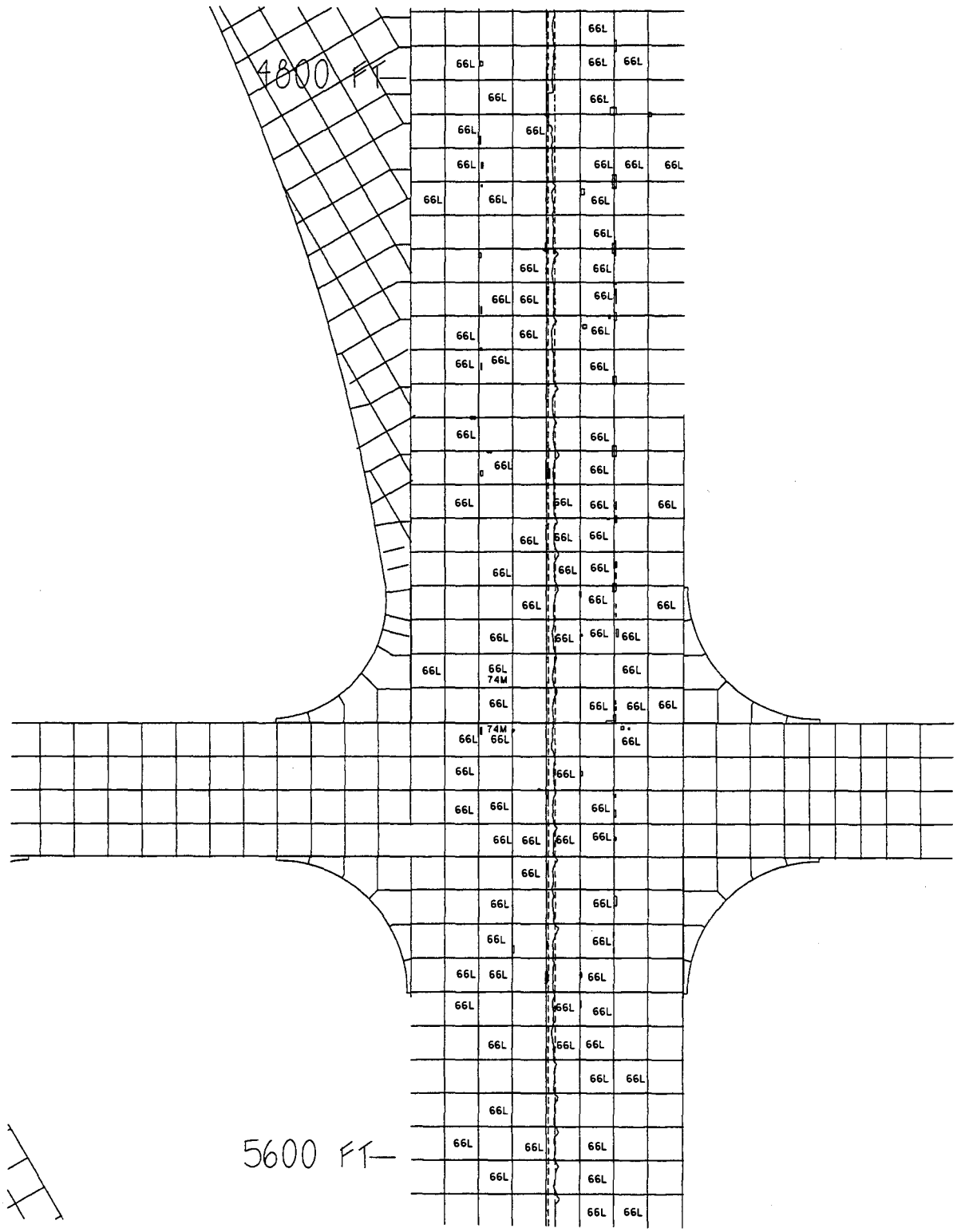
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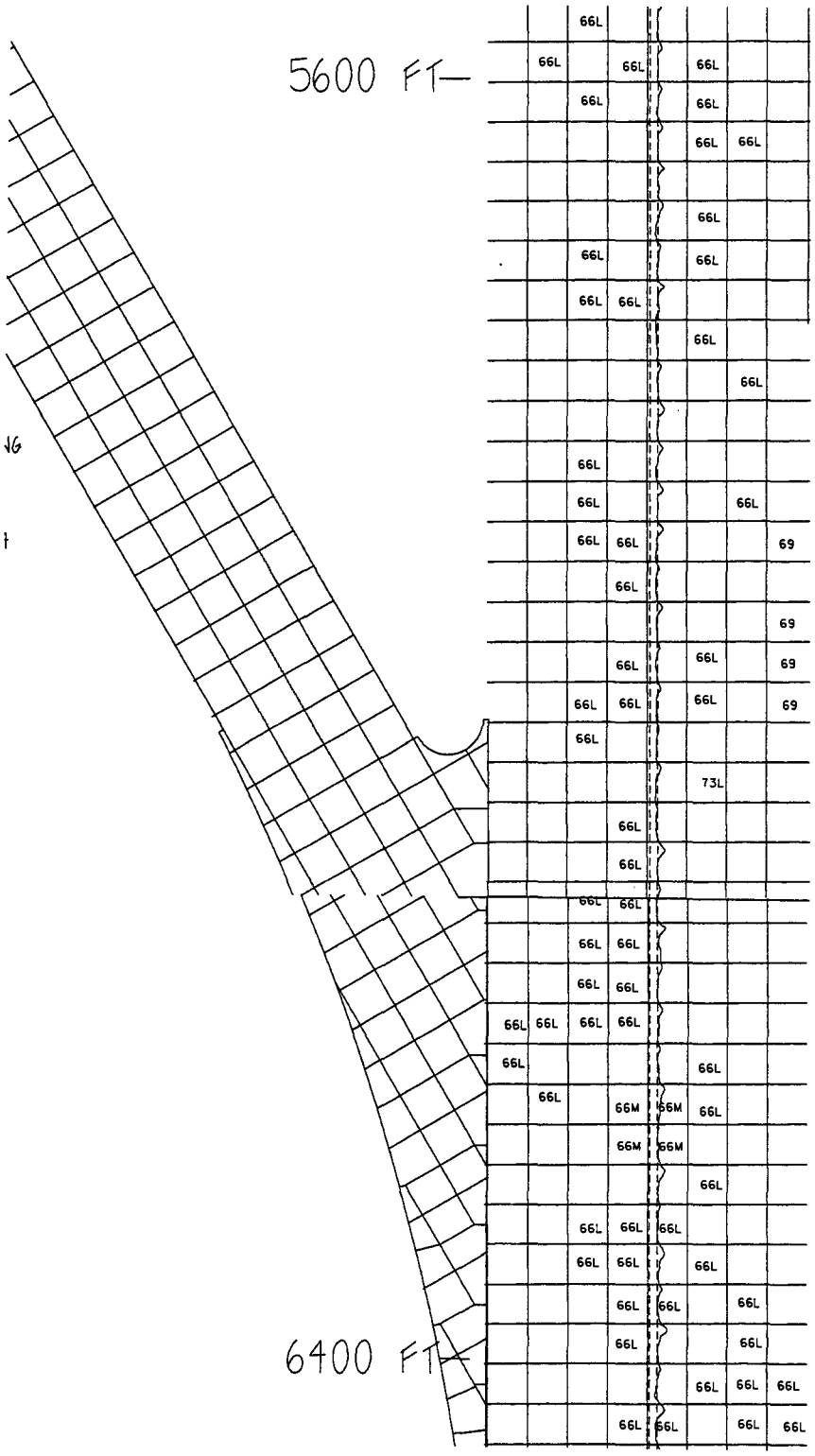
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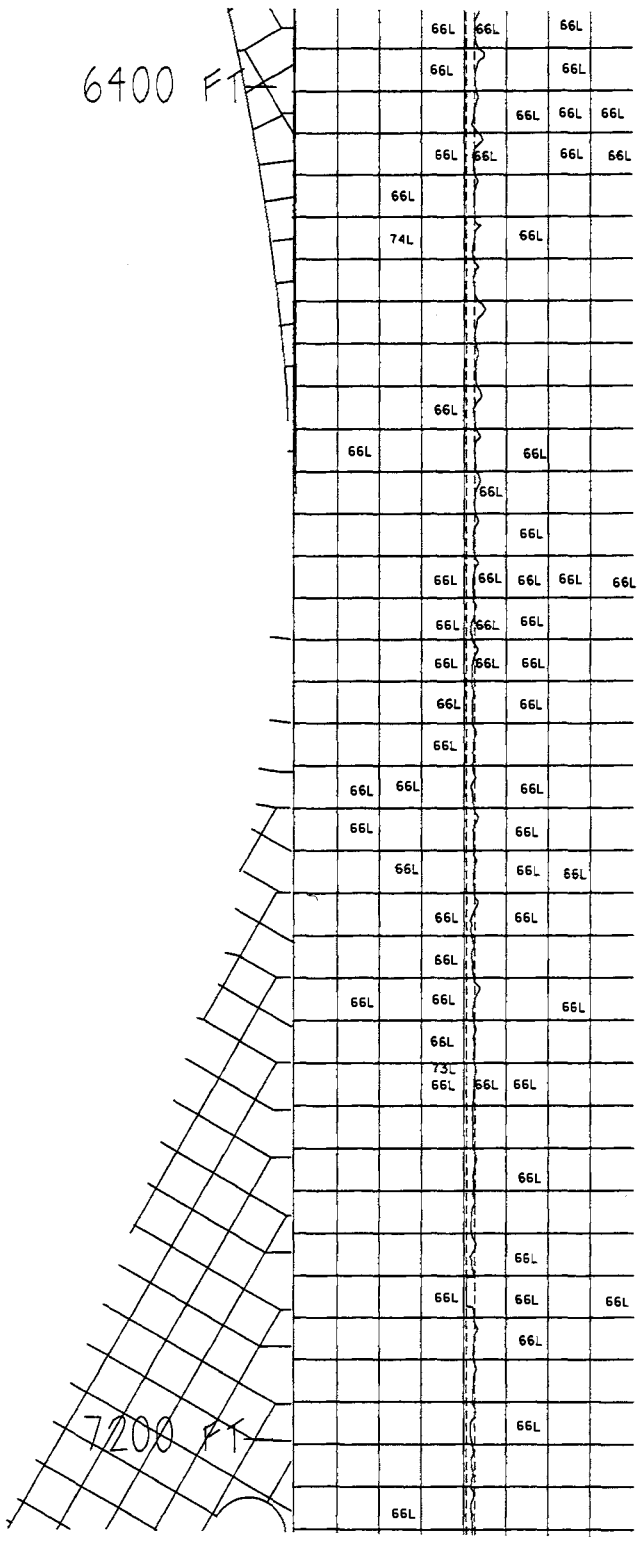
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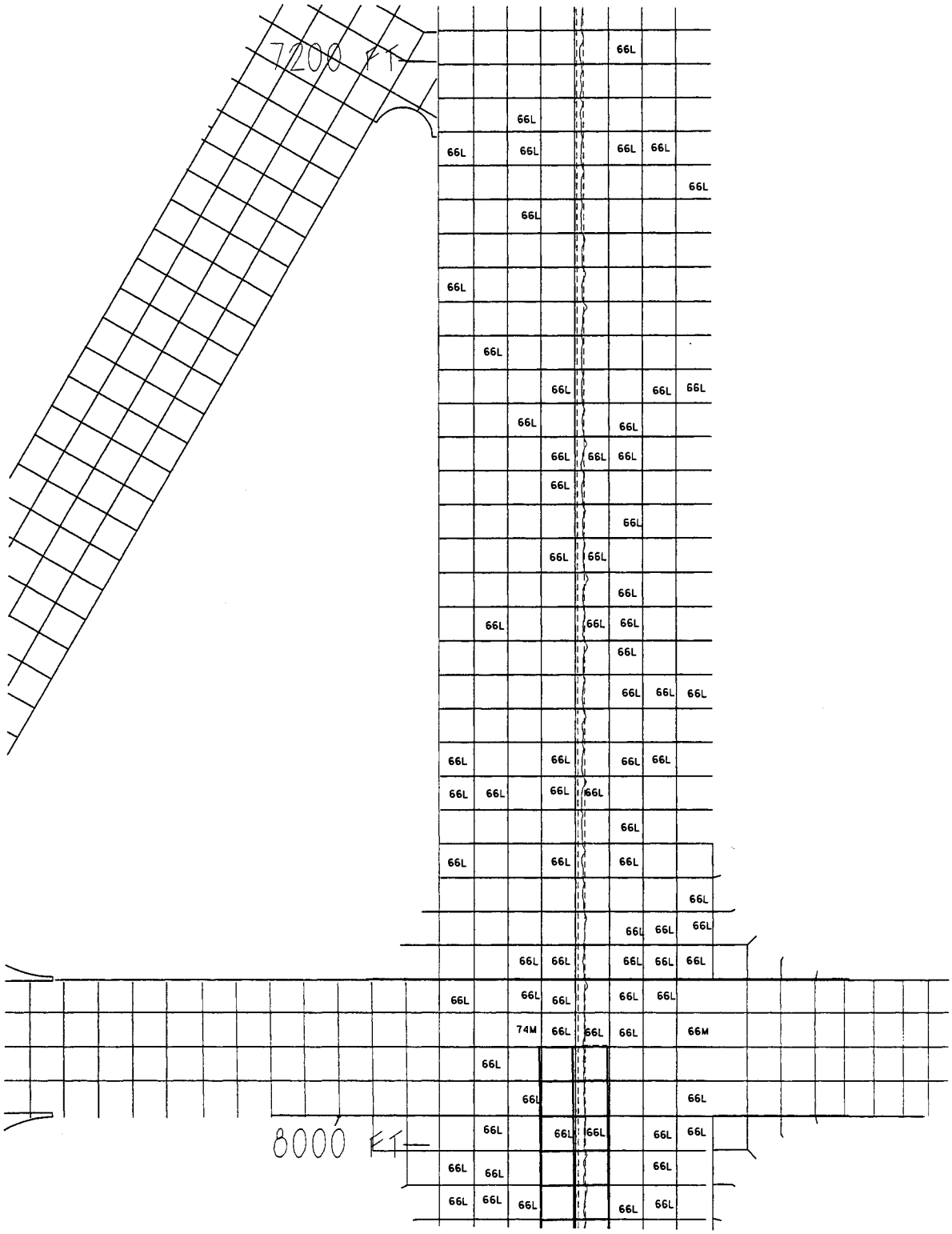
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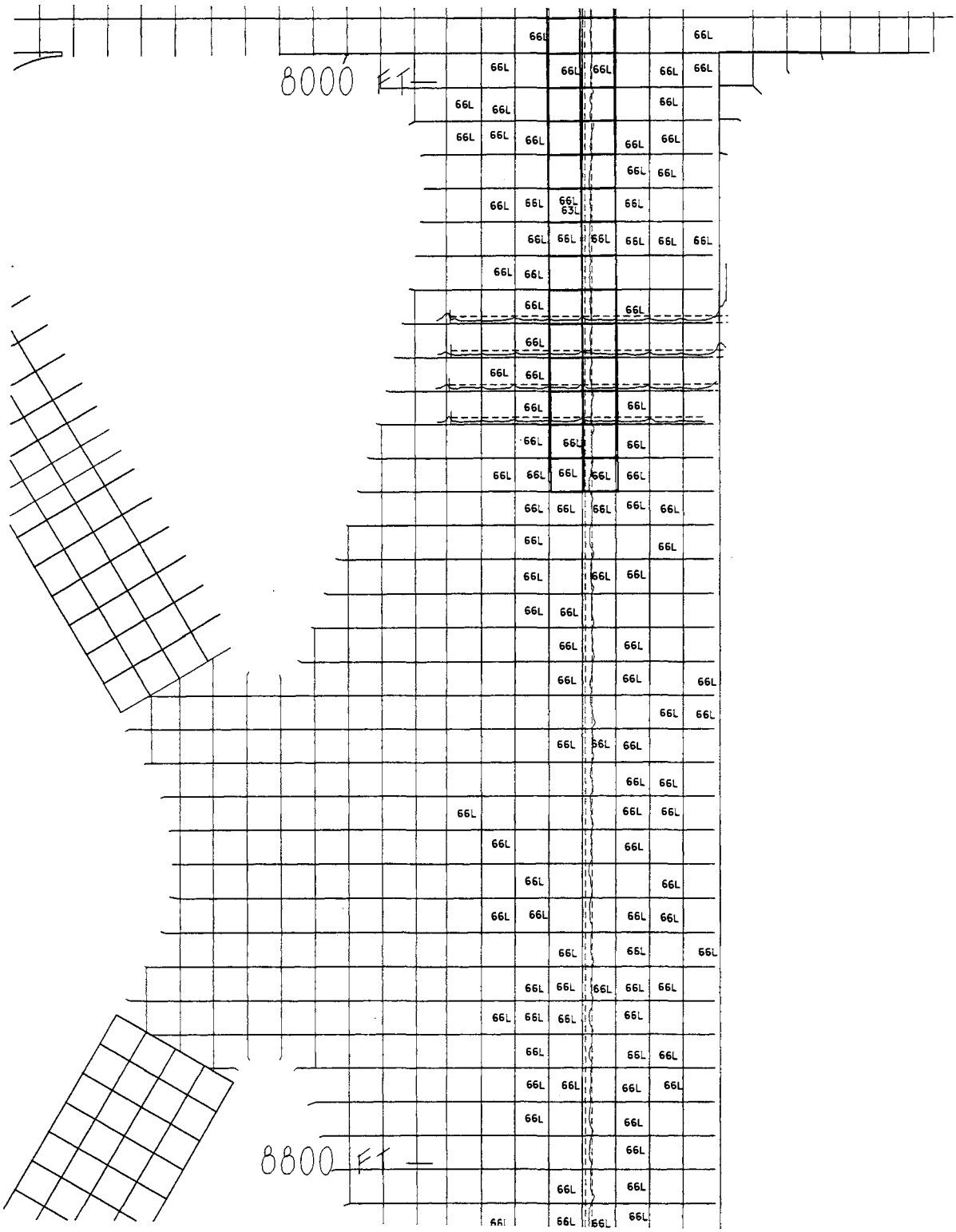
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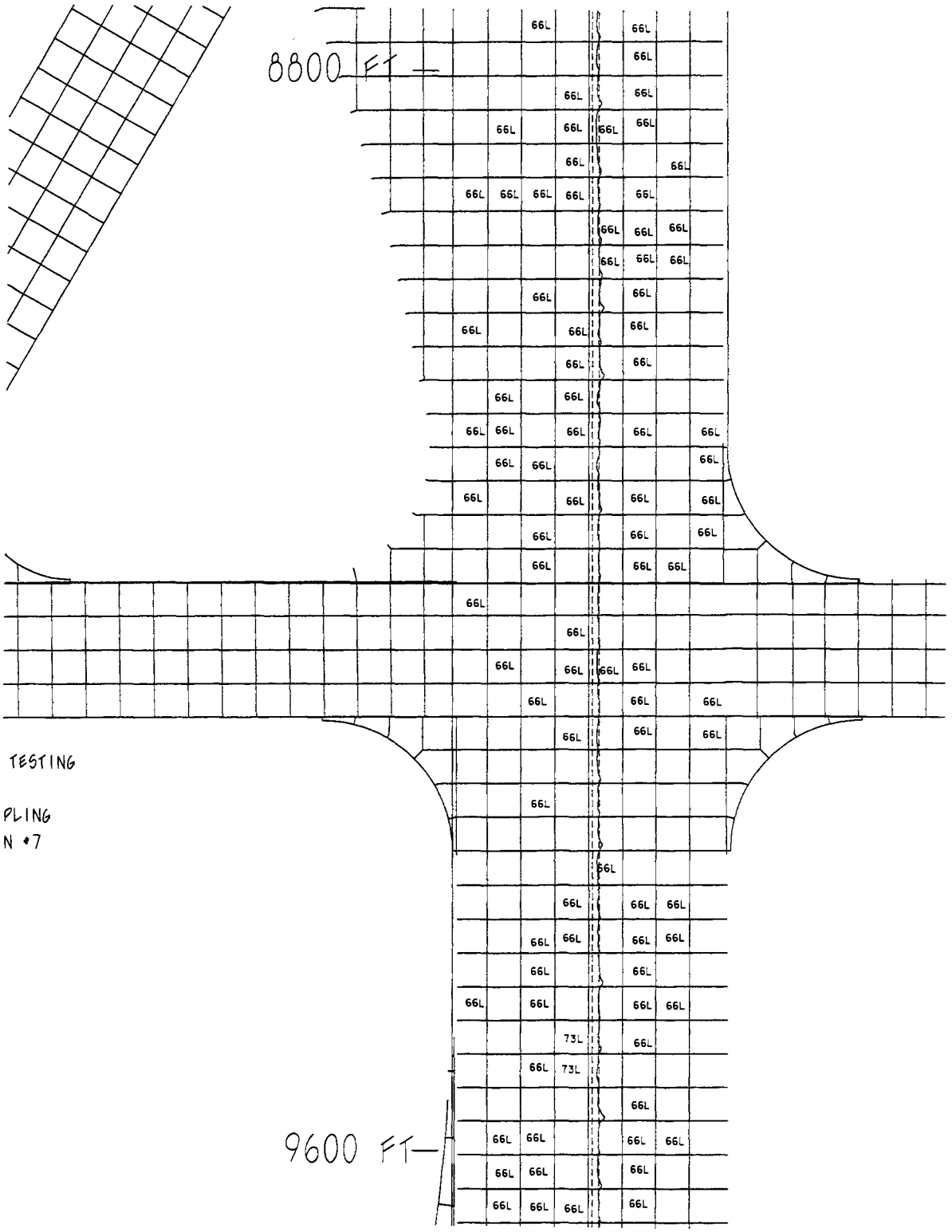
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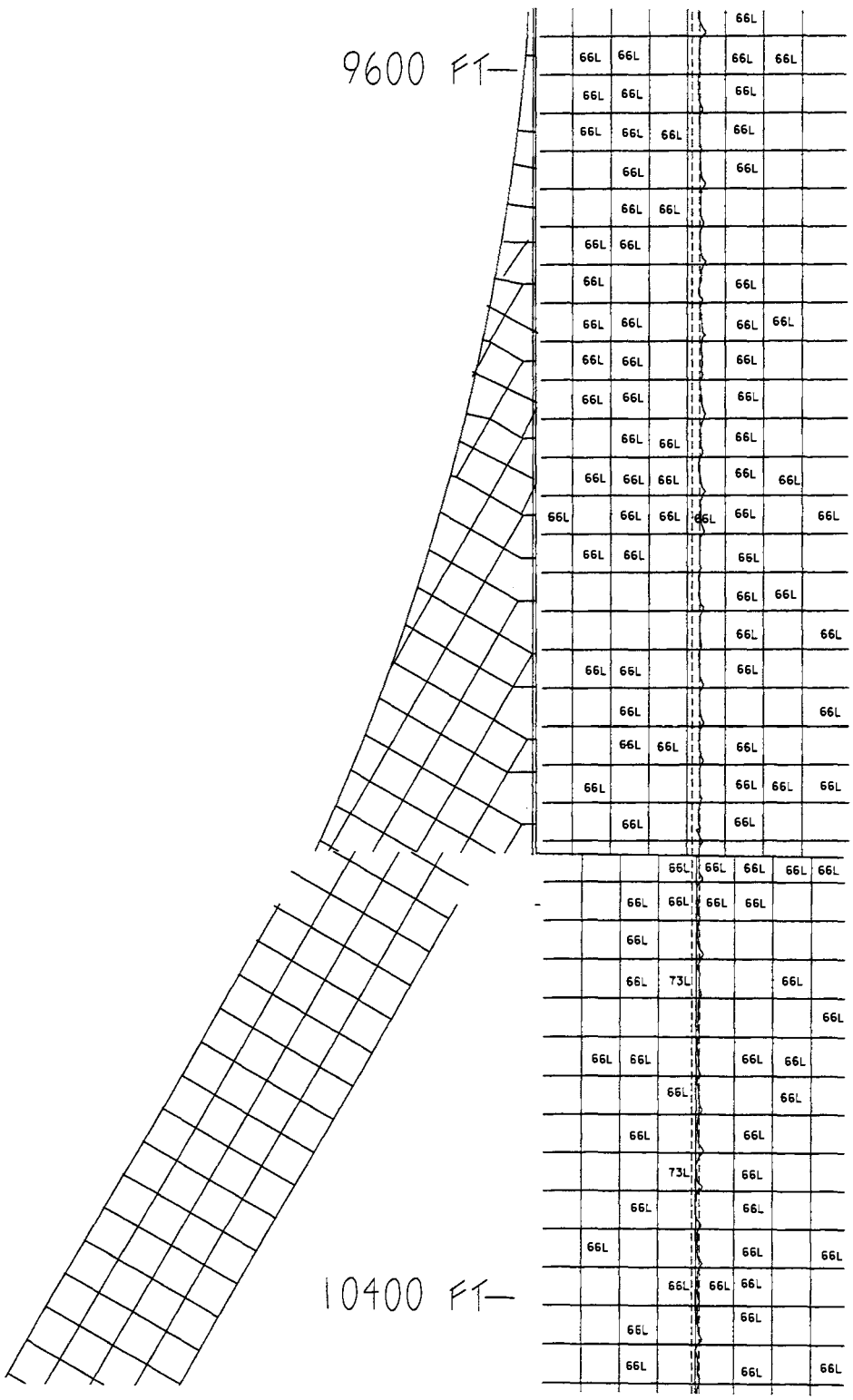
TESTING
PLING
N • 7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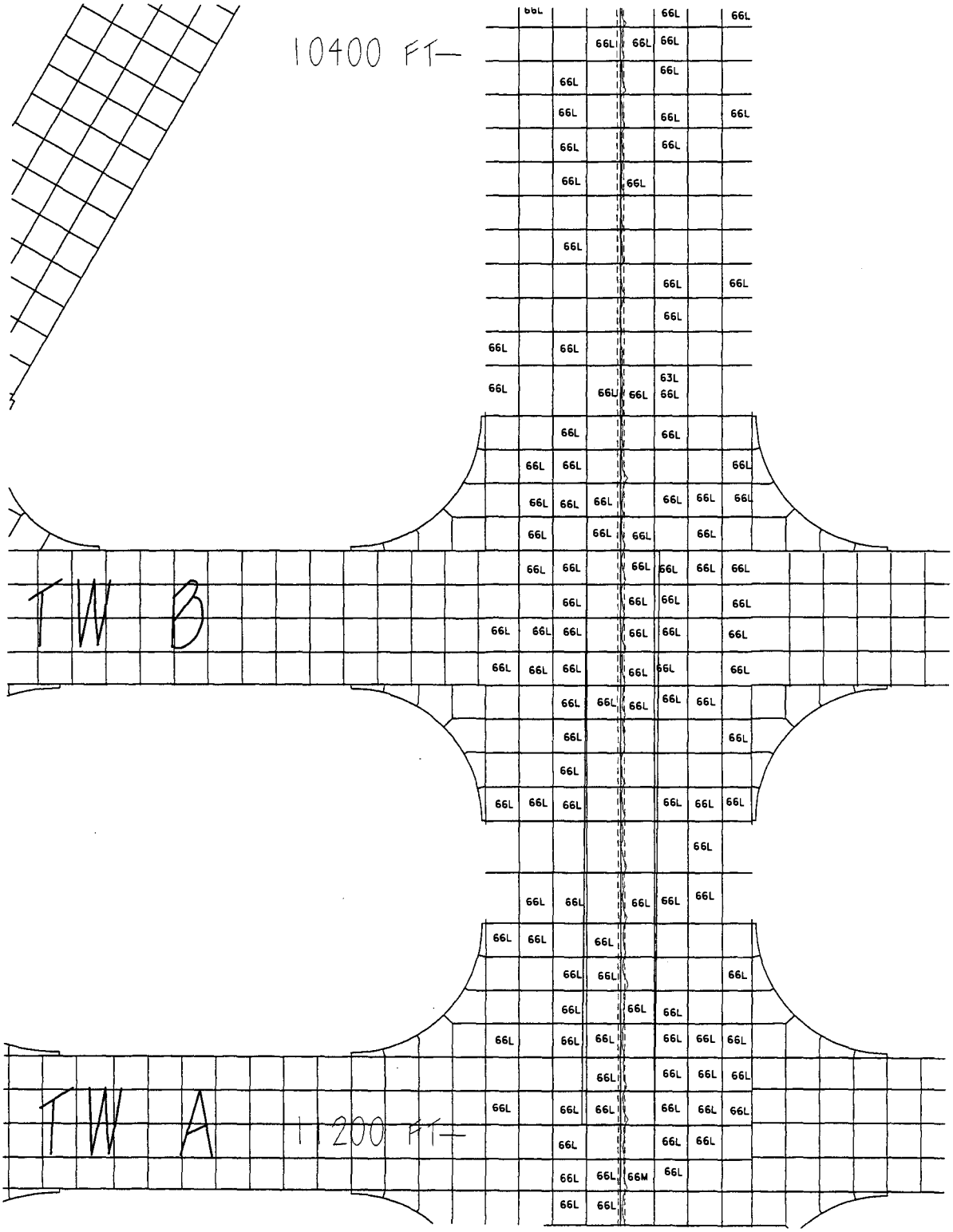
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TW A
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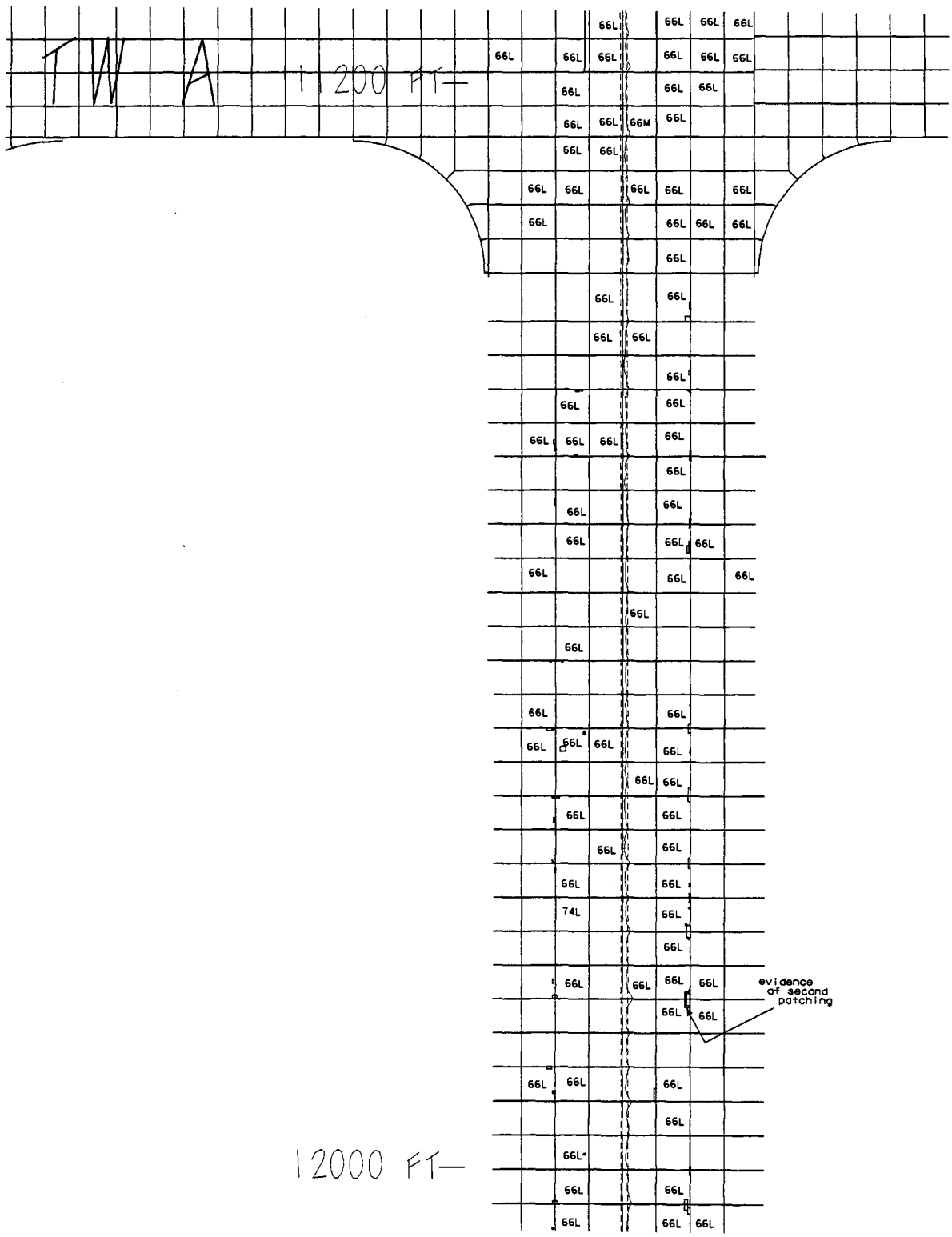
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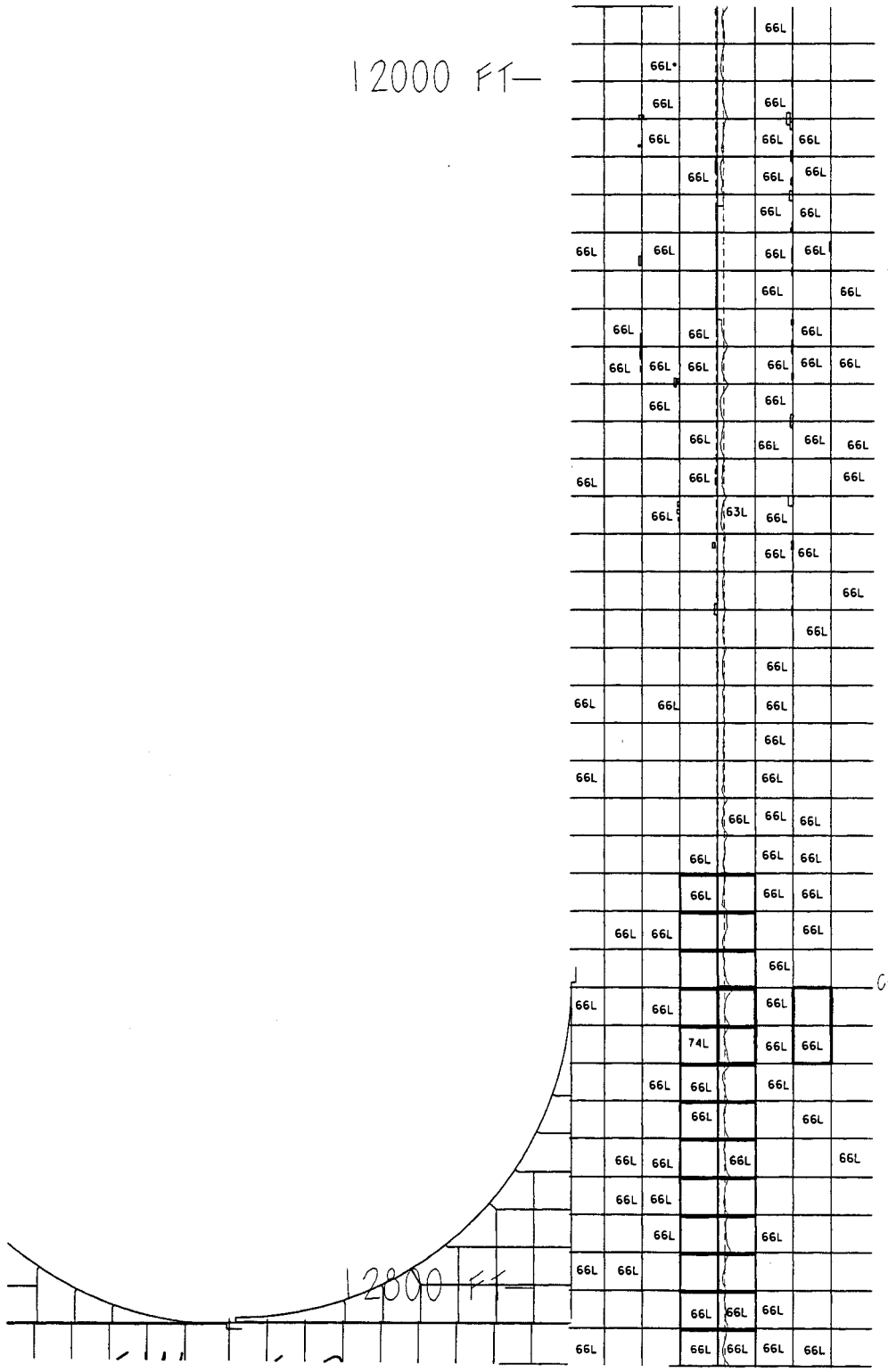
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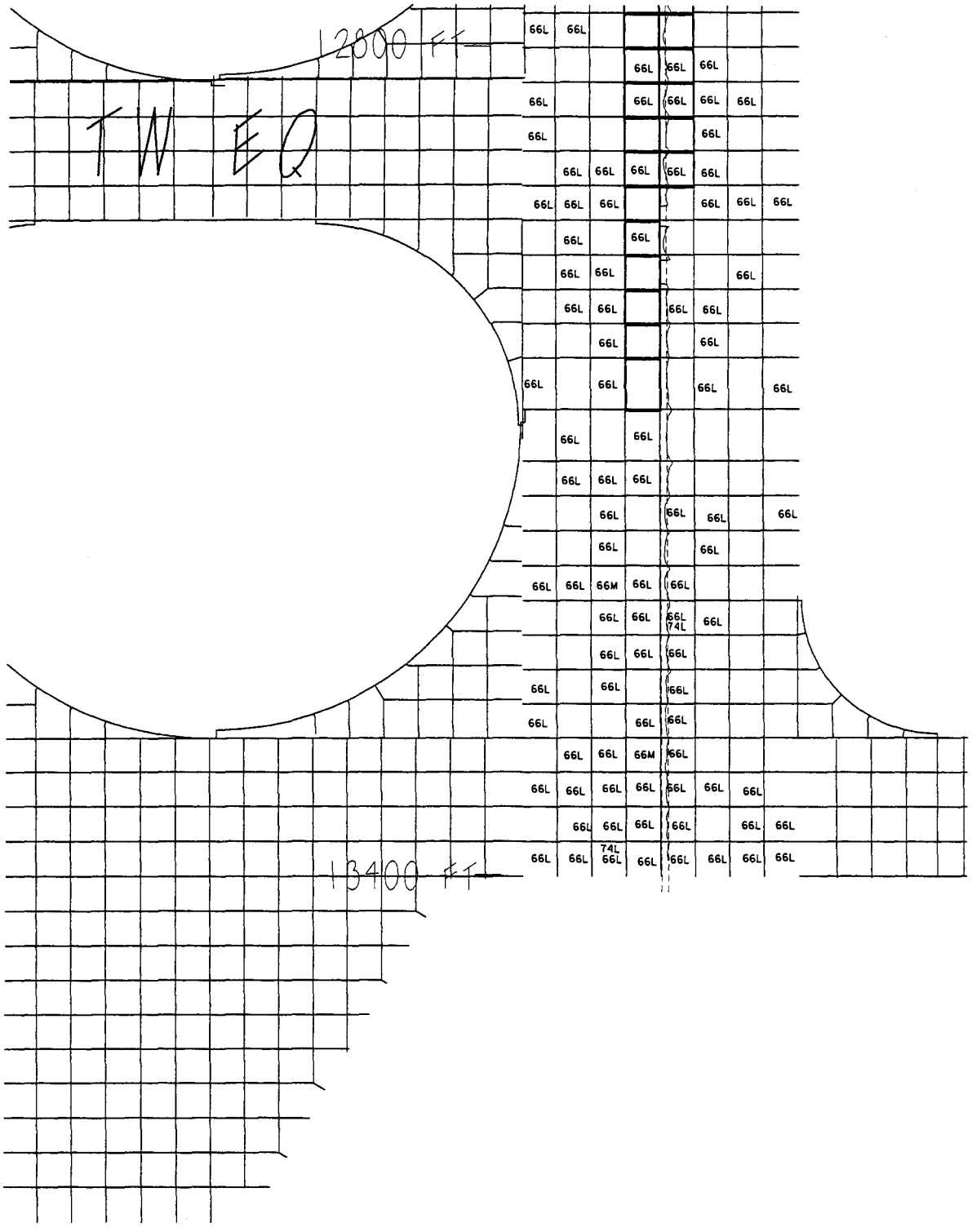
CROSS-HOLE TESTING
AND
CORE SAMPLING
SOUTH LOCATION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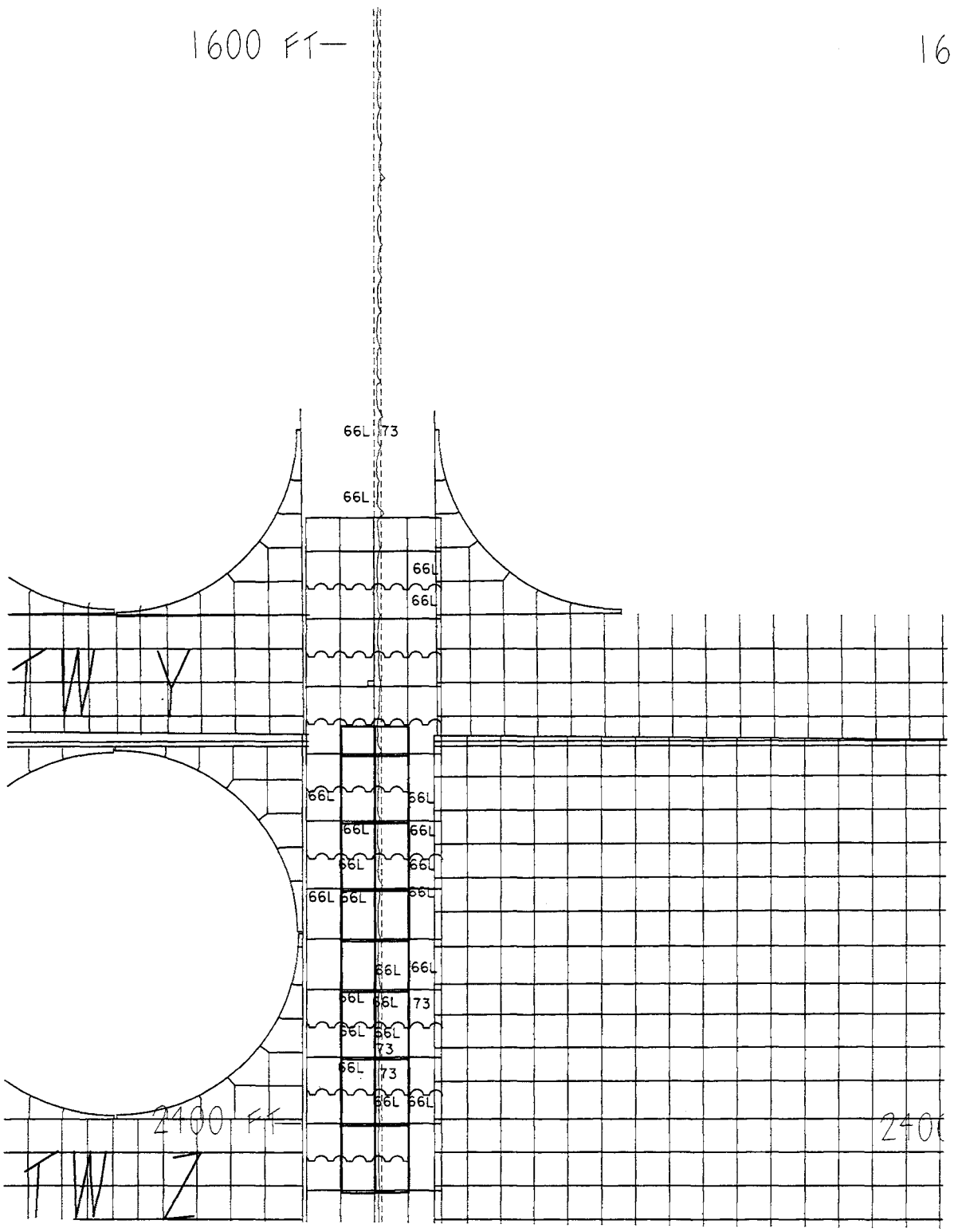
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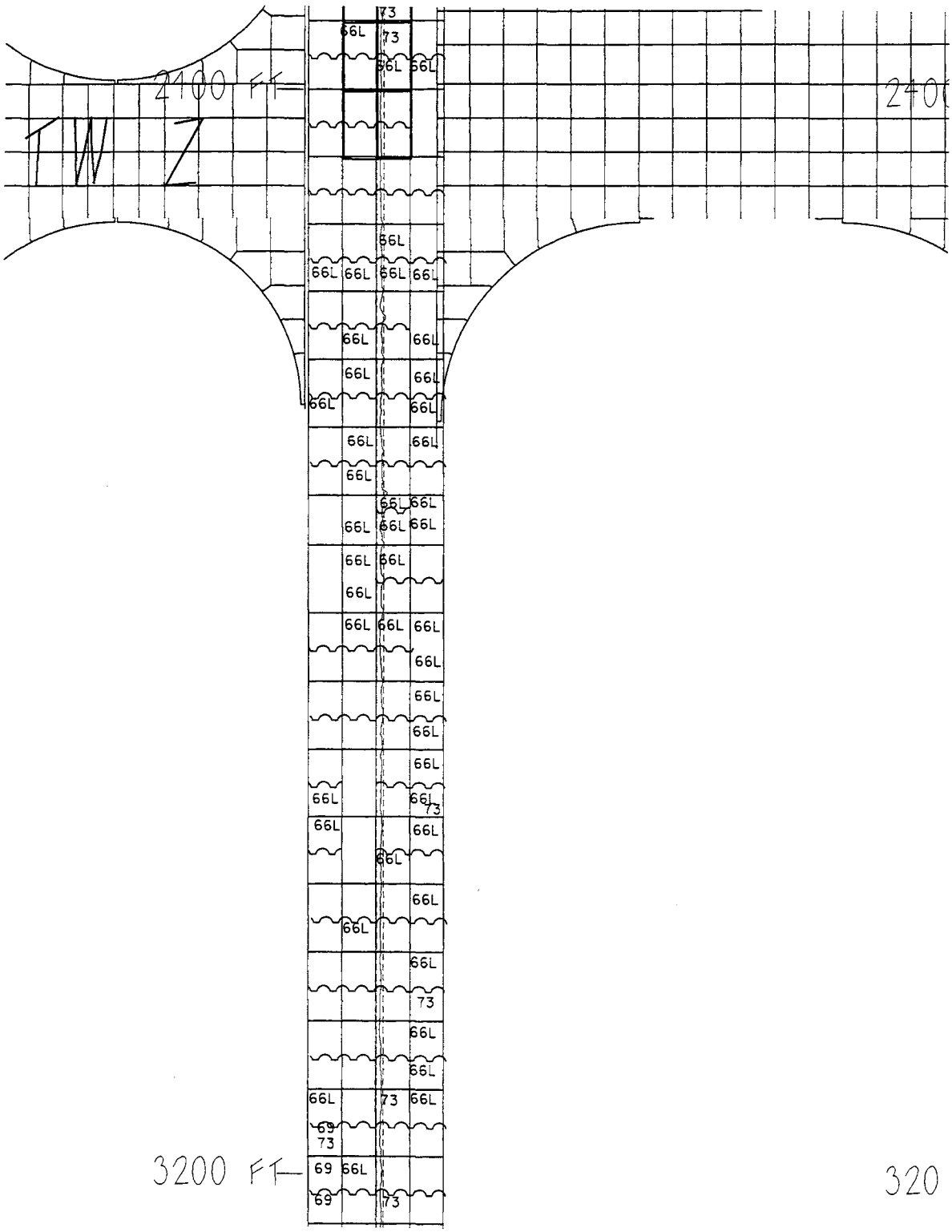
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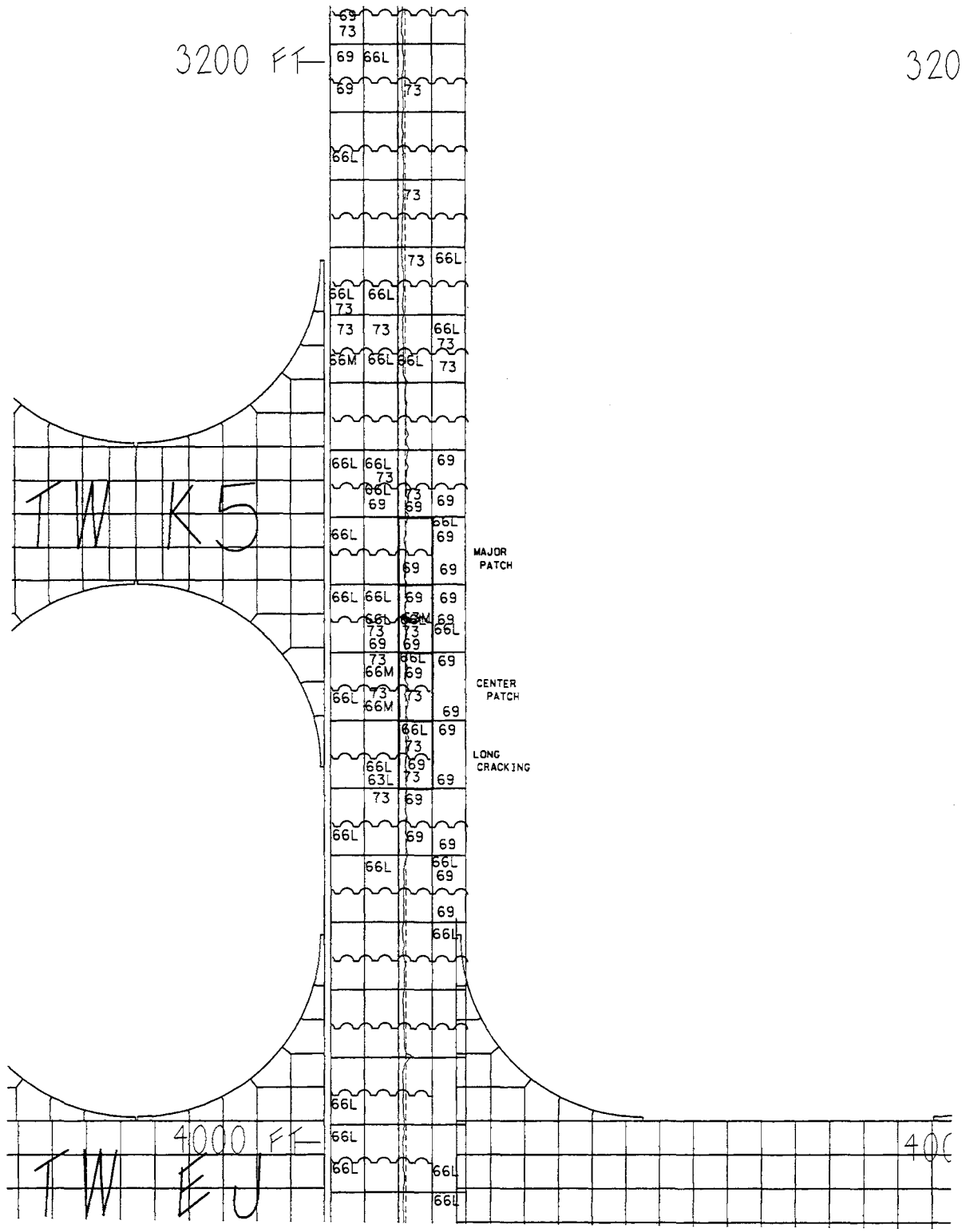
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MAJOR PATCH
CENTER PATCH
LONG CRACKING
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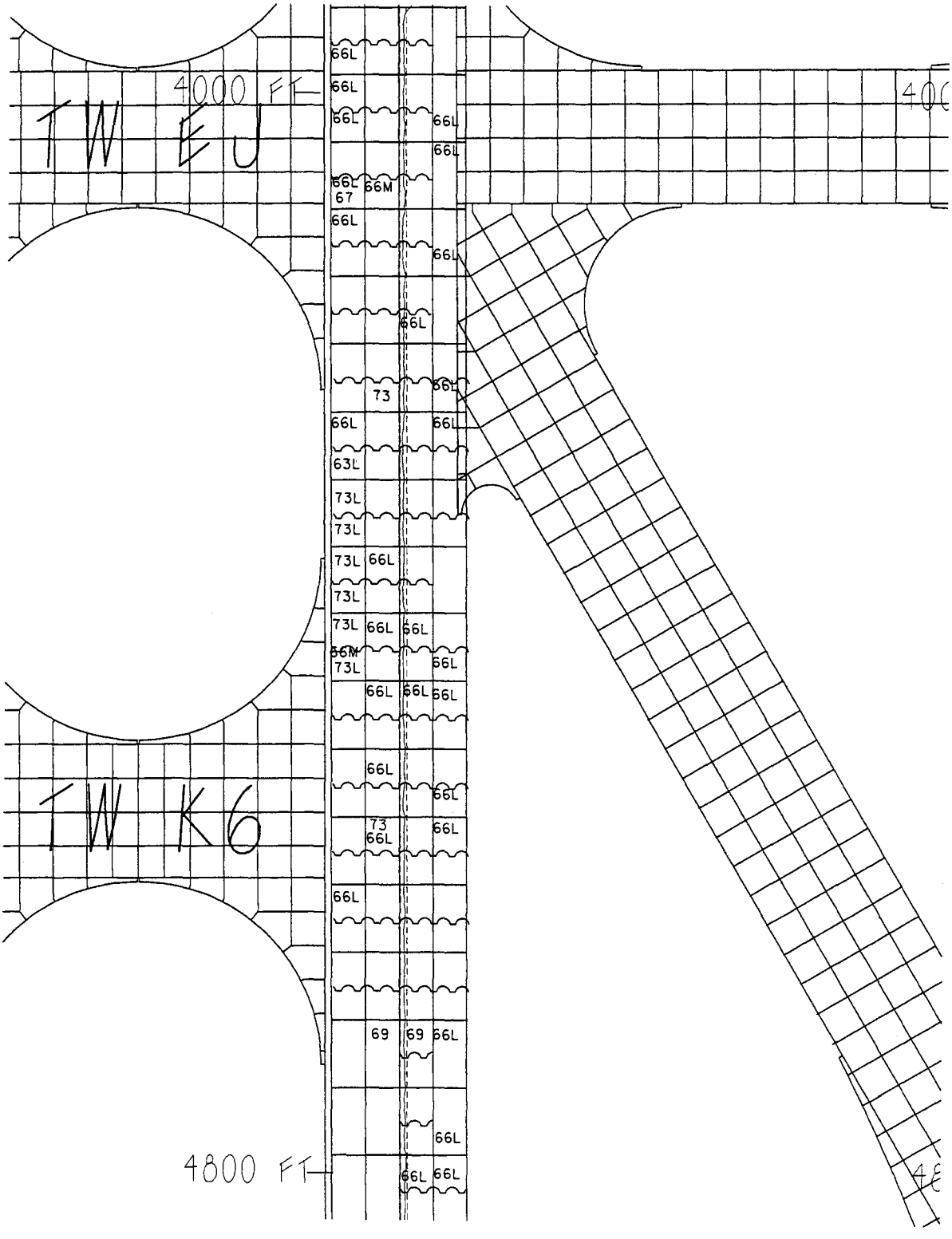
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66M
67
73
63L
73L
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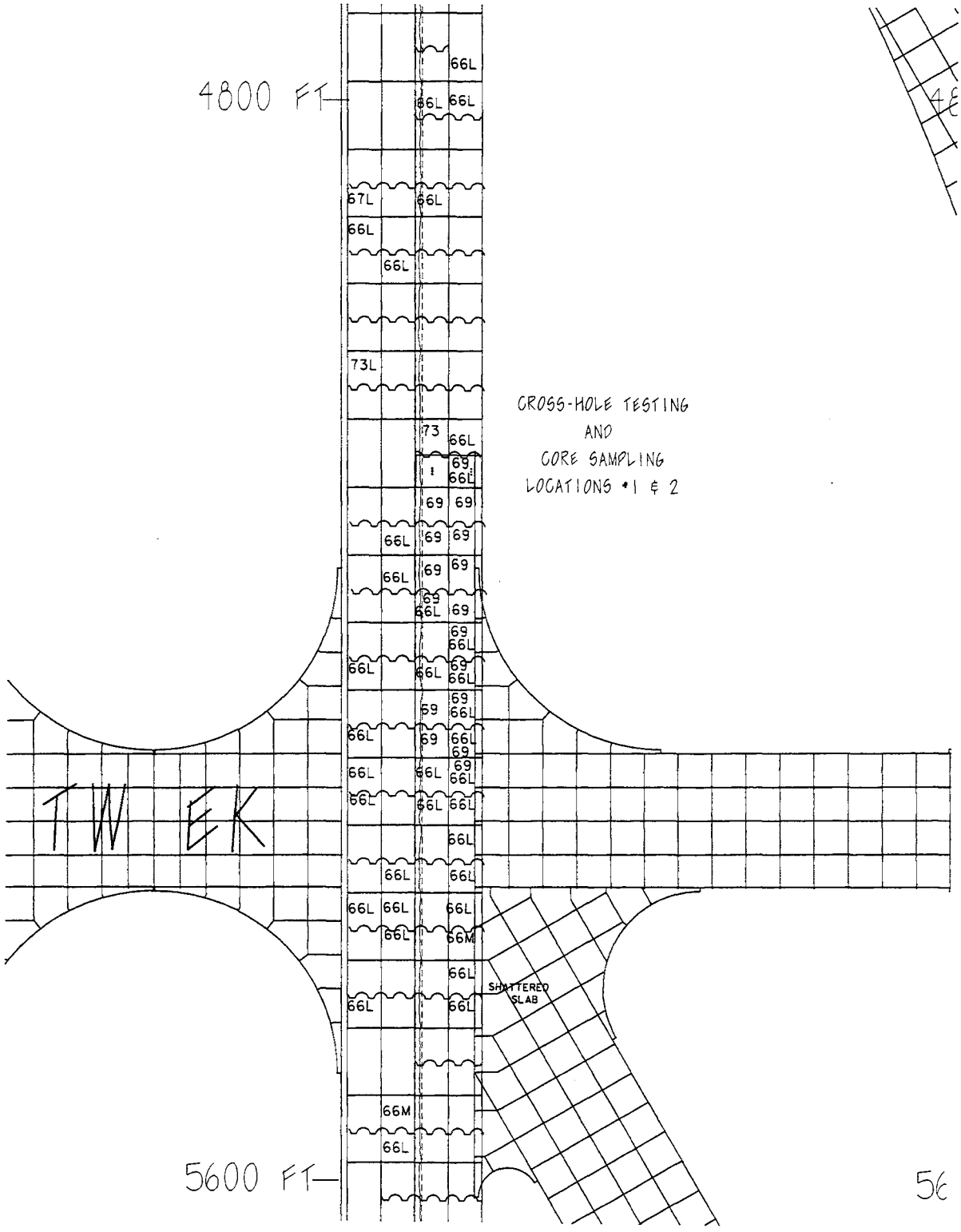
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CROSS-HOLE TESTING
AND
CORE SAMPLING
LOCATIONS #1 & 2
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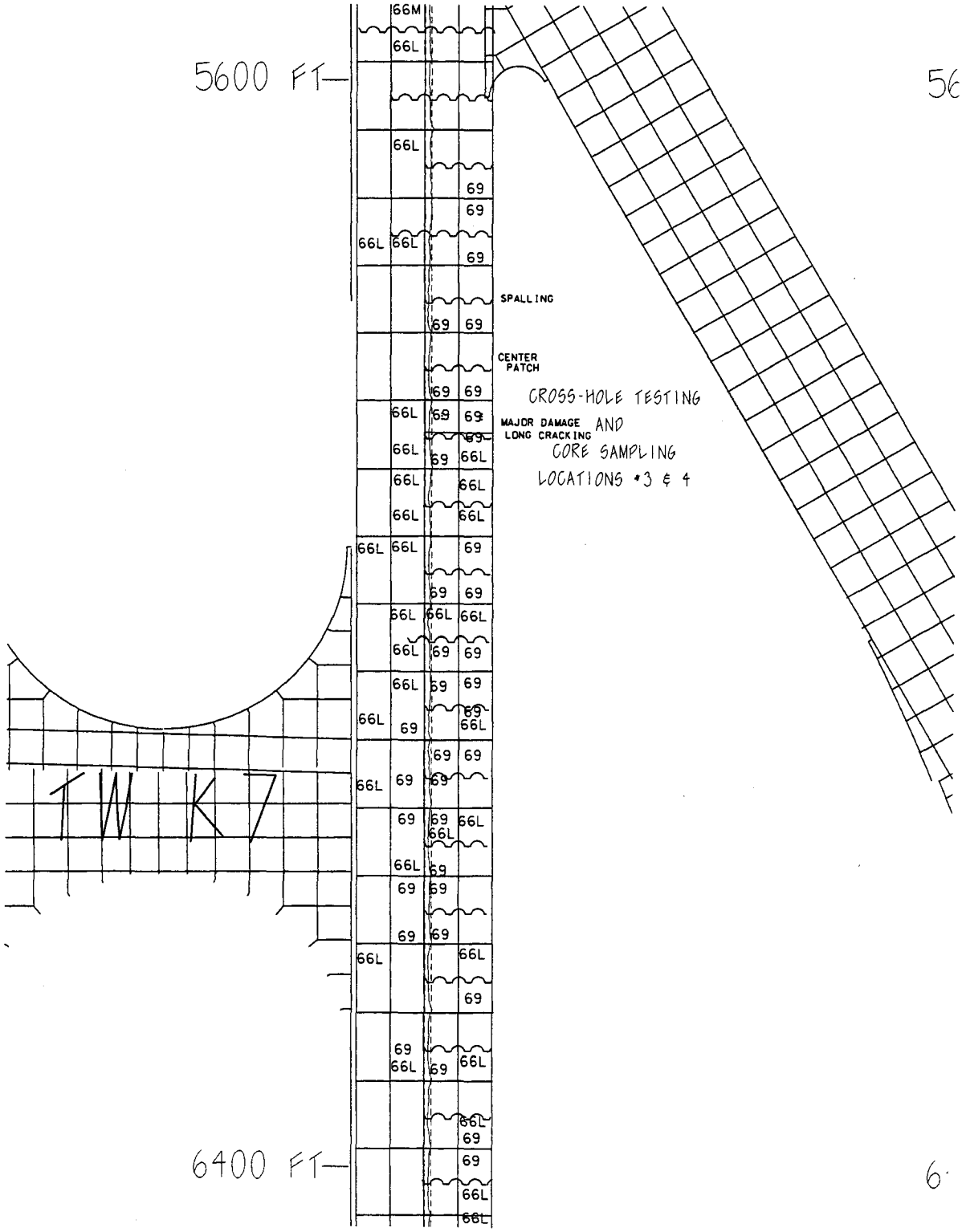
SLAB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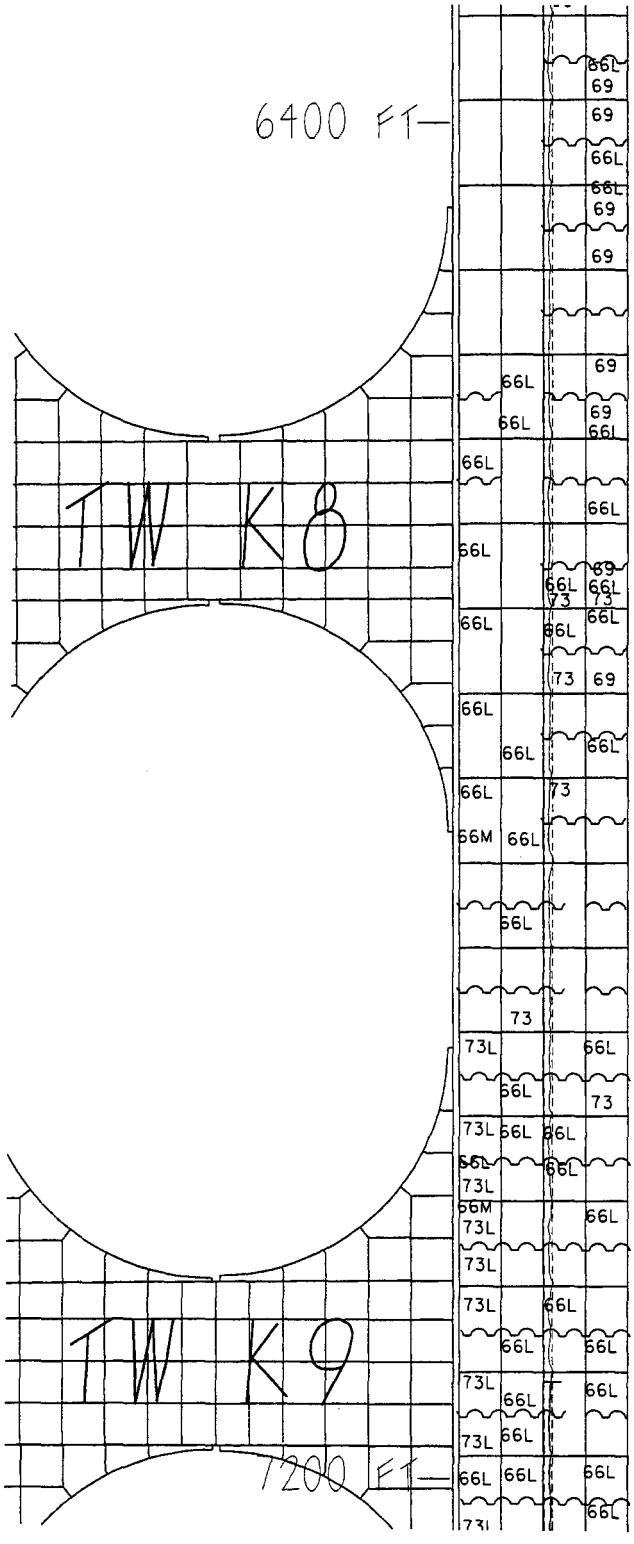
CENTER PATCH
MAJOR DAMAGE LONG CRACKING
CROSS-HOLE TESTING AND CORE SAMPLING LOCATIONS #3 & 4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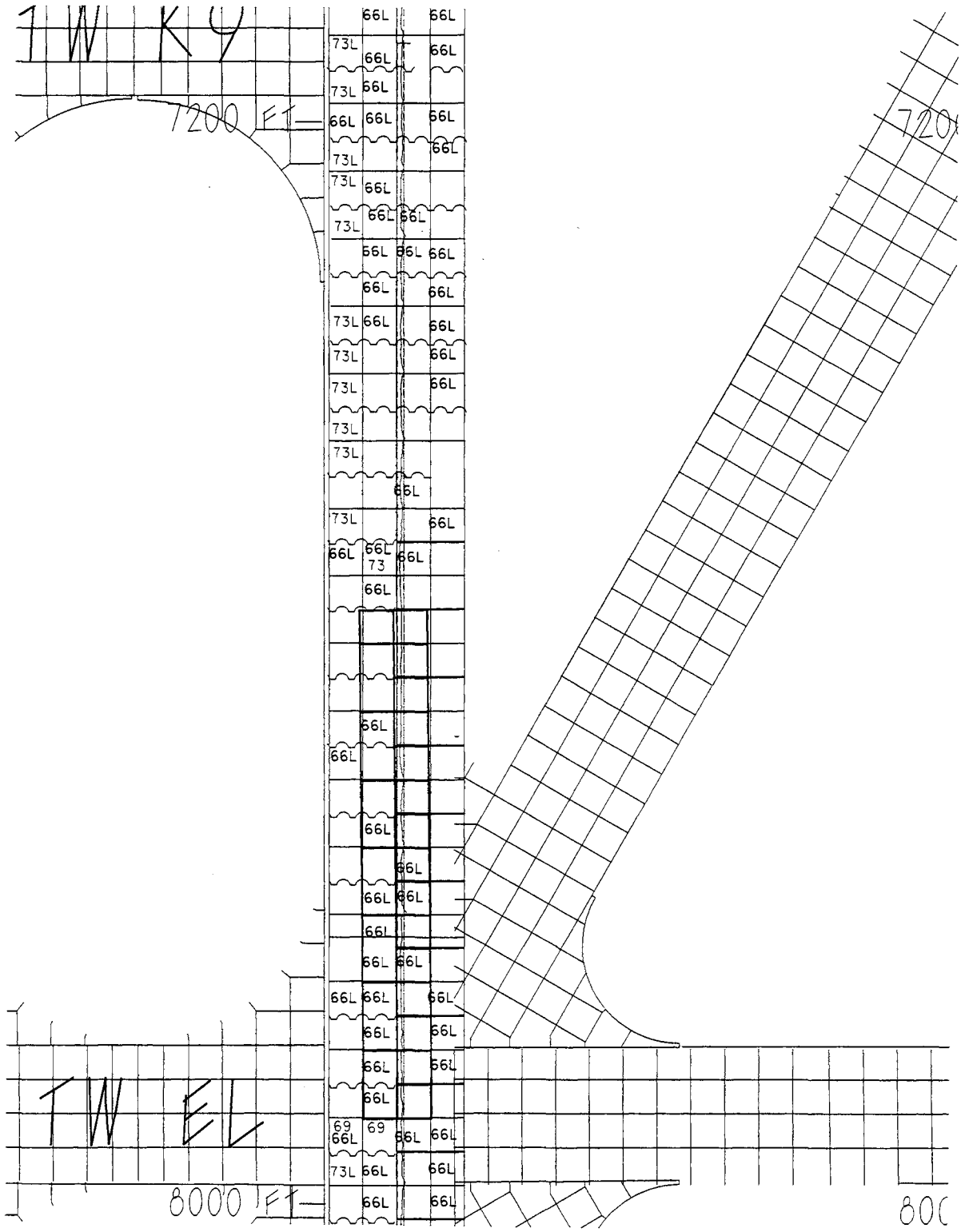
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TWEL
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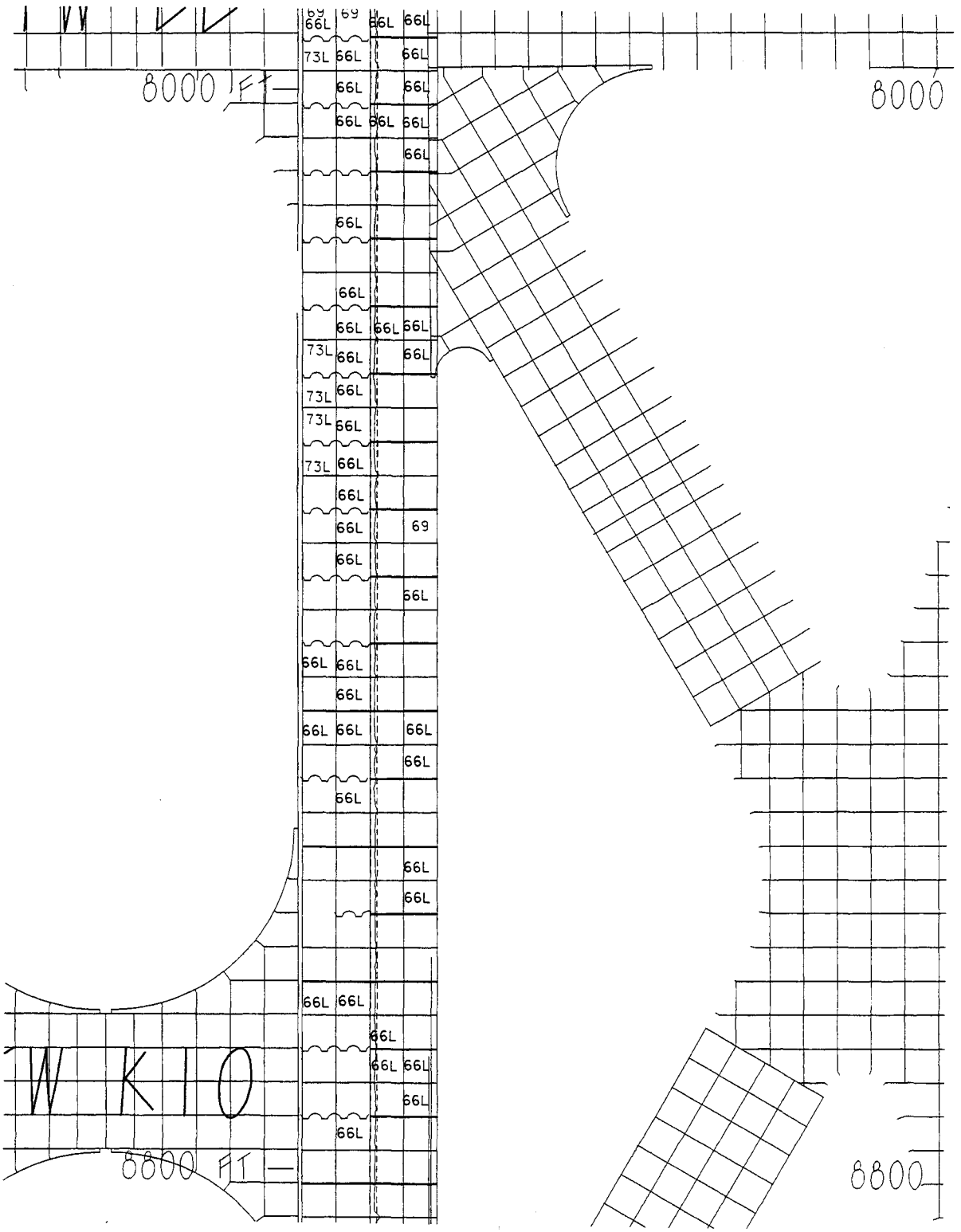
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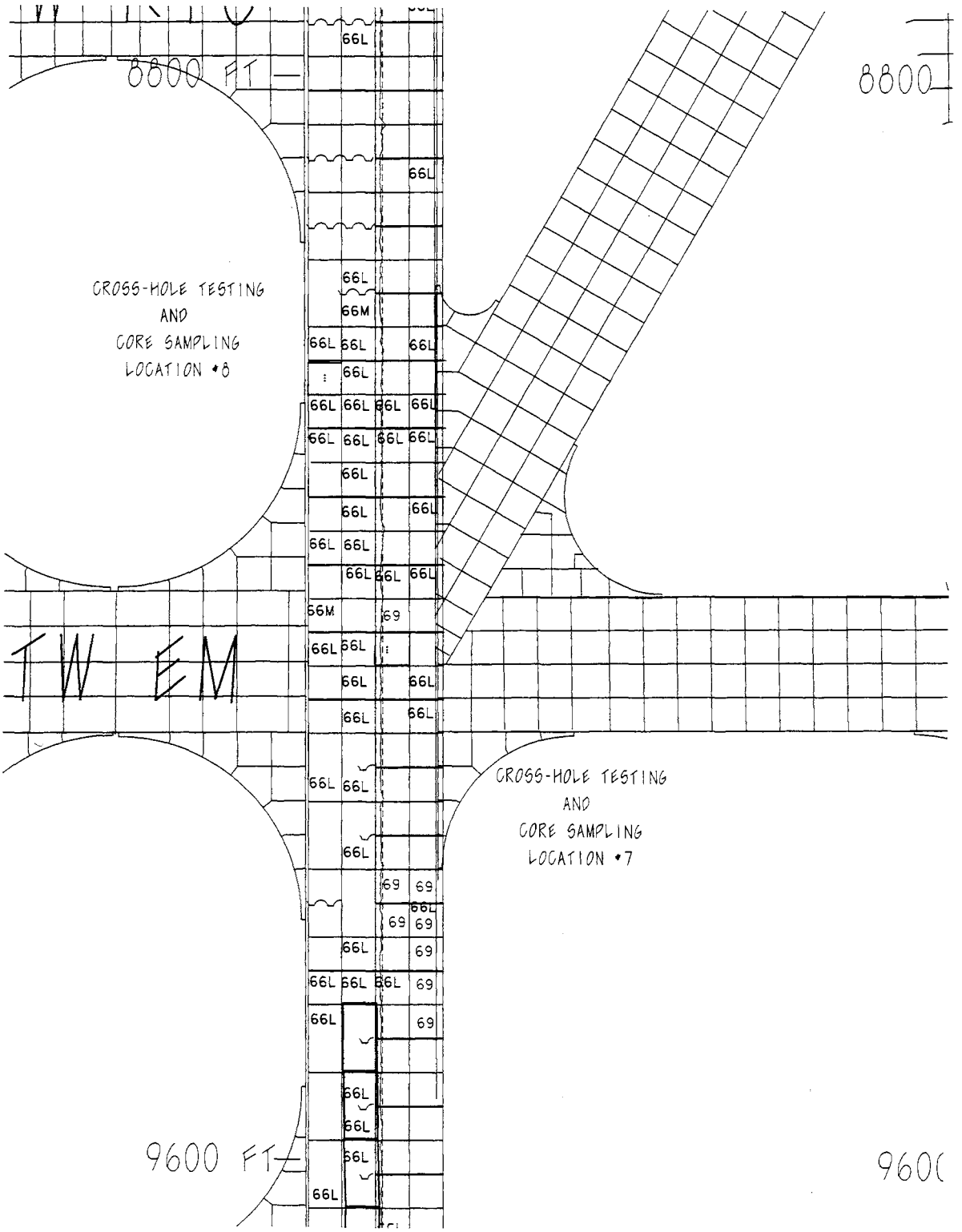
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CROSS-HOLE TESTING
AND
CORE SAMPLING
LOCATION •8
TWEM
CROSS-HOLE TESTING
AND
CORE SAMPLING
LOCATION •7
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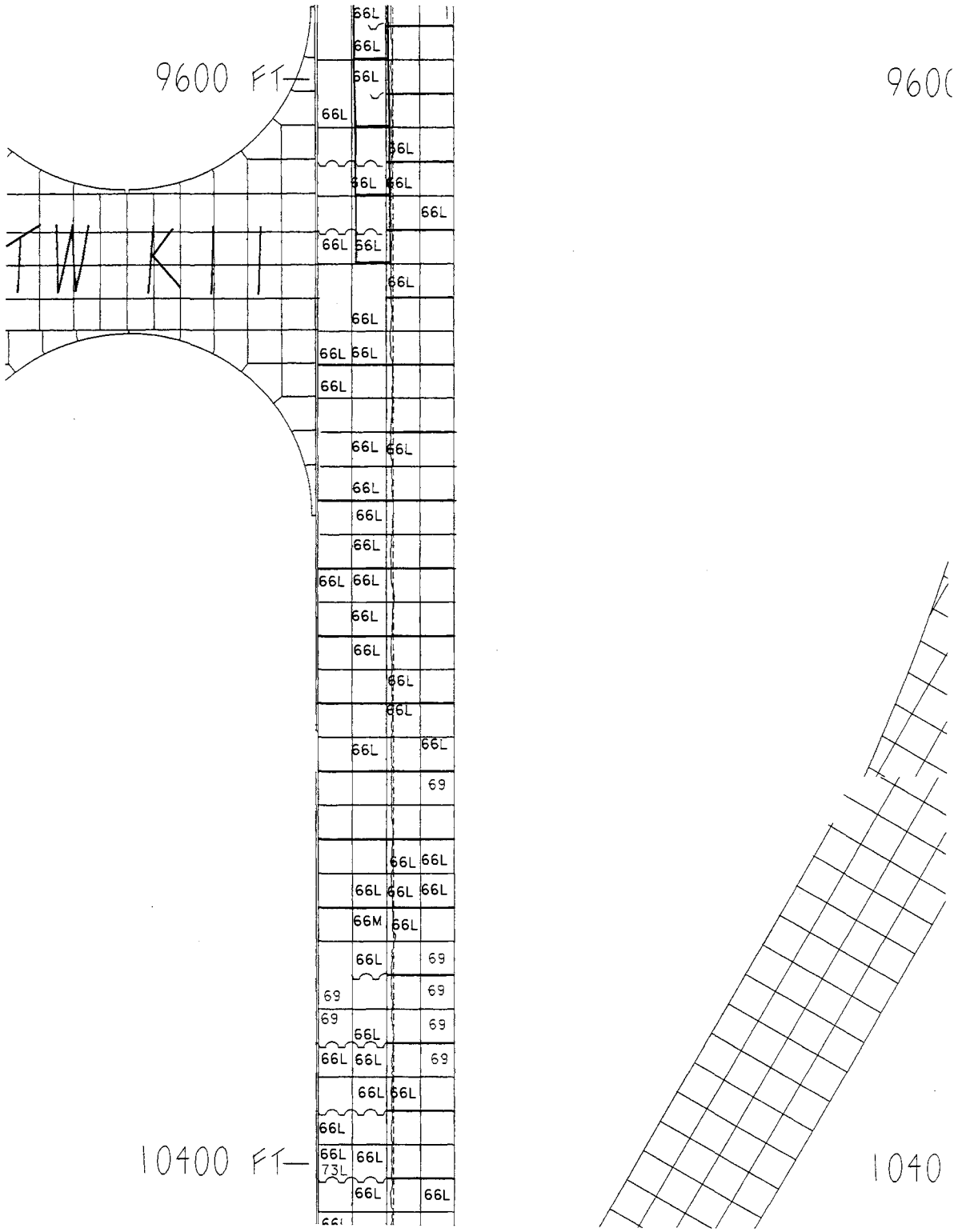
9600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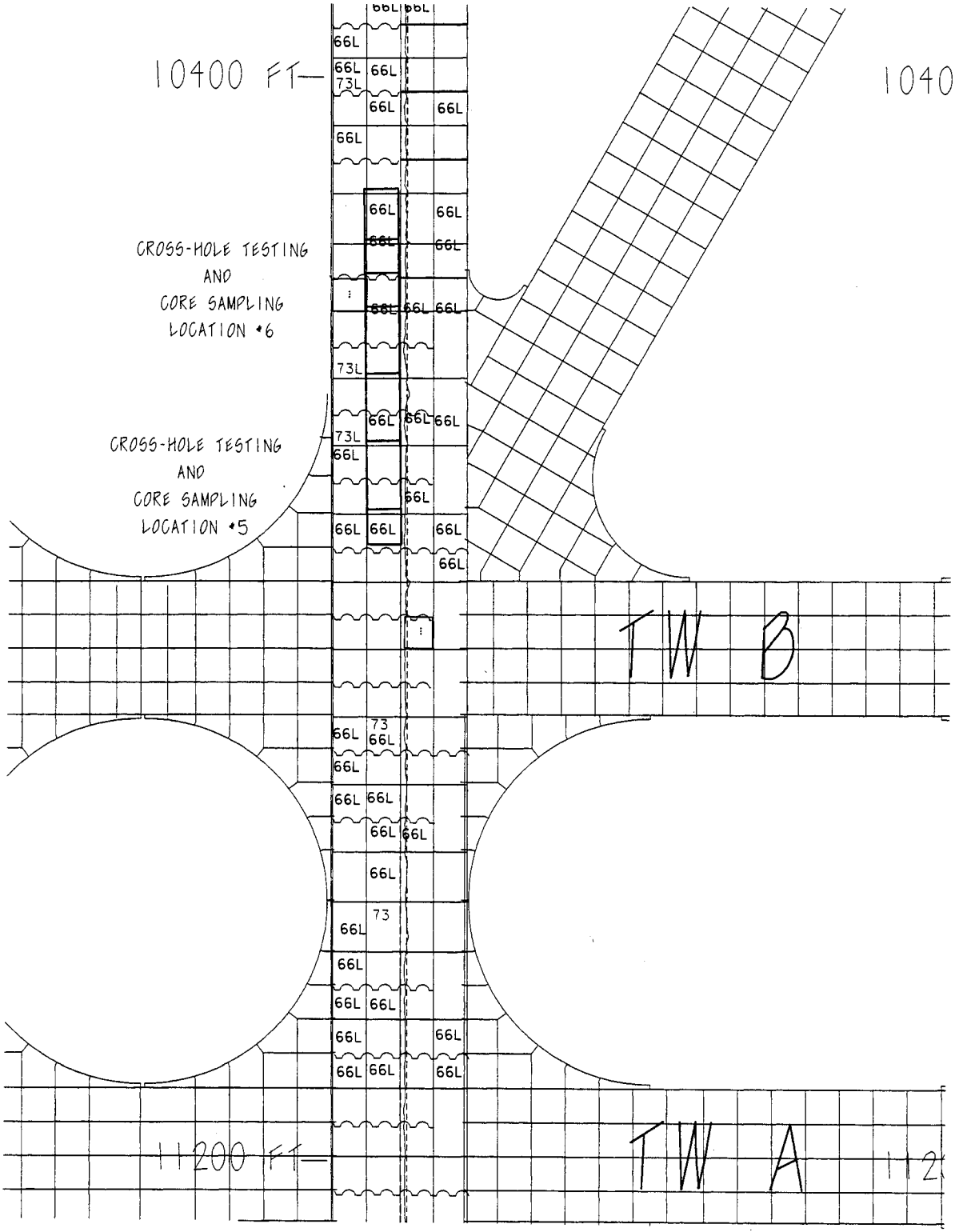
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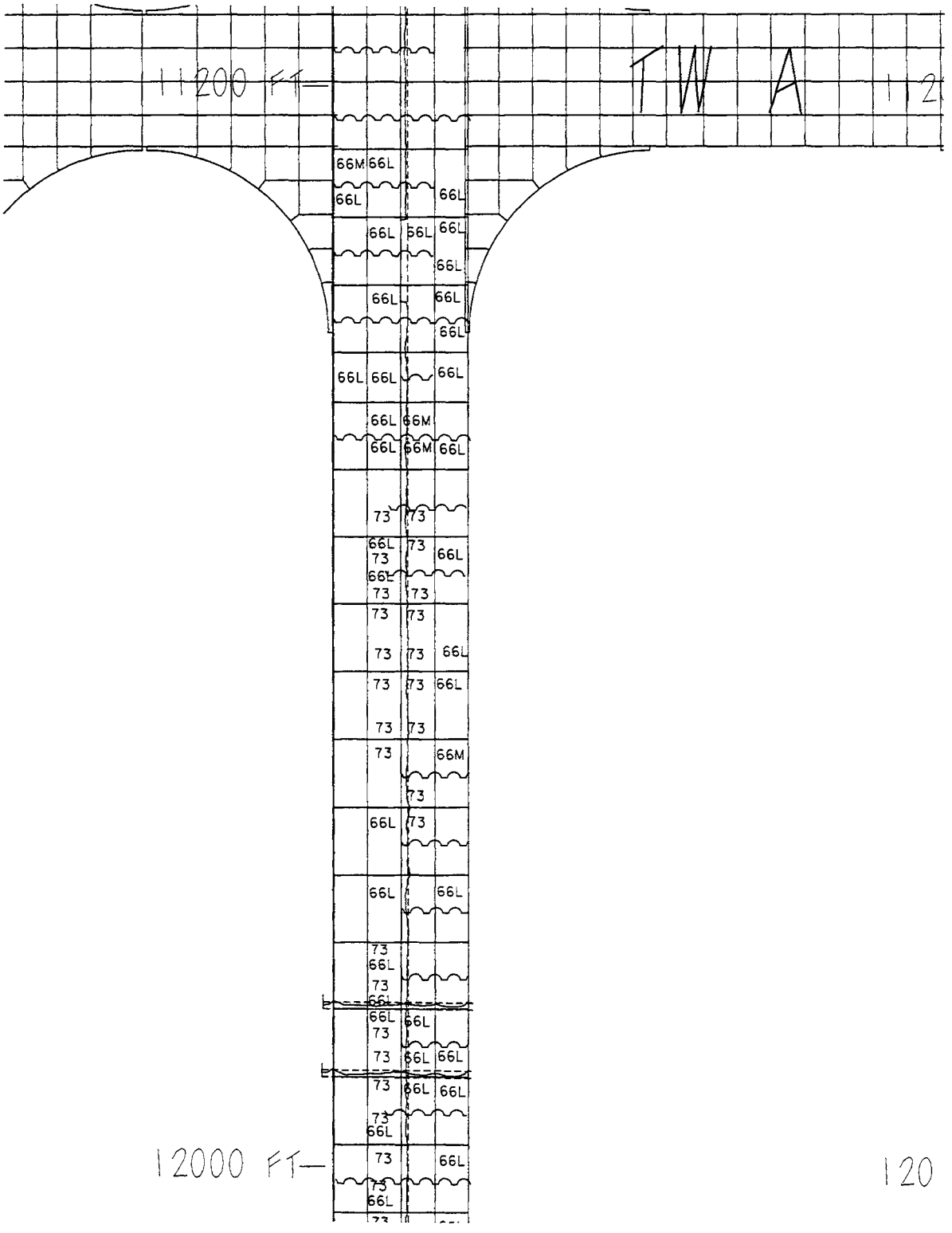
CROSS-HOLE TESTING
AND
CORE SAMPLING
LOCATION •6
CROSS-HOLE TESTING
AND
CORE SAMPLING
LOCATION •5
TW B
TW A
11200 FT
66L
73L
73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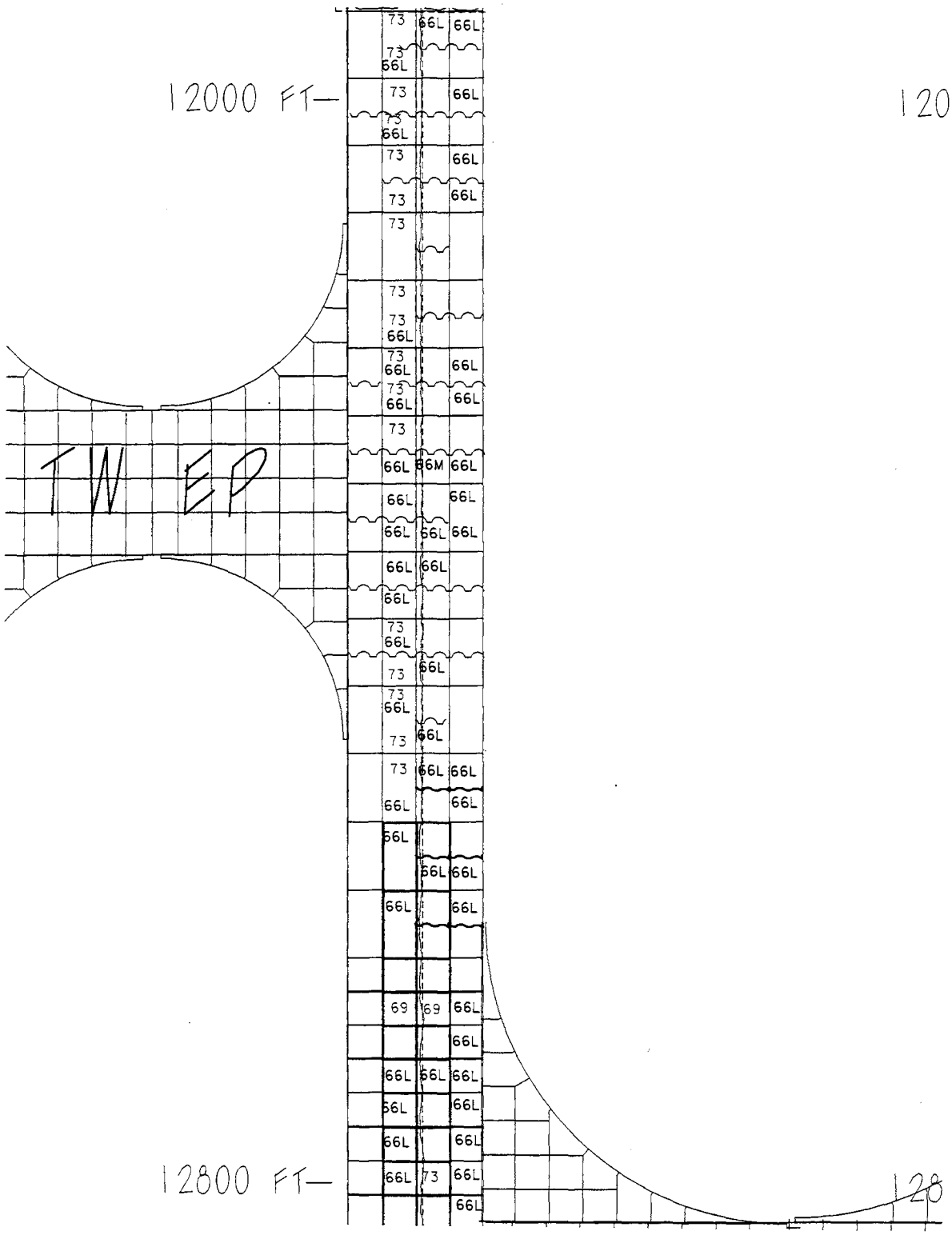
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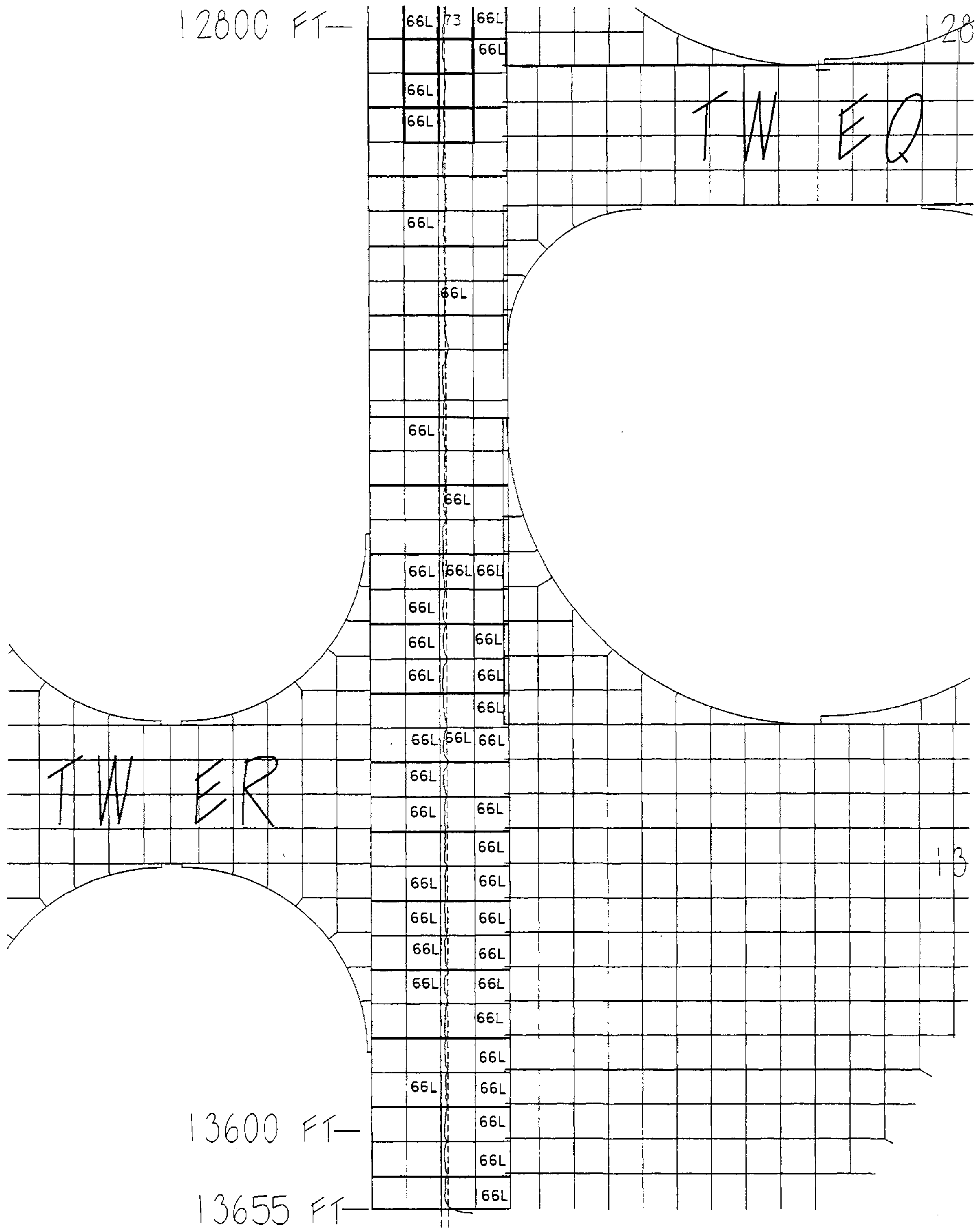
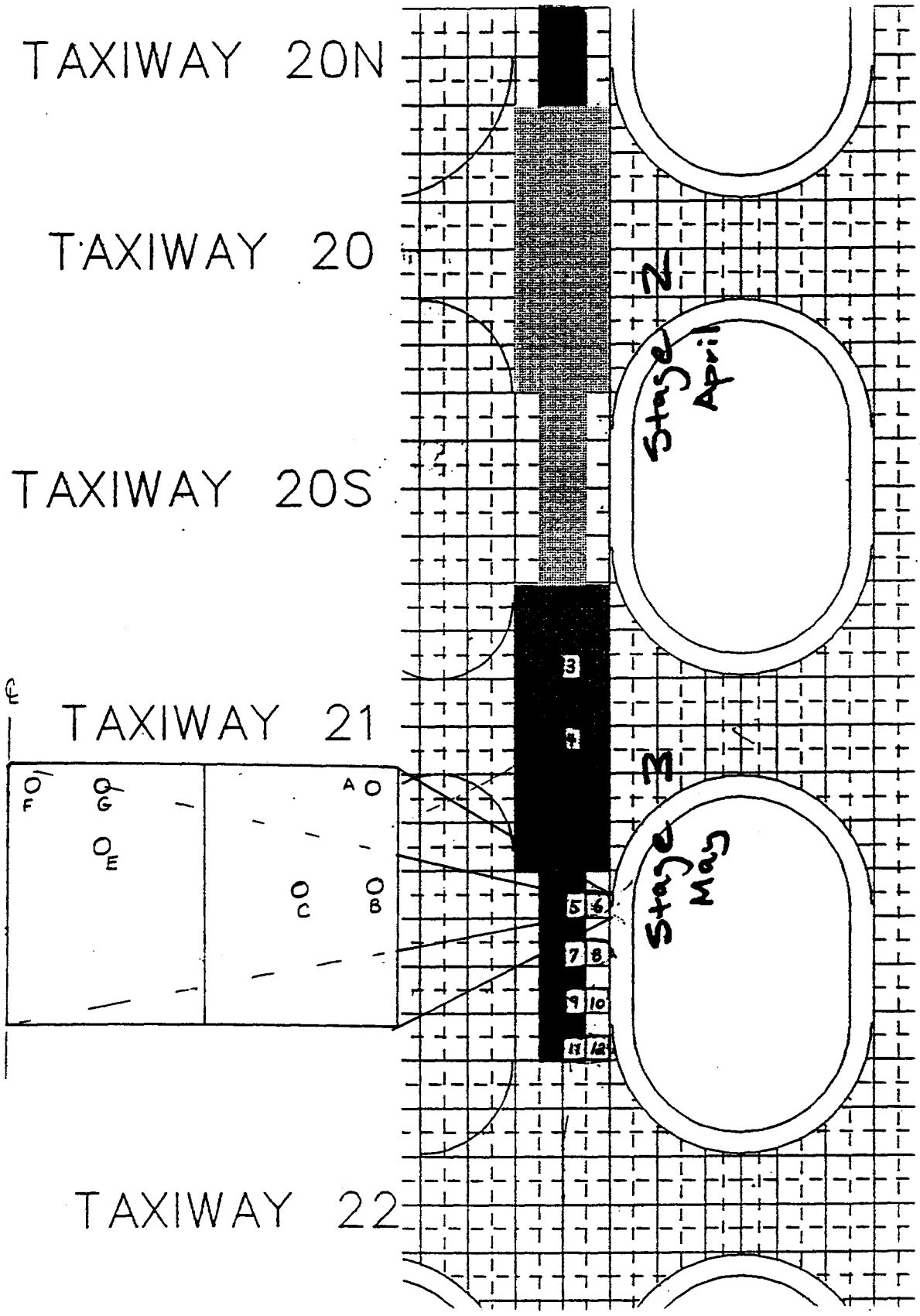
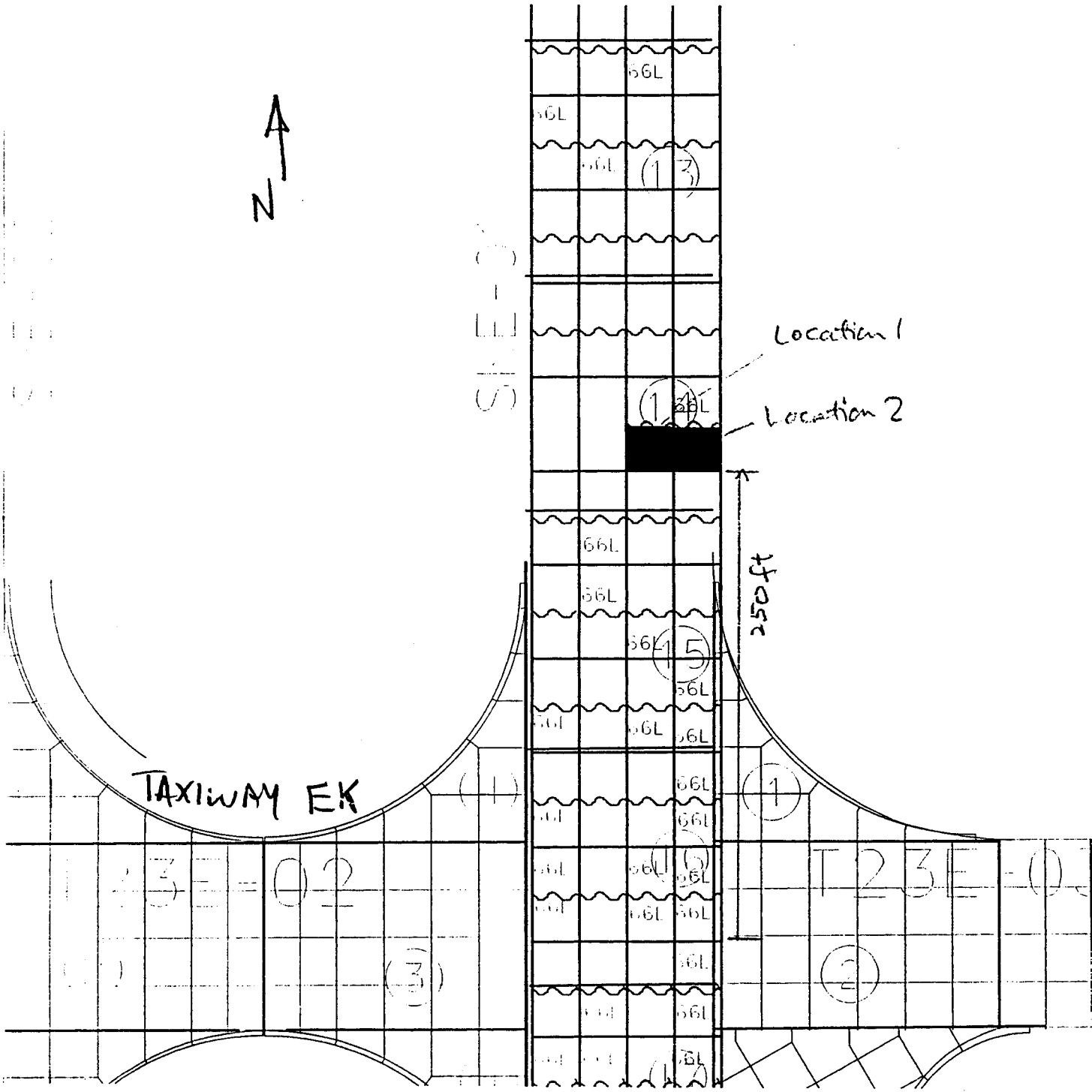


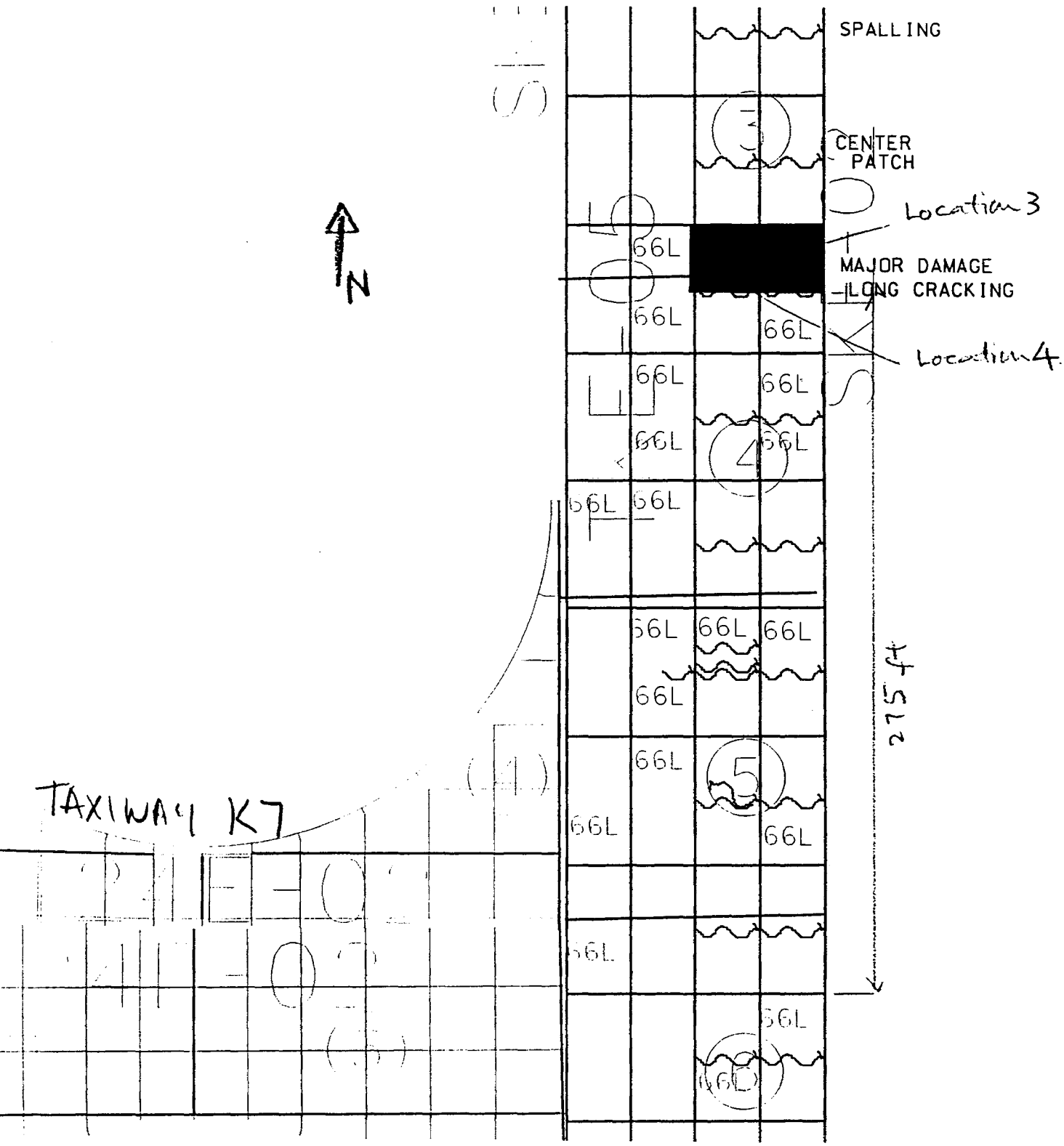
12800 FT
13600 FT
13655 FT
TW EQ
TW ER
73
66L
128
13

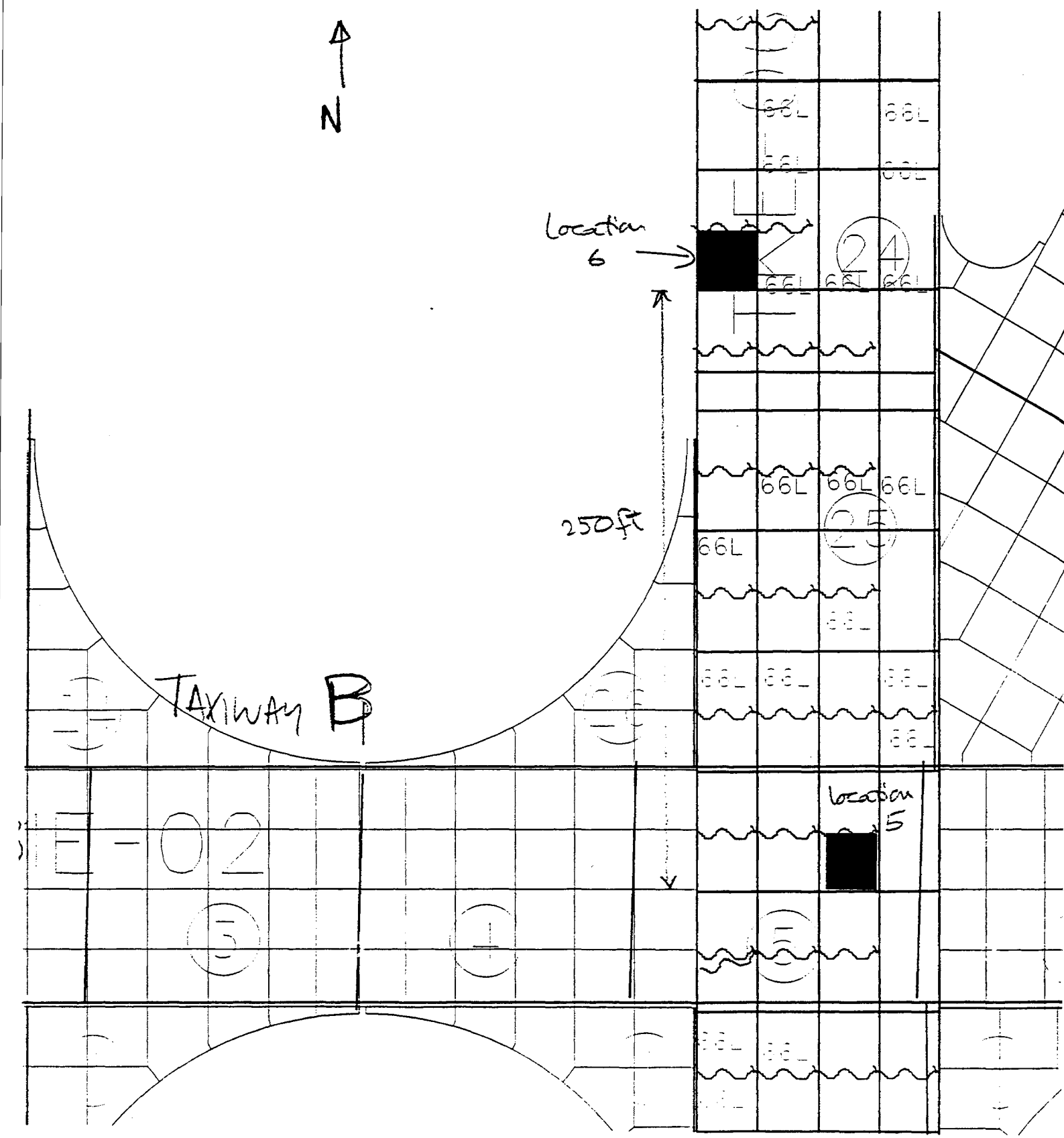
APPENDIX B
CORE DATA

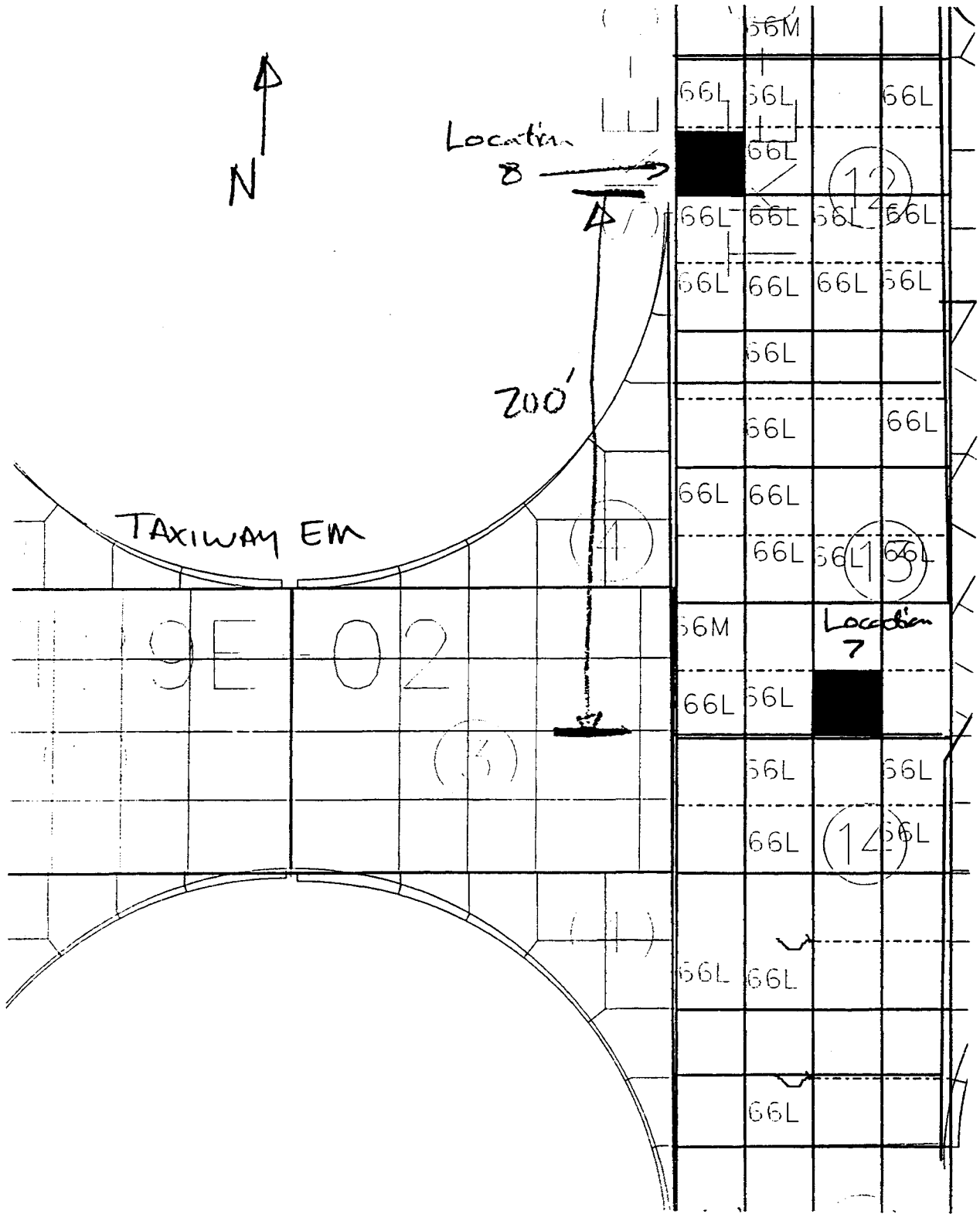
Taxiway K Coring Plan




N
Location 1
Location 2
250 ft
TAXIWAY EK


SPALLING
CENTER PATCH
Location 3
MAJOR DAMAGE
LONG CRACKING
Location 4
N
66L
275 ft
TAXIWAY K7


N
Location 6
250ft
TAXIWAY B
E-02
Location 5
66L
24
25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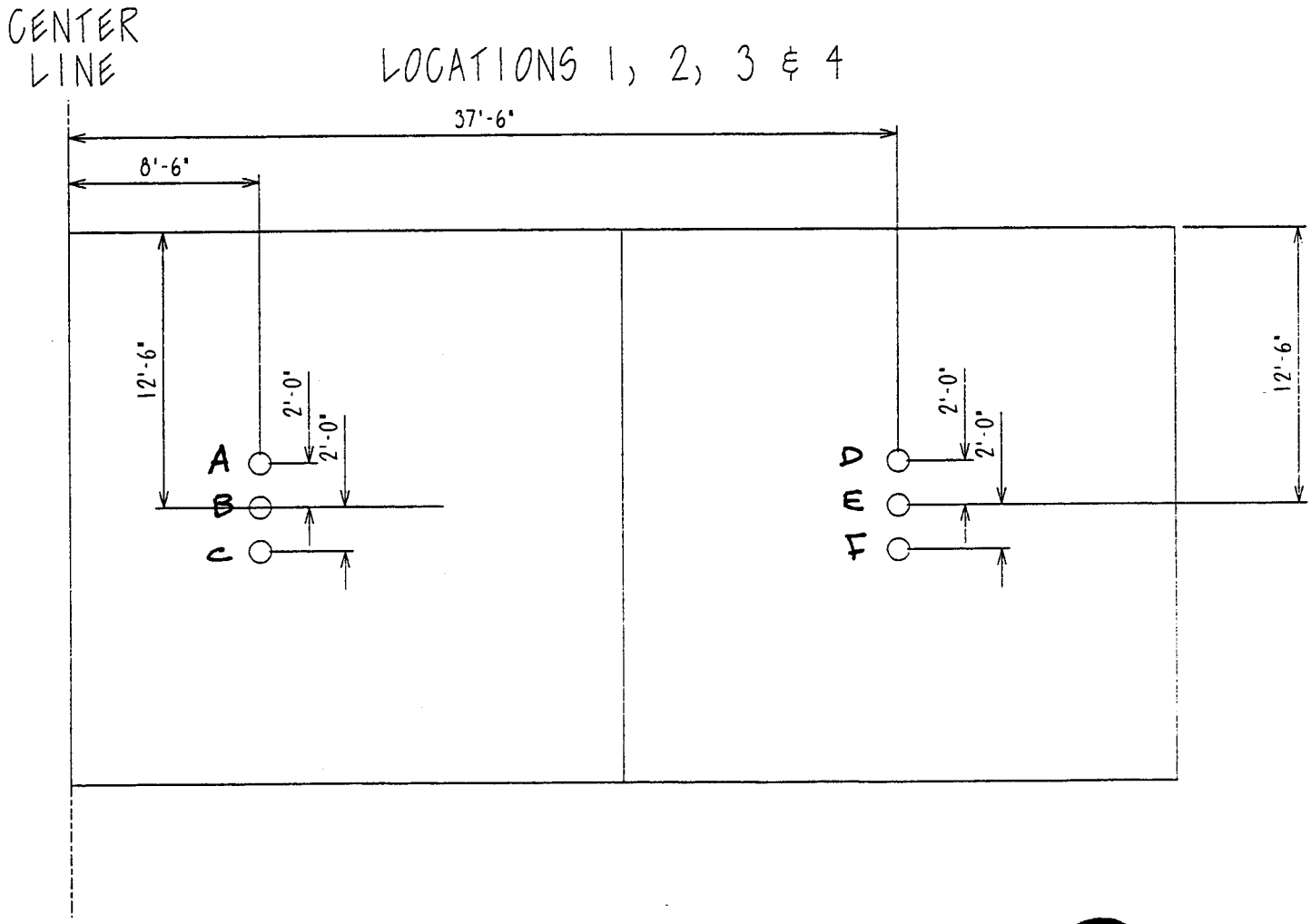
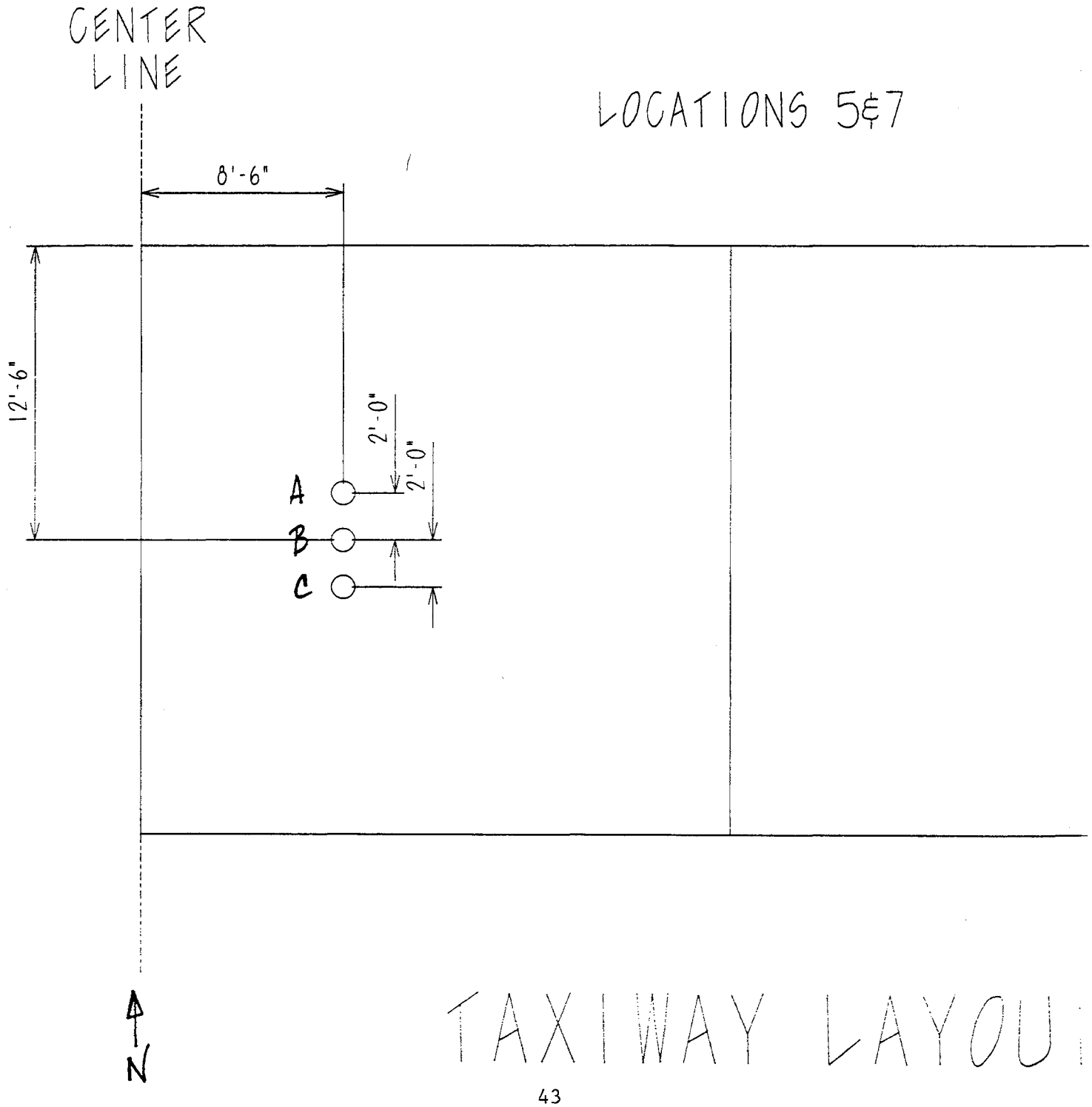
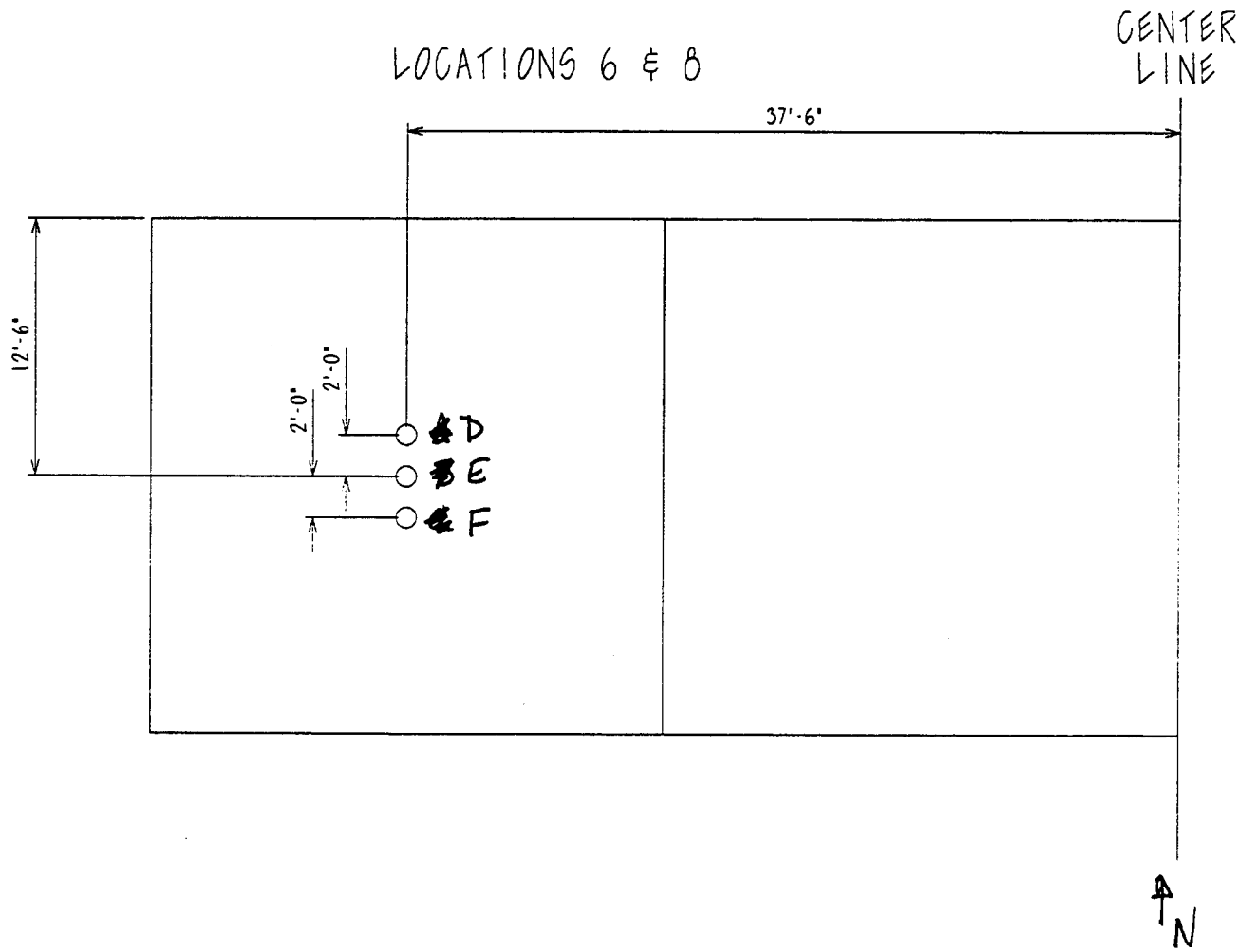
Location B
200'
TAXIWAY EM
9E-02
66M
66L
Location 7



TAXIWAY LAYOUT



TAXIWAY LAYOU


LOCATIONS 6 & 8
CENTER LINE
37'-6"
12'-6"
2'-0"
2'-0"
D
E
F
N

Codes for Concrete Cores

CODE RA1	R=RUNWAY 17R A=NORTH END 1=LOCATION 1
CODE RB1	R=RUNWAY 17R B=SOUTH END 1=LOCATION 1
CODE TL1A	TL=TAXIWAY L 1=LOCATION 1 A,B,C=KEEL SLAB D,E,F=OUT OF KEEL SLAB
CODE TK29F	TK=TAXIWAY K 29=LOCATION 1

Core Test Database

Core Number	Branch	In / out of traffic lane	Original Thickness, in.	Diameter, in.	Indirect Tensile Strength	Fatigue Test	Elastic modulus, ksi
RA1	R17R	in	17.0	3.9	775	X	5411
RA2	R17R	in	17.0	3.9	712	X	5879
RA3	R17R	in	16.8	3.9	456	X	
RA4	R17R	out	17.5	3.9	601		5715
RA5	R17R	out	17.4	3.9	579		5396
RA6	R17R	out	17.3	3.9	438	X	
RA7	R17R	out	17.5	3.9			5214
RA8	R17R	out	17.5	3.9	548		5051
RA9	R17R	in	17.0	3.9	510	X	5301
RA10	R17R	out	17.3	3.9	526	X	5349
RA11	R17R	in	17.0	3.9			4984
RA12	R17R	in	17.0	3.9			6072
RB1	R17R	in	16.5	3.9	583	X	6271
RB2	R17R	in	16.5	3.9	586	X	5860
RB3	R17R	in	16.8	3.9	574	X	5756
RB4	R17R	out	16.8	3.9		X	6194
RB5	R17R	out	16.8	3.9	564		6223
RB6	R17R	out	16.8	3.9	539		6004
RB7	R17R	out	16.9	3.9	538		6121
RB8	R17R	out	16.8	3.9	520	X	6367
RB9	R17R	in	16.4	3.9	382		5967
RB10	R17R	out	16.3	3.9		X	5437

Core Test Database

Core Number	Branch	In / out of traffic lane	Original Thickness, in.	Diameter, in.	Indirect Tensile Strength	Fatigue Test	Elastic modulus, ksi
TL1A	TWL	in		3.75	695		
TL1B	TWL	in		3.75	617		
TL1C	TWL	in		3.75	691	X	
TL2D	TWL	out		3.75	570		
TL2E	TWL	out		3.75		X	
TL2F	TWL	out		3.75	583		
TL3D	TWL	out		3.75	734		
TL3E	TWL	out		3.75			
TL3F	TWL	out		3.75	380		
TL4A	TWL	in		3.75	466		
TL4B	TWL	in		3.75	491		
TL4C	TWL	in		3.75	602	X	
TL5A	TWL	in		3.75	689	X	
TL5B	TWL	in		3.75	611		
TL5C	TWL	in		3.75	401		
TL6D	TWL	out		3.75			
TL6E	TWL	out		3.75			
TL6F	TWL	out		3.75			
TL7A	TWL	in		3.75	775		
TL7B	TWL	in		3.75	518		
TL7C	TWL	in		3.75	659	X	
TL7E	TWL	out		3.75			
TL8D	TWL	out		3.75	530		
TL8F	TWL	out		3.75			

Core Test Database

Core Number	Branch	In / out of traffic lane	Original Thickness, in.	Diameter, in.	Indirect Tensile Strength	Elastic modulus, ksi
TK29F	TWK		17.0	6.0	505	
TKP59A	TWK		17.5	6.0	517	
TKP55B	TWK		17.3	6.0	481	
TK67A	TWK		17.5	6.0	531	
TKP55E	TWK		17.5	6.0	531	
TK63F	TWK		17.0	6.0	527	
TK63G	TWK		14.8	6.0	328	
TKP55G	TWK		17.8	6.0	465	
TKP59E	TWK		18.0	6.0	462	
TKP55A	TWK		17.5	6.0	572	
TKP59G	TWK		17.0	6.0	514	
TKP60-6	TWK		18.5	6.0	515	
TKP63C	TWK		17.9	6.0	481	
TK67F	TWK		17.3	6.0	605	
TK67E	TWK		17.4	6.0	390	
TK56B	TWK				406	
TK63A	TWK		14.8	6.0	589	
TK56-3	TWK				406	
TK29E	TWK		17.3	6.0	586	

Runway								
		Shear	Free-Free	Rod	Free-Free	Free-Free	Free-Free	
		Wave	Test	Wave	Test	Test	Test	Longitudinal
	Specimen	Resonant	S_wave	Resonant	Rod_wave	Shear	Young's	Poisson's
Sample	Length	Frequency	Velocity	Frequency	Velocity	Modulus	Modulus	Ratio
No.	(in.)	kHz	ft/sec	kHz	ft/sec	ksi	ksi	(G,E)
A1	14.19	3.59	8483	5.47	12943	2324	5411	0.16
A2	14.00	3.71	8664	5.78	13491	2424	5879	0.21
A3	13.94	3.77	8752	5.85	13595	2474	5969	0.21
A4	14.31	3.61	8617	5.58	13302	2398	5715	0.19
A5	15.06	3.32	8338	5.15	12925	2245	5396	0.20
A7	14.31	3.53	8426	5.33	12705	2293	5214	0.14
A8	14.13	3.64	8560	5.31	12505	2367	5051	0.07
A9	13.94	3.70	8595	5.52	12811	2386	5301	0.11
A10	14.50	3.45	8325	5.33	12869	2239	5349	0.19
A11	14.00	3.26	7595	5.32	12422	1863	4984	0.34
A12	14.69	3.59	8791	5.60	13711	2496	6072	0.22
B1	14.06	3.82	8962	5.95	13934	2594	6271	0.21
B2	14.06	3.72	8707	5.75	13470	2449	5860	0.20
B3	14.00	3.72	8668	5.72	13349	2427	5756	0.19
B4	14.00	3.76	8782	5.94	13848	2491	6194	0.24
B5	14.13	3.78	8896	5.90	13881	2556	6223	0.22
B6	14.19	3.71	8761	5.77	13635	2479	6004	0.21
B7	14.25	3.69	8767	5.80	13766	2482	6121	0.23
B8	13.56	3.86	8725	6.21	14040	2459	6367	0.29
B9	14.00	3.79	8834	5.83	13592	2521	5967	0.18
B10	11.81	4.27	8404	6.59	12974	2281	5437	0.19
Average			**8602**		**13322**	**2393**	**5740**	**0.20**
St.Dev			**291**		**493**	**156**	**422**	**0.06**
Max			**8962**		**14040**	**2594**	**6367**	**0.34**
Min			**7595**		**12422**	**1863**	**4984**	**0.07**
Site A_North Runway								
Average			**8162**		**12689**	**2269**	**5484**	**0.19**
St.Dev			**327**		**437**	**173**	**370**	**0.07**
Max			**8791**		**13711**	**2496**	**6072**	**0.34**
Min			**7595**		**12422**	**1863**	**4984**	**0.07**
Site B_South Runway								
Average			**8751**		**13649**	**2474**	**6020**	**0.22**
St.Dev			**150**		**320**	**84**	**280**	**0.03**
Max			**8962**		**14040**	**2594**	**6367**	**0.29**
Min			**8404**		**12974**	**2281**	**5437**	**0.18**

Taxiway L																
		Shear	Free-Free	Rod	Free-Free	Horizontal	Longitudinal	Free-Free	Free-Free	Horizontal	Longitudinal					
		Wave	Test	Wave	Test	V-meter test	V-meter test	Test	Test	V-meter test	V-meter test	Longitudinal	Longitudinal	Longitudinal	Horizontal	Horizontal
	Specimen	Resonant	S_wave	Resonant	Rod_wave	P_wave	P_wave	Shear	Young's	Constrained	Constrained	Poisson's	Poisson's	Poisson's	Poisson's	Poisson's
Sample	Length	Frequency	Velocity	Frequency	Velocity	Velocity(H)	Velocity(H)	Modulus	Modulus	Modulus	Modulus	Ratio	Ratio	Ratio	Ratio	Ratio
No.	(in.)	kHz	ft/sec	kHz	ft/sec	ft/sec	ft/sec	ksi	ksi	ksi	ksi	(G,M(long))	(G,E)	(E, M(long))	(G,M(horiz))	(E, M(horiz))
29G	14.69	3.33	8139	5.53	13541	16924	14,400	2140	5922	9251	6697	0.27	0.38	0.21	0.35	0.34
P63-C	15.19	3.34	8449	5.42	13710	16861	15,625	2306	6071	9182	7885	0.29	0.32	0.29	0.33	0.34
P55E	16.13	3.22	8644	5.37	14435	16815	15,809	2413	6730	9132	8072	0.29	0.39	0.25	0.32	0.30
56-3	14.75	3.58	8789	5.55	13641	16113	15,365	2495	6010	8386	7625	0.26	0.20	0.28	0.29	0.31
67-E	14.25	3.71	8807	5.81	13804	16519	15,833	2505	6154	8813	8097	0.28	0.23	0.29	0.30	0.32
P59-G	14.63	3.62	8824	5.63	13720	16444	15,828	2515	6080	8734	8091	0.27	0.21	0.30	0.30	0.32
P55F	15.44	3.44	8838	5.38	13829	16777	15,689	2523	6177	9091	7950	0.27	0.22	0.28	0.31	0.33
P60-5	13.75	3.86	8852	6.06	13892	16231	15,696	2531	6233	8509	7957	0.27	0.23	0.28	0.29	0.30
P59-F	16.00	3.32	8853	5.19	13640	16632	15,873	2532	6187	8934	8138	0.27	0.22	0.29	0.30	0.32
P63A	13.63	3.90	8859	6.08	13809	16460	15,554	2535	6159	8751	7813	0.26	0.21	0.28	0.30	0.32
60-6	15.19	3.50	8859	5.39	13650	17340	15,625	2535	6018	9711	7885	0.26	0.19	0.29	0.32	0.35
P59-E	15.07	3.53	8862	5.52	13858	16635	15,889	2536	6202	8938	8154	0.27	0.22	0.29	0.30	0.32
67F	16.12	3.30	8862	5.19	13938	16644	15,809	2537	6274	8947	8072	0.27	0.24	0.28	0.30	0.32
56-2	15.25	3.48	8867	5.43	13804	16490	15,885	2539	6155	8783	8150	0.27	0.21	0.29	0.30	0.32
63G	13.44	3.98	8919	6.24	13970	16516	15,772	2569	6303	8810	8034	0.26	0.23	0.28	0.29	0.31
29_F	14.25	3.75	8921	5.87	13944	17320	16,267	2570	6280	9689	8547	0.28	0.22	0.30	0.32	0.34
P55G	16.63	3.23	8953	5.08	14086	16872	15,924	2589	6409	9194	8190	0.27	0.24	0.28	0.30	0.32
P55C	16.19	3.32	8960	5.25	14164	17089	15,870	2593	6480	9432	8135	0.27	0.25	0.27	0.31	0.33
17E	13.75	3.89	8981	6.14	14141	16434	15,768	2593	6458	8723	8030	0.26	0.25	0.27	0.29	0.30
P60-4	15.25	3.53	8962	5.50	13979	16752	15,689	2594	6312	9064	7950	0.26	0.22	0.27	0.30	0.32
17G	15.38	3.50	8969	5.51	14110	16929	16,218	2598	6430	9256	8496	0.28	0.24	0.29	0.30	0.32
P63E	13.75	3.91	8969	6.19	14179	16771	15,914	2598	6493	9084	8180	0.27	0.25	0.27	0.30	0.31
17-F	14.75	3.65	8973	5.72	14062	16449	16,173	2600	6386	8739	8448	0.28	0.23	0.29	0.29	0.31
67G	15.07	3.60	9038	5.63	14121	16380	16,092	2638	6440	8666	8364	0.27	0.22	0.29	0.28	0.30
29E	15.69	3.46	9056	5.45	14236	17152	15,751	2649	6546	9502	6012	0.25	0.24	0.26	0.31	0.32
P55B	14.81	3.67	9060	5.75	14205	16834	16,031	2651	6517	9153	8300	0.27	0.23	0.28	0.30	0.31
67C	14.25	3.82	9087	5.96	14149	16909	16,267	2655	6466	9234	8547	0.27	0.22	0.29	0.30	0.32
P59A	14.88	3.68	9114	5.76	14292	16682	15,892	2683	6598	8988	8157	0.25	0.23	0.27	0.29	0.30
P55A	16.50	3.33	9161	5.23	14383	17259	15,988	2710	6681	9621	8256	0.26	0.23	0.26	0.30	0.32
P63B	15.50	3.55	9174	5.57	14388	17122	16,146	2718	6686	9469	8420	0.26	0.23	0.27	0.30	0.32
67A	15.75	3.50	9188	5.48	14395	16793	16,204	2727	6692	9108	8480	0.26	0.23	0.28	0.29	0.30
63-F	15.63	3.54	9212	5.54	14417	16300	16,693	2741	6713	8581	9000	0.28	0.22	0.30	0.27	0.28
67B	12.81	4.33	9236	6.78	14467	17425	16,177	2755	6760	9807	8453	0.26	0.23	0.27	0.30	0.32
P59-B	11.75	4.73	9268	7.33	14360	16708	16,319	2774	6660	9016	8602	0.26	0.20	0.28	0.28	0.30
Average			**8931**		**14045**	**16752**	**15,883**	**2578**	**6373**	**9068**	**8153**	**0.27**	**0.24**	**0.28**	**0.30**	**0.32**
St.Dev			**220**		**261**	**327**	**372**	**125**	**237**	**355**	**375**	**0.01**	**0.04**	**0.02**	**0.02**	**0.01**

Taxiway K								
Cemented Treated Base								
Sample No.	Rod Frequency	Shear Frequenc	length	Vr	Vs	E	G	Poisson Ratio
	kHz	kHz	in.	ft/sec	ft/sec	ksi	ksi	
5a	4.7625	2.963	6.5	5159	3210	746	289	0.292
1c	6.775	4.365	8	9033	5820	2288	950	0.205
unknown	7.687	4.87425	6.3125	8087	5128	1834	737	0.244
1a	8.9	5.84425	5.9375	8807	5783	2175	938	0.160
7b	6.85	4.77725	6.5	7421	5175	1544	751	0.028
4a	7.525	4.49789	7.1875	9014	5388	2278	814	0.399
7c	7.725	4.86164	6.5	8369	5267	1964	778	0.262
4c	7.565	4.462	7.375	9299	5485	2424	843	0.437
1b	7.262	4.68025	7.125	8624	5558	2085	866	0.204
7a	6.65	4.19525	7.4375	8243	5200	1905	758	0.256
8d	7.087	4.77725	7.625	9006	6071	2274	1033	0.100
2d	7.2	4.559	7.25	8700	5509	2122	851	0.247
3e	6.962	4.29225	6.25	7252	4471	1475	560	0.315
2f	7.925	4.78889	6.75	8916	5388	2229	814	0.369
2e	6.988	4.656	7.125	8298	5529	1931	857	0.126
3f	7.363	4.83836	7.375	9050	5947	2296	992	0.158
6d	7.025	4.937	6.3125	7391	5194	1532	756	0.012
3d	7.025	4.074	7.5	8781	5093	2162	727	0.487
			Average	8303	5400	2002	824	0.227
			Max	9050	6071	2296	1033	0.487
			Min	7252	4471	1475	560	0.012
			Sdev	720	504	329	150	0.157
Trafficking								
Sample No.	Rod Frequency	Shear Frequenc	length	Vr	Vs	E	G	Poisson Ratio
	kHz	kHz	in.	ft/sec	ft/sec	ksi	ksi	
5a	4.7625	2.963	6.5	5159	3210	746	289	0.292
1c	6.775	4.365	8	9033	5820	2288	950	0.205
unknown	7.687	4.87425	6.3125	8087	5128	1834	737	0.244
1a	8.9	5.84425	5.9375	8807	5783	2175	938	0.160
7b	6.85	4.77725	6.5	7421	5175	1544	751	0.028
4a	7.525	4.49789	7.1875	9014	5388	2278	814	0.399
7c	7.725	4.86164	6.5	8369	5267	1964	778	0.262
4c	7.565	4.462	7.375	9299	5485	2424	843	0.437
1b	7.262	4.68025	7.125	8624	5558	2085	866	0.204
7a	6.65	4.19525	7.4375	8243	5200	1905	758	0.256
			Average	8206	5201	1924	772	0.249
			Max	9299	5820	2424	950	0.437
			Min	5159	3210	746	289	0.028
			Sdev	1202	741	487	186	0.116
Untrafficking								
Sample No.	Rod Frequency	Shear Frequenc	length	Vr	Vs	E	G	Poisson Ratio
	kHz	kHz	in.	ft/sec	ft/sec	ksi	ksi	
8d	7.087	4.77725	7.625	9006	6071	2274	1033	0.100
2d	7.2	4.559	7.25	8700	5509	2122	851	0.247
3e	6.962	4.29225	6.25	7252	4471	1475	560	0.315
2f	7.925	4.78889	6.75	8916	5388	2229	814	0.369
2e	6.988	4.656	7.125	8298	5529	1931	857	0.126
3f	7.363	4.83836	7.375	9050	5947	2296	992	0.158
6d	7.025	4.937	6.3125	7391	5194	1532	756	0.012
3d	7.025	4.074	7.5	8781	5093	2162	727	0.487
			Average	8424	5400	2002	824	0.227
			Max	9050	6071	2296	1033	0.487
			Min	7252	4471	1475	560	0.012
			Sdev	720	504	329	150	0.157

APPENDIX C
CORE DATA — VELOCITY DATA

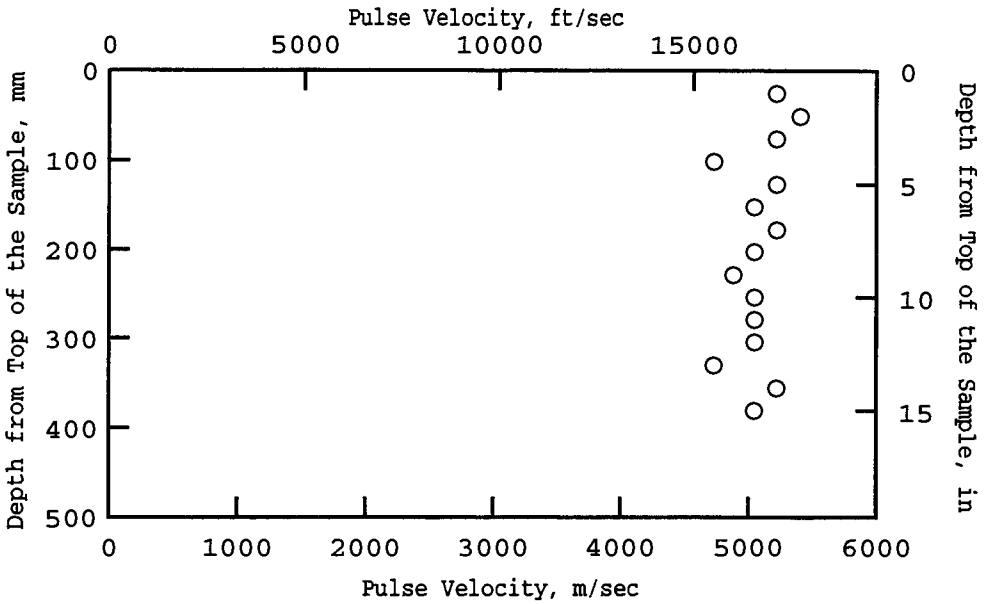


Fig. 1a Pulse Velocity with Depth for Sample 67F from Dallas-Fort Worth International Airport

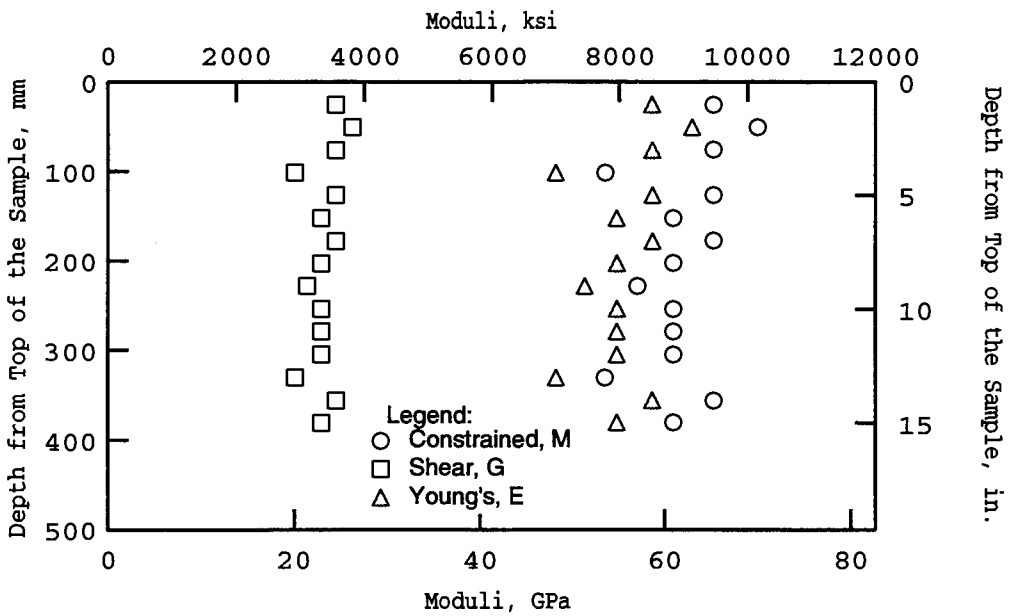


Fig. 1b Shear and Young's Moduli with Depth for Sample 67F from Dallas-Fort Worth International Airport

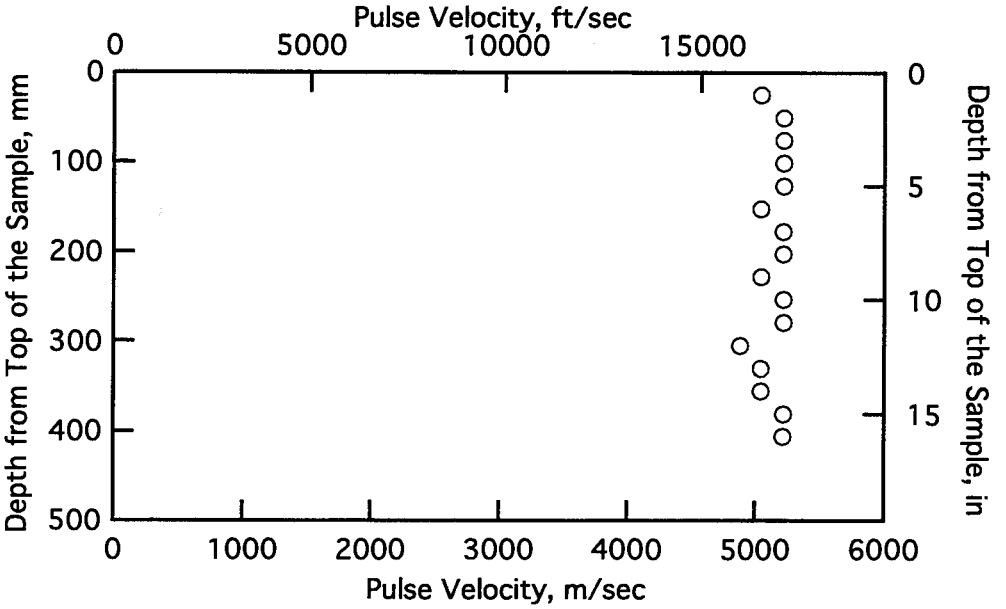


Fig. 2a Pulse Velocity with Depth for Sample P55G from Dallas-Fort Worth International Airport

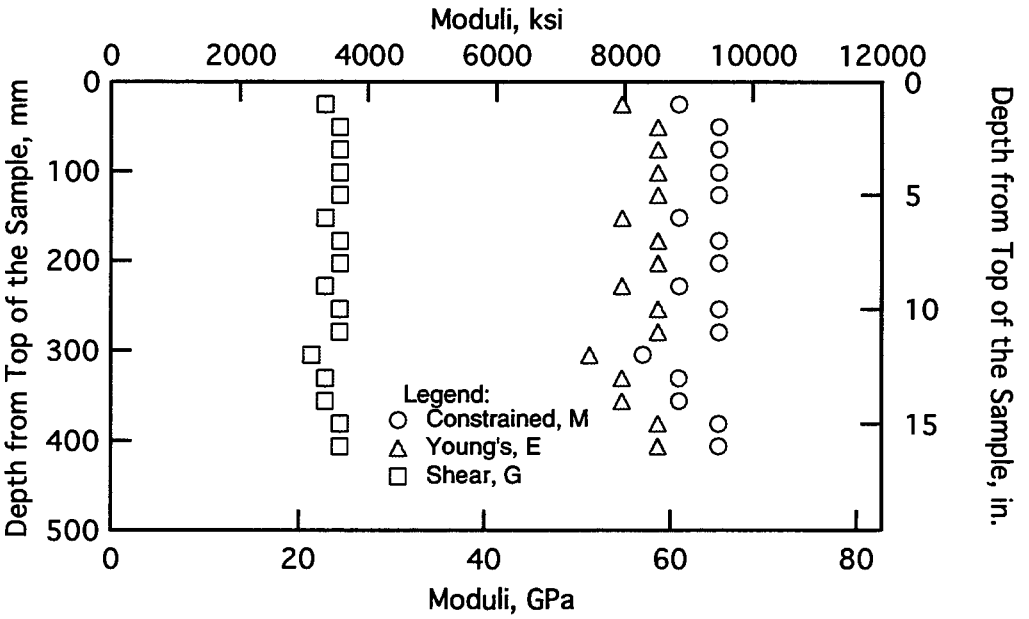


Fig. 2b Shear and Young's Moduli with Depth for Sample P55G from Dallas-Fort Worth International Airport

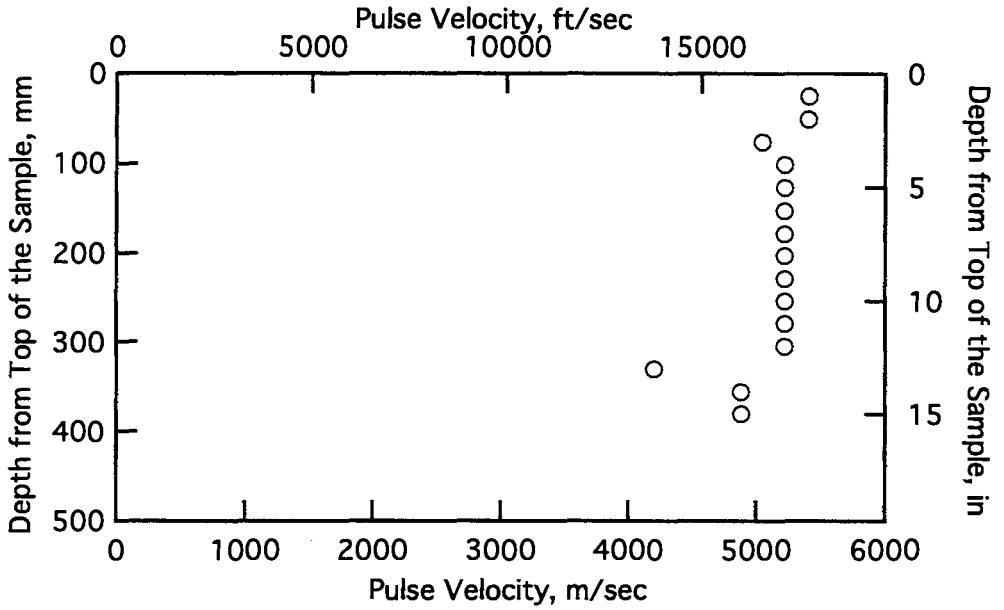


Fig. 3a Pulse Velocity with Depth for Sample 67A from Dallas-Fort Worth International Airport

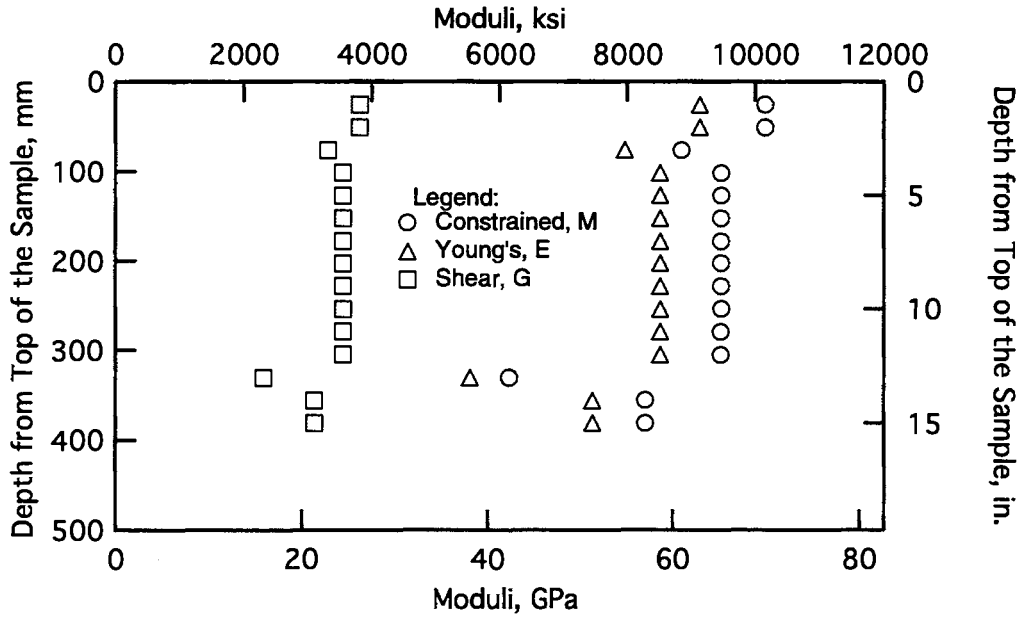


Fig. 3b Shear and Young's Moduli with Depth for Sample 67A from Dallas-Fort Worth International Airport

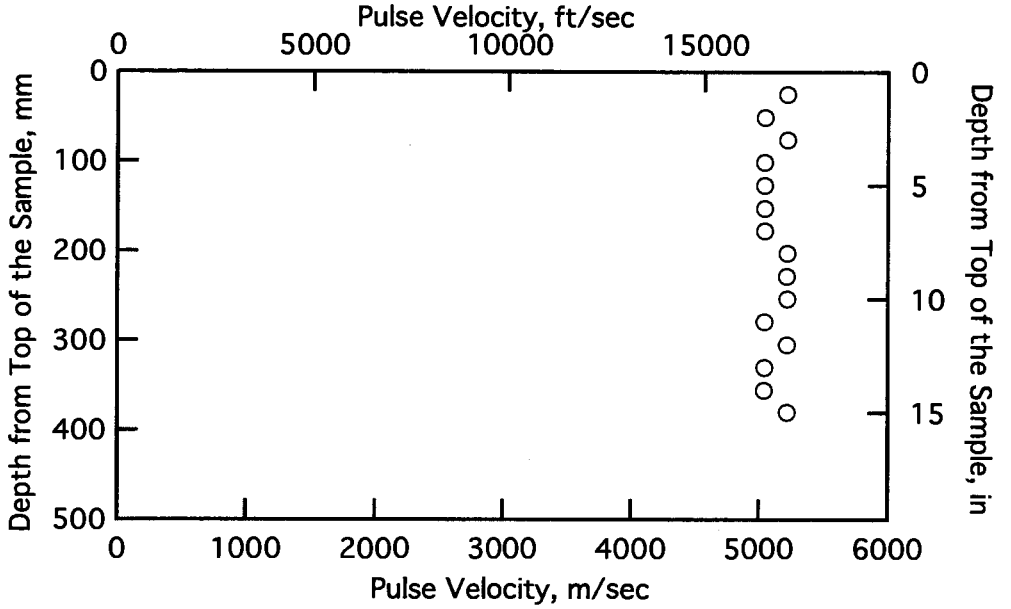


Fig. 4a Pulse Velocity with Depth for Sample P55E from Dallas-Fort Worth International Airport

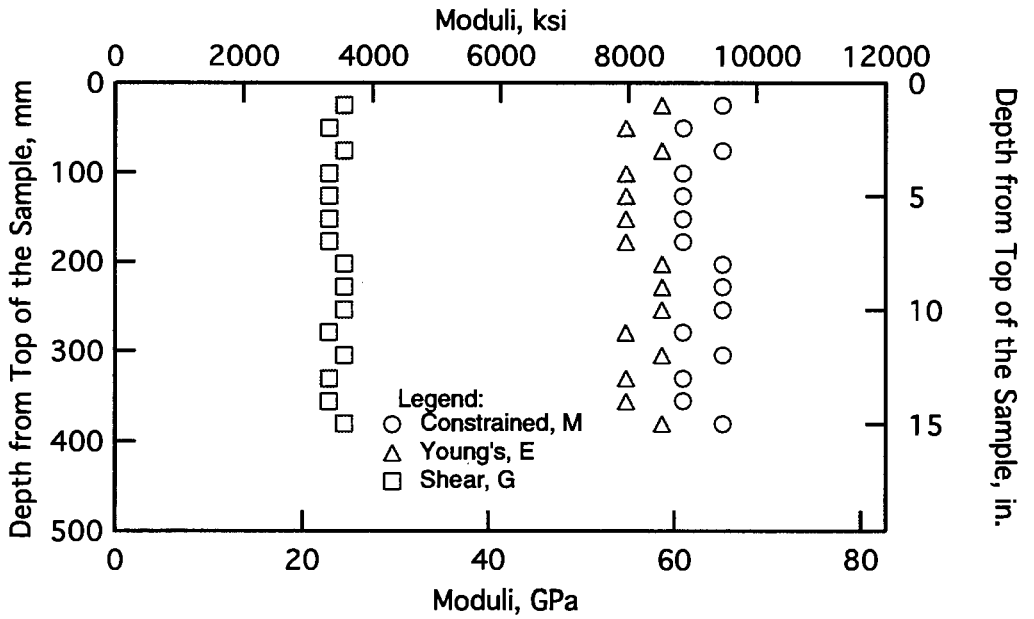


Fig. 4b Shear and Young's Moduli with Depth for Sample P55E from Dallas-Fort Worth International Airport

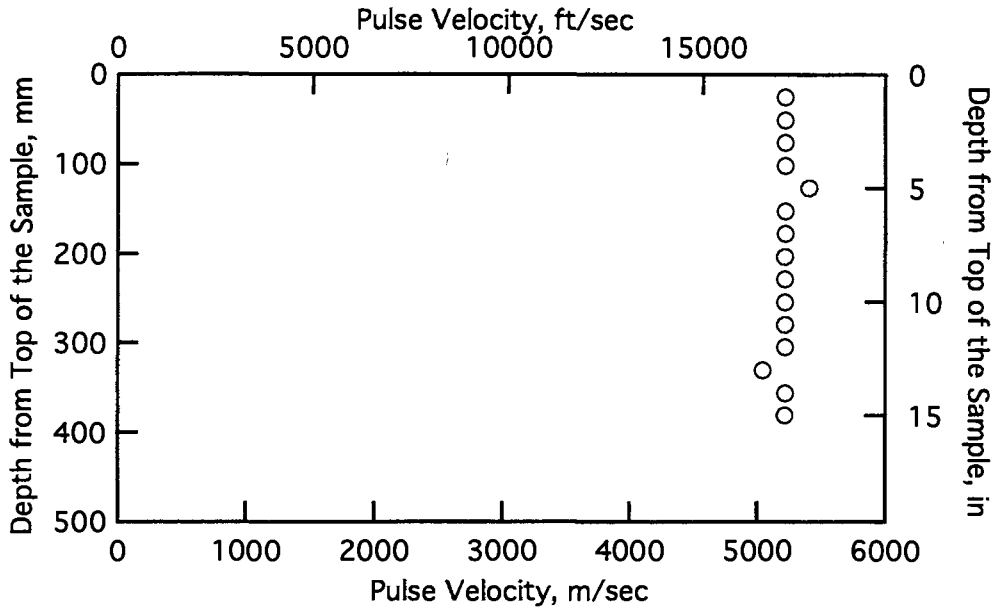


Fig. 5a Pulse Velocity with Depth for Sample P63B from Dallas-Fort Worth International Airport

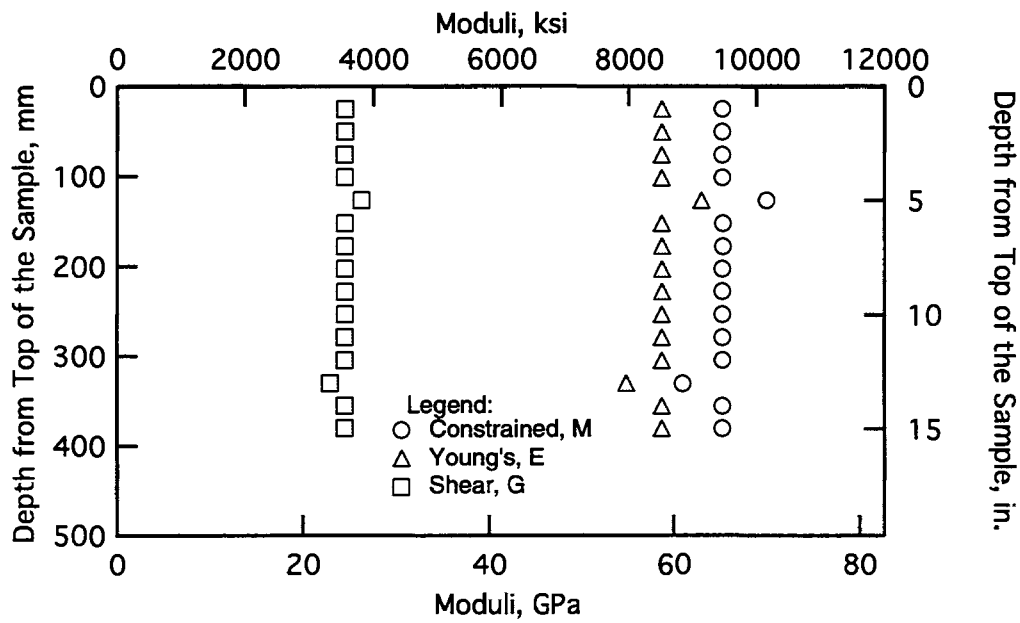


Fig. 5b Shear and Young's Moduli with Depth for Sample P63B from Dallas-Fort Worth International Airport

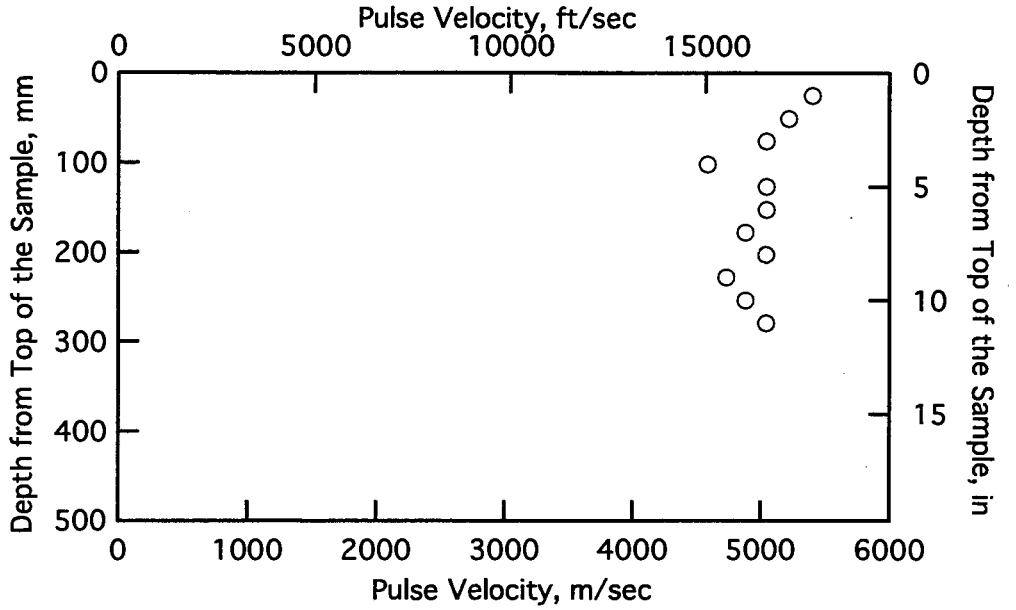


Fig. 6a Pulse Velocity with Depth for Sample 55E from Dallas-Fort Worth International Airport

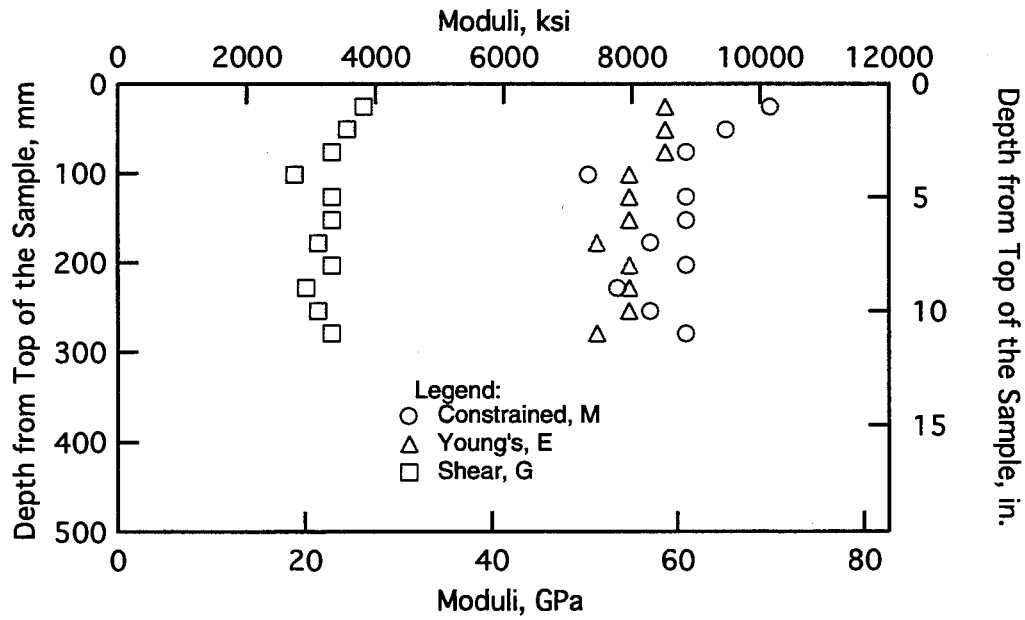


Fig. 6b Shear and Young's Moduli with Depth for Sample 55E from Dallas-Fort Worth International Airport

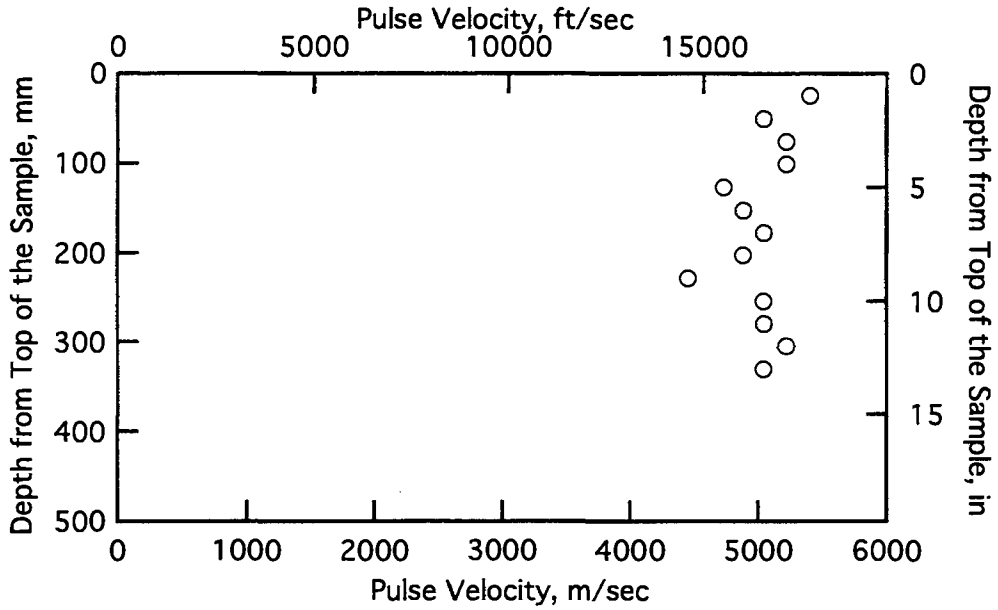


Fig. 7a Pulse Velocity with Depth for Sample P63A from Dallas-Fort Worth International Airport

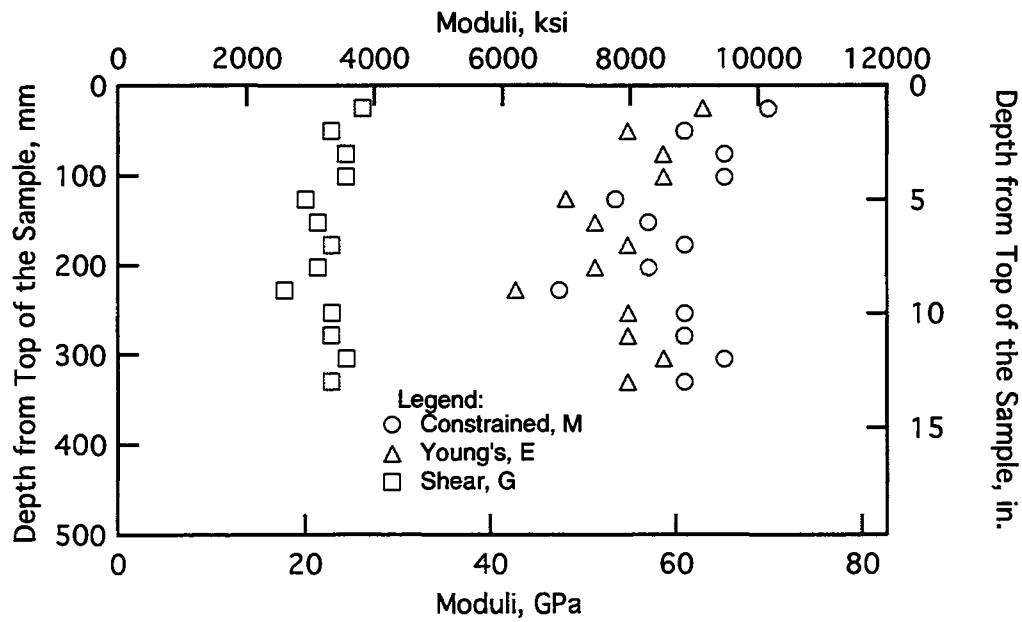


Fig. 7b Shear and Young's Moduli with Depth for Sample P63A from Dallas-Fort Worth International Airport

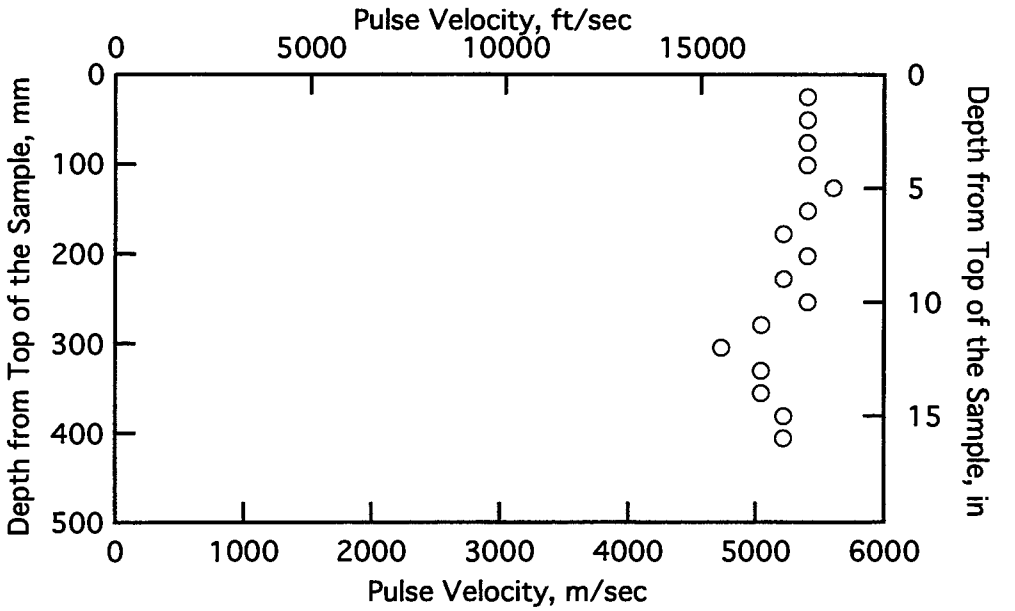


Fig. 8a Pulse Velocity with Depth for Sample P55A from Dallas-Fort Worth International Airport

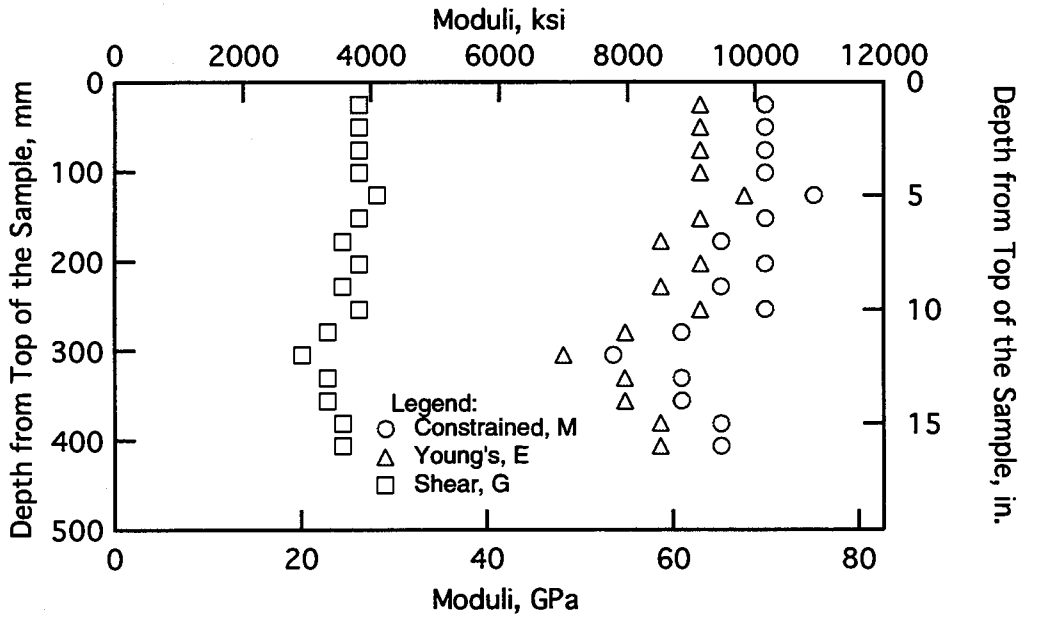


Fig. 8b Shear and Young's Moduli with Depth for Sample P55A from Dallas-Fort Worth International Airport

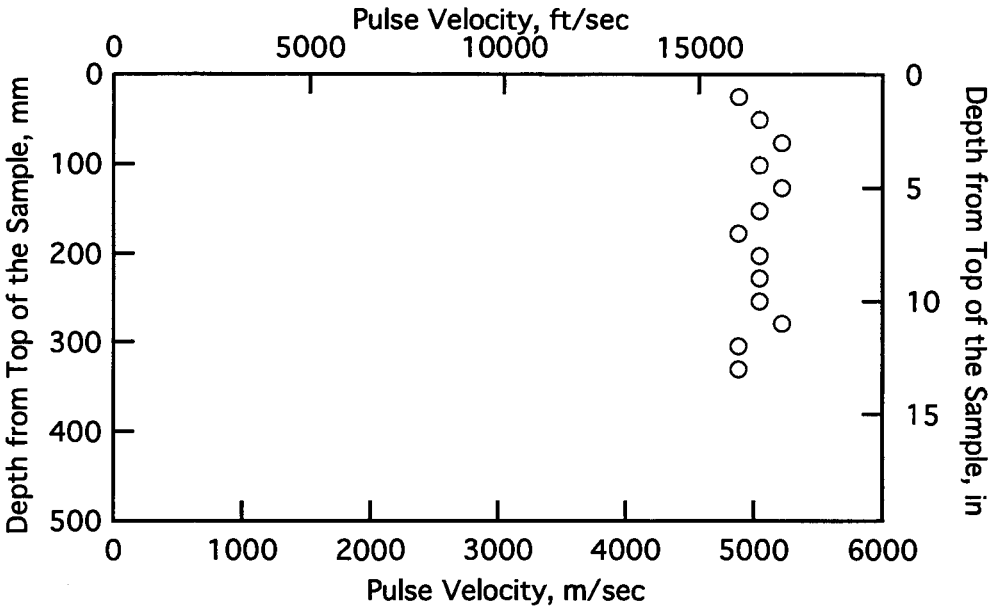


Fig. 9a Pulse Velocity with Depth for Sample P63G from Dallas-Fort Worth International Airport

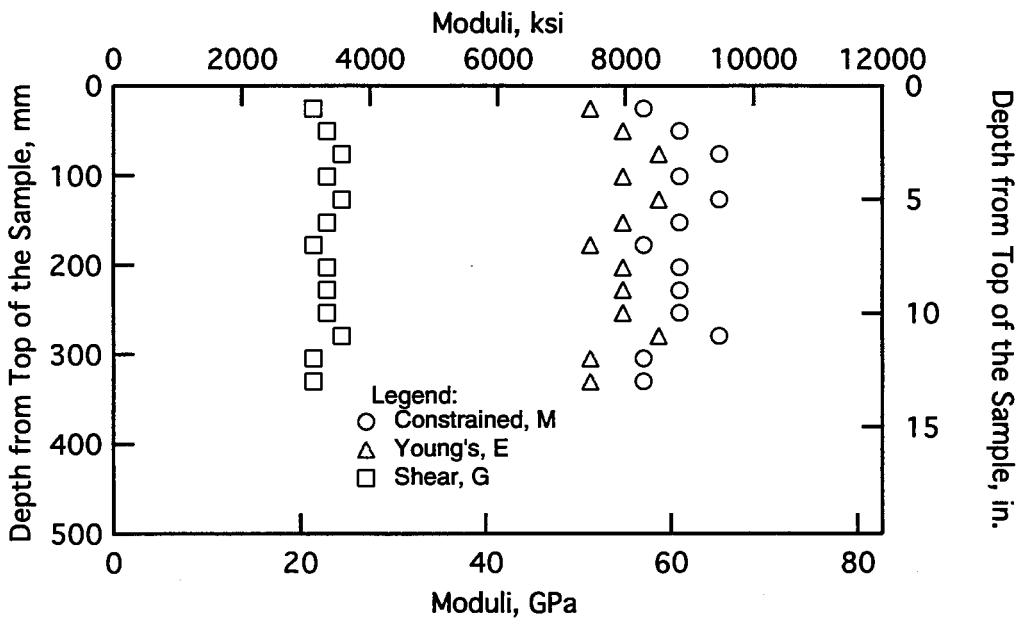


Fig. 9b Shear and Young's Moduli with Depth for Sample P63G from Dallas-Fort Worth International Airport

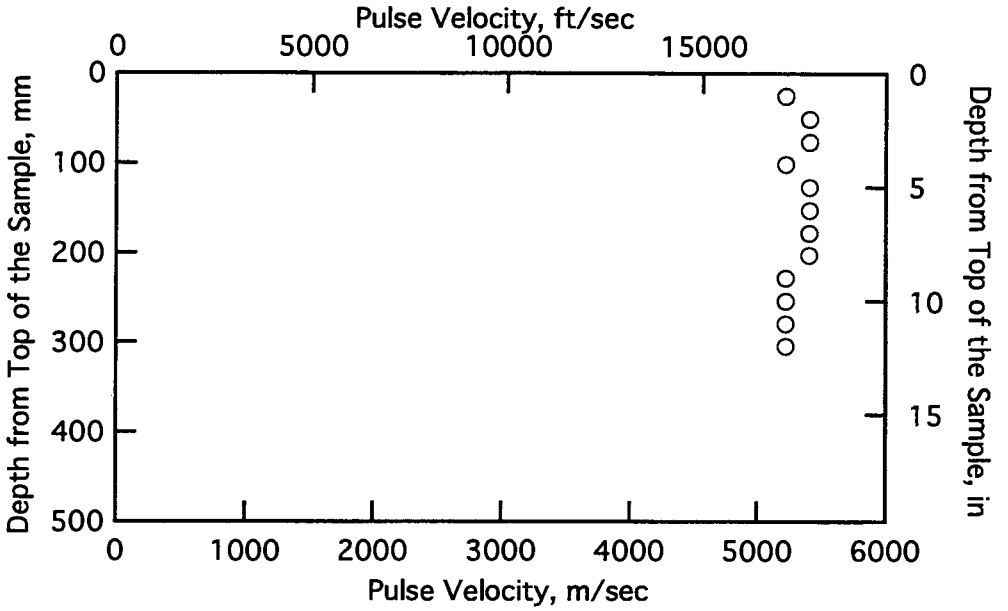


Fig. 10a Pulse Velocity with Depth for Sample 67B from Dallas-Fort Worth International Airport

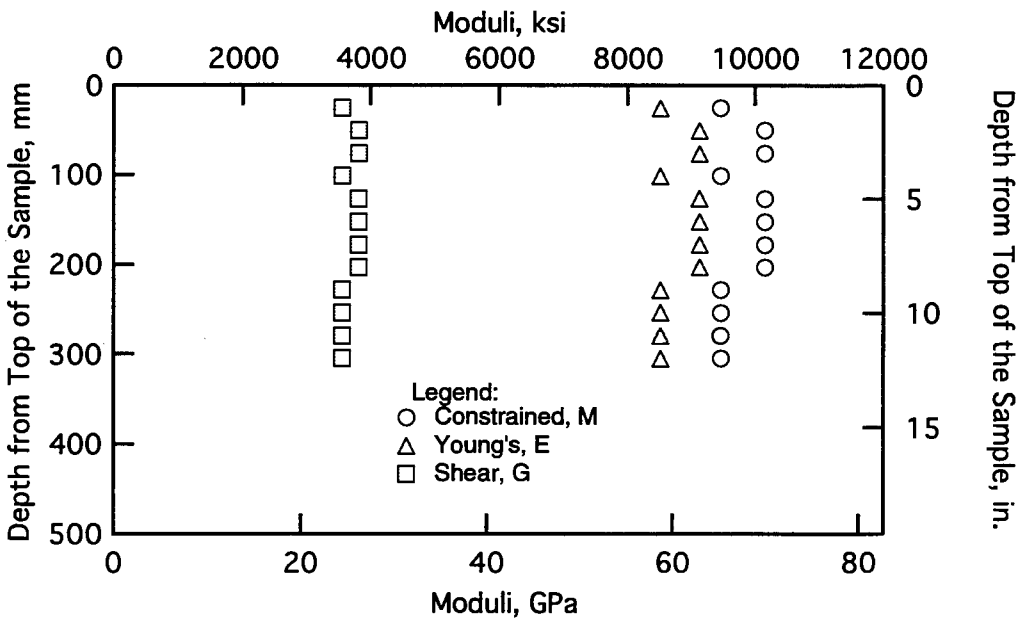


Fig. 10b Shear and Young's Moduli with Depth for Sample 67B from Dallas-Fort Worth International Airport

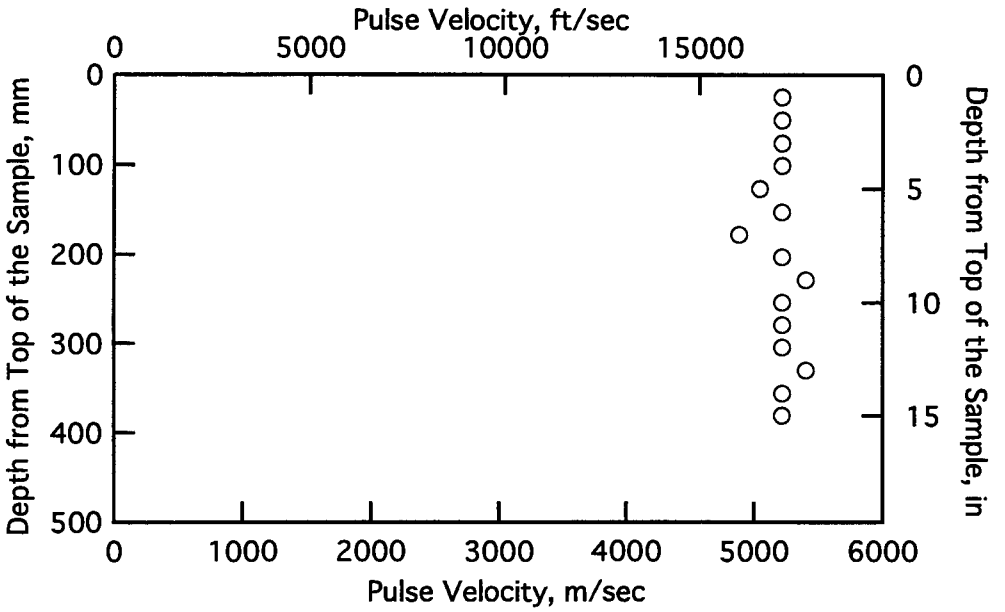


Fig. 11a Pulse Velocity with Depth for Sample P55C from Dallas-Fort Worth International Airport

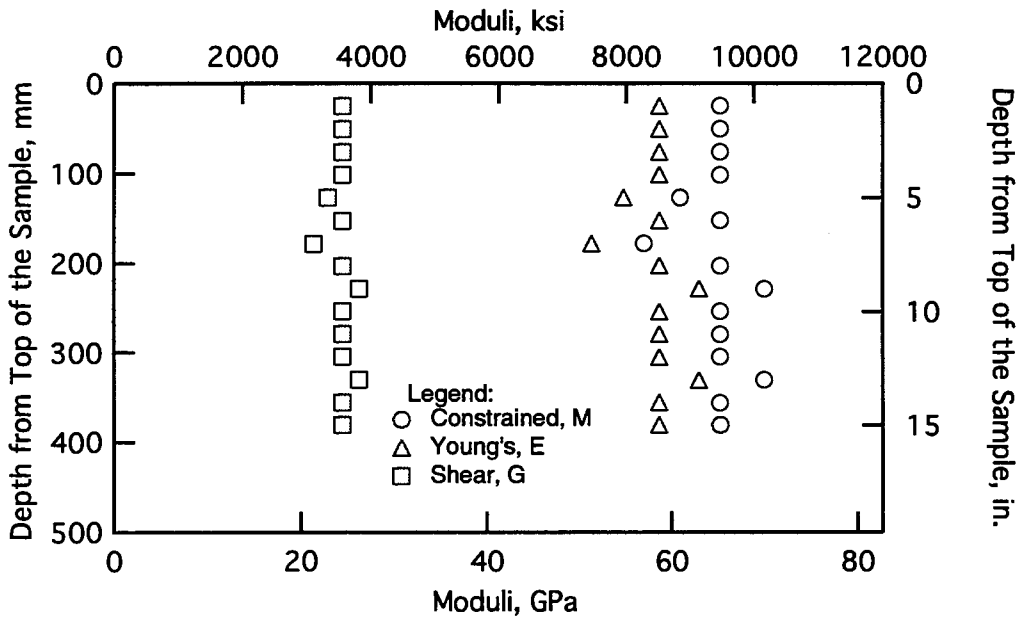


Fig. 11b Shear and Young's Moduli with Depth for Sample P55C from Dallas-Fort Worth International Airport

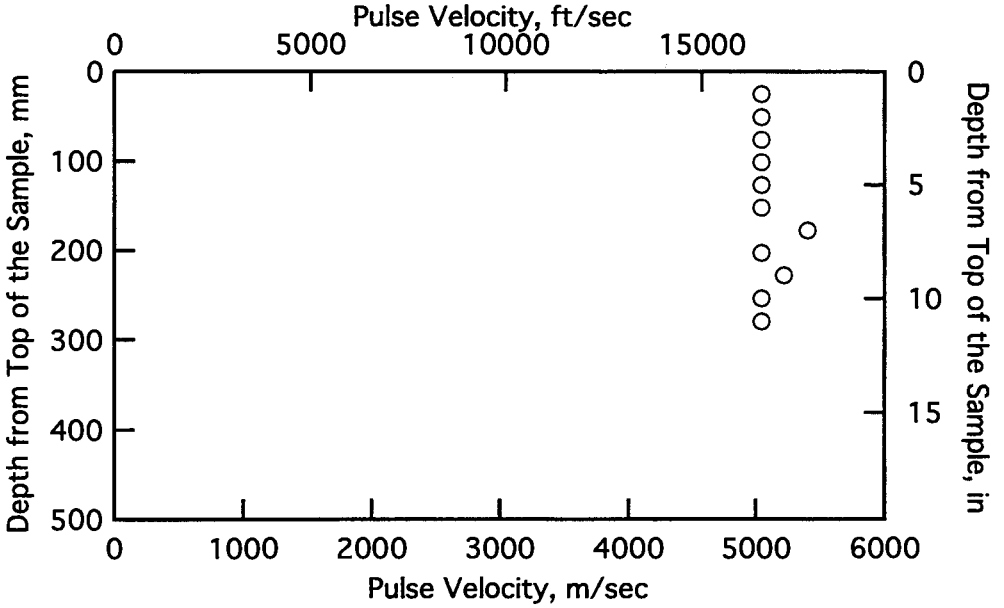


Fig. 12a Pulse Velocity with Depth for Sample P59B from Dallas-Fort Worth International Airport

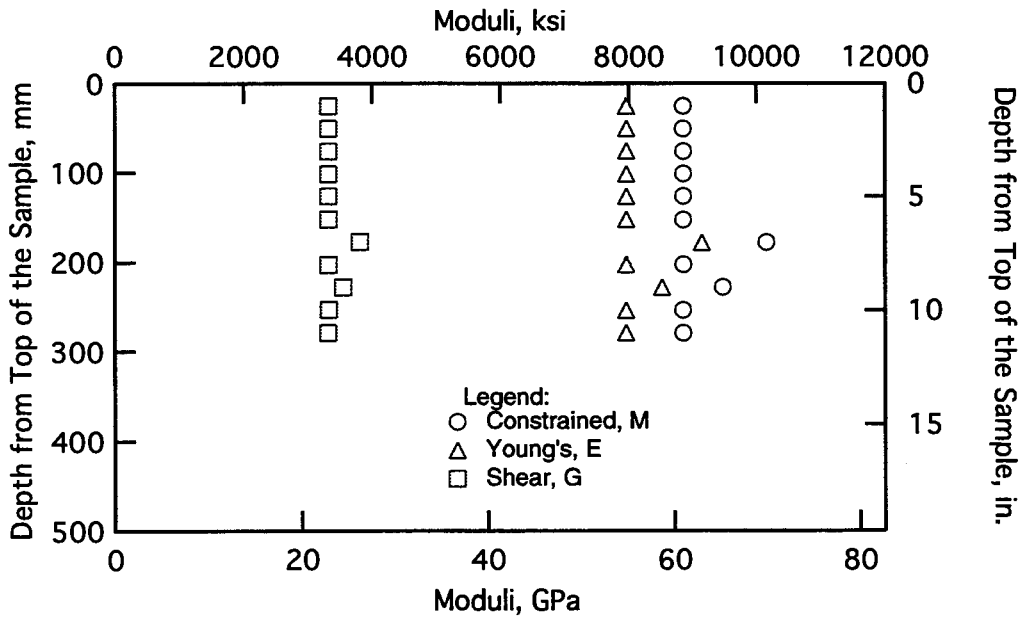


Fig. 12b Shear and Young's Moduli with Depth for Sample P59B from Dallas-Fort Worth International Airport

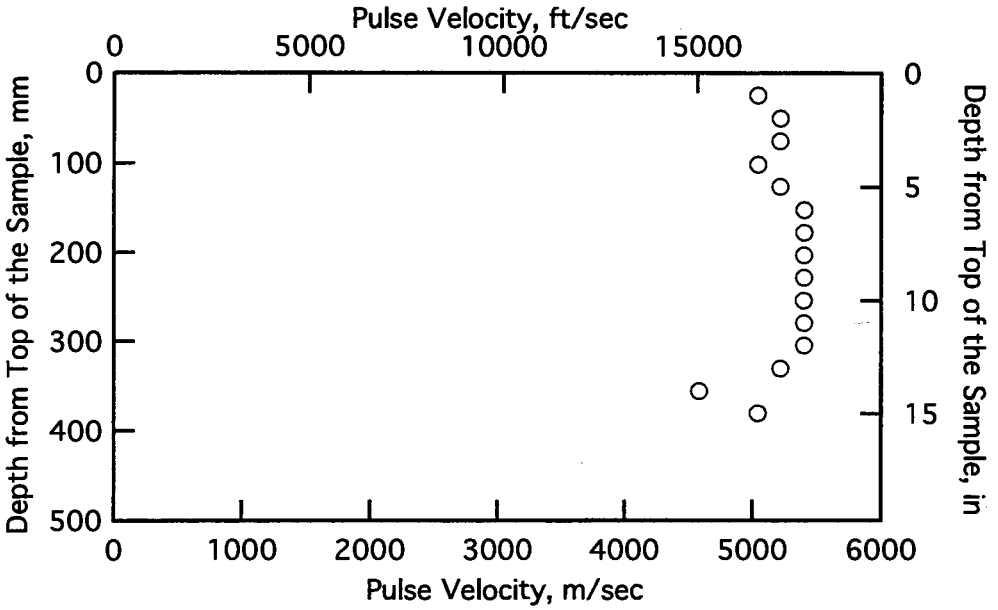


Fig. 13a Pulse Velocity with Depth for Sample 29E from Dallas-Fort Worth International Airport

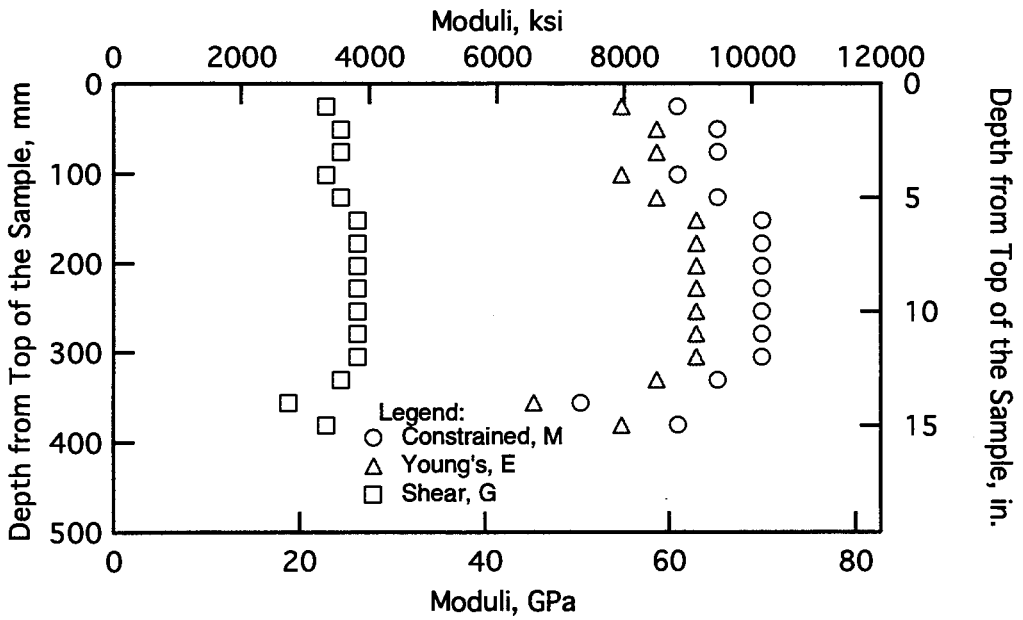


Fig. 13b Shear and Young's Moduli with Depth for Sample 29E from Dallas-Fort Worth International Airport

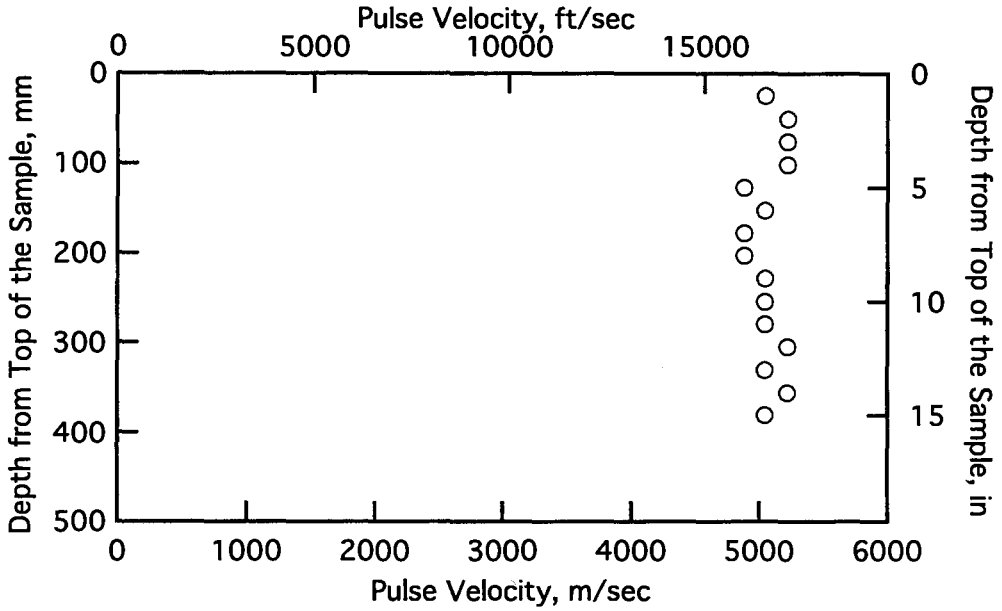


Fig. 14a Pulse Velocity with Depth for Sample P59F from Dallas-Fort Worth International Airport

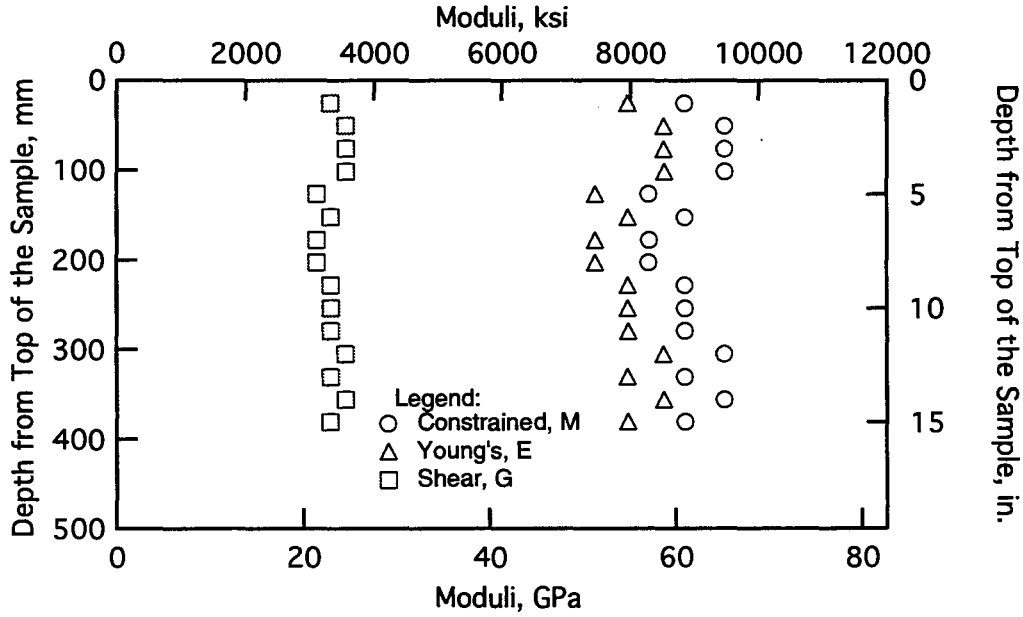


Fig. 14b Shear and Young's Moduli with Depth for Sample P59F from Dallas-Fort Worth International Airport

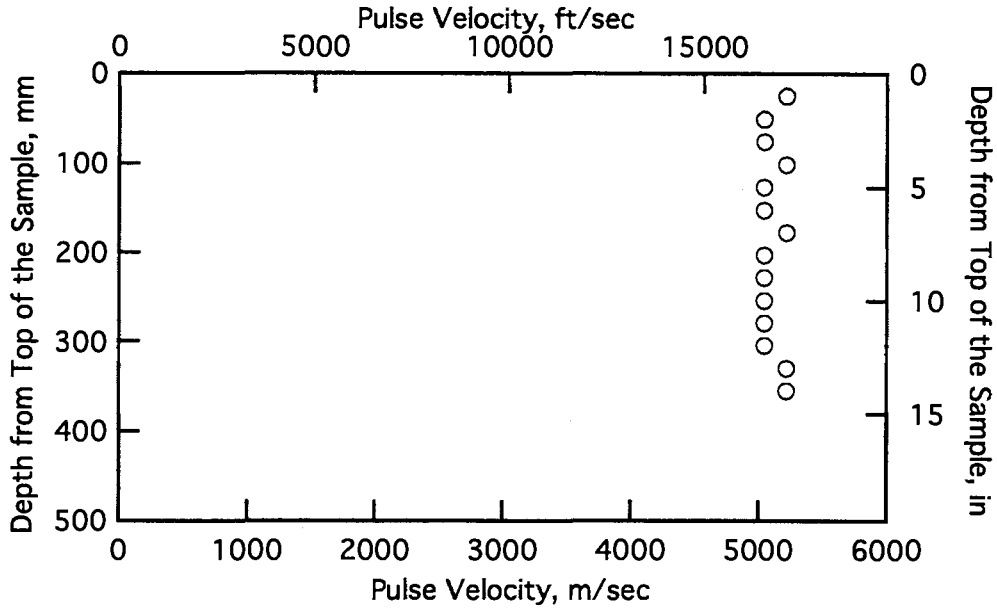


Fig. 15a Pulse Velocity with Depth for Sample P60_4 from Dallas-Fort Worth International Airport

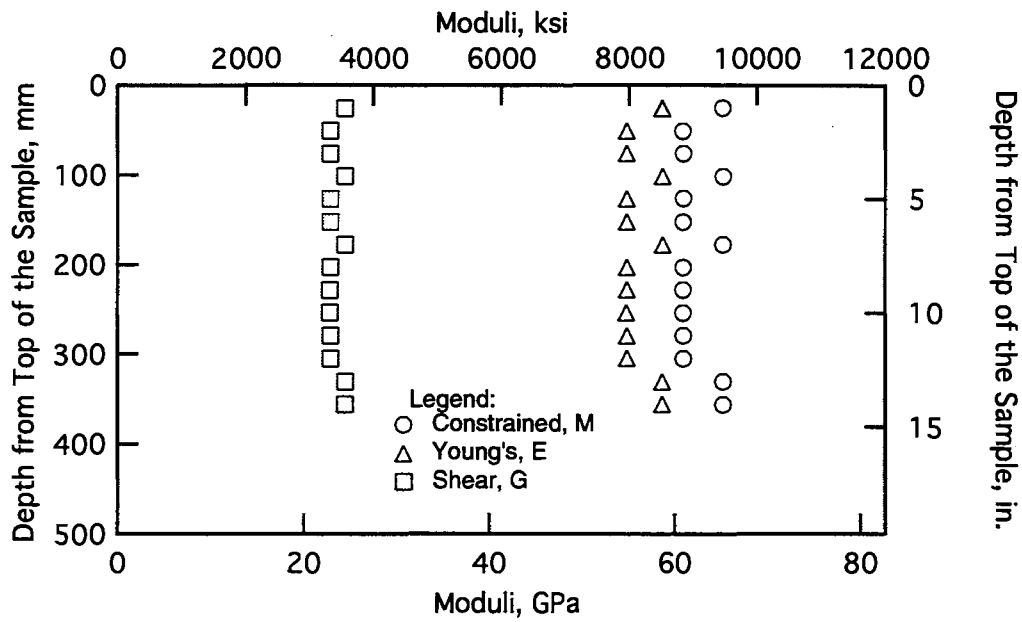


Fig. 15b Shear and Young's Moduli with Depth for Sample P60_4 from Dallas-Fort Worth International Airport

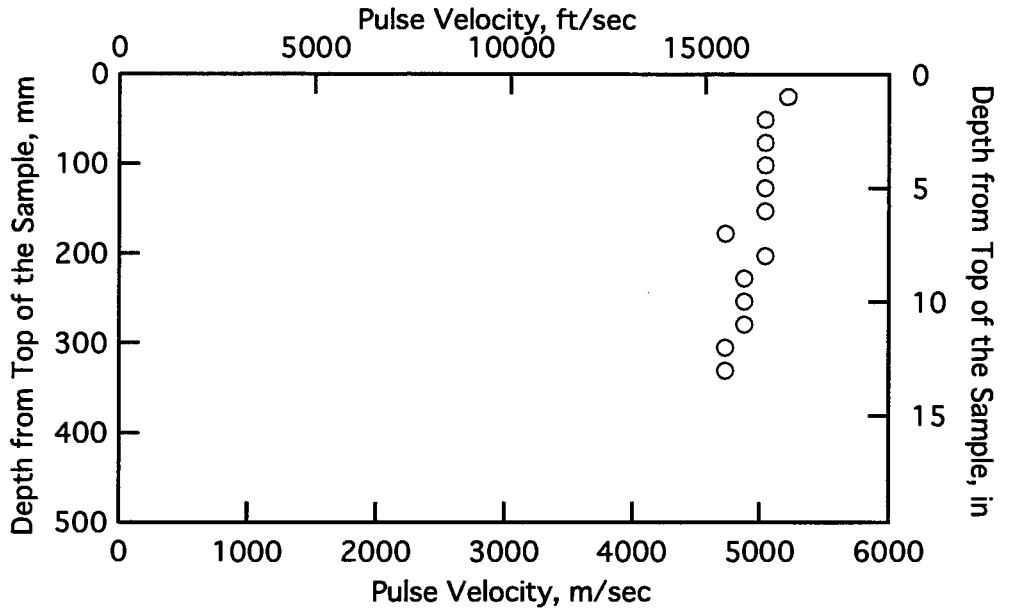


Fig. 16a Pulse Velocity with Depth for Sample P60_5 from Dallas-Fort Worth International Airport

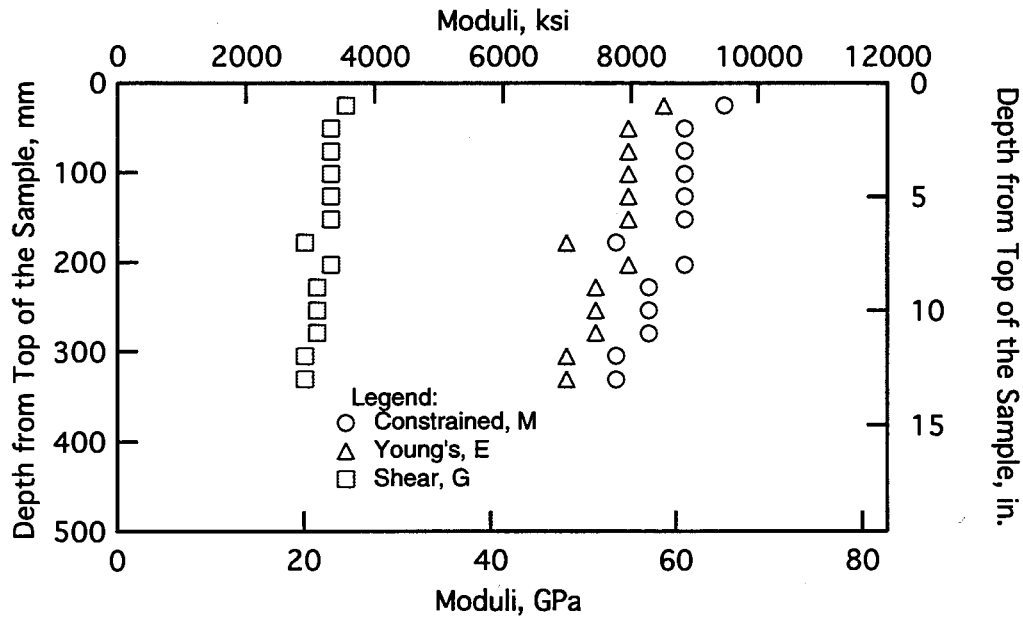


Fig. 16b Shear and Young's Moduli with Depth for Sample P60_5 from Dallas-Fort Worth International Airport

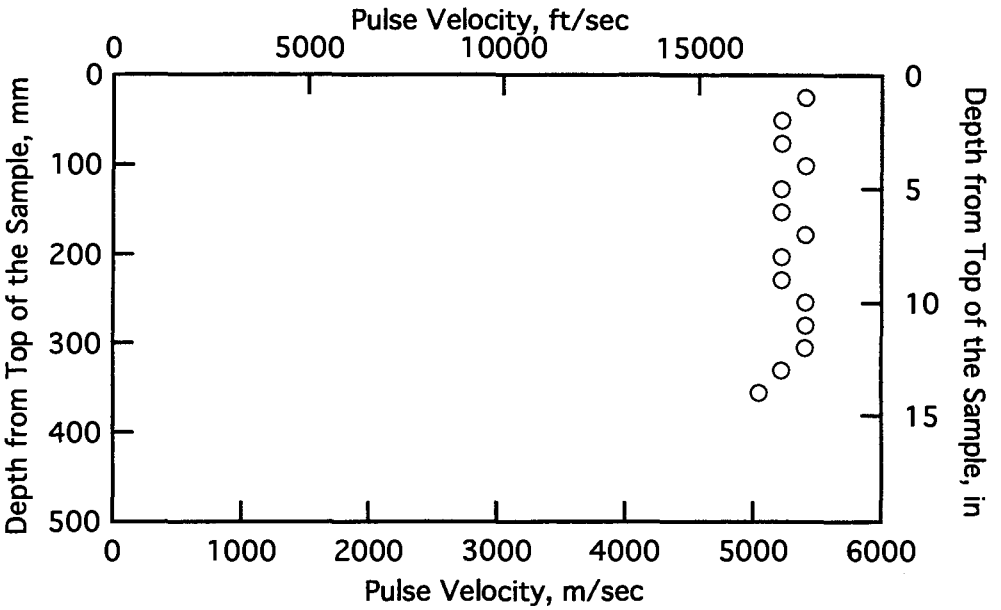


Fig. 17a Pulse Velocity with Depth for Sample 60_6 from Dallas-Fort Worth International Airport

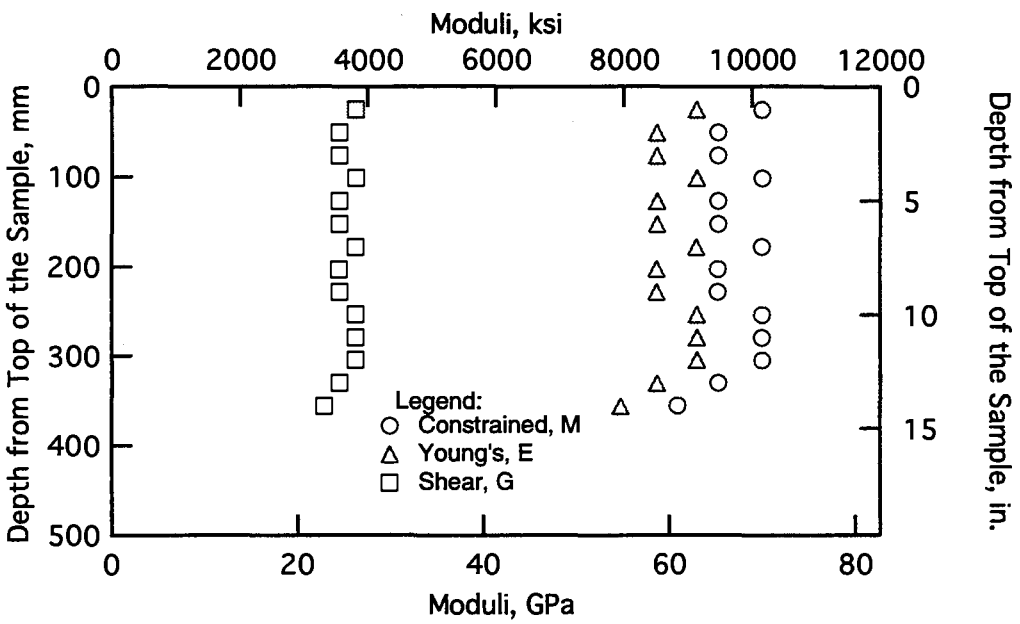


Fig. 17b Shear and Young's Moduli with Depth for Sample 60_6 from Dallas-Fort Worth International Airport

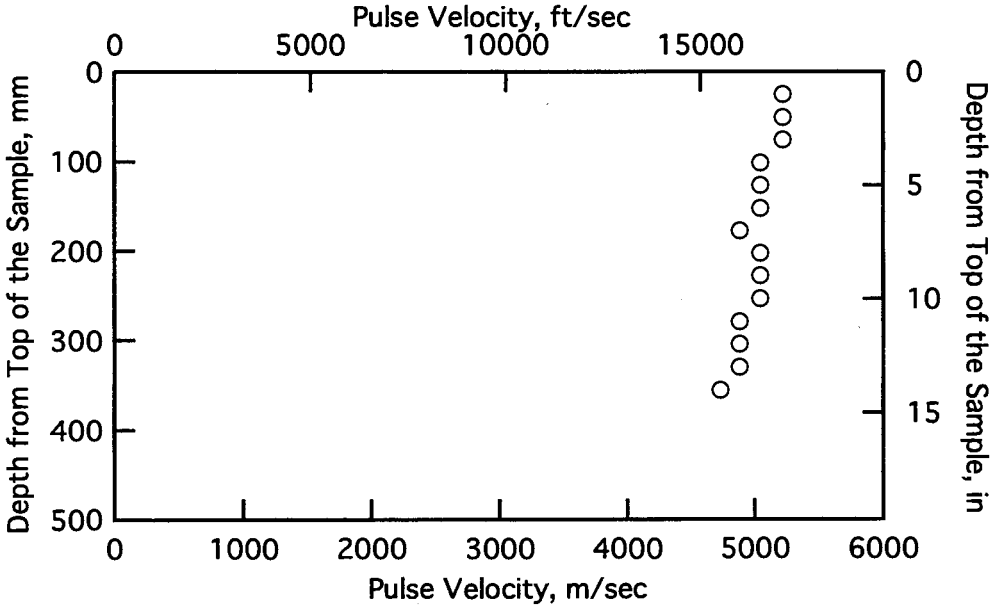


Fig. 18a Pulse Velocity with Depth for Sample P59G from Dallas-Fort Worth International Airport

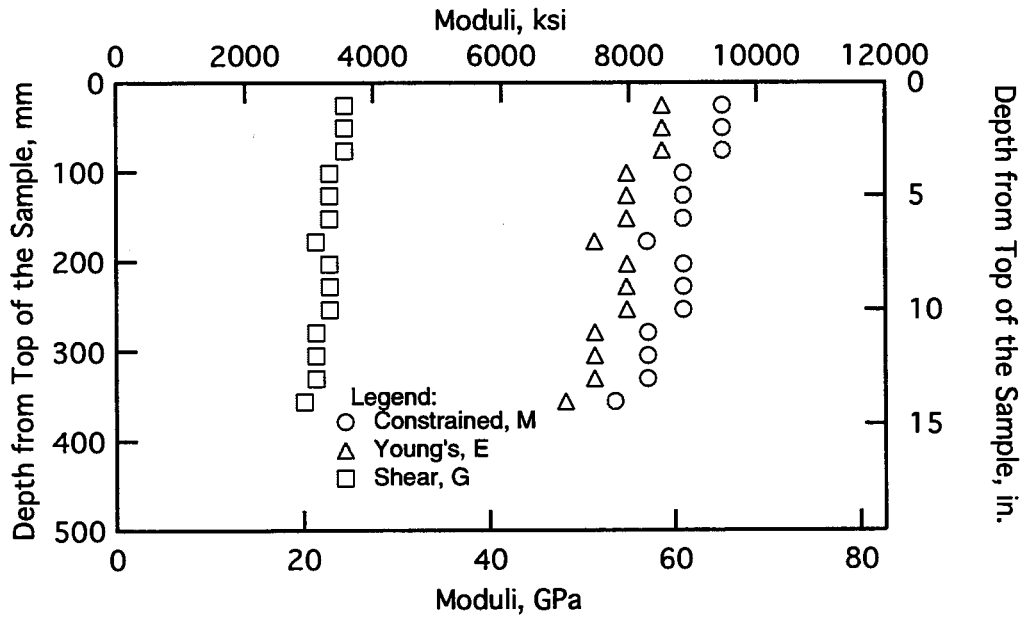


Fig. 18b Shear and Young's Moduli with Depth for Sample P59G from Dallas-Fort Worth International Airport

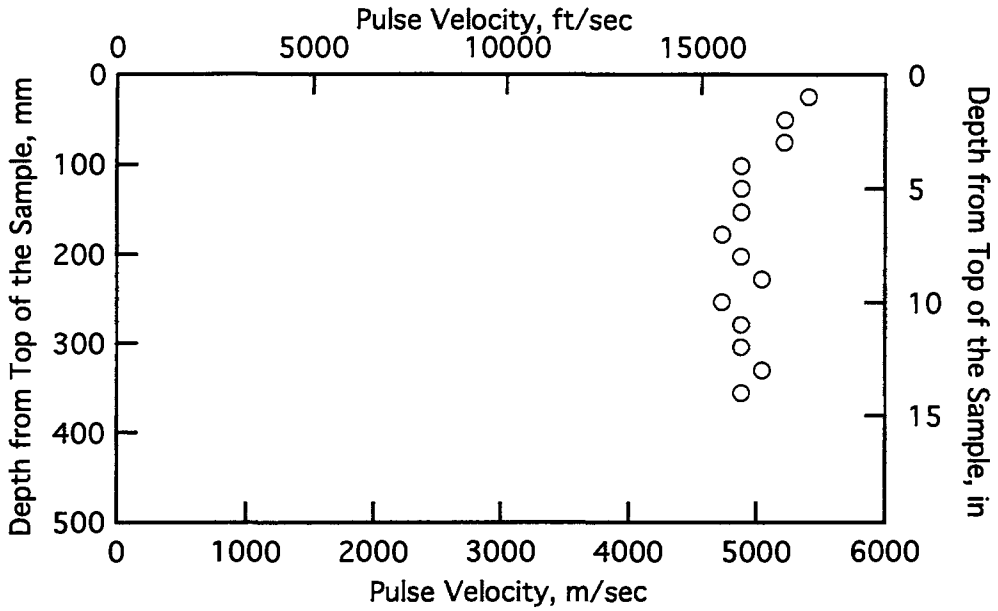


Fig. 19a Pulse Velocity with Depth for Sample 63F from Dallas-Fort Worth International Airport

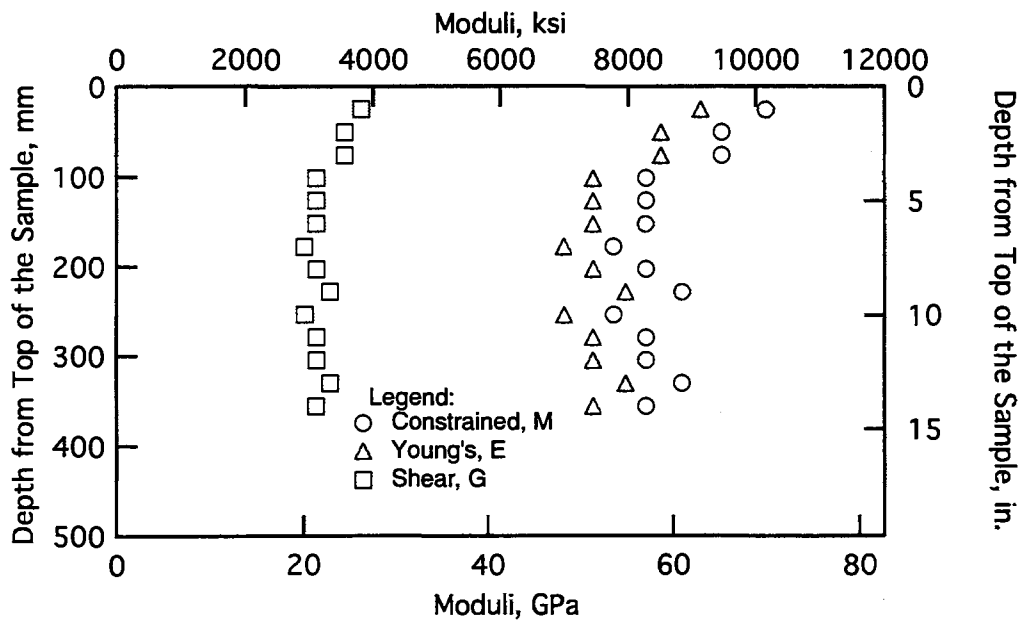


Fig. 19b Shear and Young's Moduli with Depth for Sample 63F from Dallas-Fort Worth International Airport

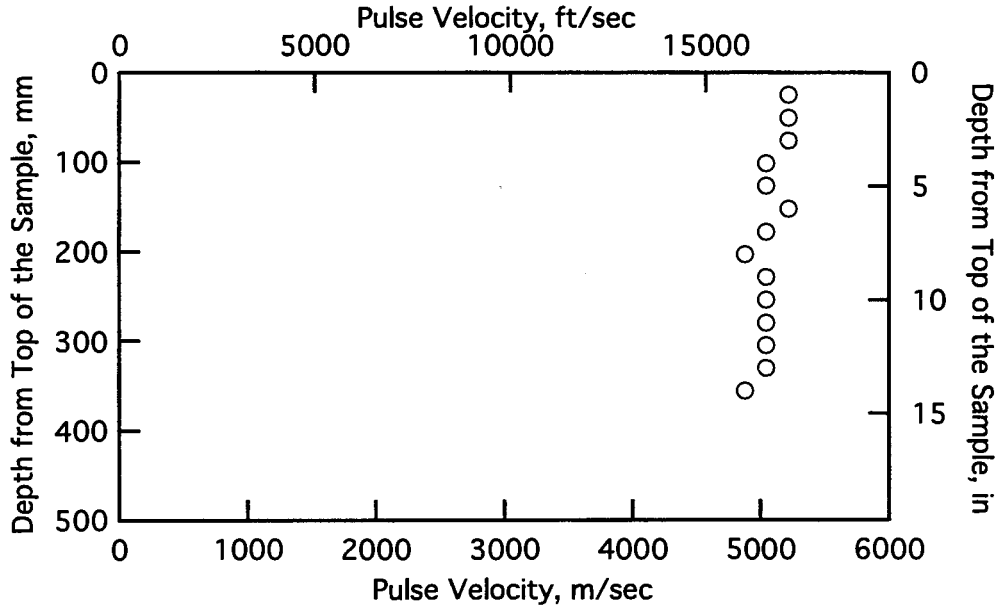


Fig. 20a Pulse Velocity with Depth for Sample P59E from Dallas-Fort Worth International Airport

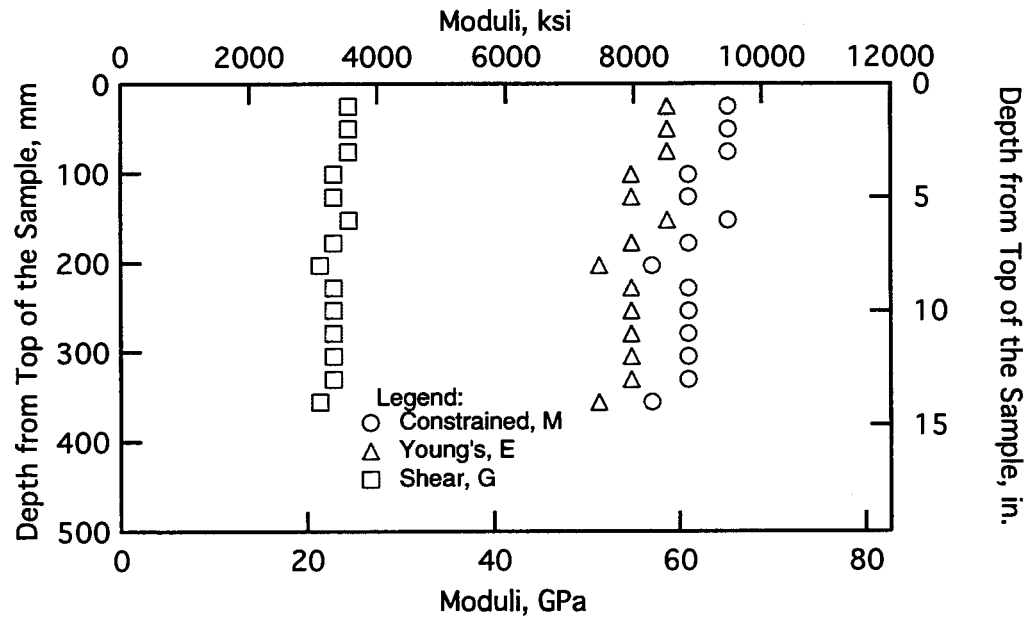


Fig. 20b Shear and Young's Moduli with Depth for Sample P59E from Dallas-Fort Worth International Airport

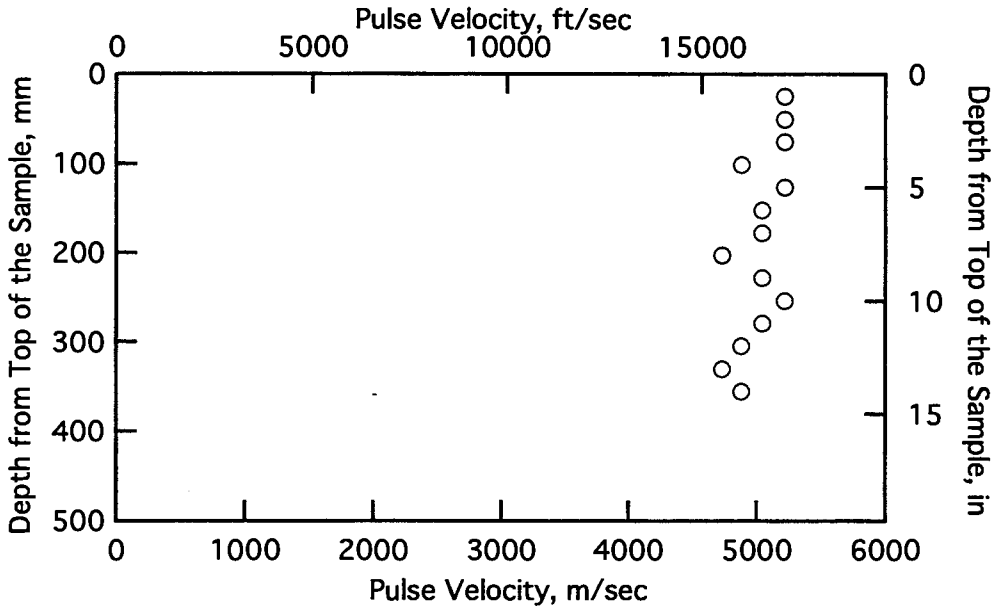


Fig. 21a Pulse Velocity with Depth for Sample 56_2 from Dallas-Fort Worth International Airport

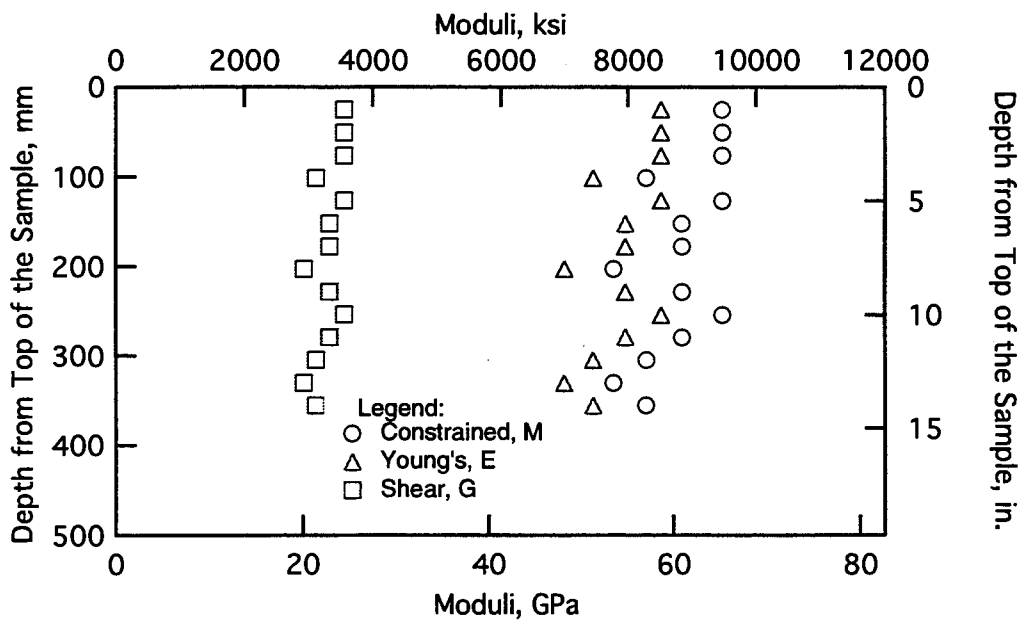


Fig. 21b Shear and Young's Moduli with Depth for Sample 56_2 from Dallas-Fort Worth International Airport

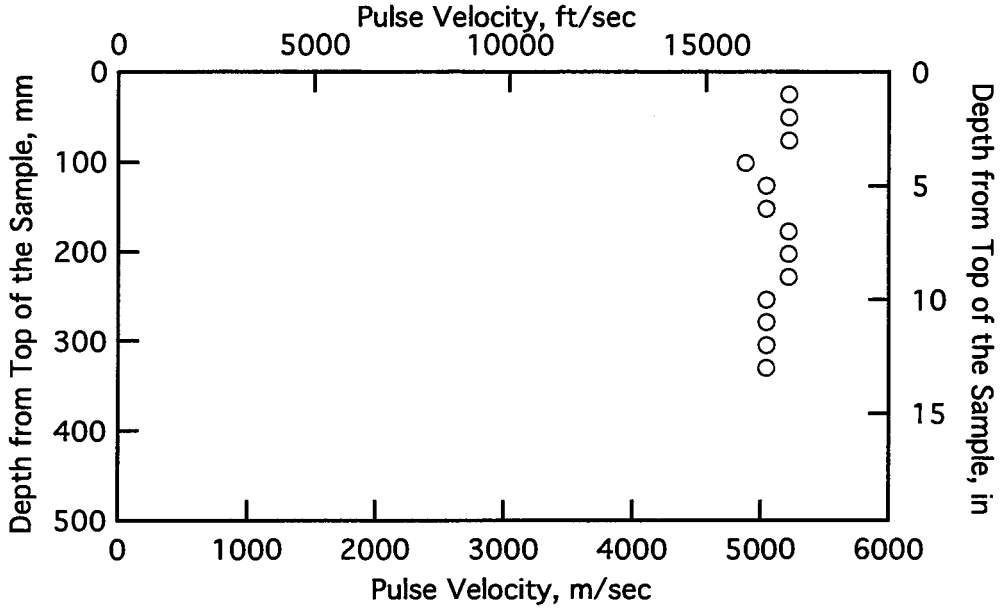


Fig. 22a Pulse Velocity with Depth for Sample P63E from Dallas-Fort Worth International Airport

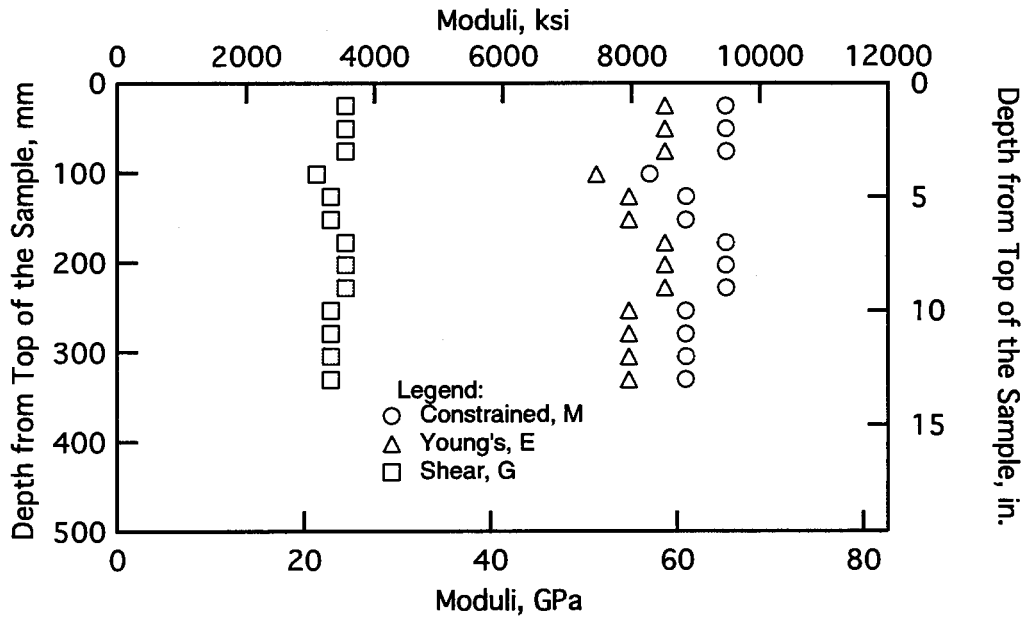


Fig. 22b Shear and Young's Moduli with Depth for Sample P63E from Dallas-Fort Worth International Airport

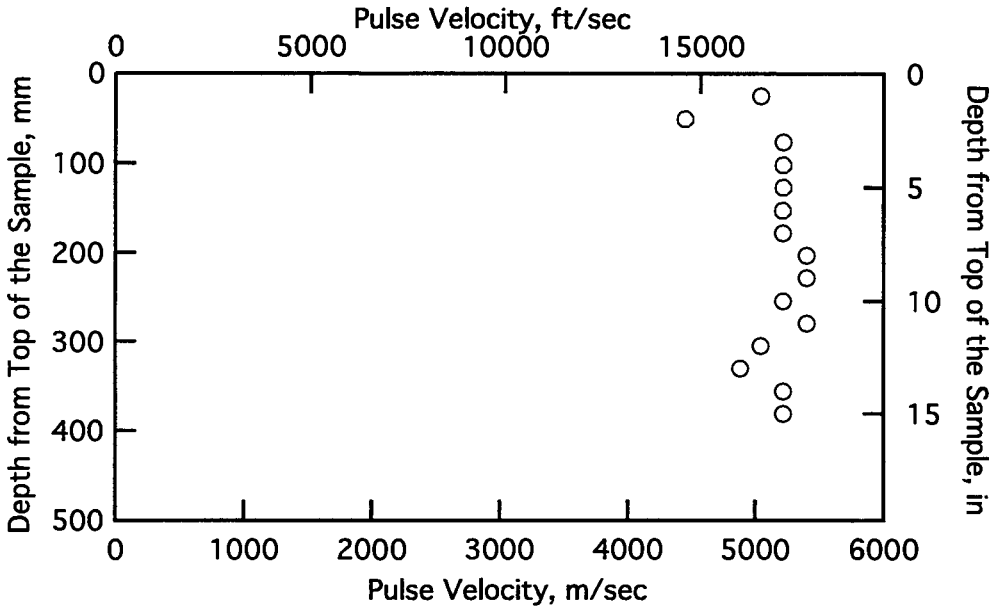


Fig. 23a Pulse Velocity with Depth for Sample 29G from Dallas-Fort Worth International Airport

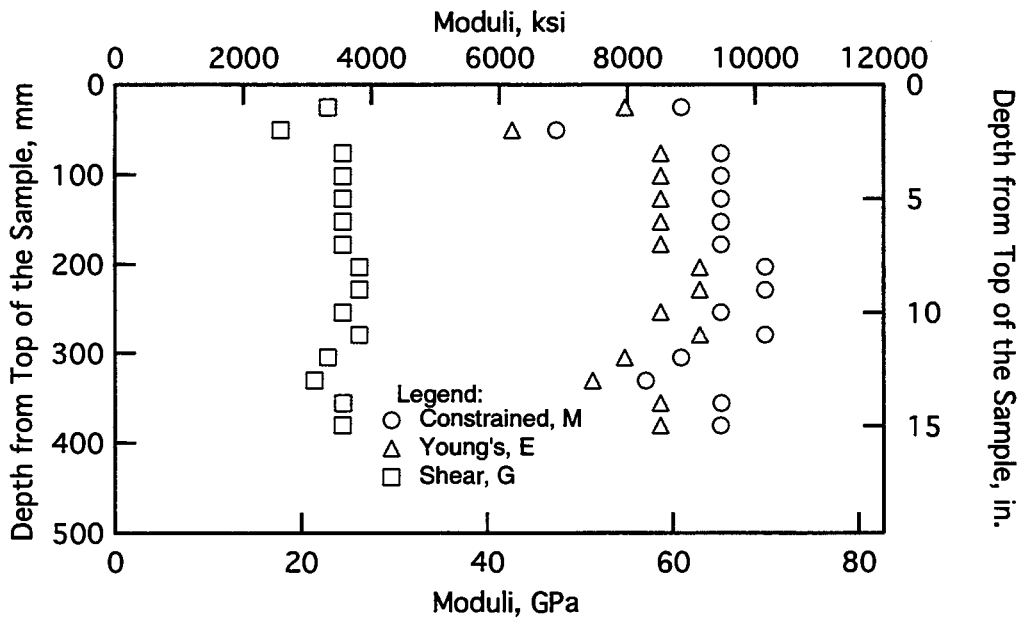


Fig. 23a Shear and Young's Moduli with Depth for Sample 29G from Dallas-Fort Worth International Airport

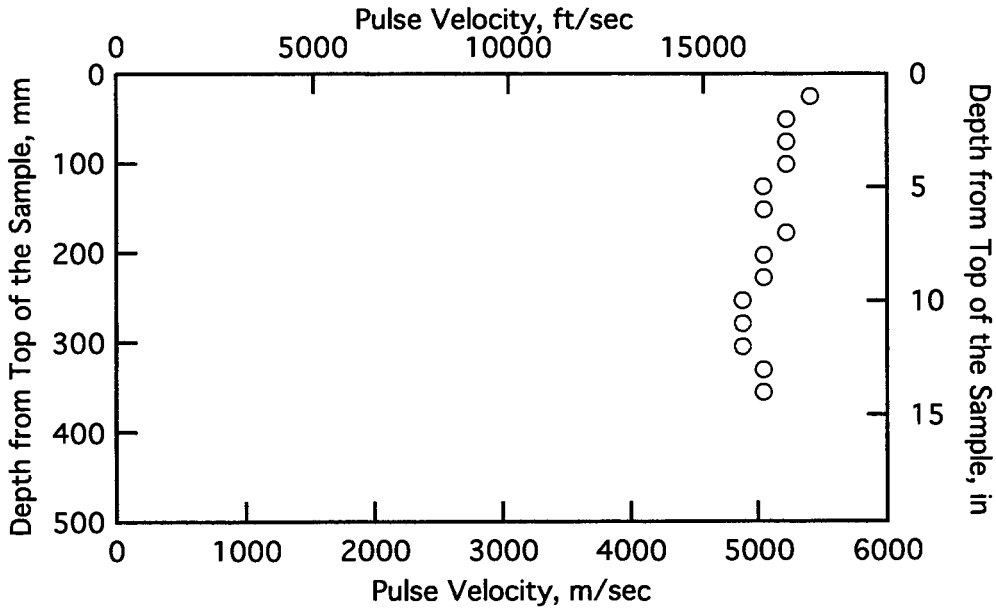


Fig. 24a Pulse Velocity with Depth for Sample P59A from Dallas-Fort Worth International Airport

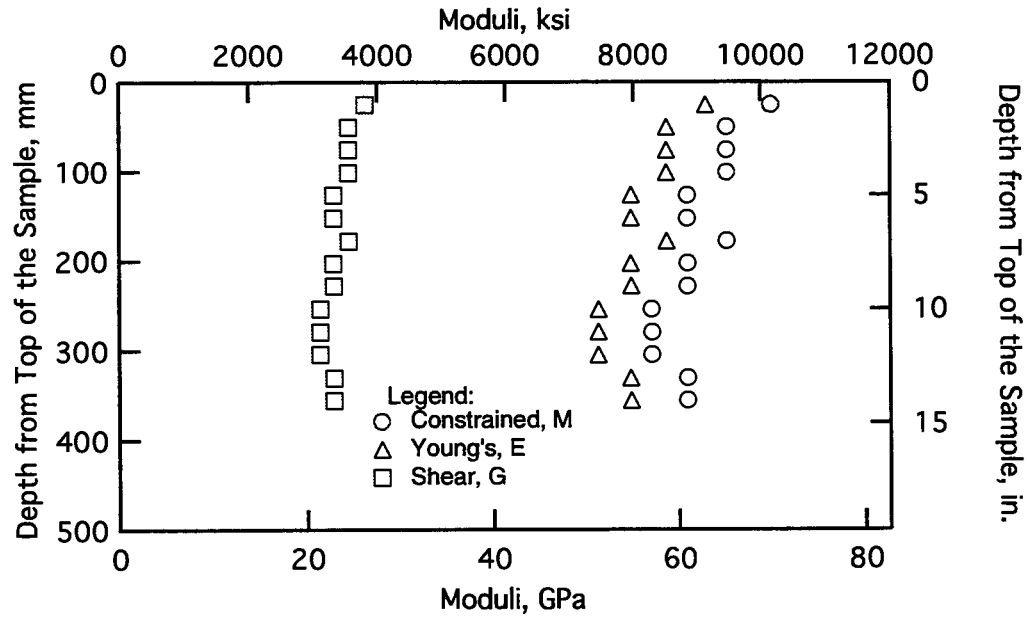


Fig. 24b Shear and Young's Moduli with Depth for Sample P59A from Dallas-Fort Worth International Airport

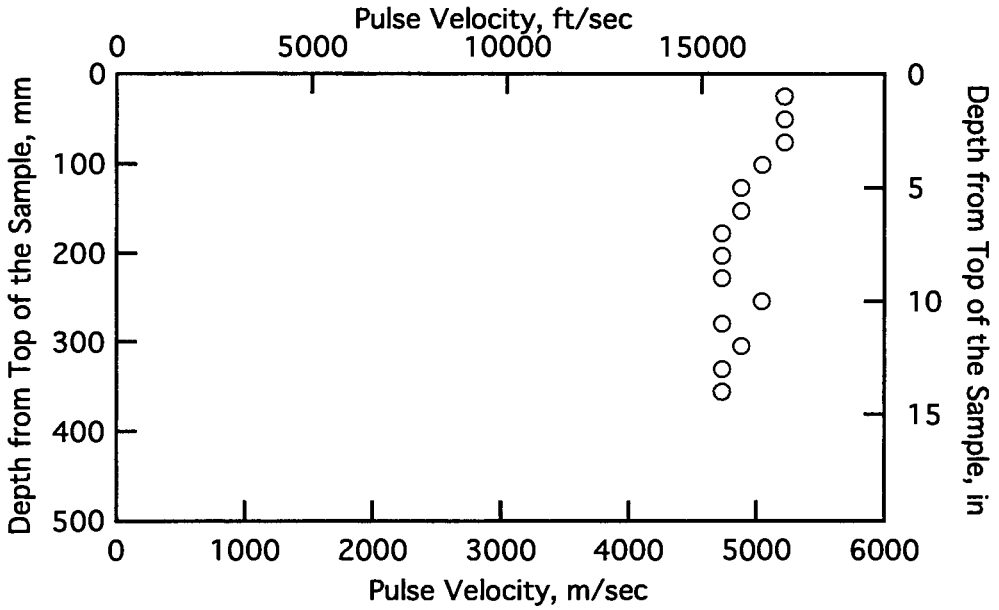


Fig. 25a Pulse Velocity with Depth for Sample 56_3 from Dallas-Fort Worth International Airport

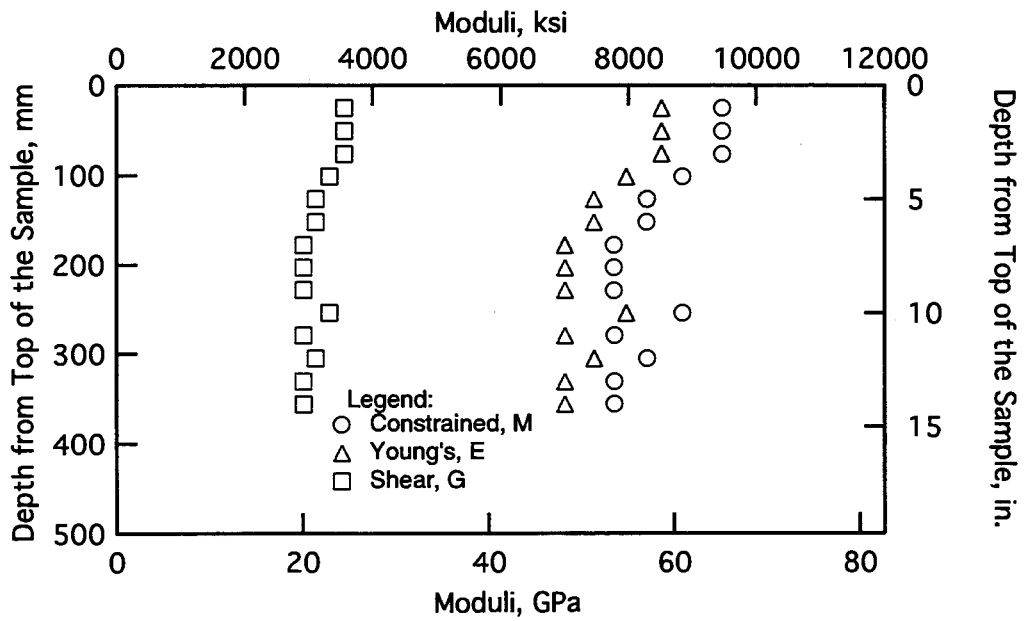


Fig. 25b Shear and Young's Moduli with Depth for Sample 56_3 from Dallas-Fort Worth International Airport

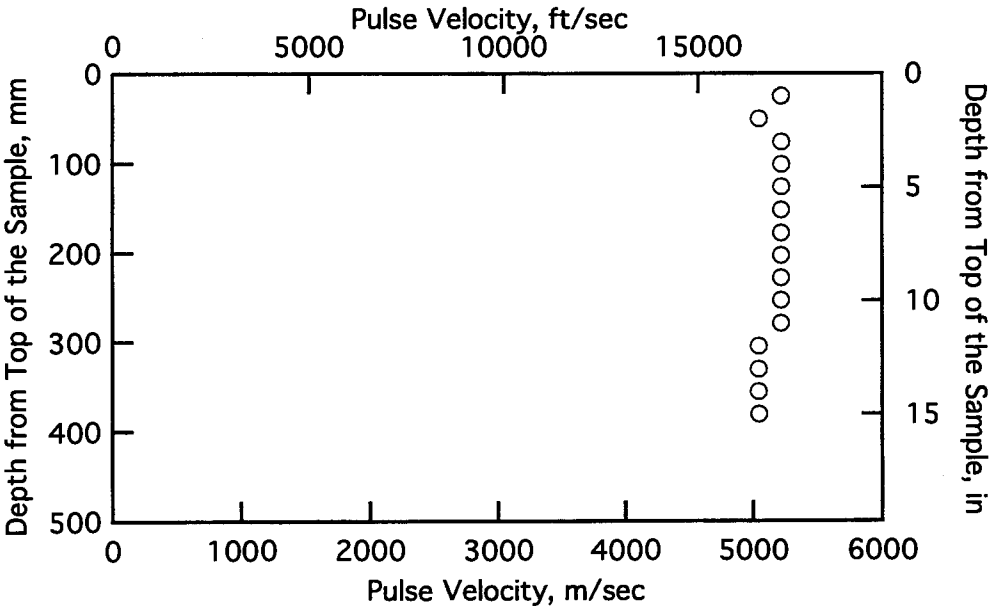


Fig. 26a Pulse Velocity with Depth for Sample 17G from Dallas-Fort Worth International Airport

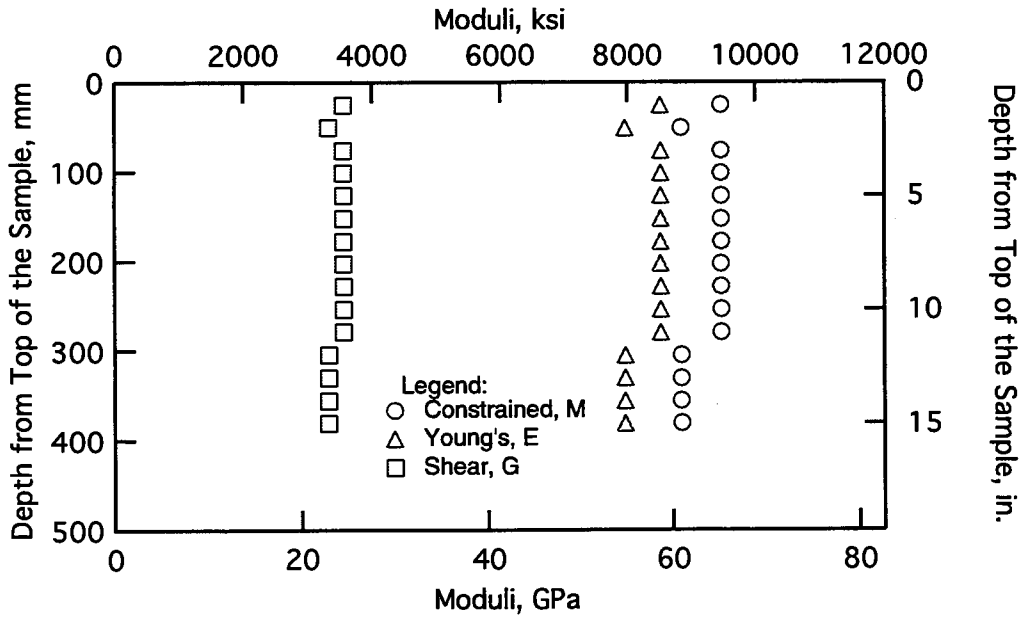


Fig. 26b Shear and Young's Moduli with Depth for Sample 17G from Dallas-Fort Worth International Airport

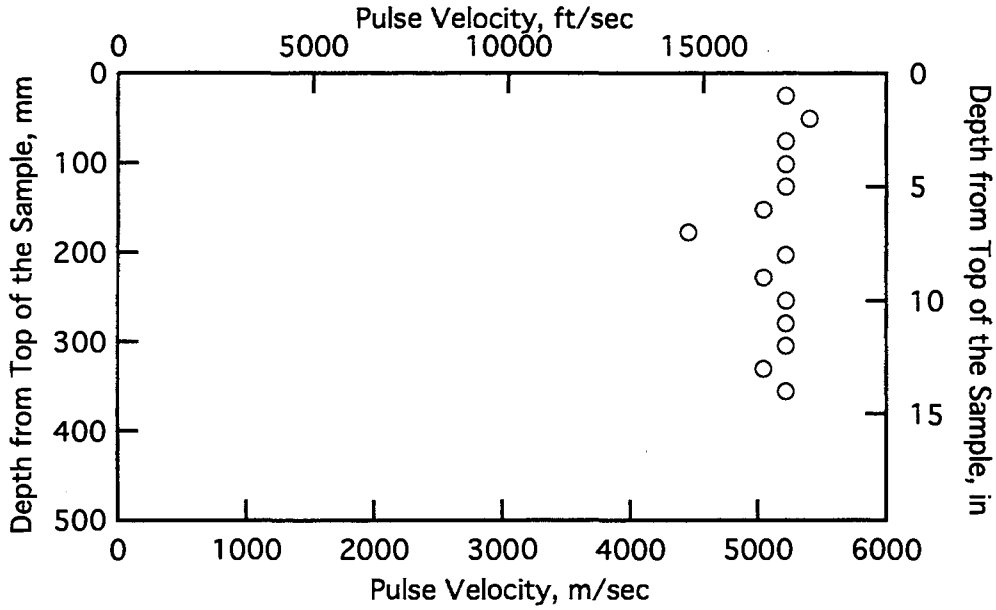


Fig. 27a Pulse Velocity with Depth for Sample P63C from Dallas-Fort Worth International Airport

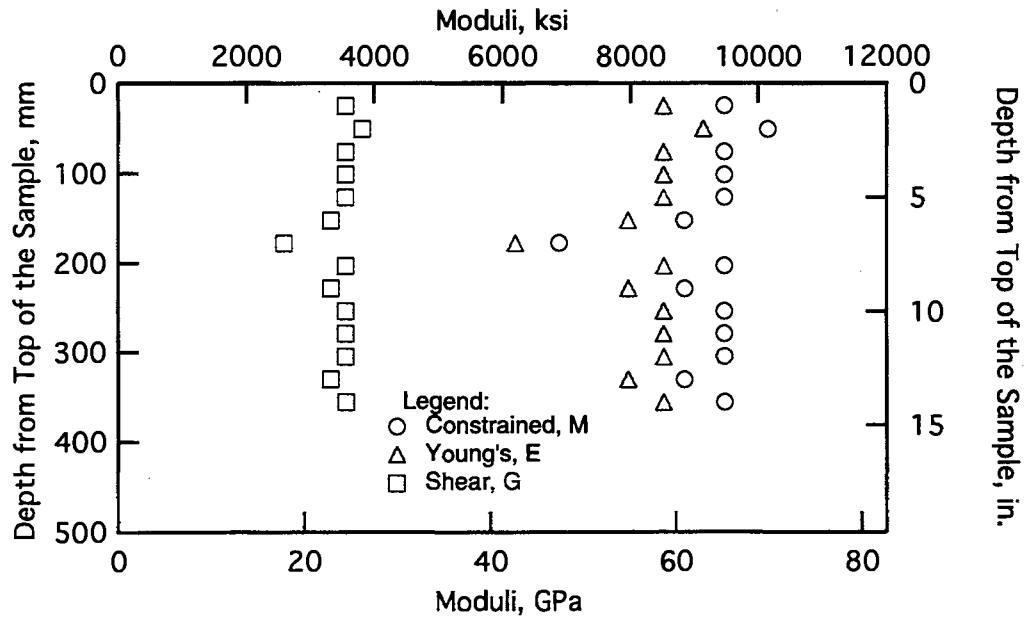


Fig. 27b Shear and Young's Moduli with Depth for Sample P63C from Dallas-Fort Worth International Airport

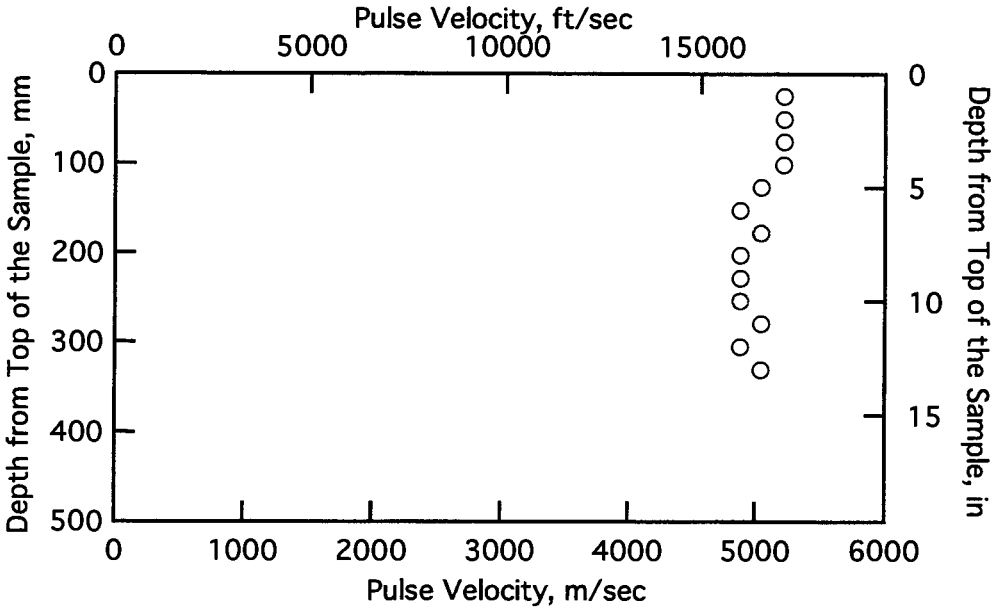


Fig. 28a Pulse Velocity with Depth for Sample 67E from Dallas-Fort Worth International Airport

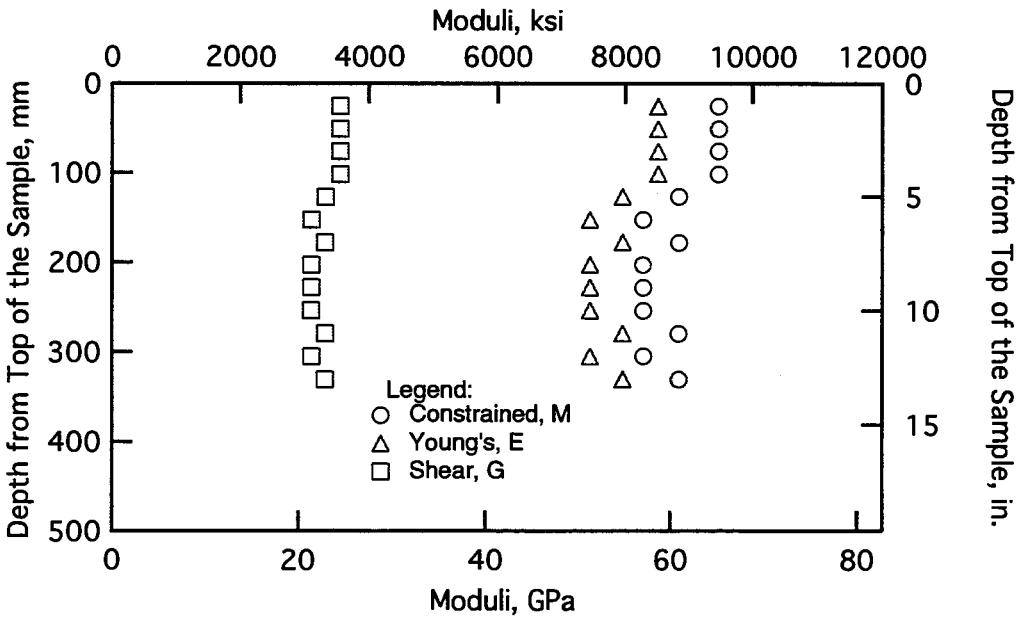


Fig. 28b Shear and Young's Moduli with Depth for Sample 67E from Dallas-Fort Worth International Airport

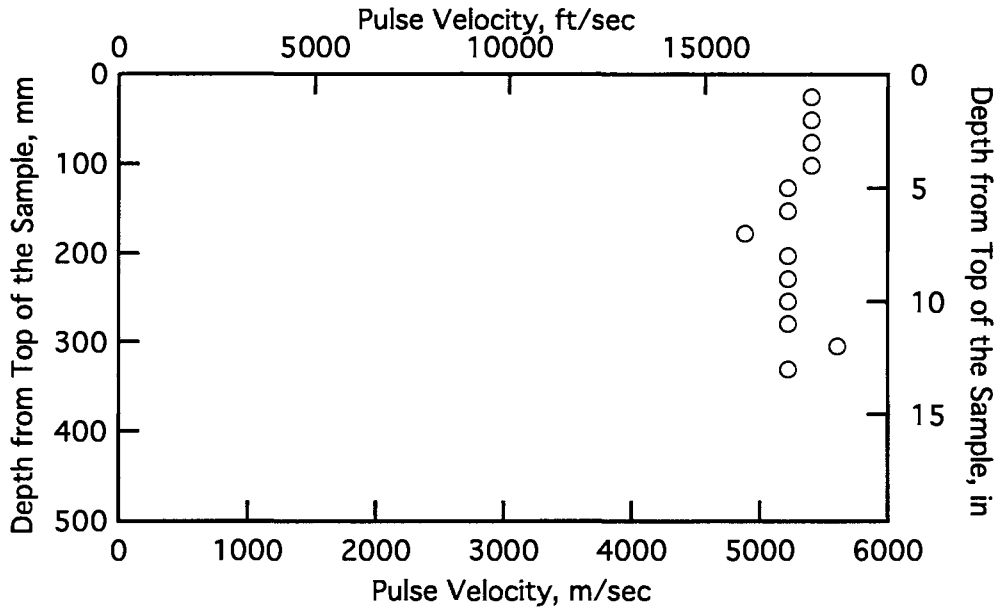


Fig. 29a Pulse Velocity with Depth for Sample 29F from Dallas-Fort Worth International Airport

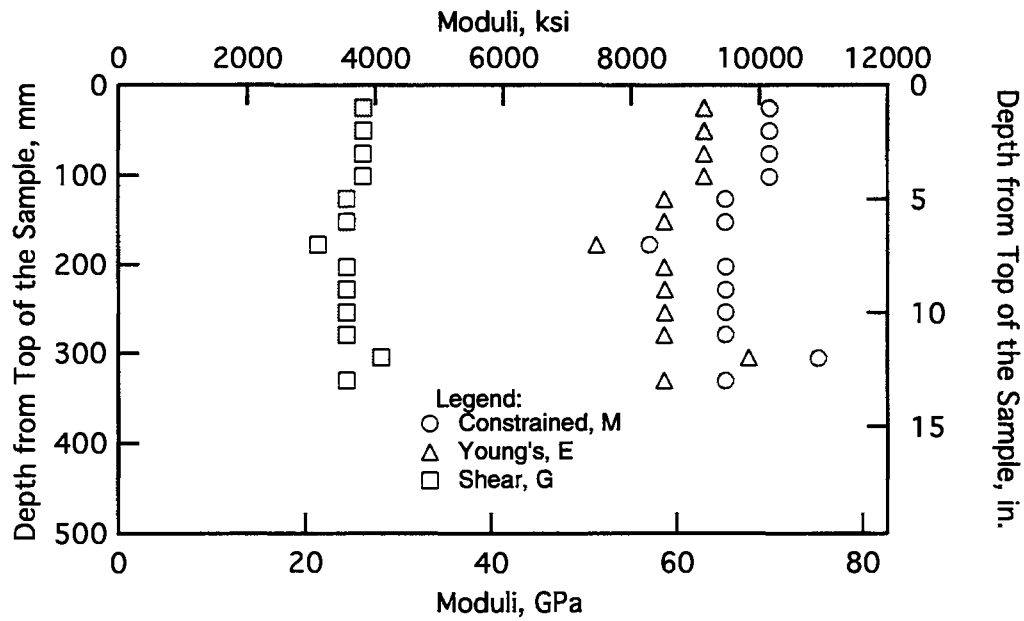


Fig. 29b Shear and Young's Moduli with Depth for Sample 29F from Dallas-Fort Worth International Airport

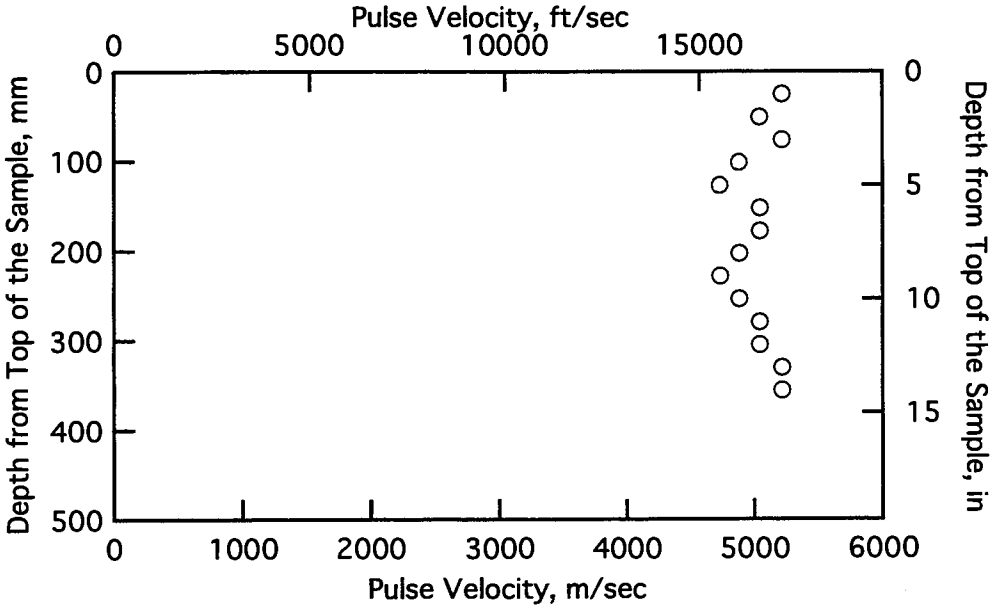


Fig. 30a Pulse Velocity with Depth for Sample 17F from Dallas-Fort Worth International Airport

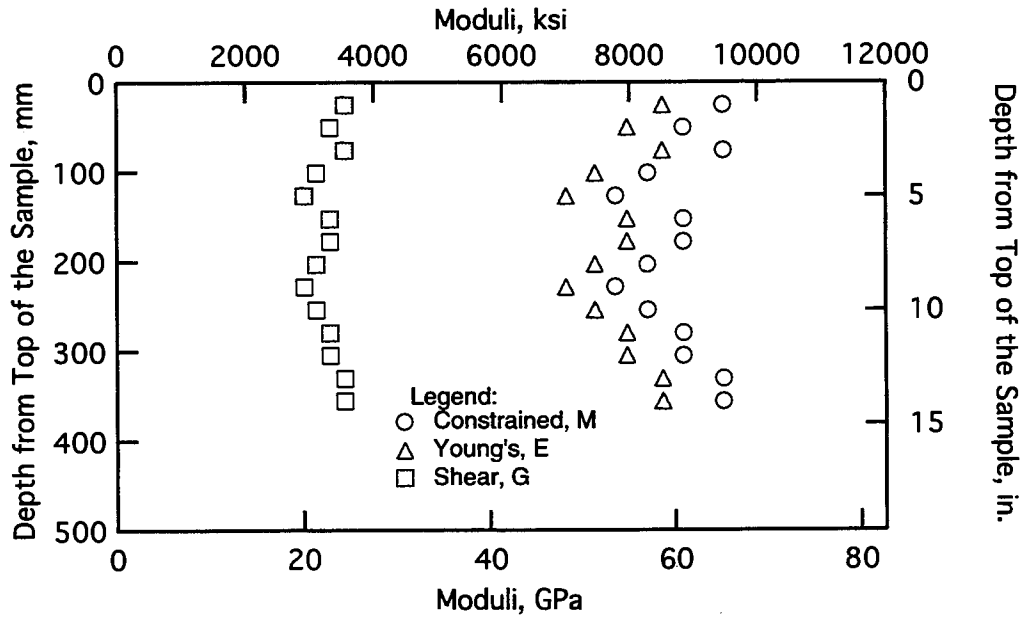


Fig. 30b Shear and Young's Moduli with Depth for Sample 17F from Dallas-Fort Worth International Airport

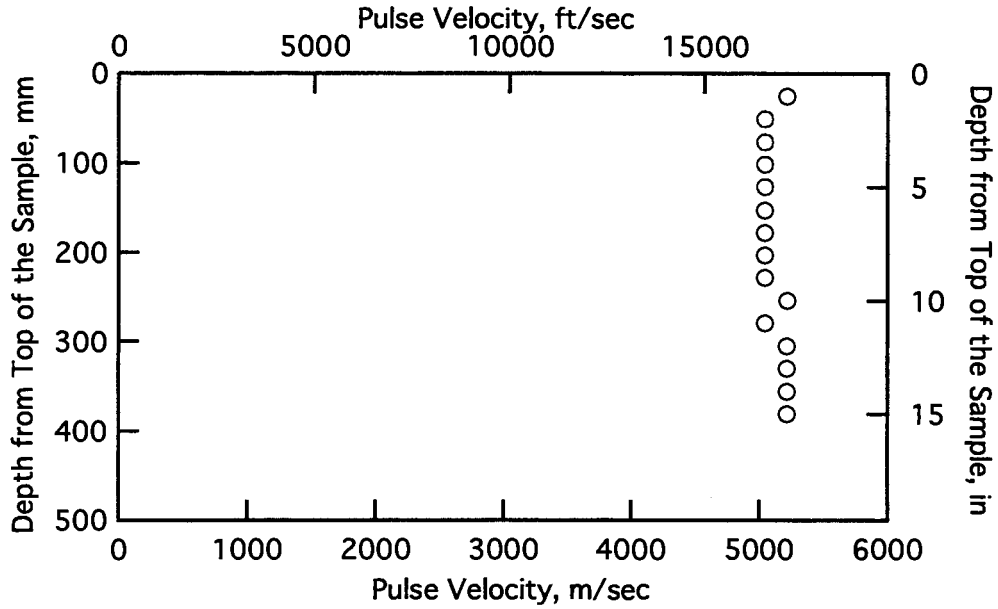


Fig. 31a Pulse Velocity with Depth for Sample P55F from Dallas-Fort Worth International Airport

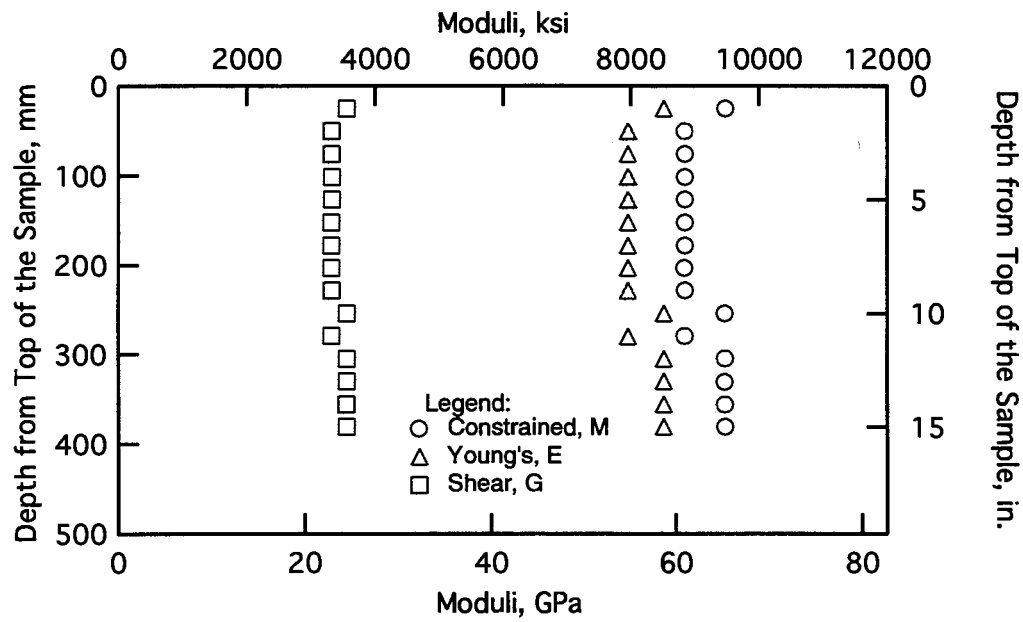


Fig. 31b Shear and Young's Moduli with Depth for Sample P55F from Dallas-Fort Worth International Airport

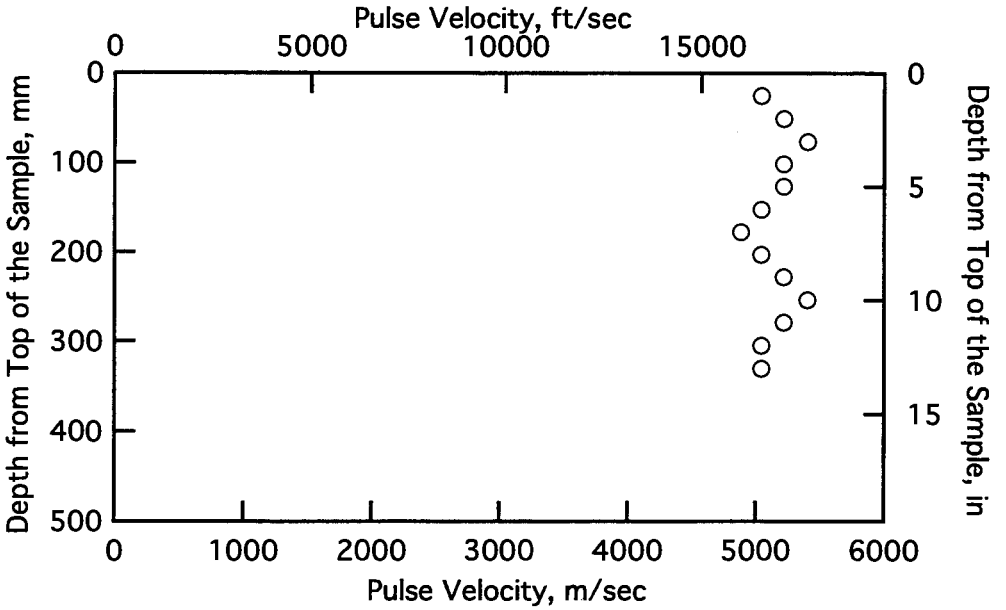


Fig. 32a Pulse Velocity with Depth for Sample 67C from Dallas-Fort Worth International Airport

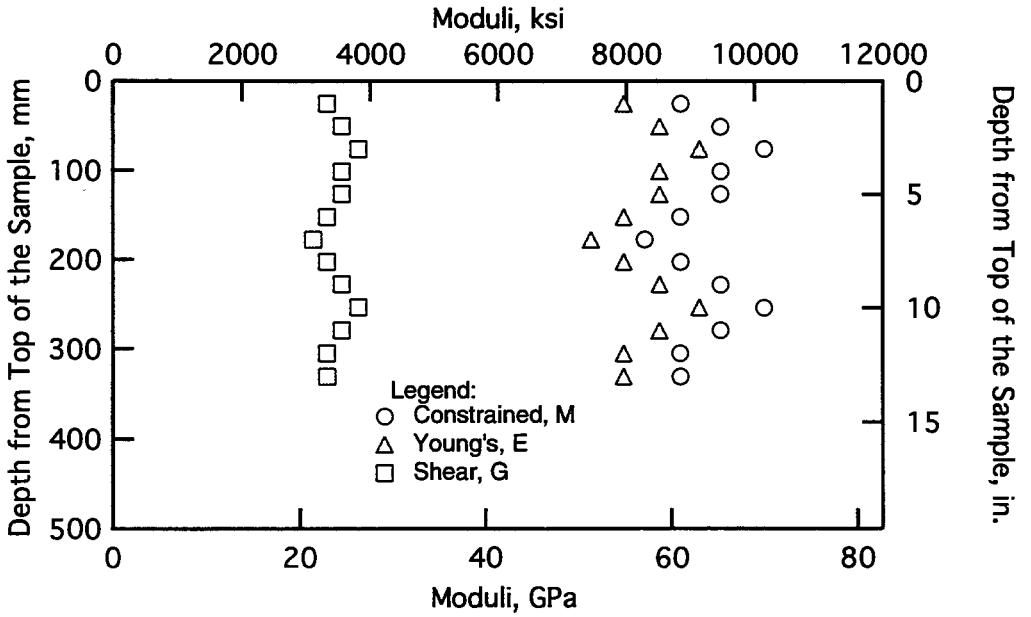


Fig. 32b Shear and Young's Moduli with Depth for Sample 67C from Dallas-Fort Worth International Airport

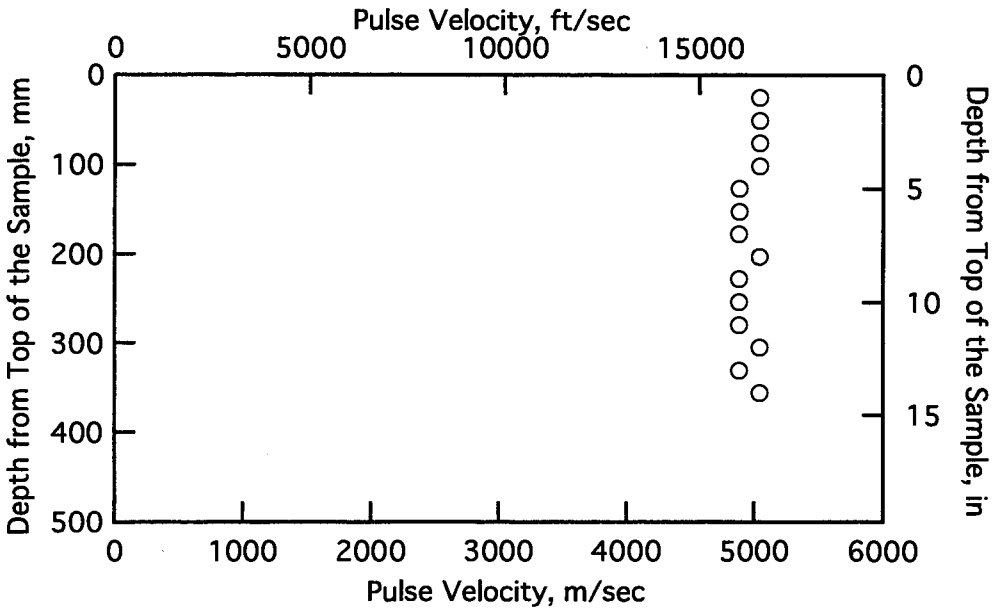


Fig. 33a Pulse Velocity with Depth for Sample 67G from Dallas-Fort Worth International Airport

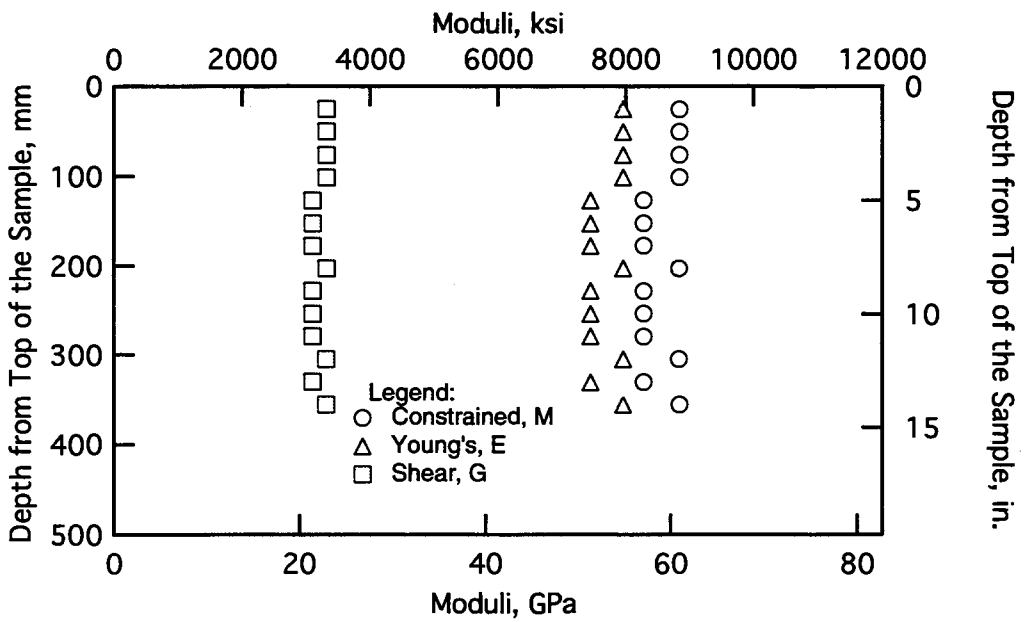


Fig. 33b Shear and Young's Moduli with Depth for Sample 67G from Dallas-Fort Worth International Airport

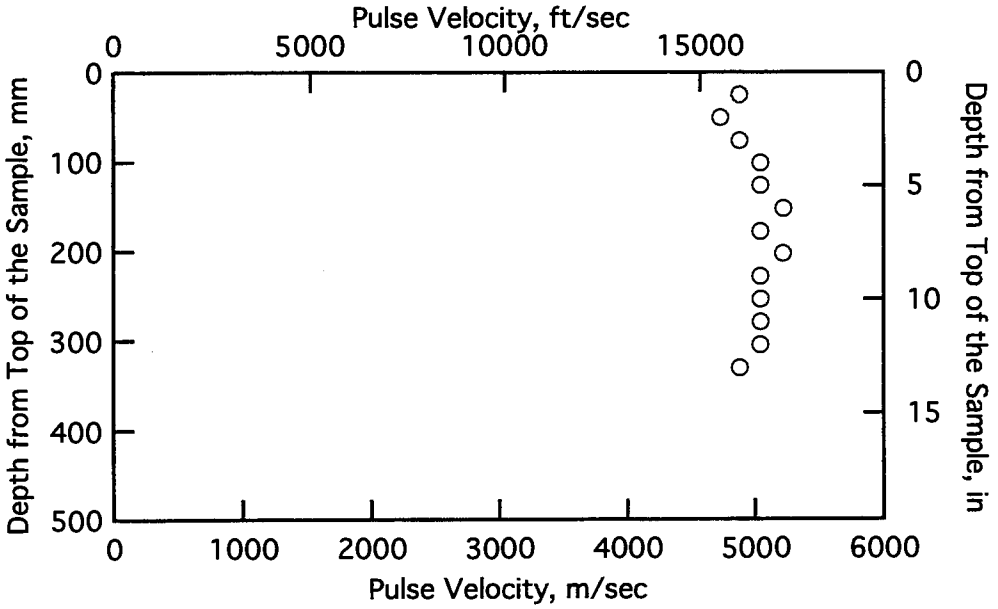


Fig. 34a Pulse Velocity with Depth for Sample 17E from Dallas-Fort Worth International Airport

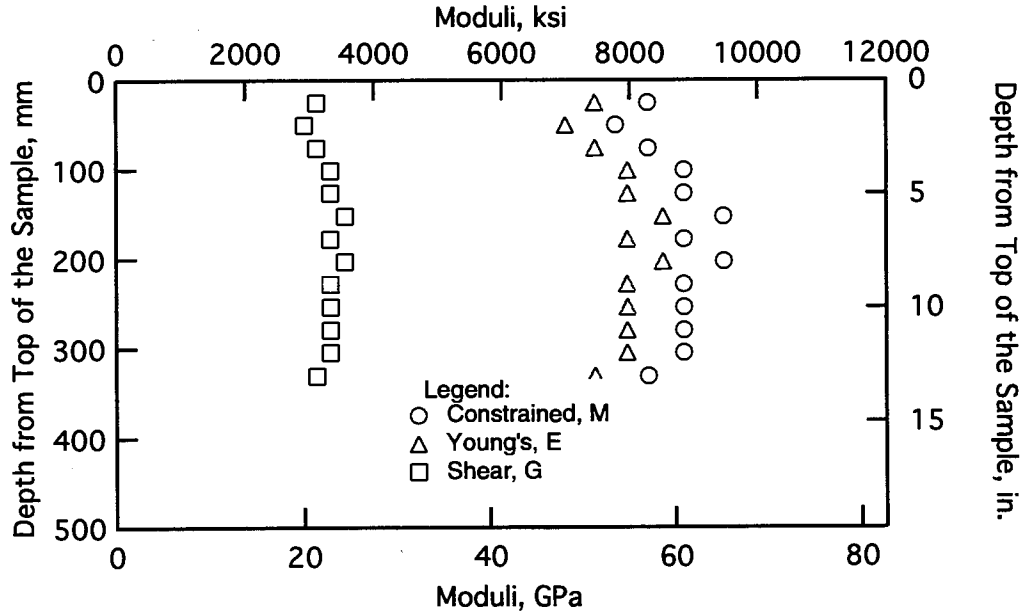


Fig. 34b Shear and Young's Moduli with Depth for Sample 17E from Dallas-Fort Worth International Airport

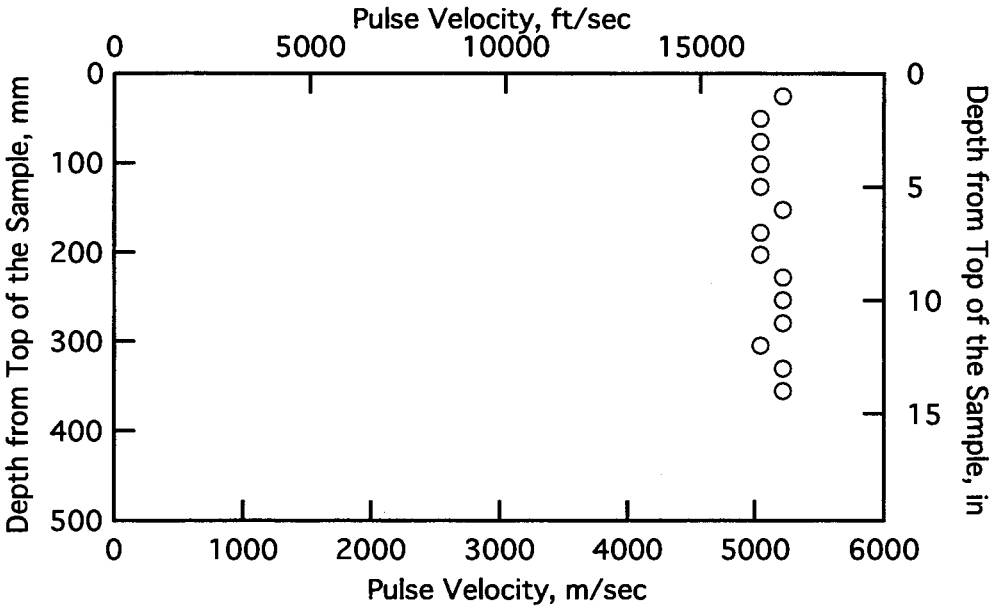


Fig. 35a Pulse Velocity with Depth for Sample P59B from Dallas-Fort Worth International Airport

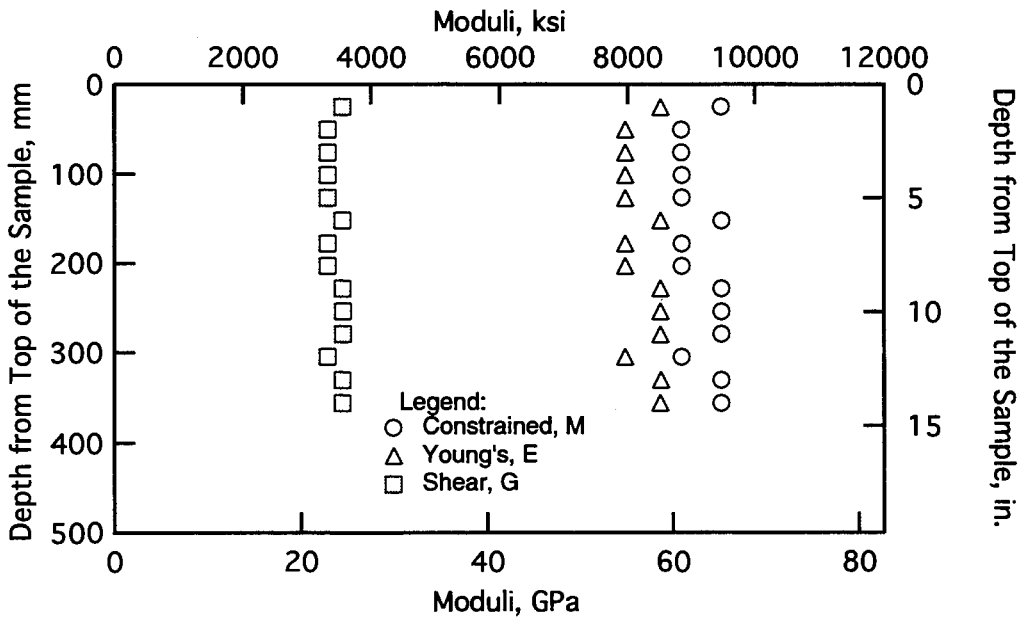
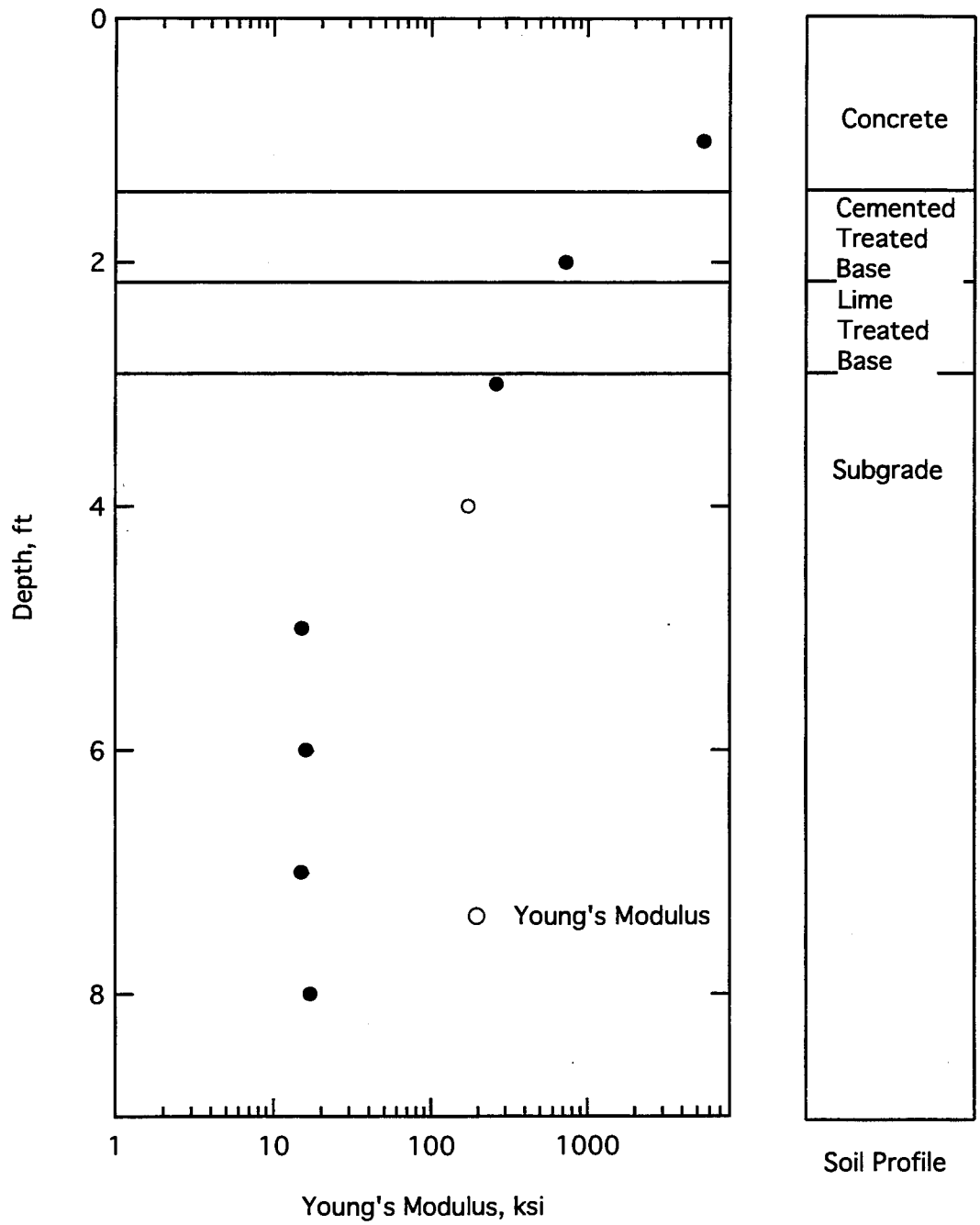
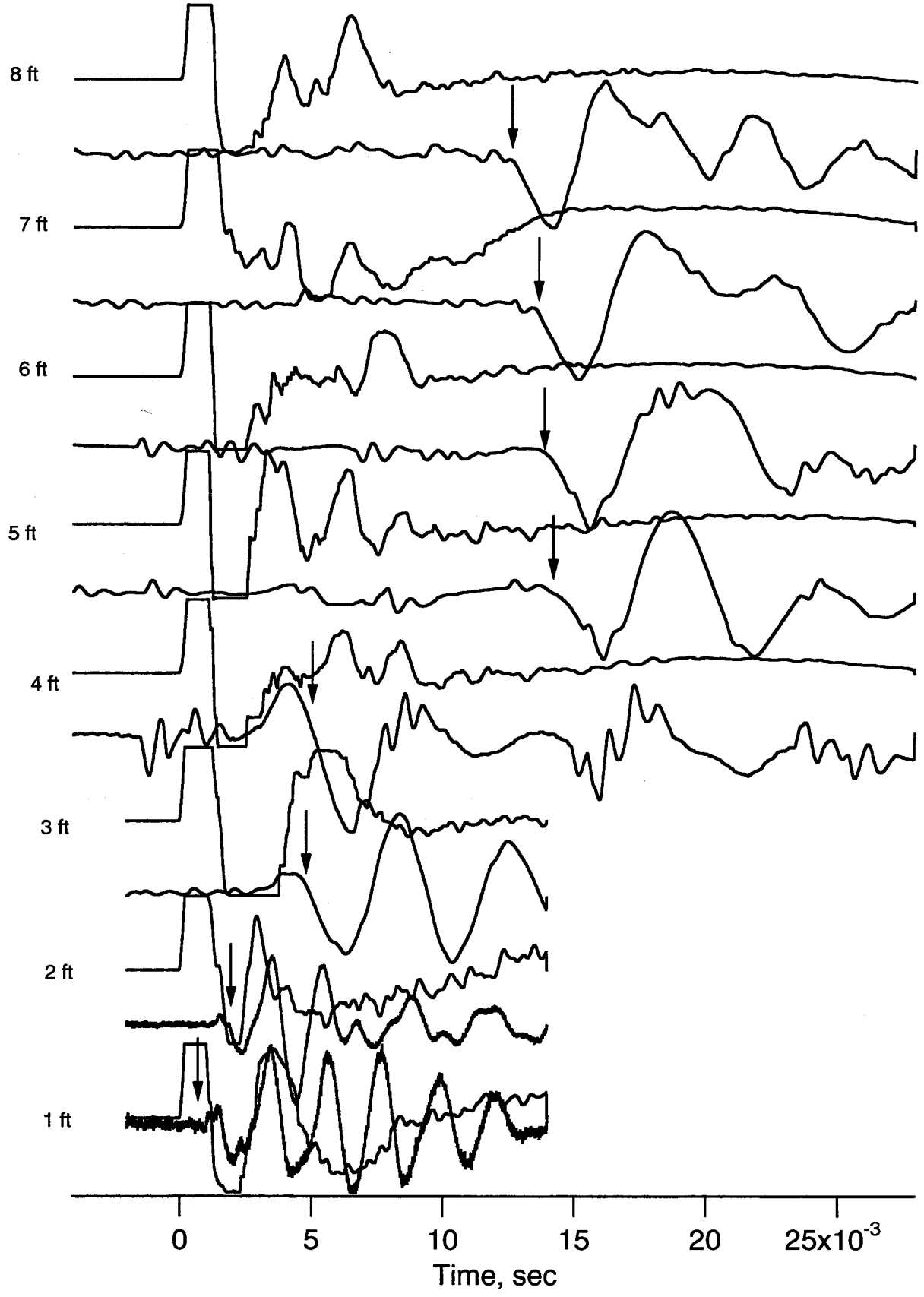


Fig. 35b Shear and Young's Moduli with Depth for Sample P59B from Dallas-Fort Worth International Airport

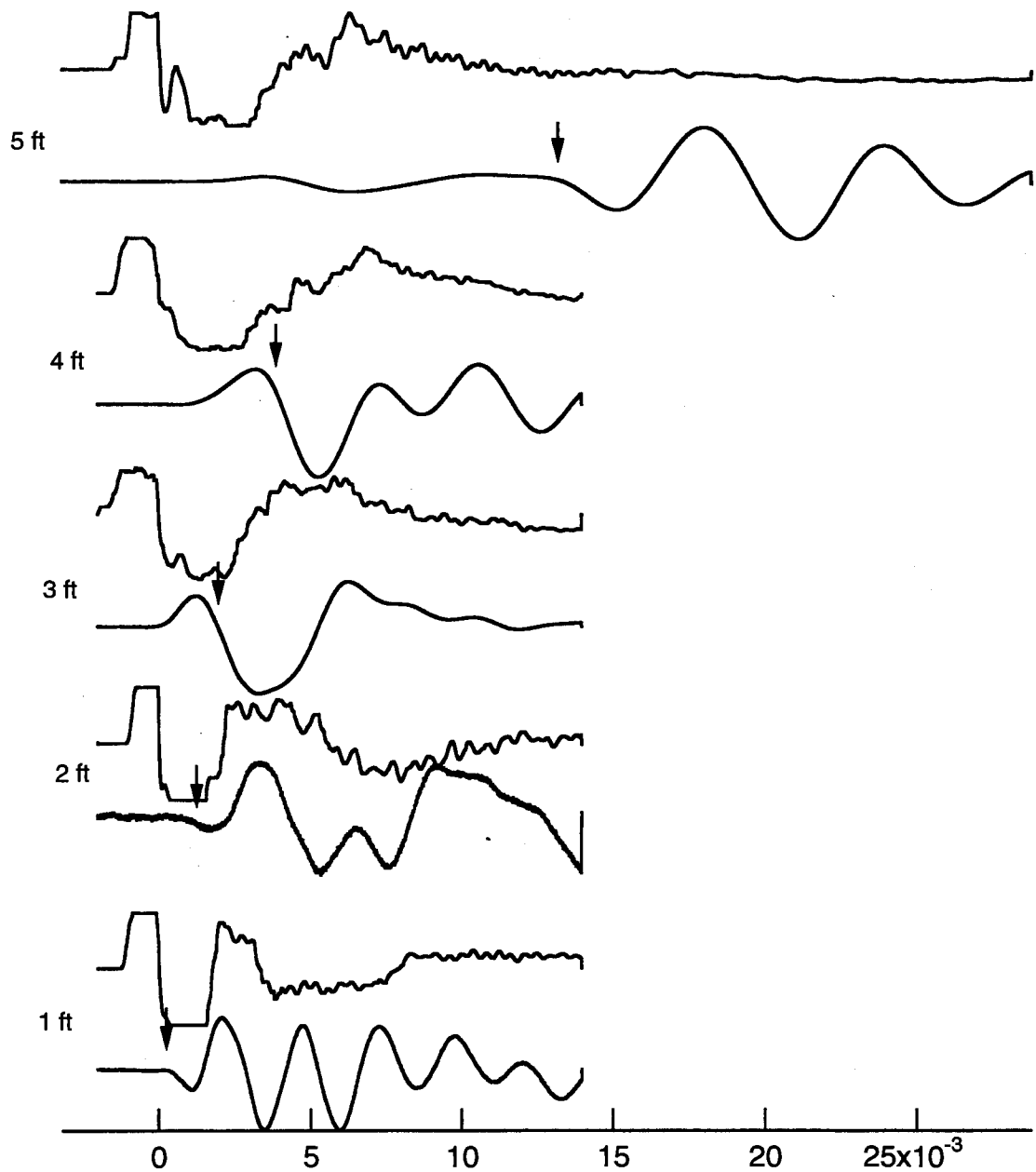
APPENDIX D
CROSS-HOLE SEISMIC DATA



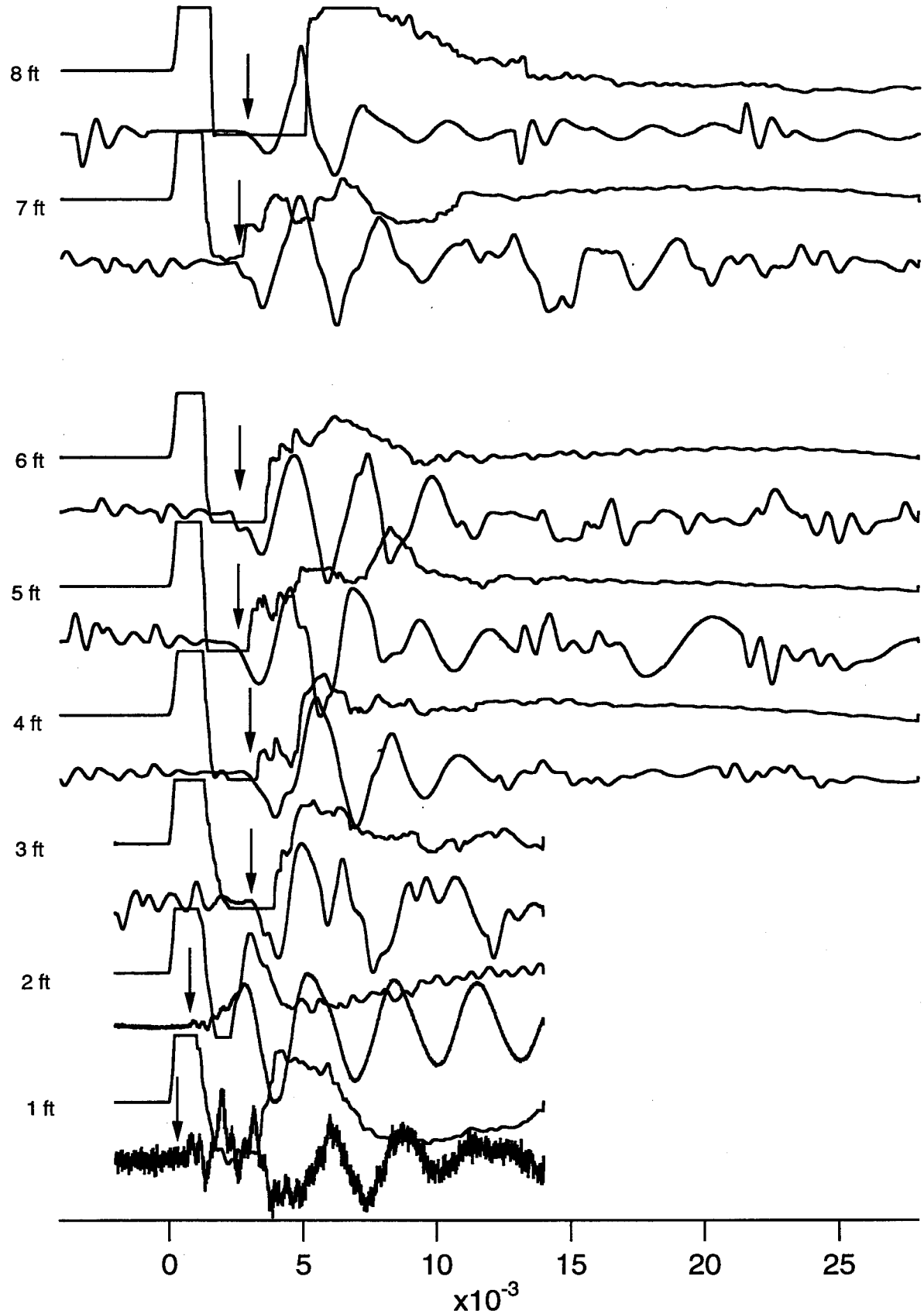
Young's Modulus with Depth at North Runway 17R in Untrafficked Area at DFW International Airport



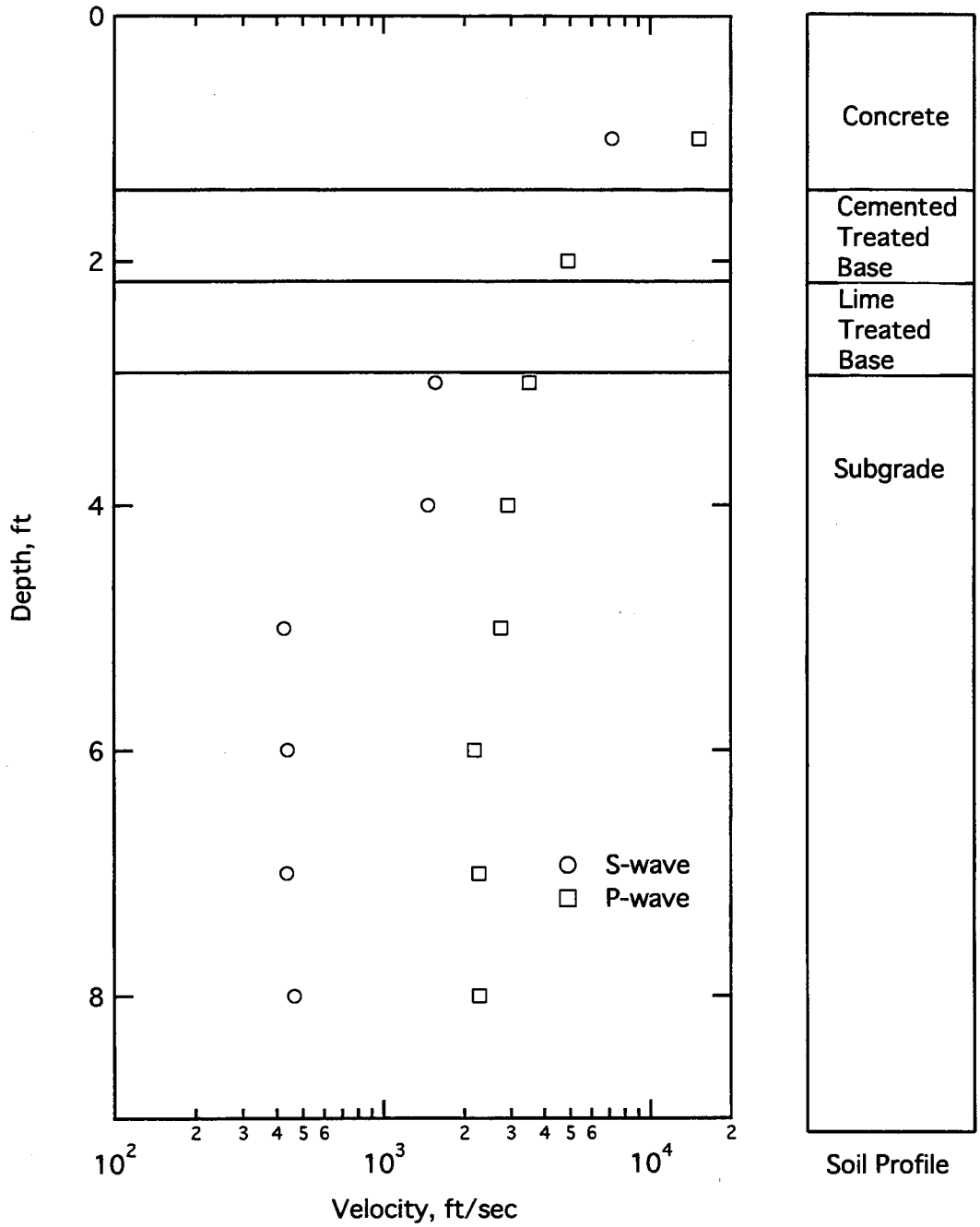
S-Wave Time Record in Untrafficked Area, North Runway at DFW International Airport



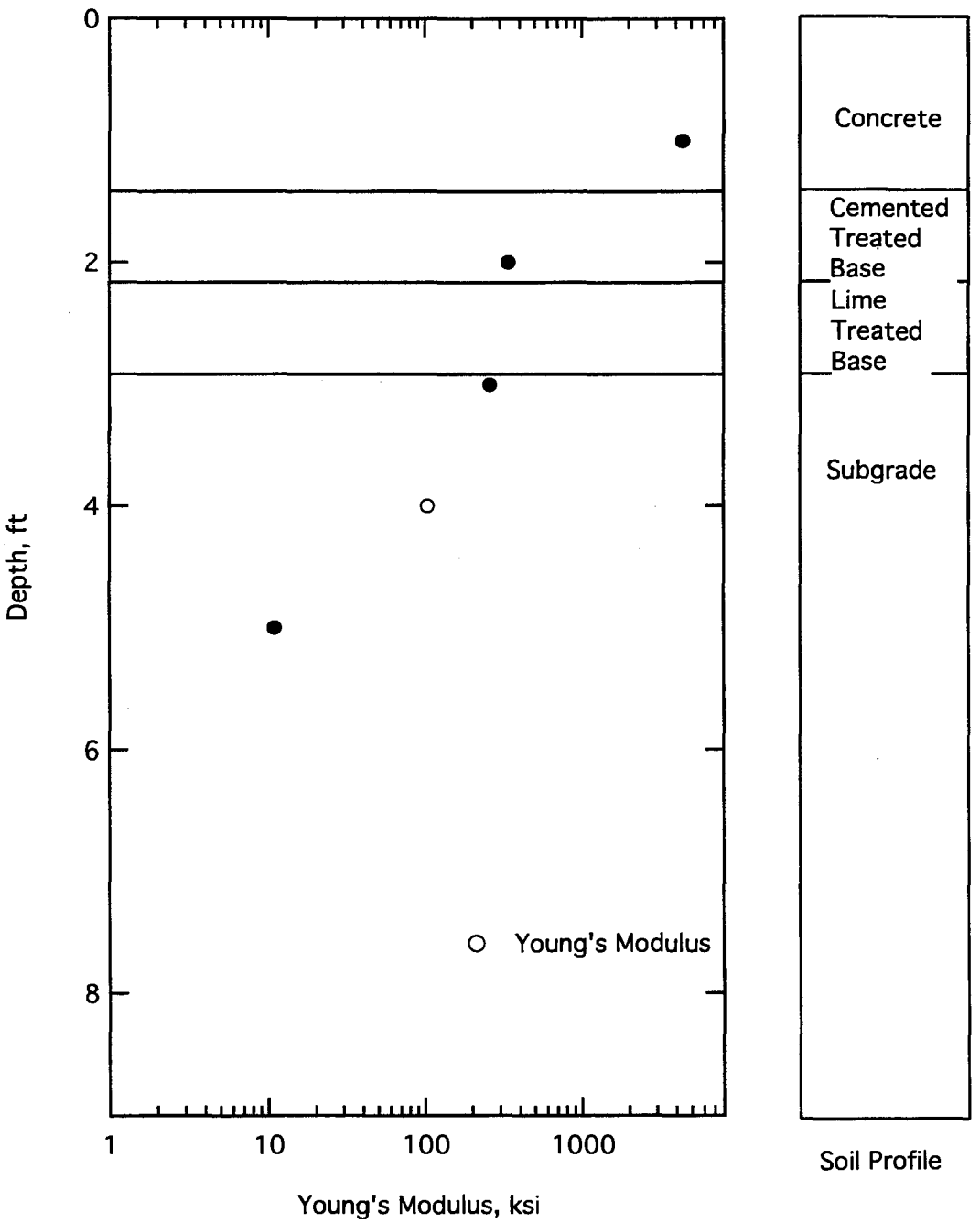
S-Wave Time Record for Array 1-3, North Runway at DFW International Airport



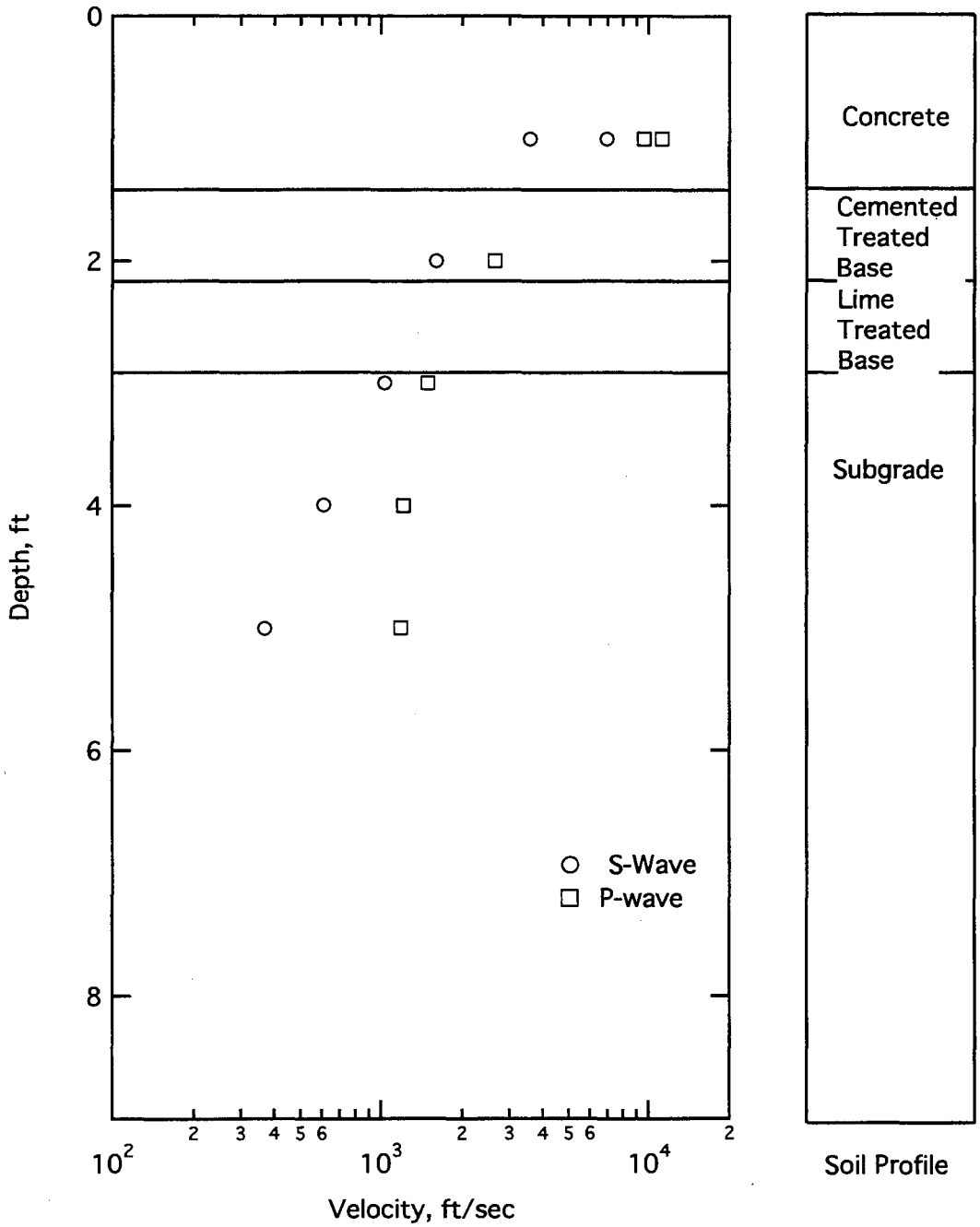
P-Wave Time Record for Untrafficked Area, North Runway at DFW International Airport



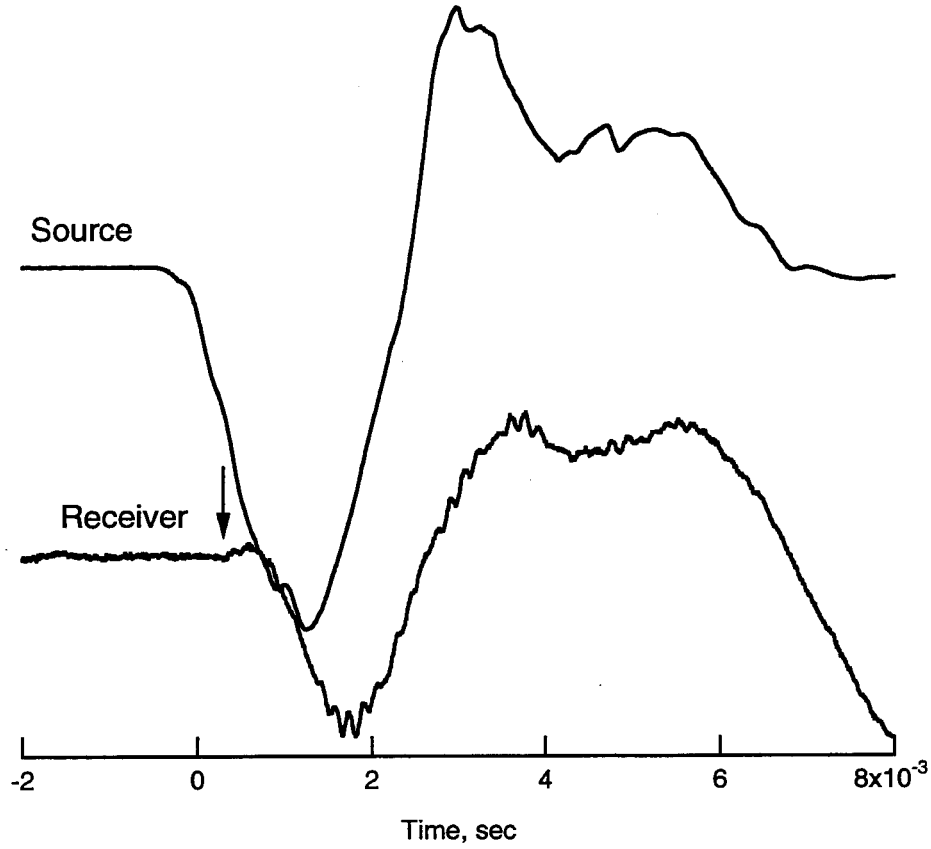
P- and S-wave Velocities at North Runway 17R in Untrafficked Area at DFW International Airport



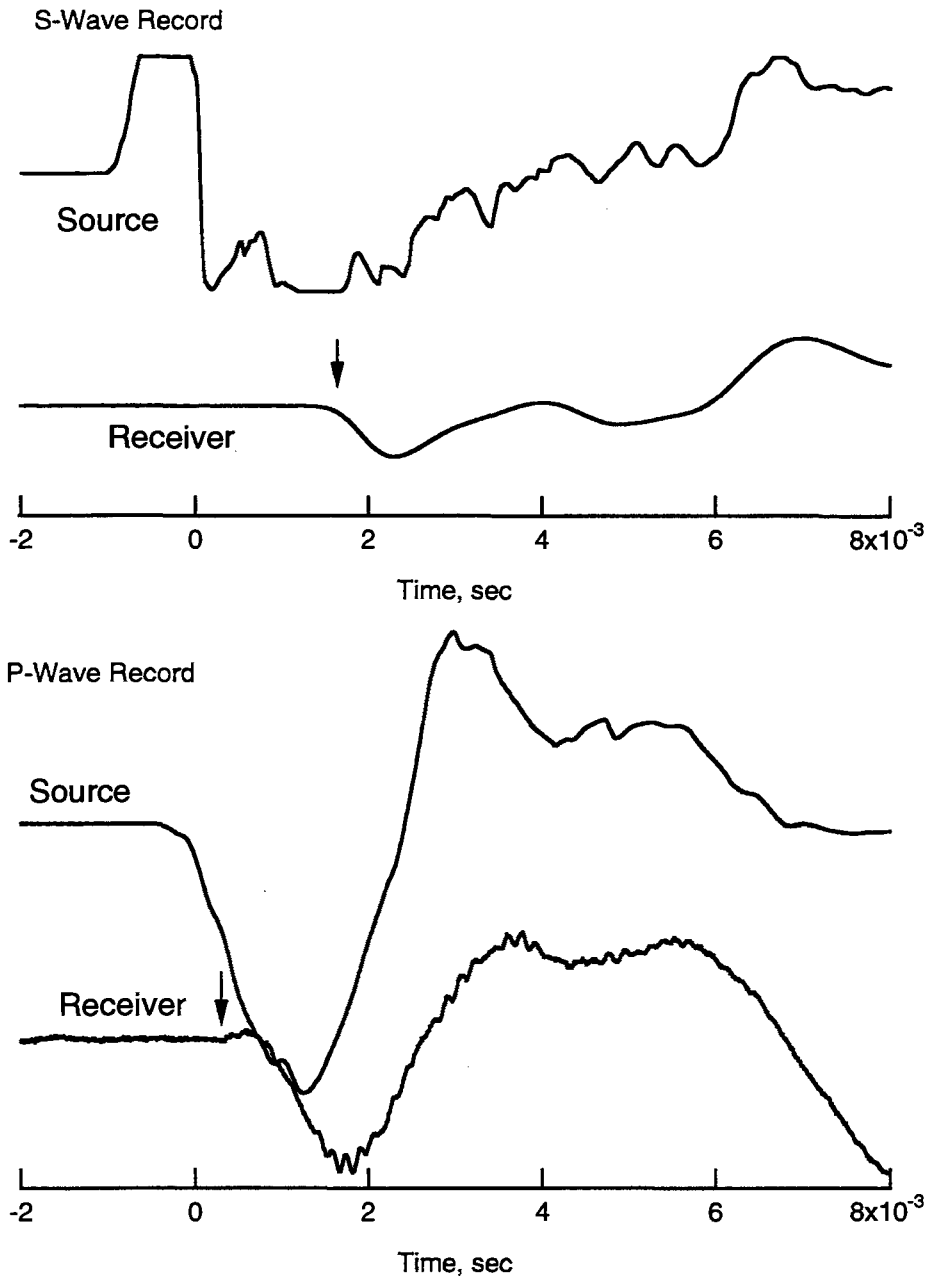
Young's Modulus with Depth at North Runway 17R in Trafficked Area at DFW International Airport



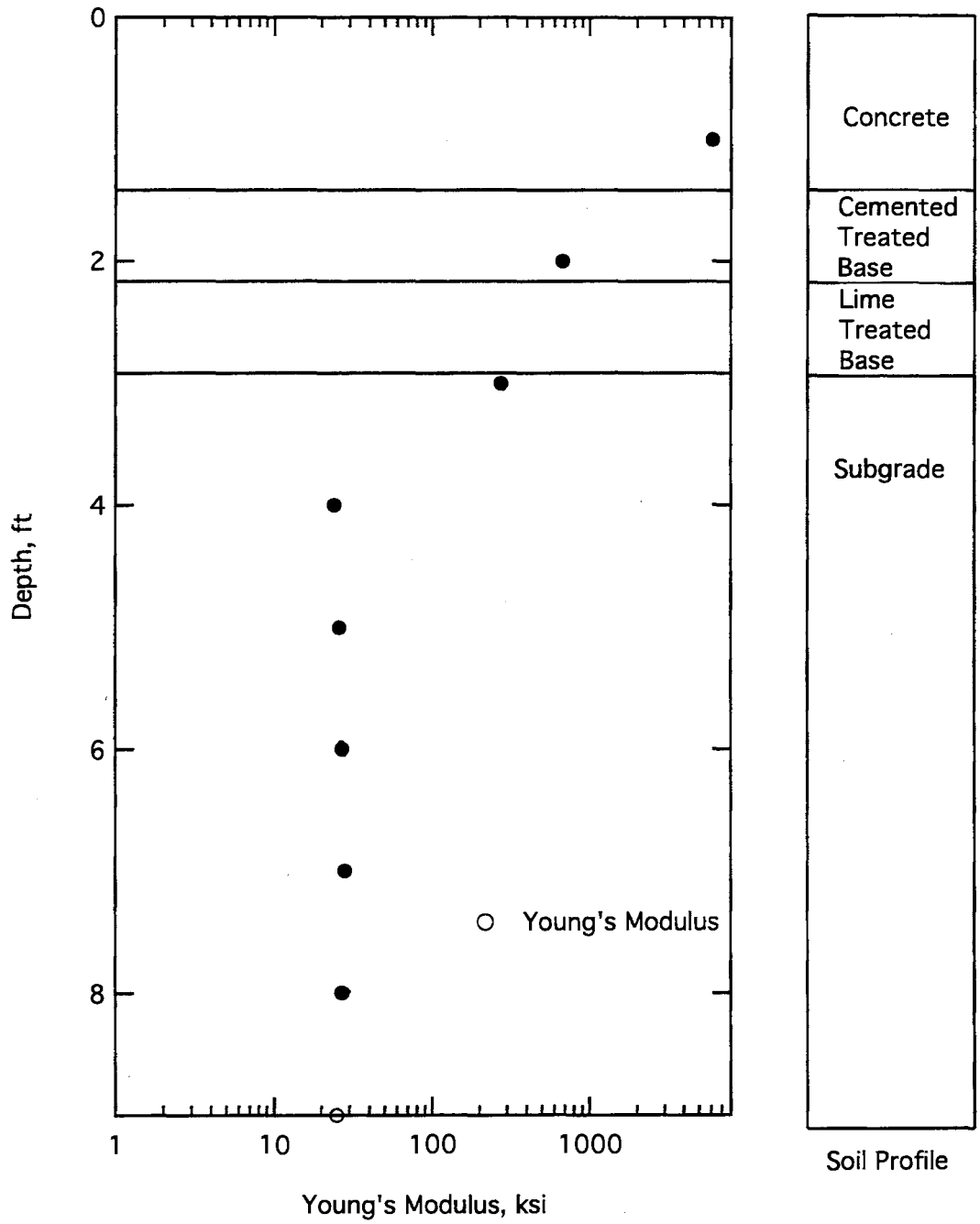
P- and S-wave Velocities at North Runway 17R in Trafficked Area at DFW International Airport



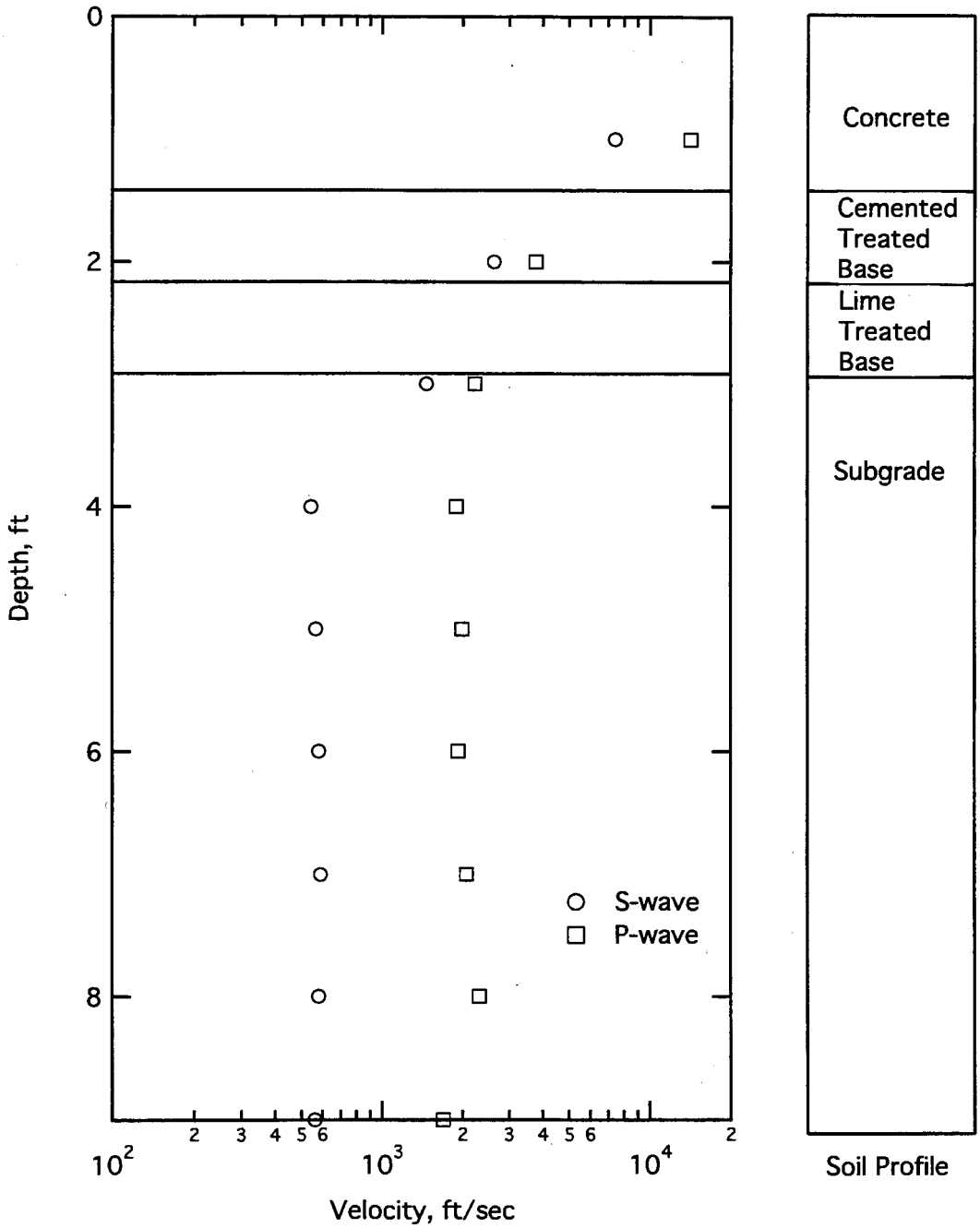
P-Wave Time Record for Array 2-3, North Runway at DFW International Airport



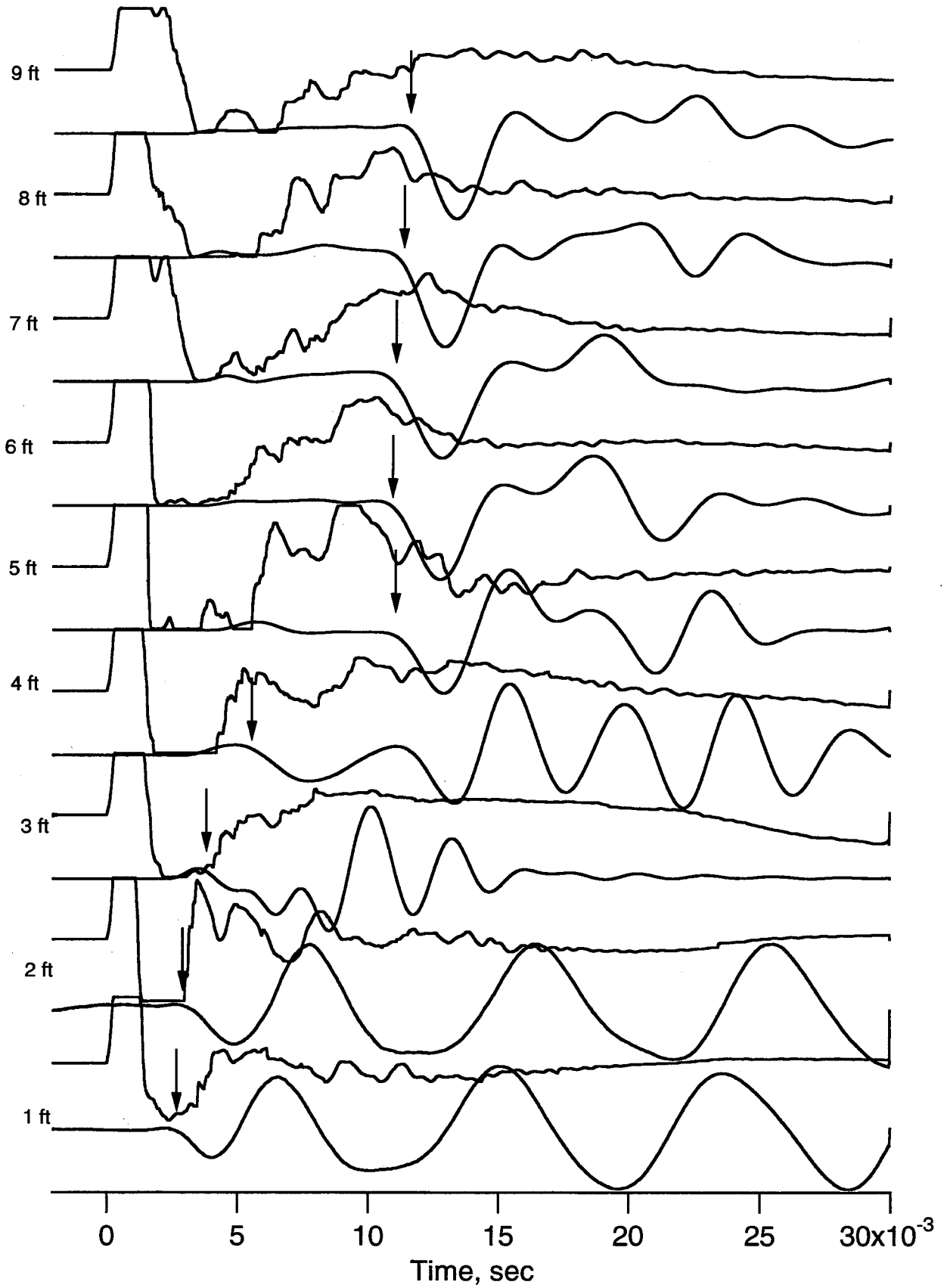
S- and P- Wave Time Records for Array 2-3, North Runway at DFW International Airport



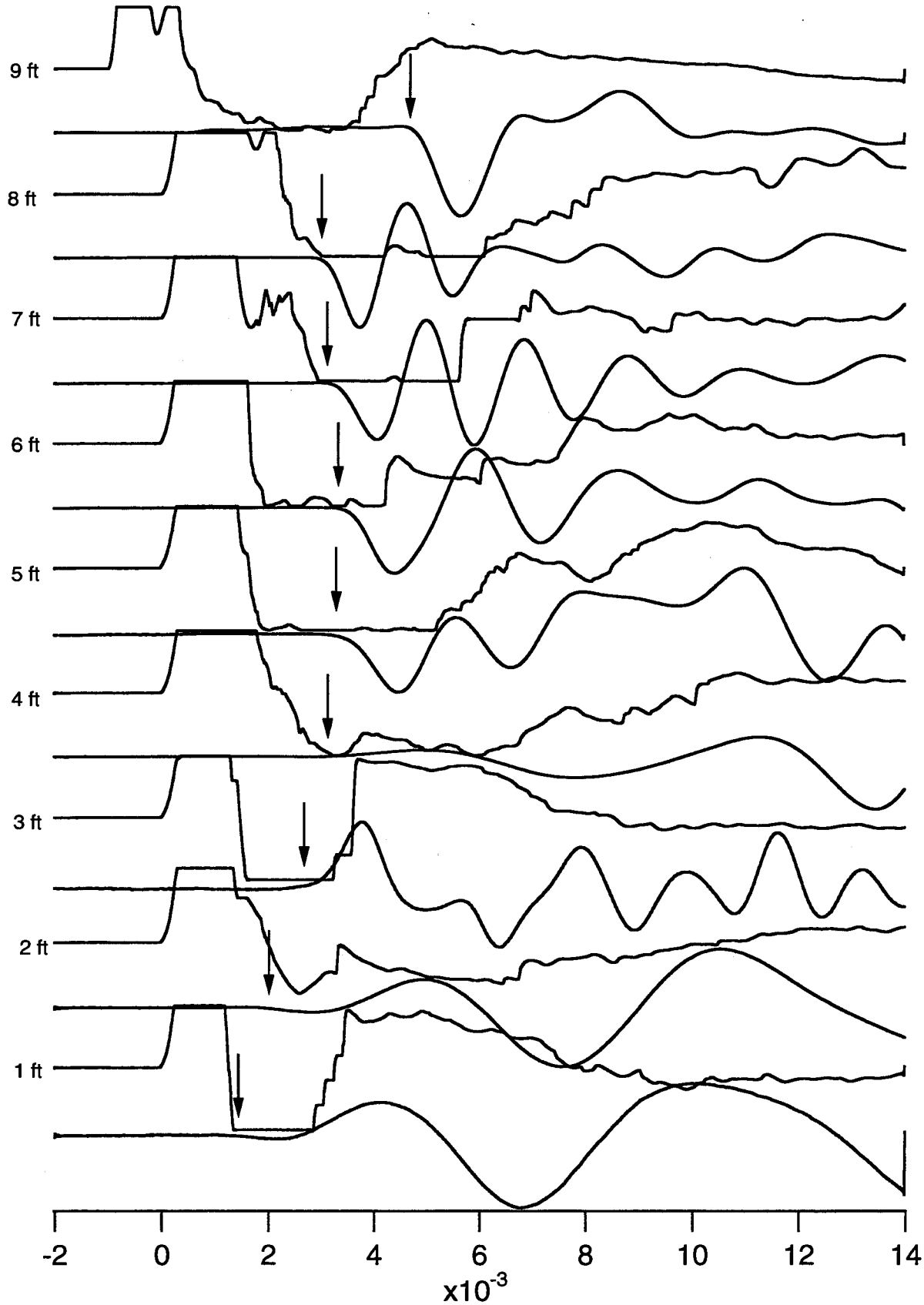
Young's Moduli at South Runway 17R in Untrafficked Area at DFW International Airport



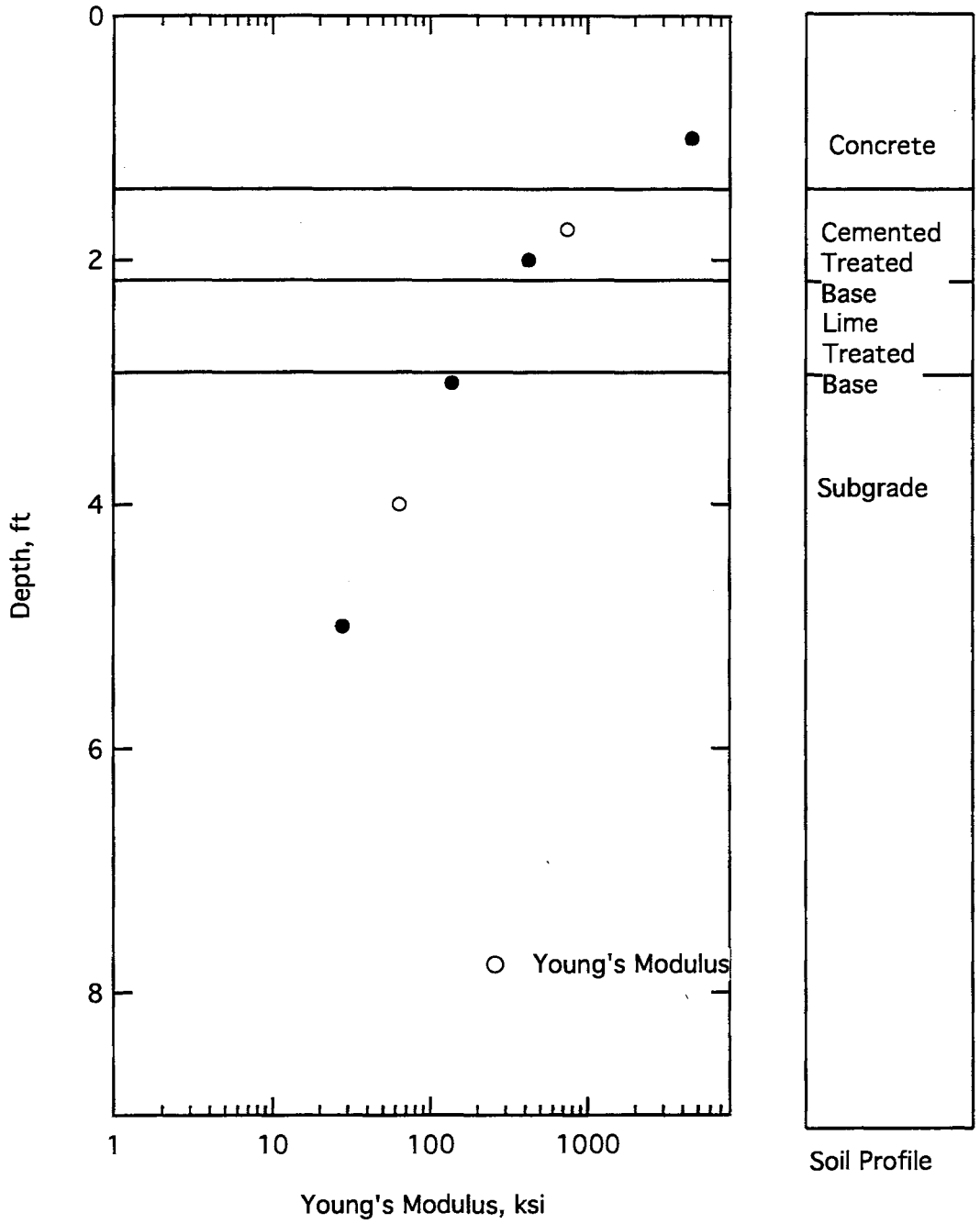
P- and S-wave Velocities at South Runway 17R in Untrafficked Area at DFW International Airport



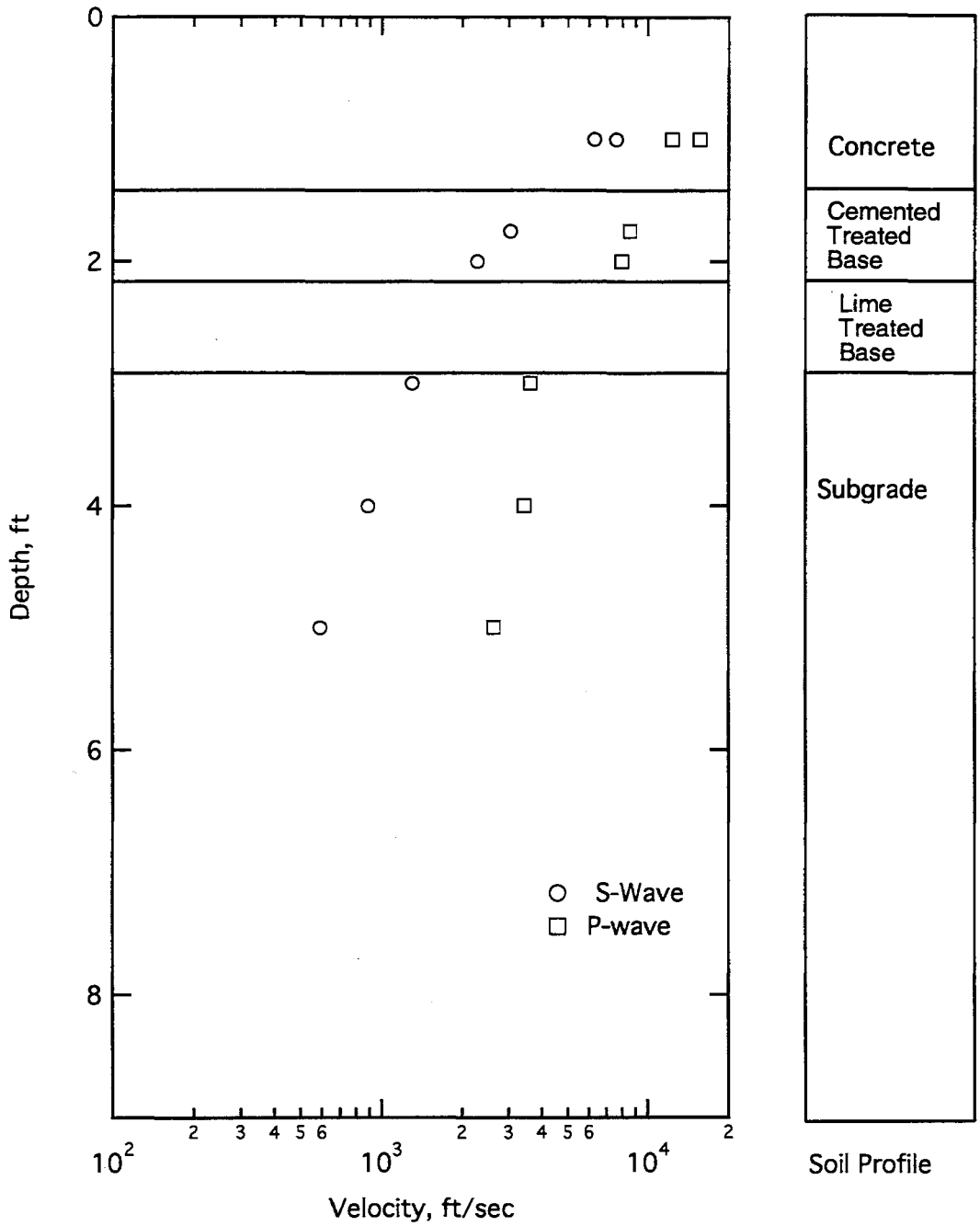
S-Wave Time Records for Untrafficked Area, South Runway at DFW International Airport



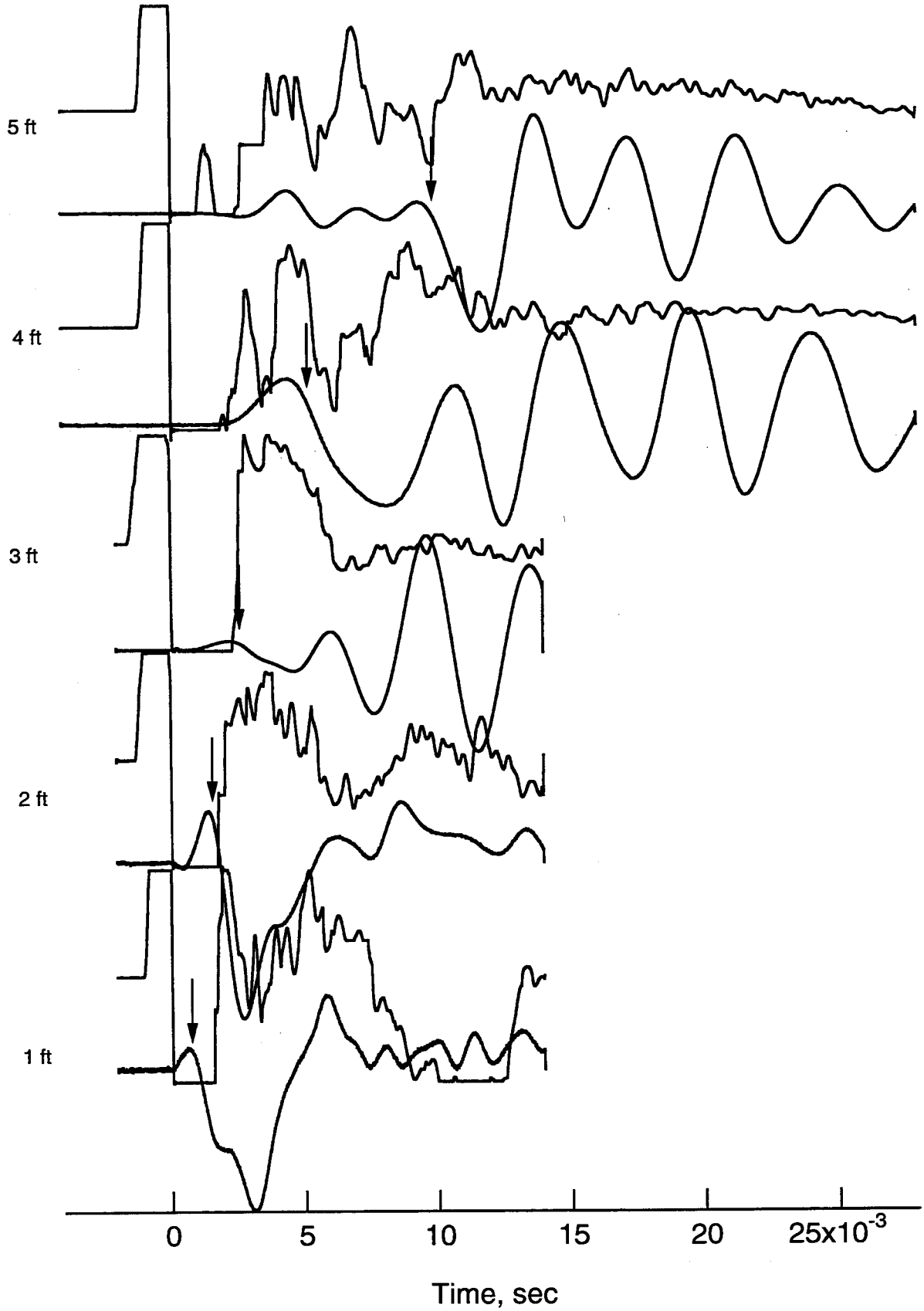
P-Wave Time Records for Untrafficked Area, South Runway at DFW International Airport



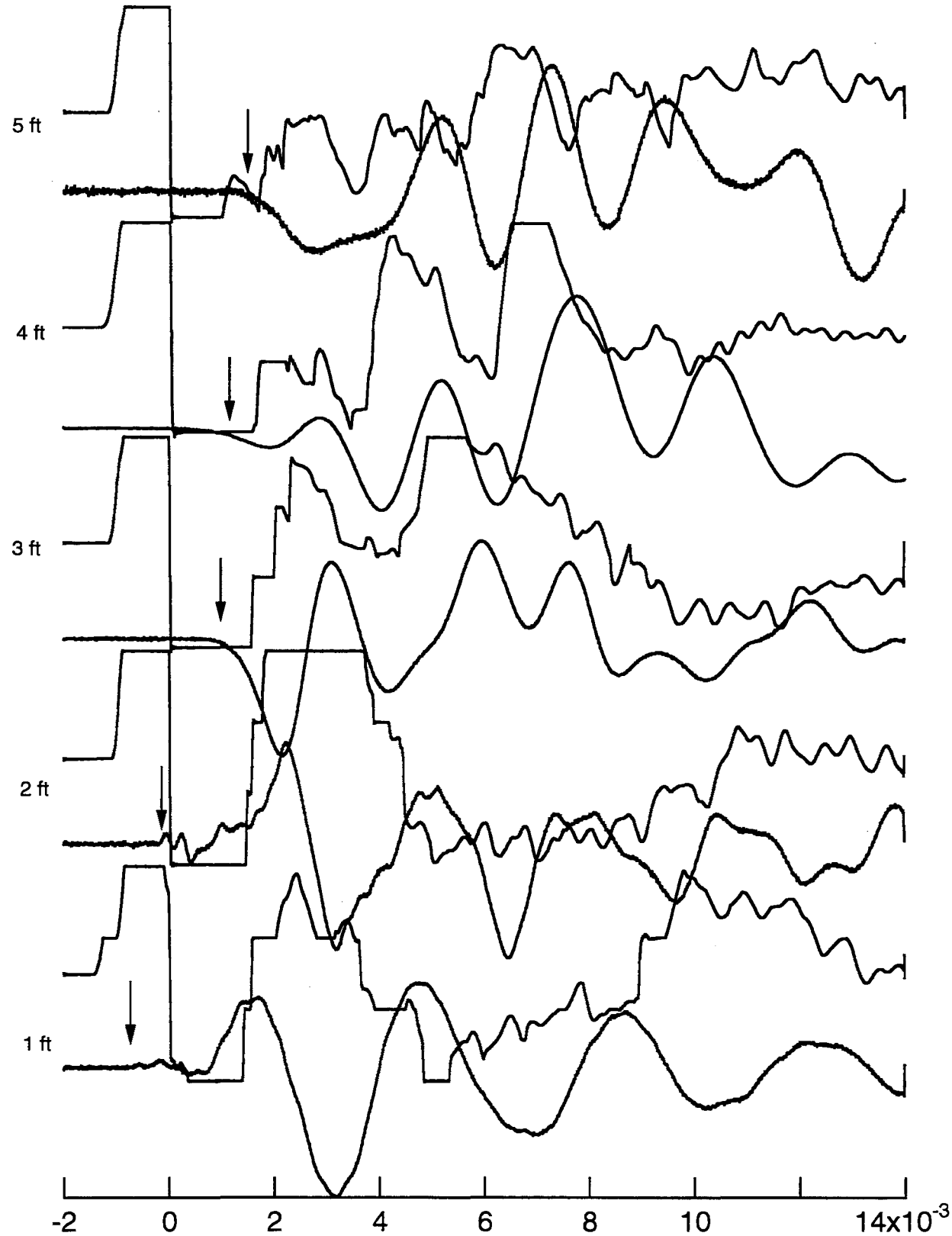
Young's Moduli at South Runway 17R in Trafficked Area at DFW International Airport



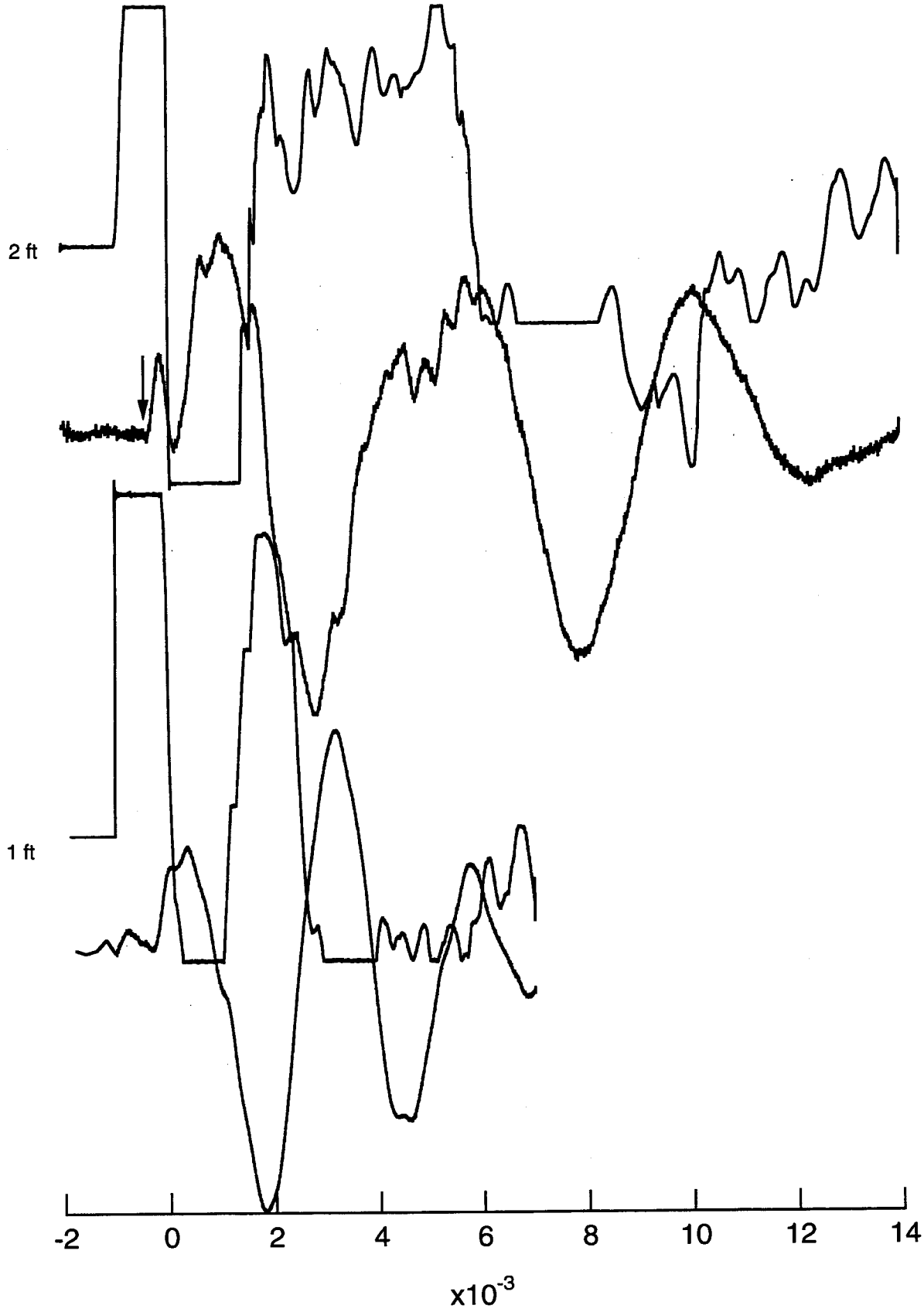
P- and S-wave Velocities at South Runway 17R in Trafficked Area at DFW International Airport



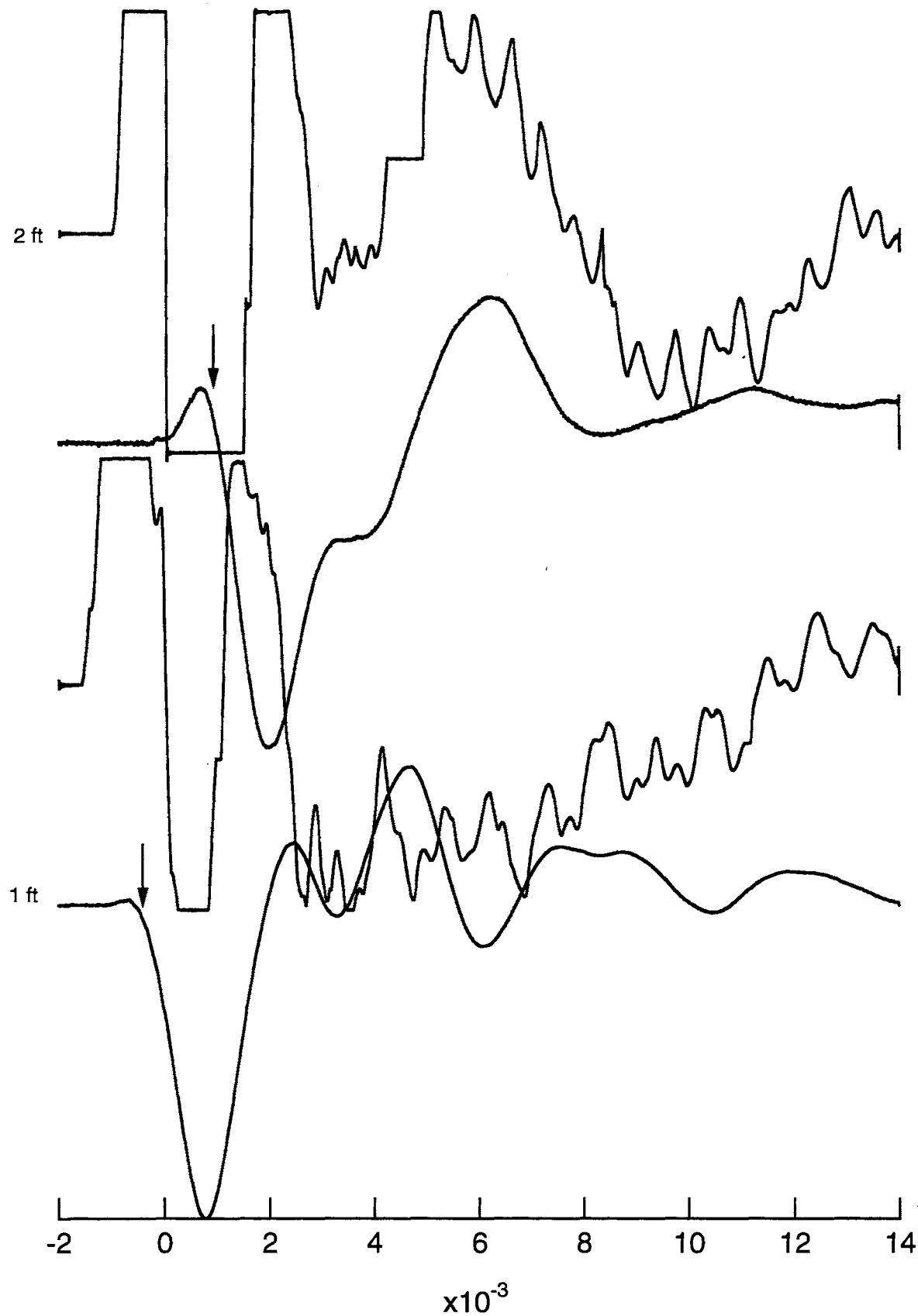
S-Wave Time Records for Trafficked, South Runway at DFW International Airport



P-Wave Time Records for Trafficked Area, South Runway at DFW International Airp



P-Wave Time Records for Trafficked Area, South Runway at DFW International Airport



S-Wave Time Records for Trafficked Area, South Runway at DFW International Airport

APPENDIX E
PROFILE ROUGHNESS DATA

DFW Runway 35L

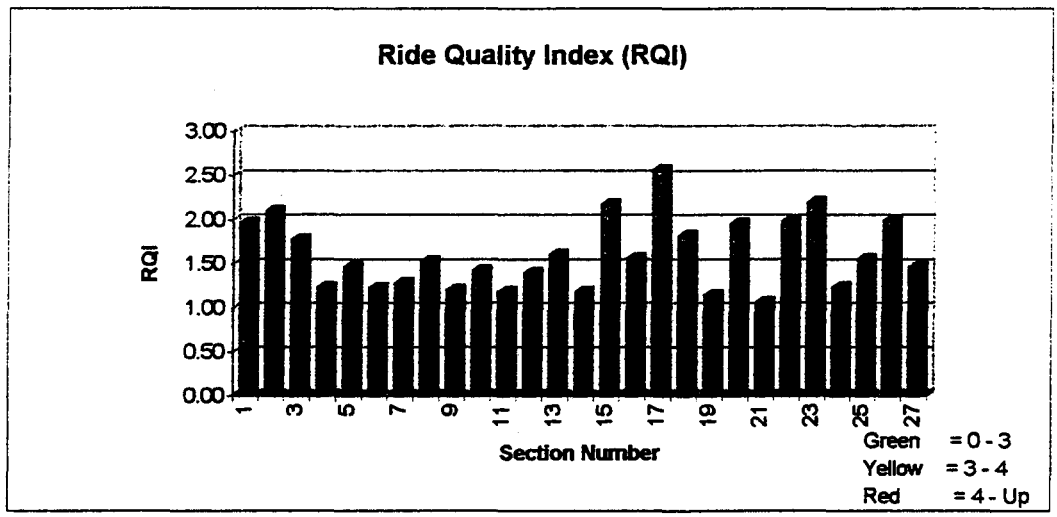
The centerline of runway 35L was surveyed from the leading edge of the threshold mark to the trailing edge of the threshold mark on the 17R end. The total length measured was 13,334 feet. The survey data sheet is at the end of this appendix.

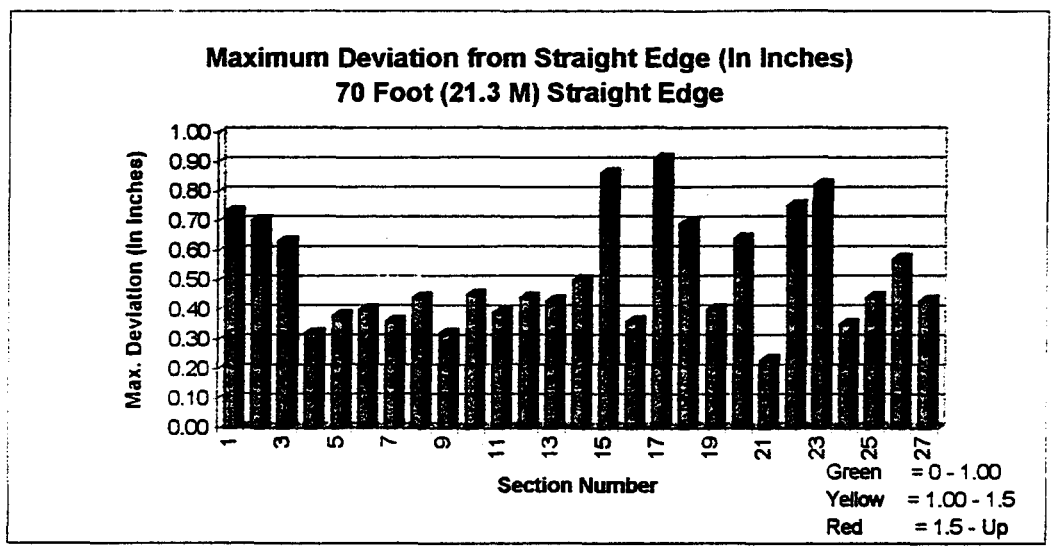
Figure A-1 shows the results of the VSWEEP analysis. All sections of this profile show a good Ride Quality, indicating a smooth pavement.

Figure A-2 is a plot of the centerline of runway 35L. It is plotted on a scale of 500 feet per inch which is consistent with the 500" sections used in the VSWEEP analysis.

Figure A-3 is a plot showing the crown of the runway. This measurement was taken on the threshold mark at the 17R end.

Section No.	RQI	Deviation from Straight Edge Averages	Maximum
1	1.96	0.22	0.73
2	2.09	0.33	0.70
3	1.77	0.20	0.63
4	1.23	0.16	0.32
5	1.46	0.21	0.38
6	1.22	0.20	0.40
7	1.28	0.19	0.36
8	1.53	0.19	0.44
9	1.20	0.18	0.32
10	1.42	0.23	0.45
11	1.18	0.18	0.39
12	1.39	0.21	0.44
13	1.60	0.20	0.43
14	1.18	0.23	0.50
15	2.17	0.34	0.86
16	1.56	0.20	0.36
17	2.56	0.38	0.91
18	1.81	0.27	0.69
19	1.14	0.15	0.40
20	1.95	0.30	0.64
21	1.06	0.13	0.23
22	1.98	0.27	0.75
23	2.19	0.29	0.82
24	1.23	0.17	0.35
25	1.55	0.22	0.44
26	1.98	0.28	0.57
27	1.46	0.20	0.43
Averages	**1.60**	**0.23**	**0.52**





All sections are 500 feet long.

Figure A-1 VSWEEP Plot of DFW Runway 35L

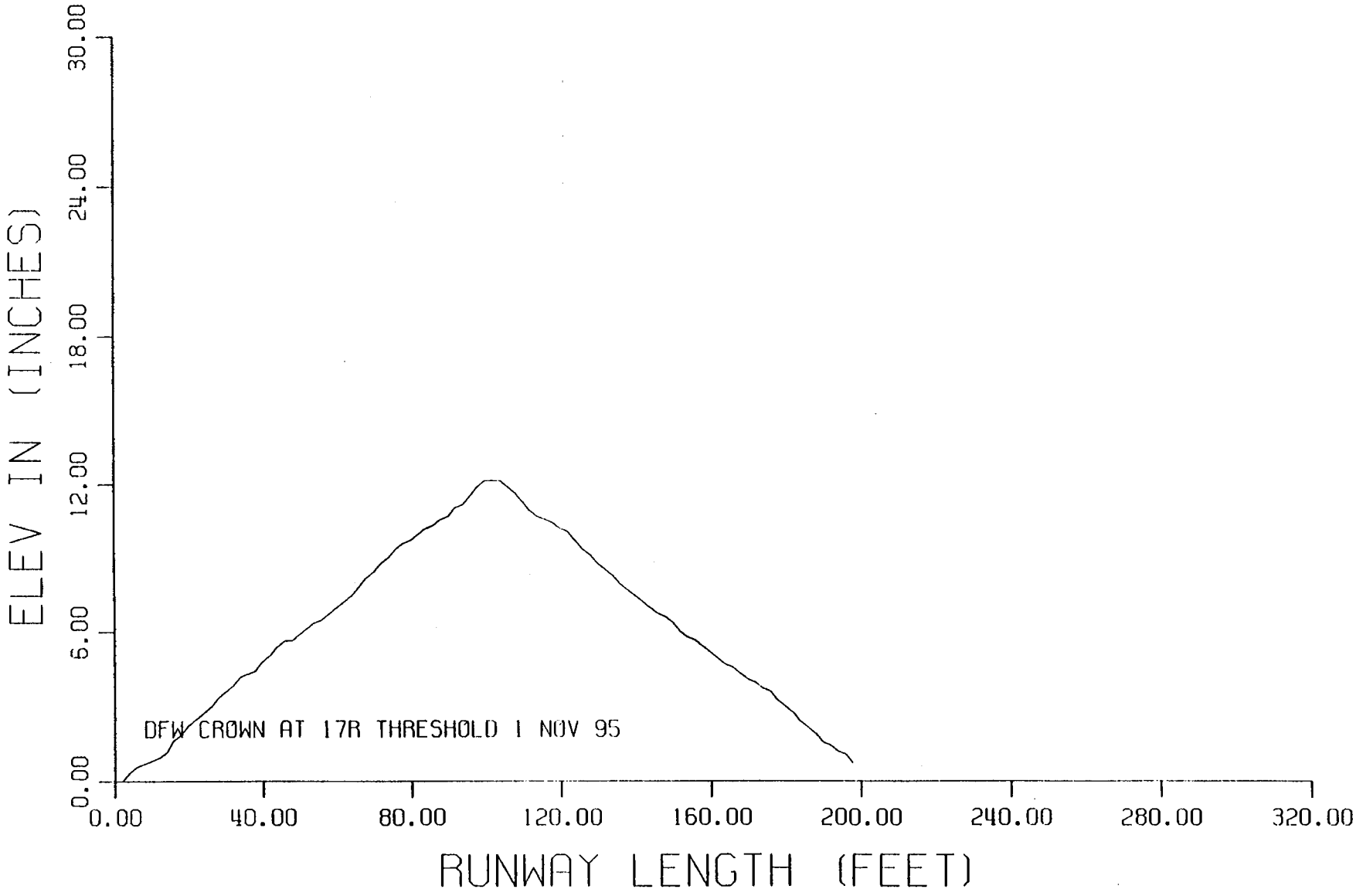


Figure A-3. Plot of DFW Runway 35L Crown (at the 17R End)

Taxiway "Lima"

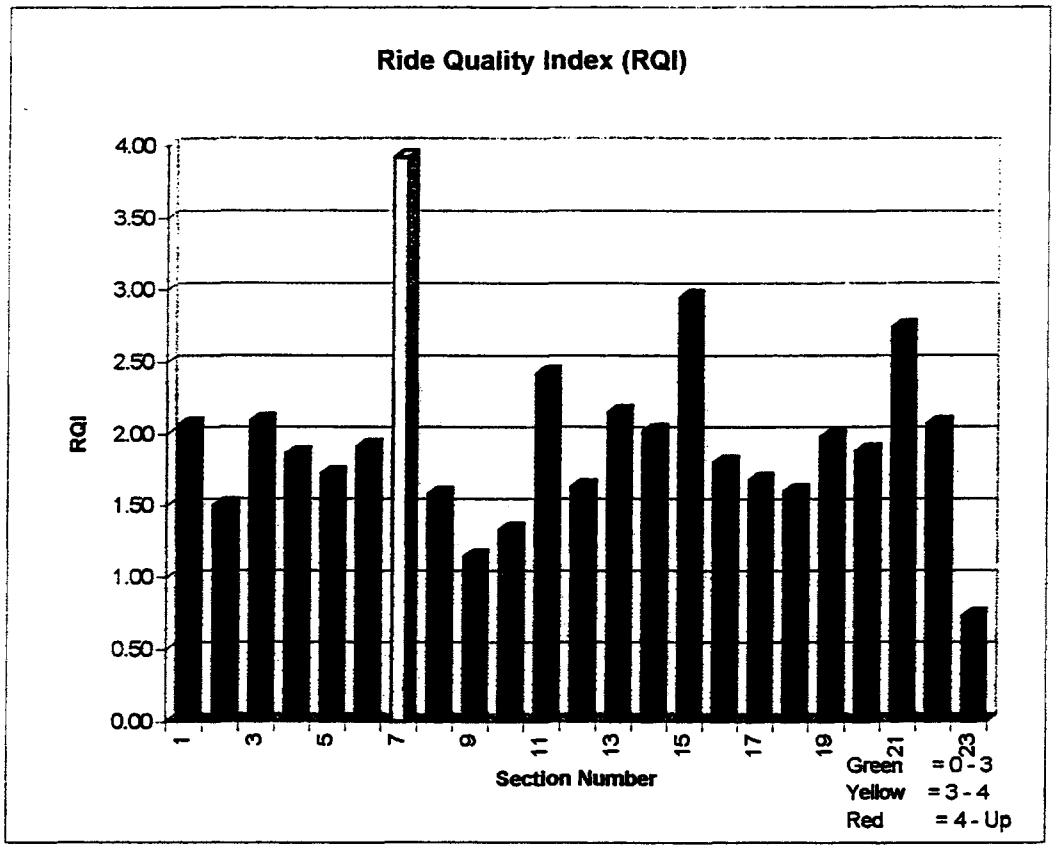
The centerline of taxiway Lima was measured in the 35 direction starting at the centerline of the "ER" intersection and ending 100 feet short of the "Y" intersection. The total distance measured was 11181 feet.

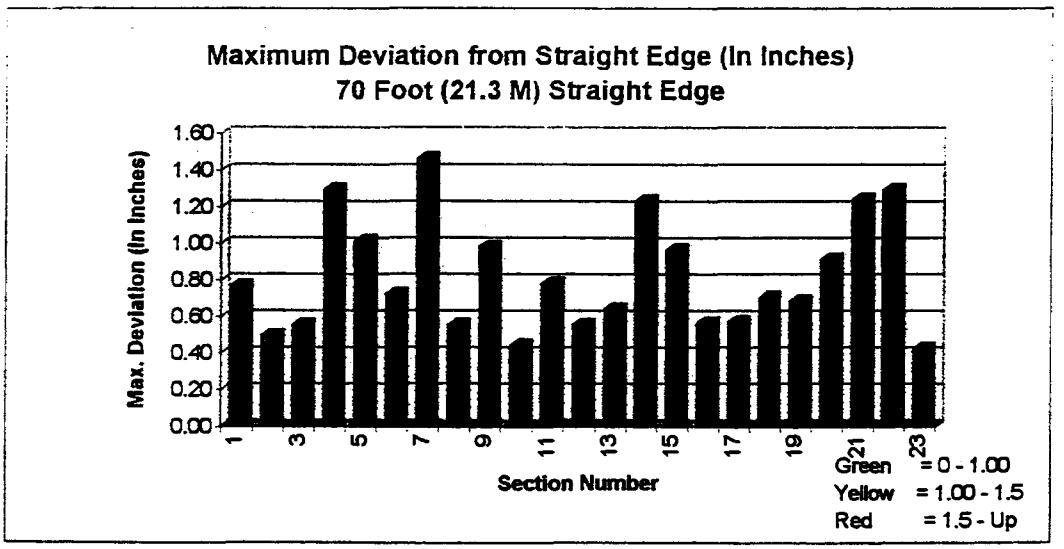
The VSWEEP analysis is different for a taxiway than it is for a runway. For a runway, all aircraft velocities are simulated from 35 feet/sec (21 knots) to rotation speed in 10 fps intervals. For taxiways, the velocity starts at 15 feet/sec (9 knots) and goes to 65 feet/sec (39 knots) in 10 fps intervals.

The VSWEEP analysis (figure C-1) for taxiway Lima indicates that the ride quality is smooth for most of the profile. Section 7 (3000-3500 ft) does indicate some decrease in ride quality. The profile plot (figure C-2) scale is 500 feet per inch, which is consistent with the VSWEEP sections.

In an effort to evaluate section 7 in more detail, several constant speed taxi simulations were performed; one at 45 fps (27 knots) and one at 50 fps (30 knots). The 2 simulations (figures C-3 and C-4) confirm that accelerations are approaching the ".4g" ride quality criteria used by APR Consultants, Inc. Since these are relatively high taxi speeds and are not exceeding the criteria, there is no reason for concern. It is recommended however, that this area be reassessed in 1 or 2 years to determine if the pavement condition is deteriorating.

Section No.	RQI	Deviation from Straight Edge	
		Average	Maximum
1	2.06	0.36	0.76
2	1.50	0.25	0.49
3	2.09	0.29	0.55
4	1.86	0.48	1.29
5	1.72	0.34	1.01
6	1.91	0.26	0.72
7	3.92	0.56	1.46
8	1.58	0.32	0.55
9	1.14	0.28	0.98
10	1.33	0.21	0.44
11	2.42	0.33	0.78
12	1.63	0.29	0.55
13	2.15	0.30	0.64
14	2.02	0.38	1.23
15	2.95	0.33	0.96
16	1.80	0.26	0.56
17	1.68	0.28	0.57
18	1.60	0.27	0.70
19	1.98	0.29	0.68
20	1.88	0.36	0.91
21	2.74	0.51	1.24
22	2.07	0.43	1.29
23	0.73	0.22	0.42
Averages	**1.95**	**0.33**	**0.82**





All sections are 500 feet long.

Figure C-1 VSWEEP Plot of DFW Taxiway Lima

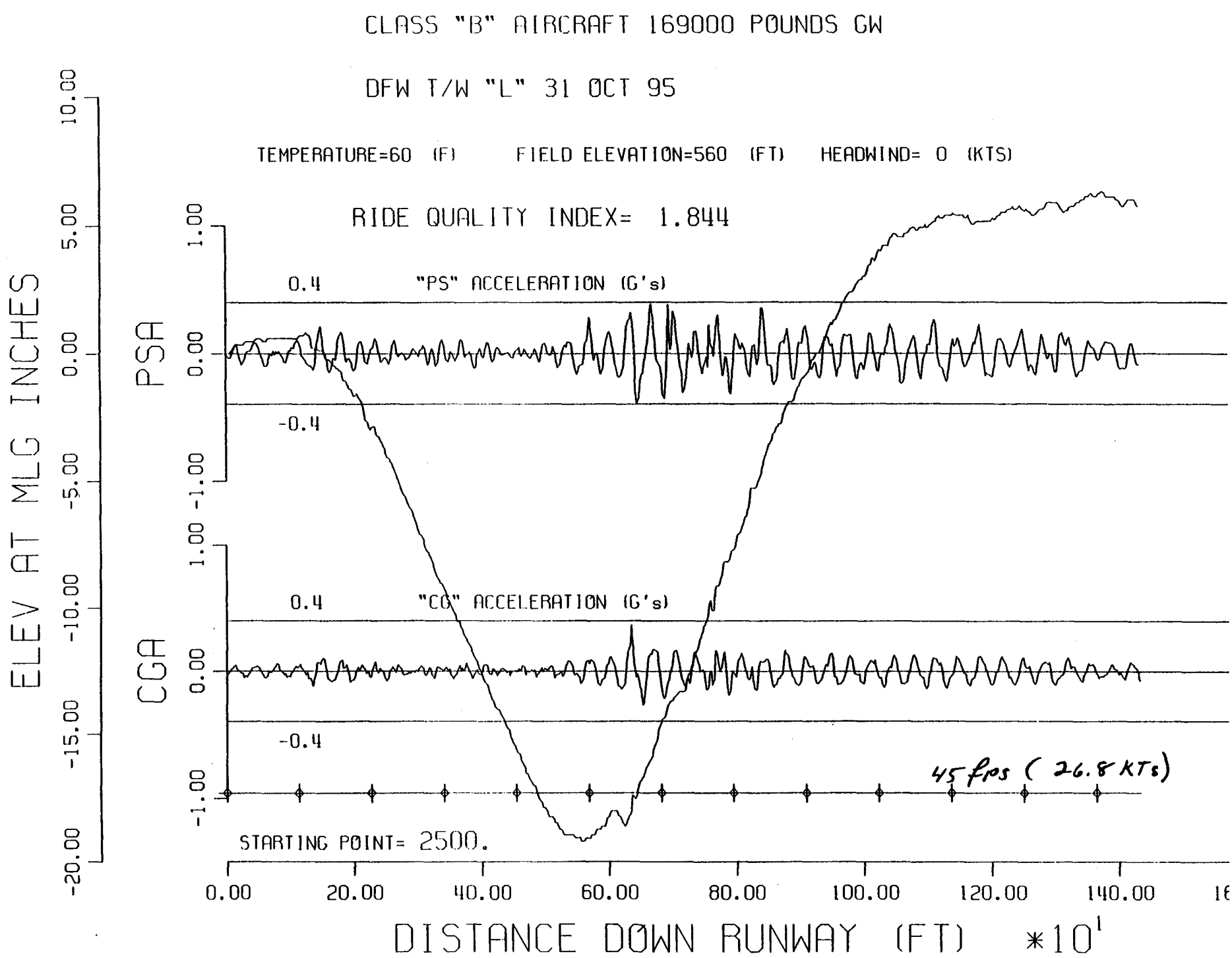
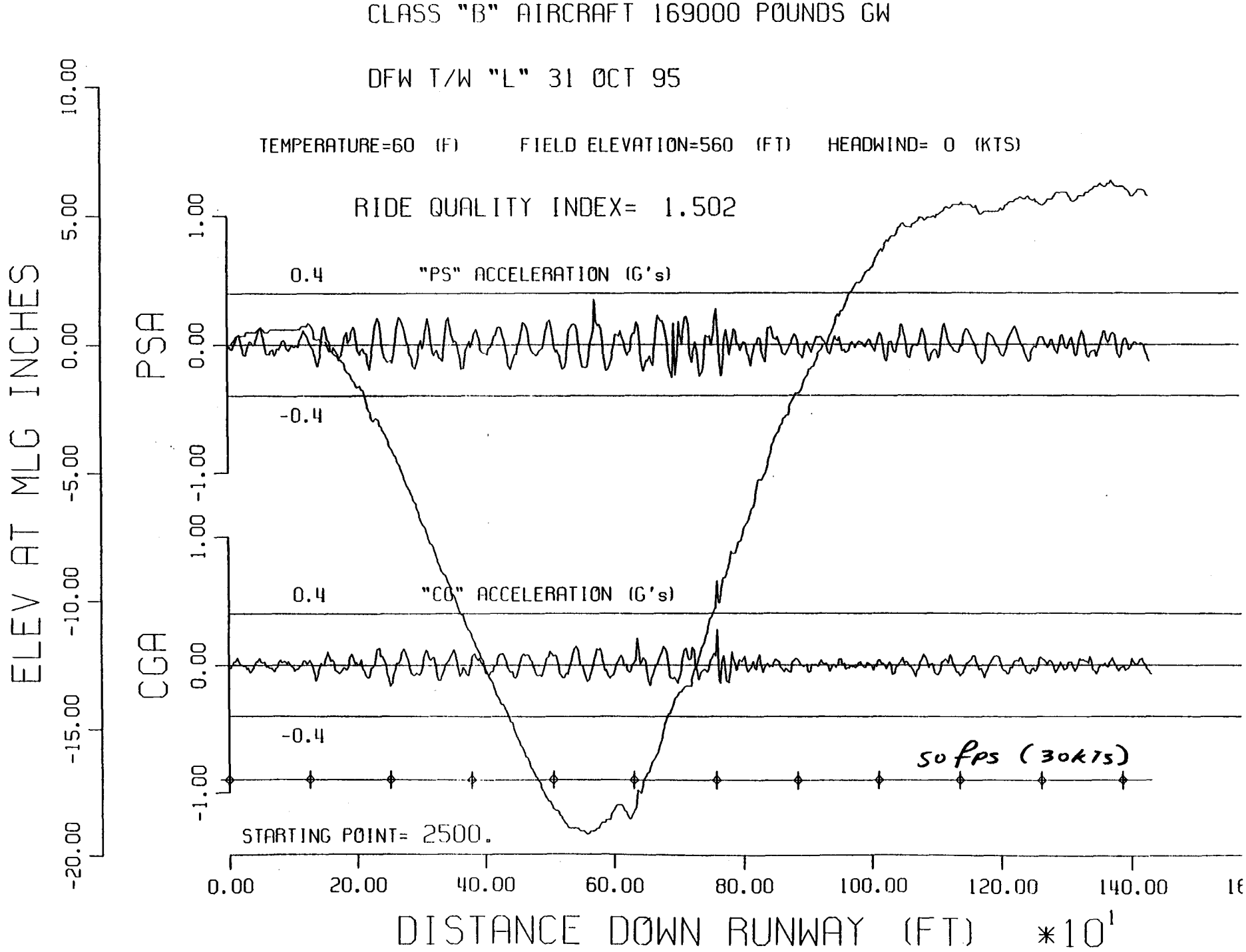


Figure C-3 Constant Speed Taxi (27kts) on section 7 (3000-35000ft.) of Taxiway Lima


CLASS "B" AIRCRAFT 169000 POUNDS GW
DFW T/W "L" 31 OCT 95
TEMPERATURE=60 (F) FIELD ELEVATION=560 (FT) HEADWIND= 0 (KTS)
RIDE QUALITY INDEX= 1.502
ELEV AT MLG INCHES
10.00
5.00
0.00
-5.00
-10.00
-15.00
-20.00
PSA
1.00
0.00
-1.00
0.4
"PS" ACCELERATION (G's)
-0.4
CGA
1.00
0.00
-1.00
0.4
"CG" ACCELERATION (G's)
-0.4
50 fps (30kts)
STARTING POINT= 2500.
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
DISTANCE DOWN RUNWAY (FT) *10¹

SURVEY DATA SHEET

Page 1 of 1

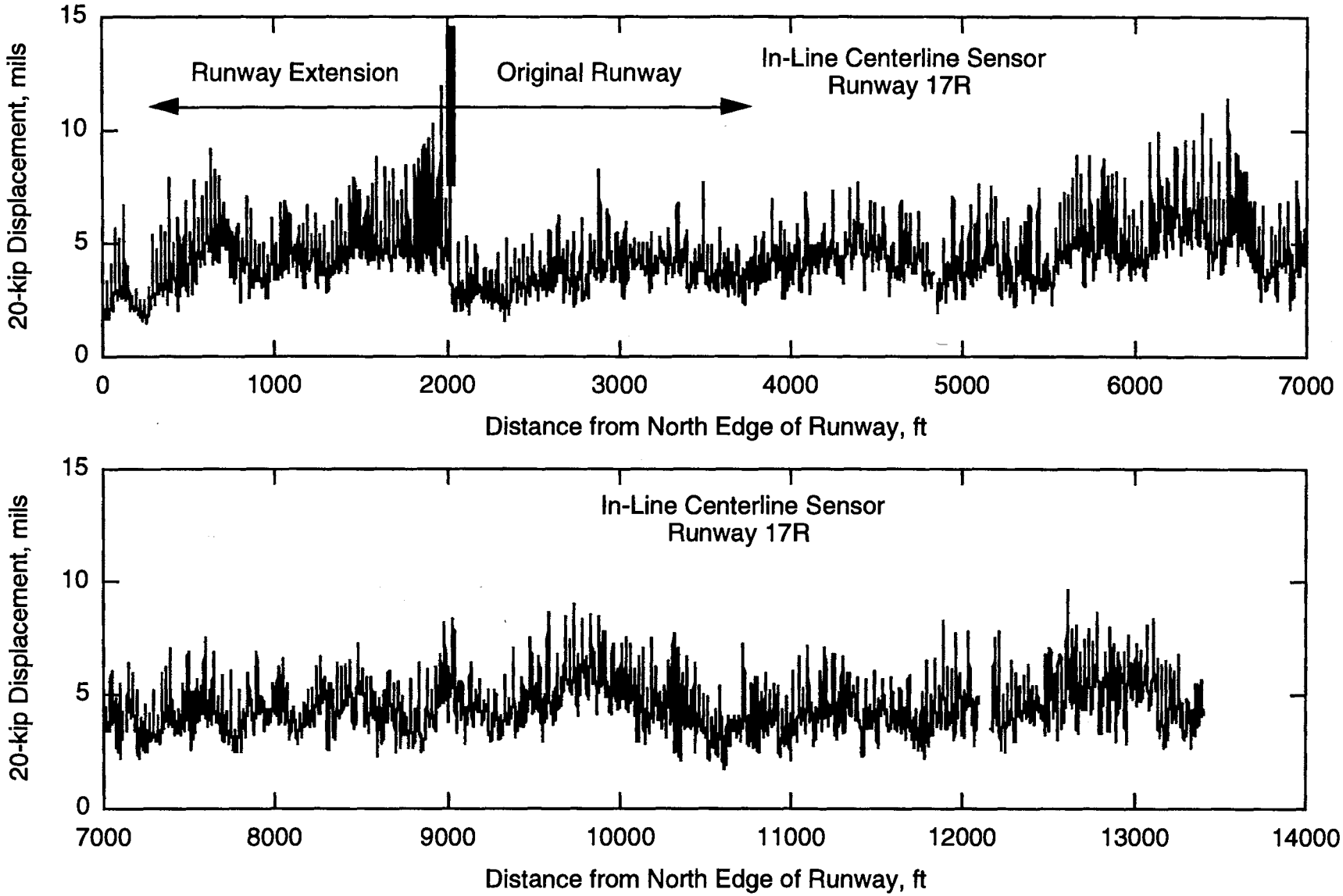
Airport: DFW Runway: TAXIWAY "LIMA" Date: 31 OCT 95

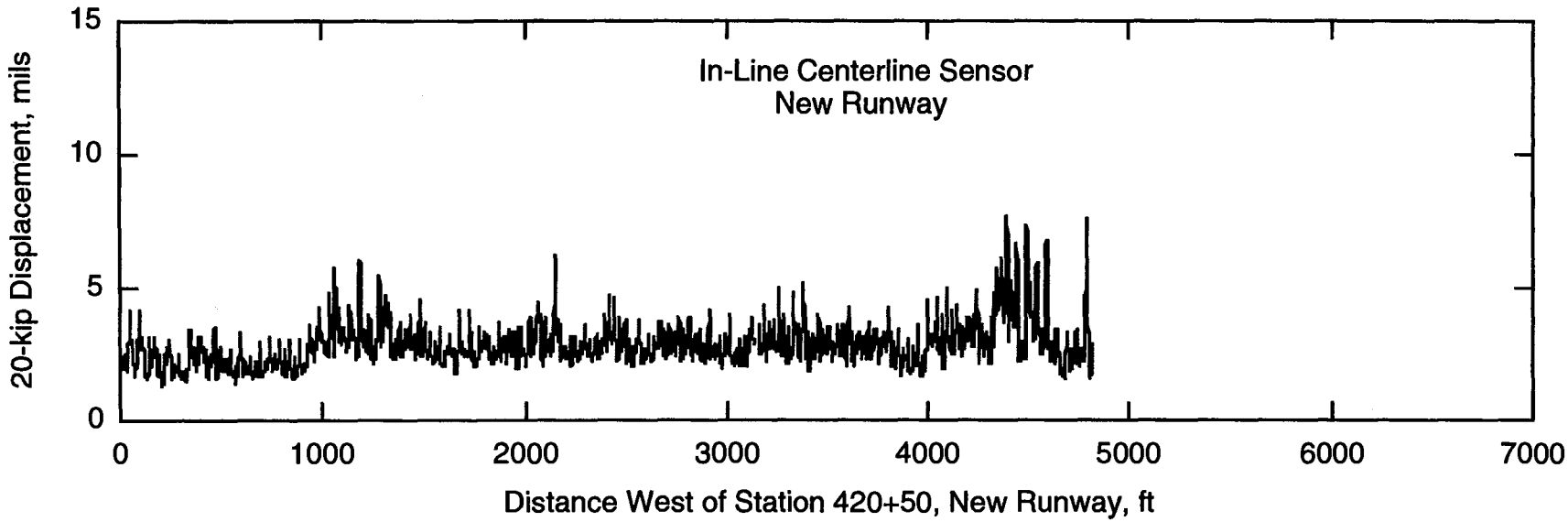
Setup No.	Station	Odometer	Elevation	Comments	File Name
1	0+00		60.00(SET)	START @ CL of "ER"	DFWLIMA.DAT
2	699		60.66		
3	1400		61.33		
4	1876		63.19		
5	3427		64.71		
	4123			CL TW K10	
6	5103		66.85		
	5424			CL "EL"	
7	6125		66.99		
	6230			CL K9	
	6724			CL K8	
8	7223		67.32	CL K7	
	8023		67.50	CL EK	
9	8140		67.62		
	8823		68.55	CL K6	
10	9322		69.09	CL EJ	
	9696		69.50		
	9822		69.65	CL K5	
11	10151		70.06		
	10910		67.41		
12	11181		67.42	100 Feet SHORT of TW "Y" CL	

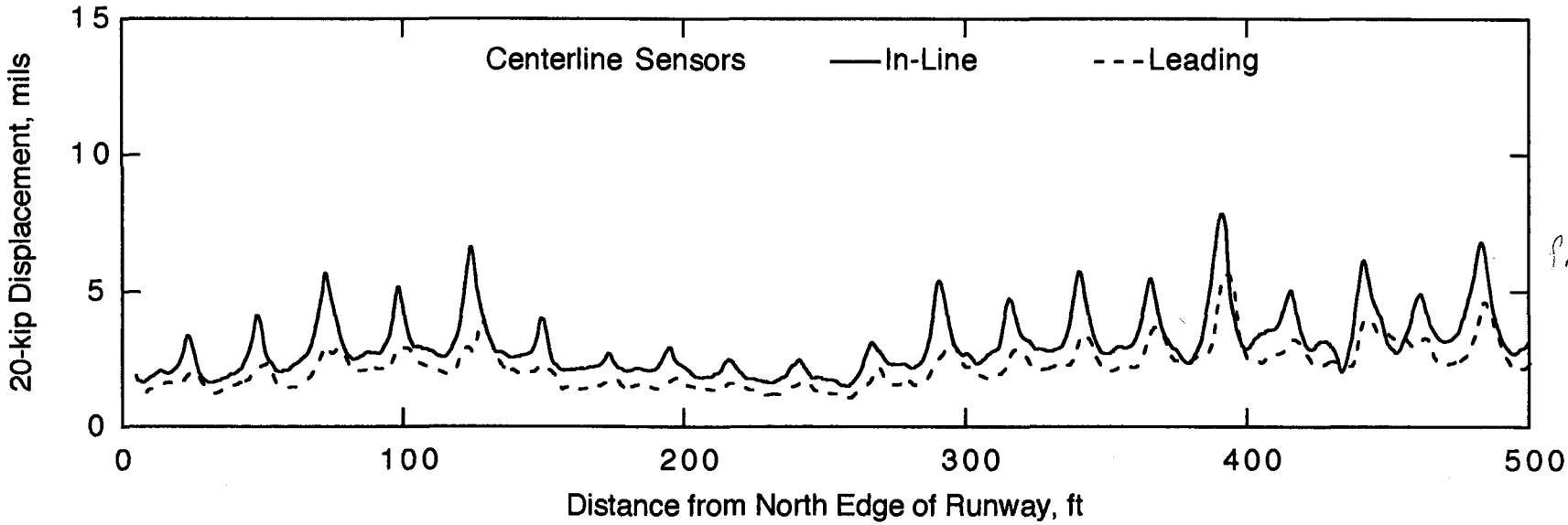
Weather Conditions: 65-70° F Calm, clear at 10:00 PM
Light rain interrupted survey for 45 Minutes

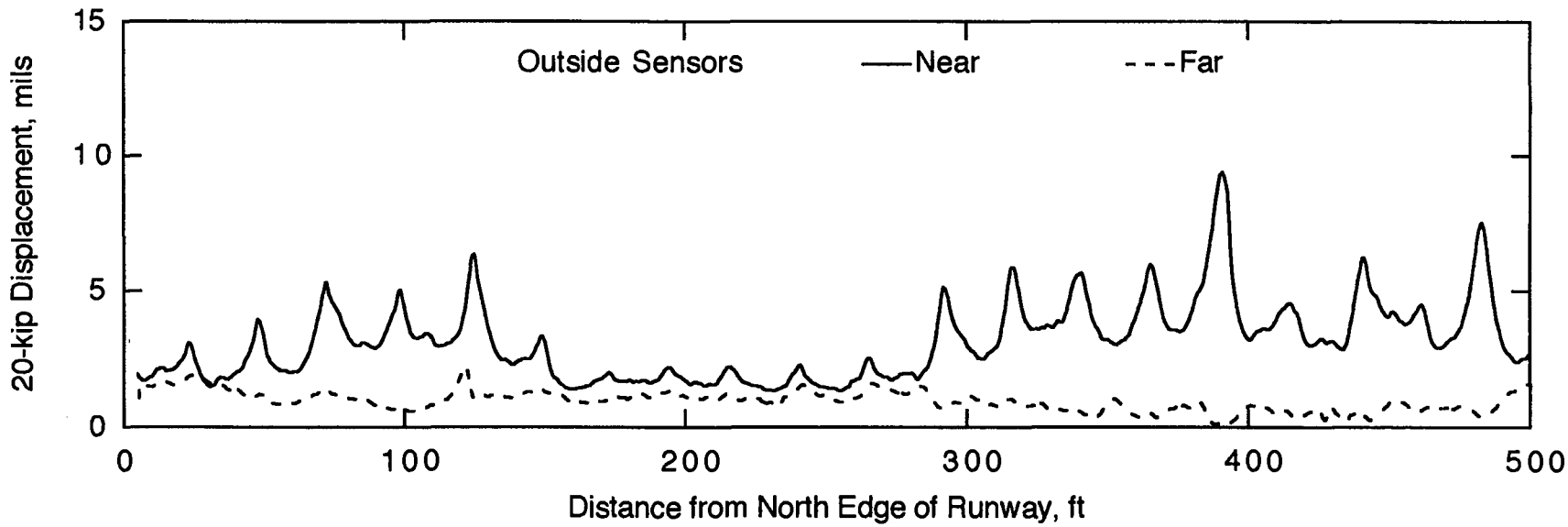
Pavement Condtions: Concrete 50' slabs
Most in apparent good condition

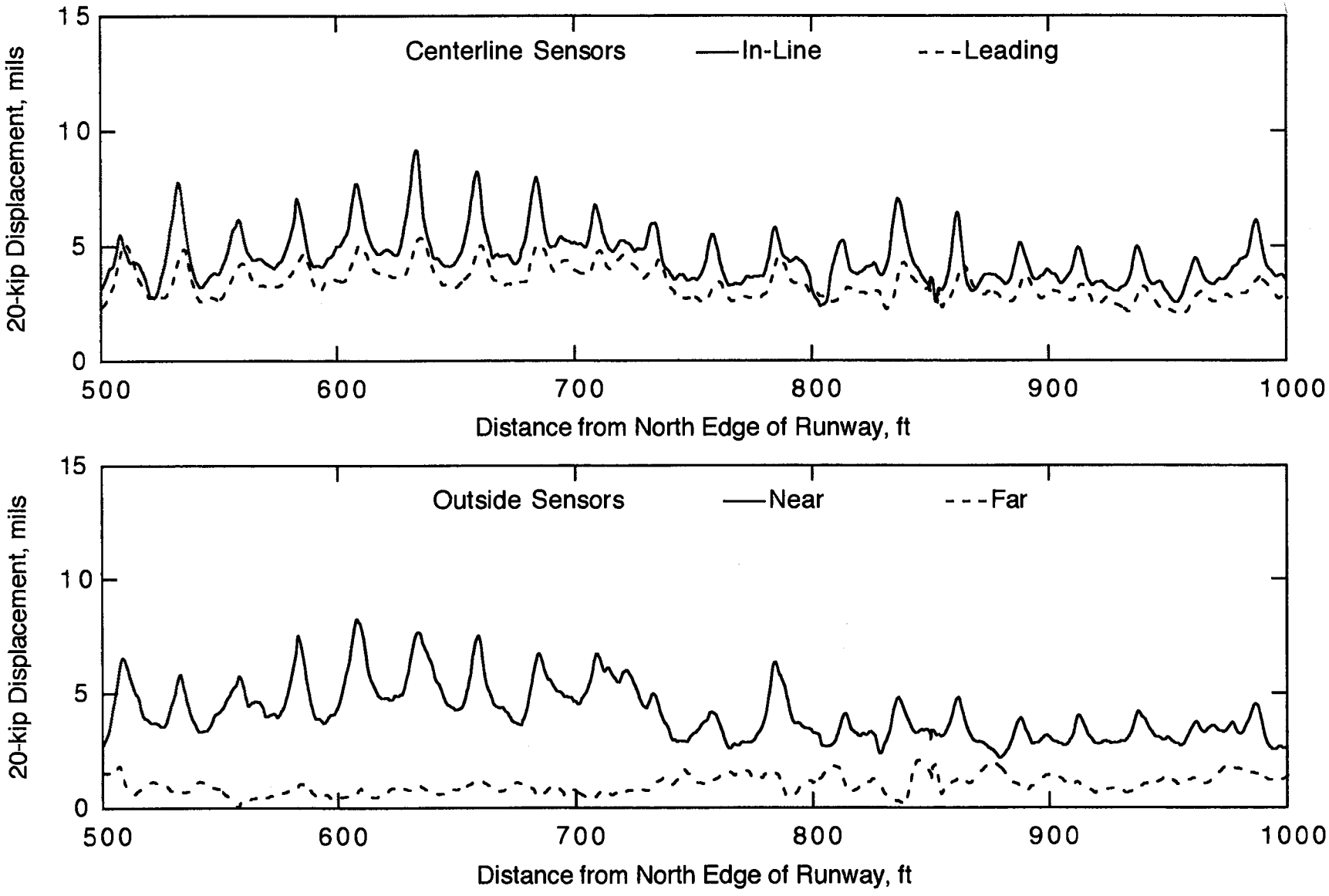
APPENDIX F
RDD DEFLECTION DATA

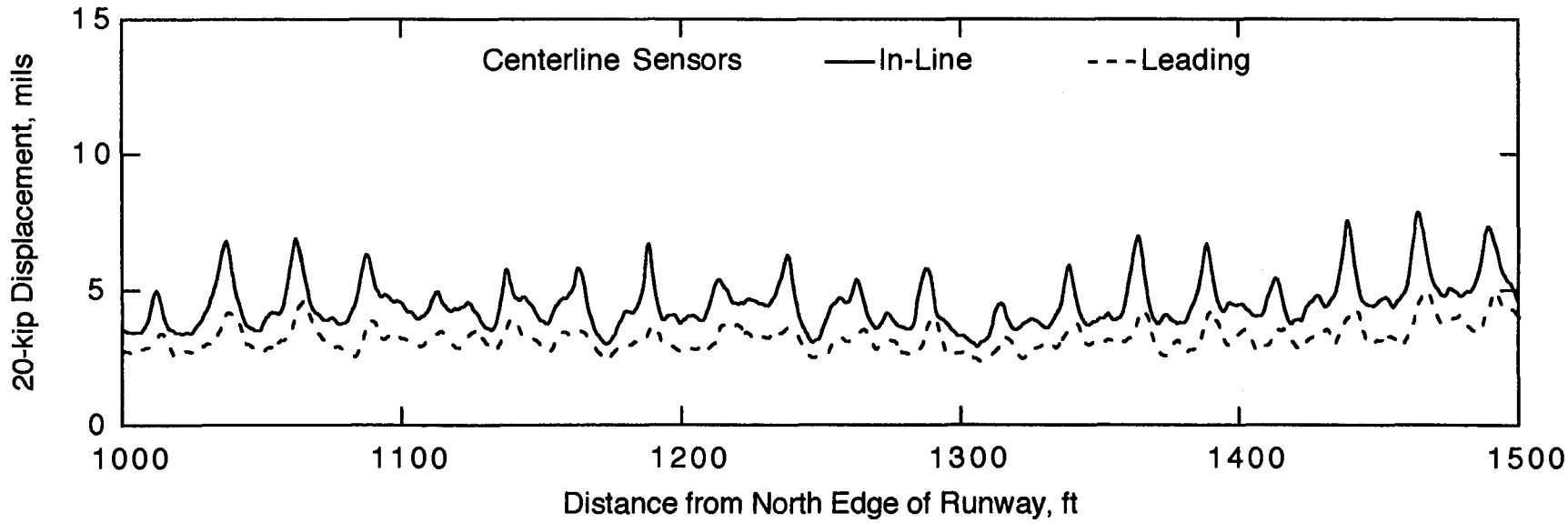

Runway Extension
Original Runway
In-Line Centerline Sensor
Runway 17R
20-kip Displacement, mils
Distance from North Edge of Runway, ft
In-Line Centerline Sensor
Runway 17R
20-kip Displacement, mils
Distance from North Edge of Runway, ft

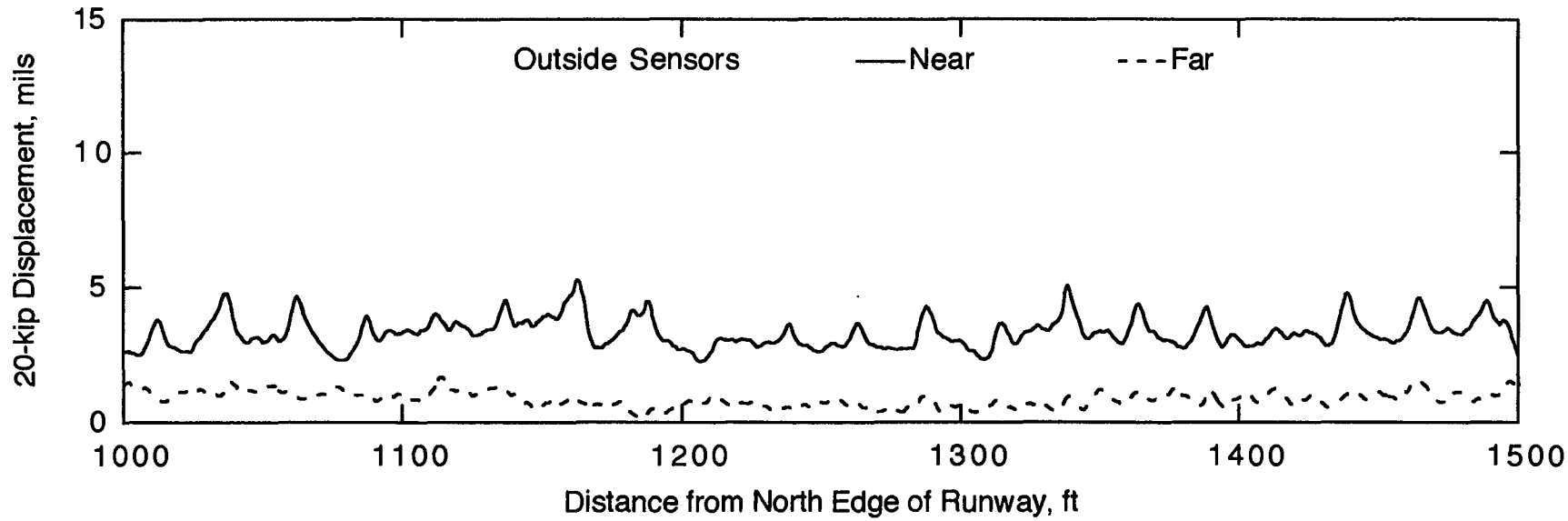

In-Line Centerline Sensor
New Runway
20-kip Displacement, mils
Distance West of Station 420+50, New Runway, ft
0
5
10
15
0
1000
2000
3000
4000
5000
6000
7000

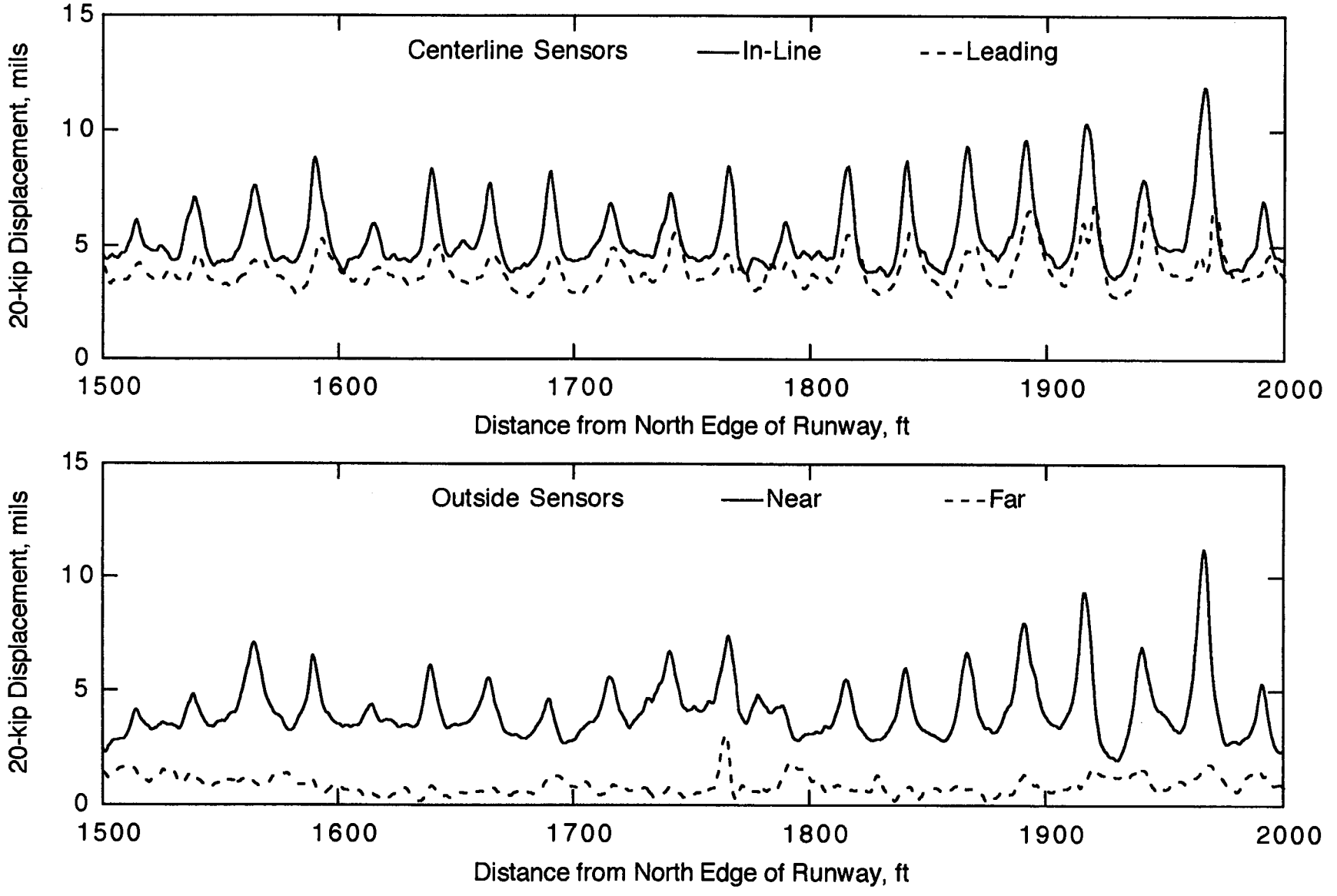

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
Distance from North Edge of Runway, ft
0
5
10
15
0
100
200
300
400
500

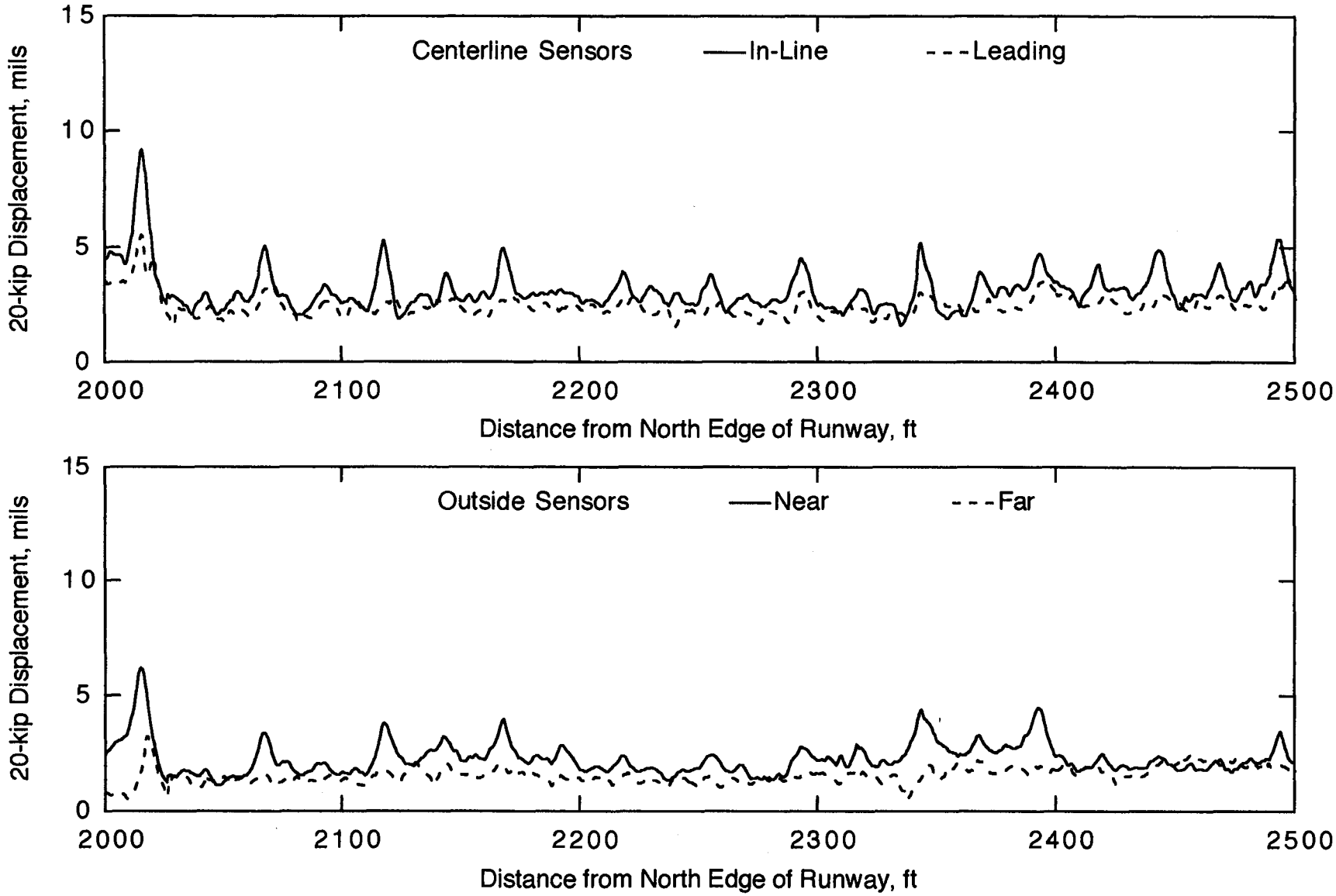

Outside Sensors
—Near
---Far
20-kip Displacement, mils
Distance from North Edge of Runway, ft
0
5
10
15
0
100
200
300
400
500

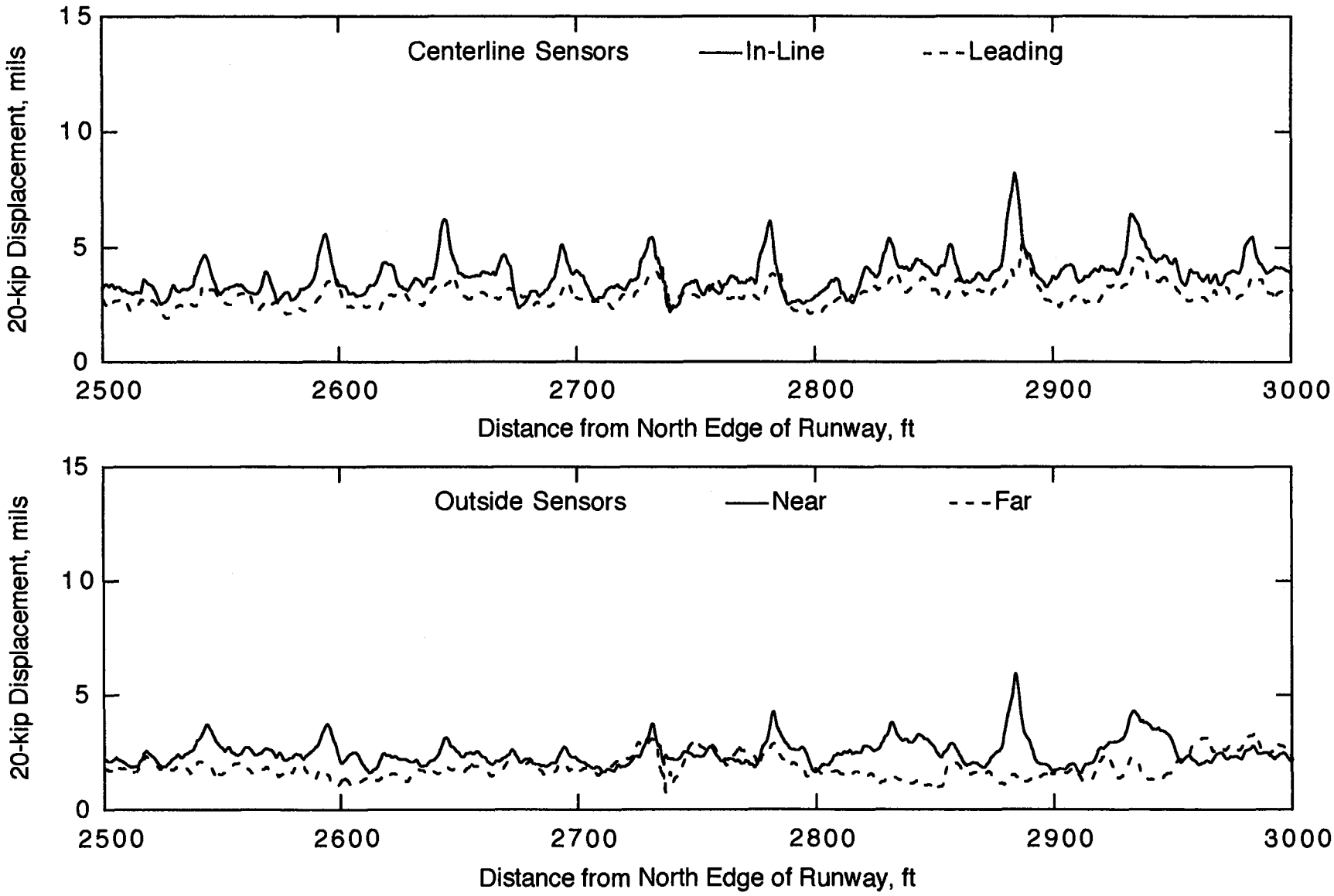

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
500
600
700
800
900
1000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
500
600
700
800
900
1000
Distance from North Edge of Runway, ft

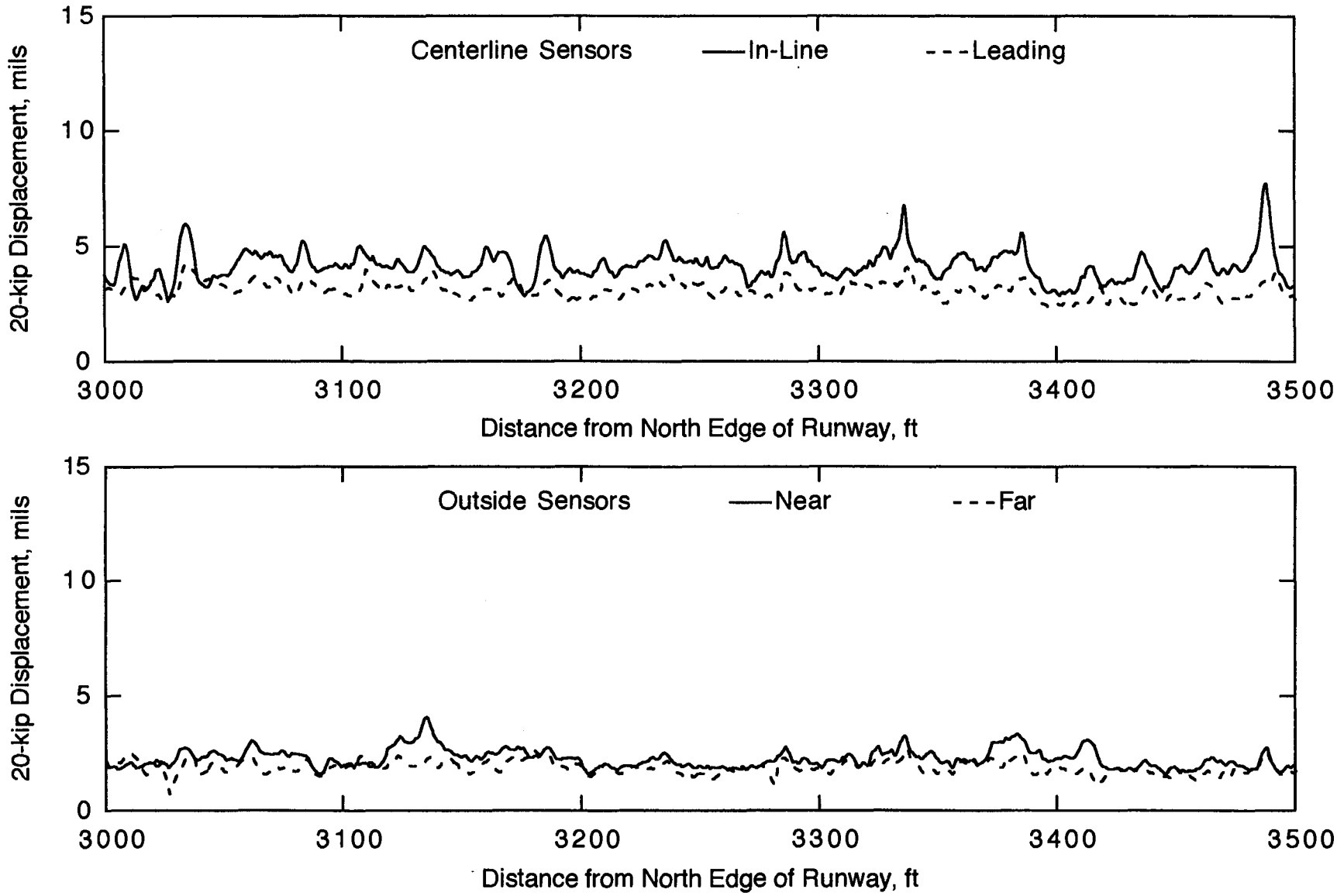

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
1000
1100
1200
1300
1400
1500
Distance from North Edge of Runway, ft

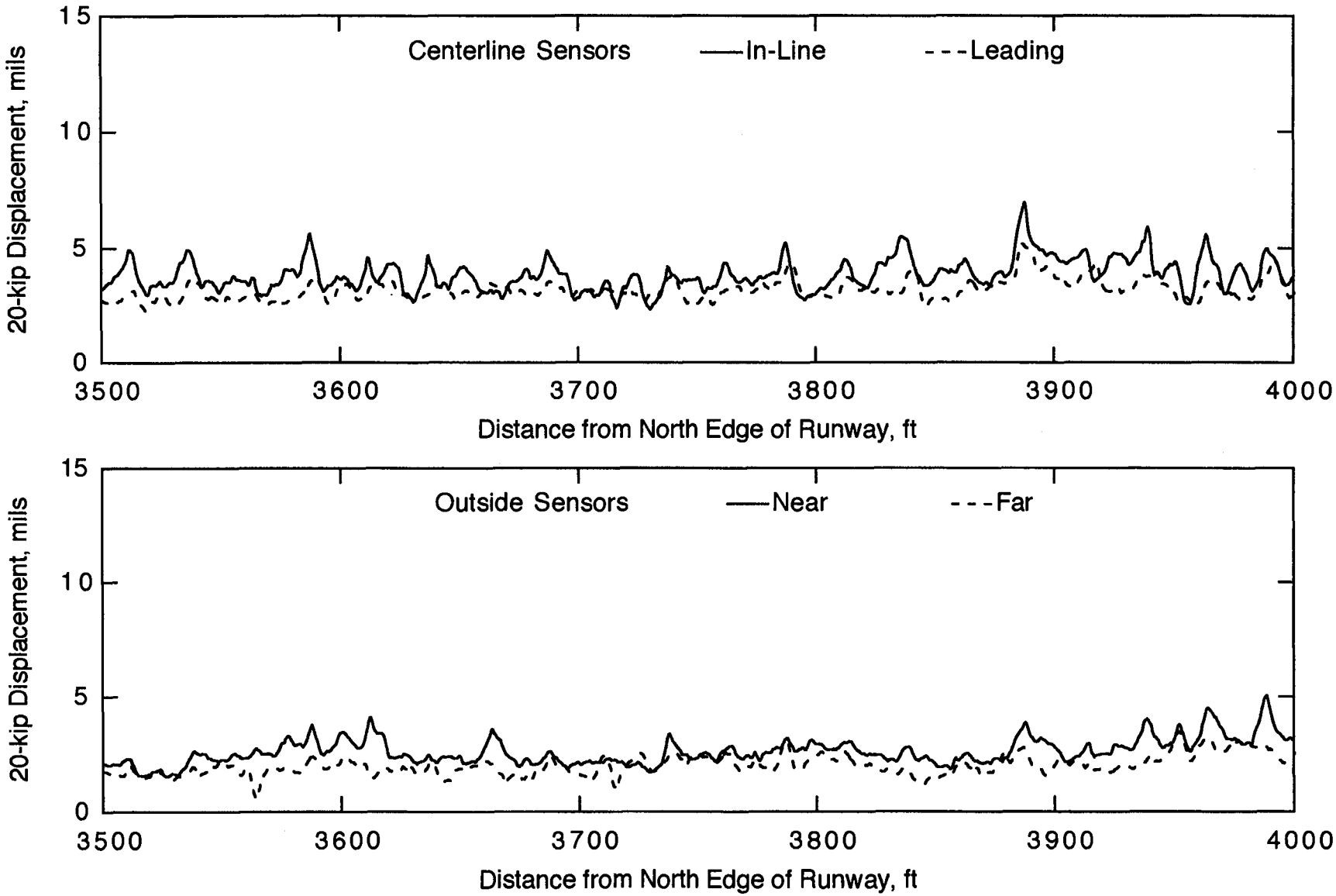

Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
1000
1100
1200
1300
1400
1500
Distance from North Edge of Runway, ft

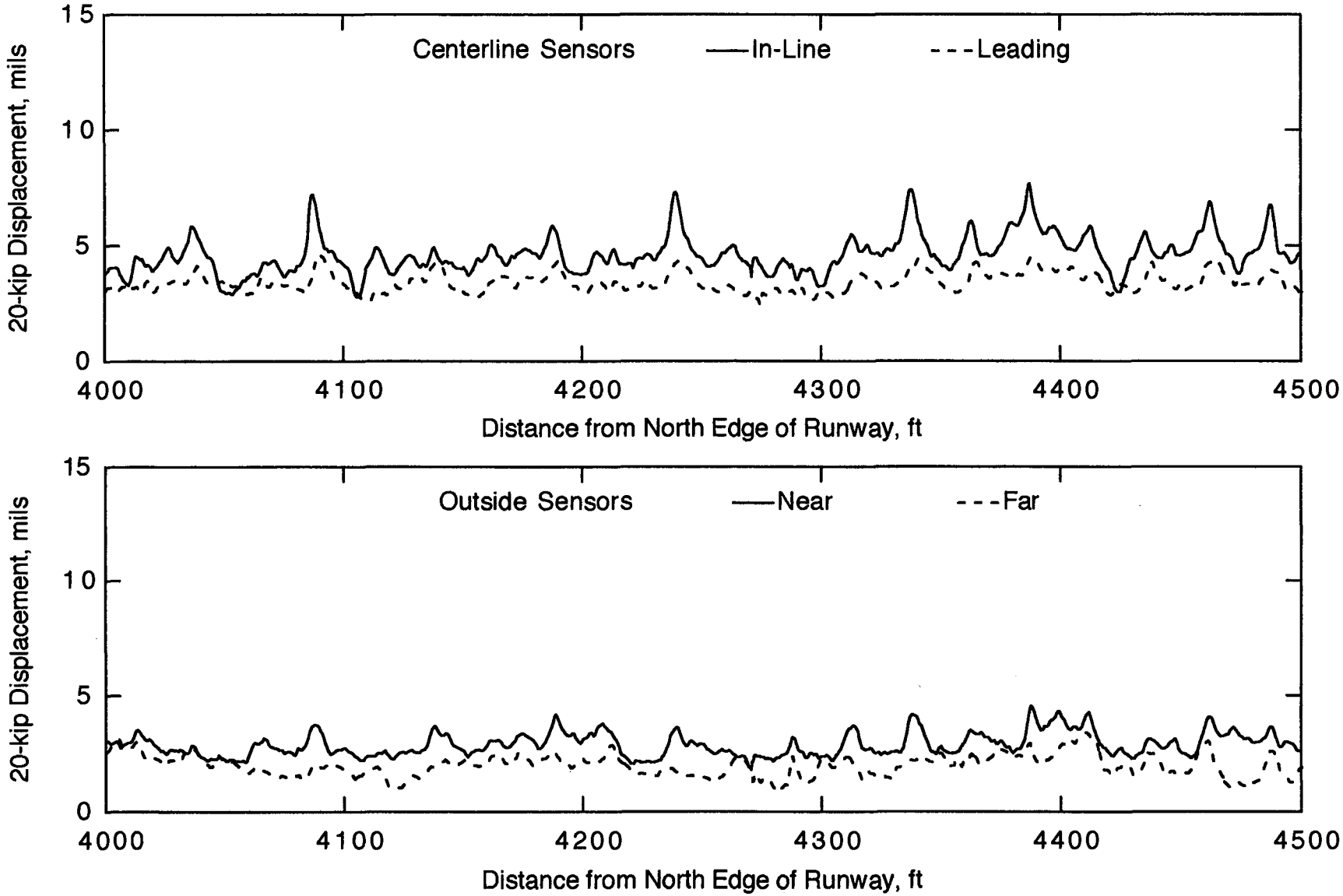

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
1500
1600
1700
1800
1900
2000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
1500
1600
1700
1800
1900
2000
Distance from North Edge of Runway, ft

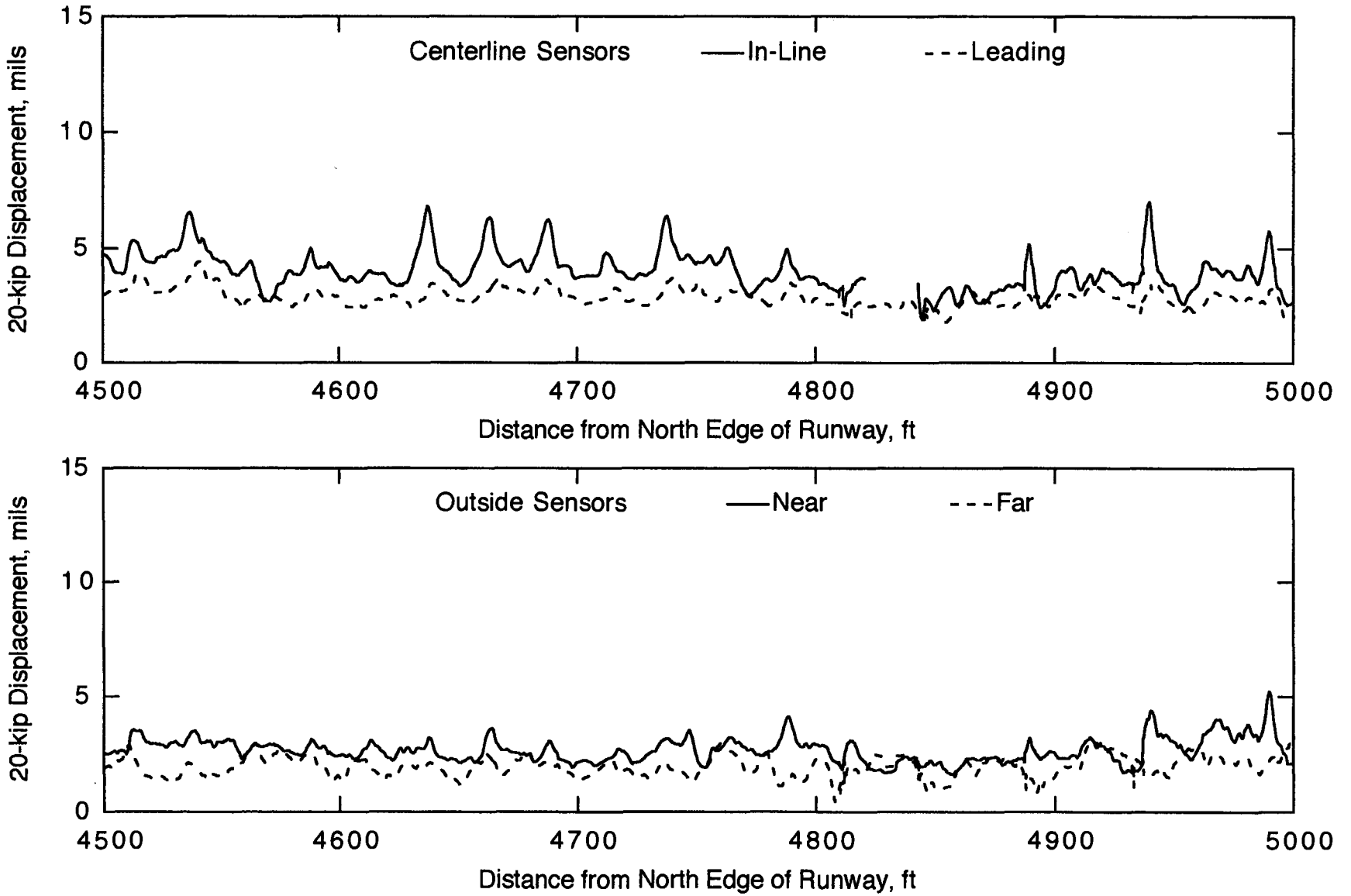

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
2000
2100
2200
2300
2400
2500
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
2000
2100
2200
2300
2400
2500
Distance from North Edge of Runway, ft

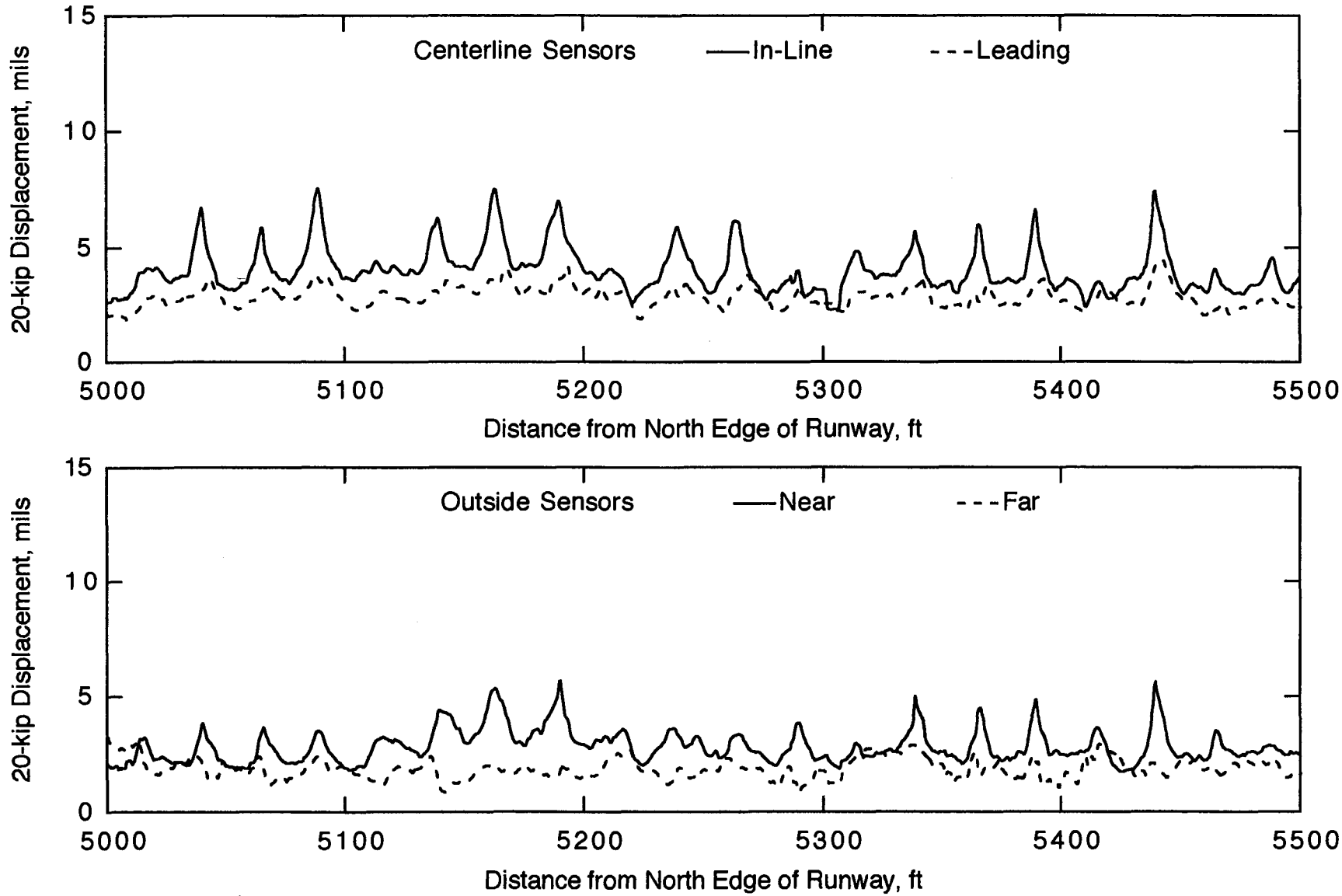

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
2500
2600
2700
2800
2900
3000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
2500
2600
2700
2800
2900
3000
Distance from North Edge of Runway, ft

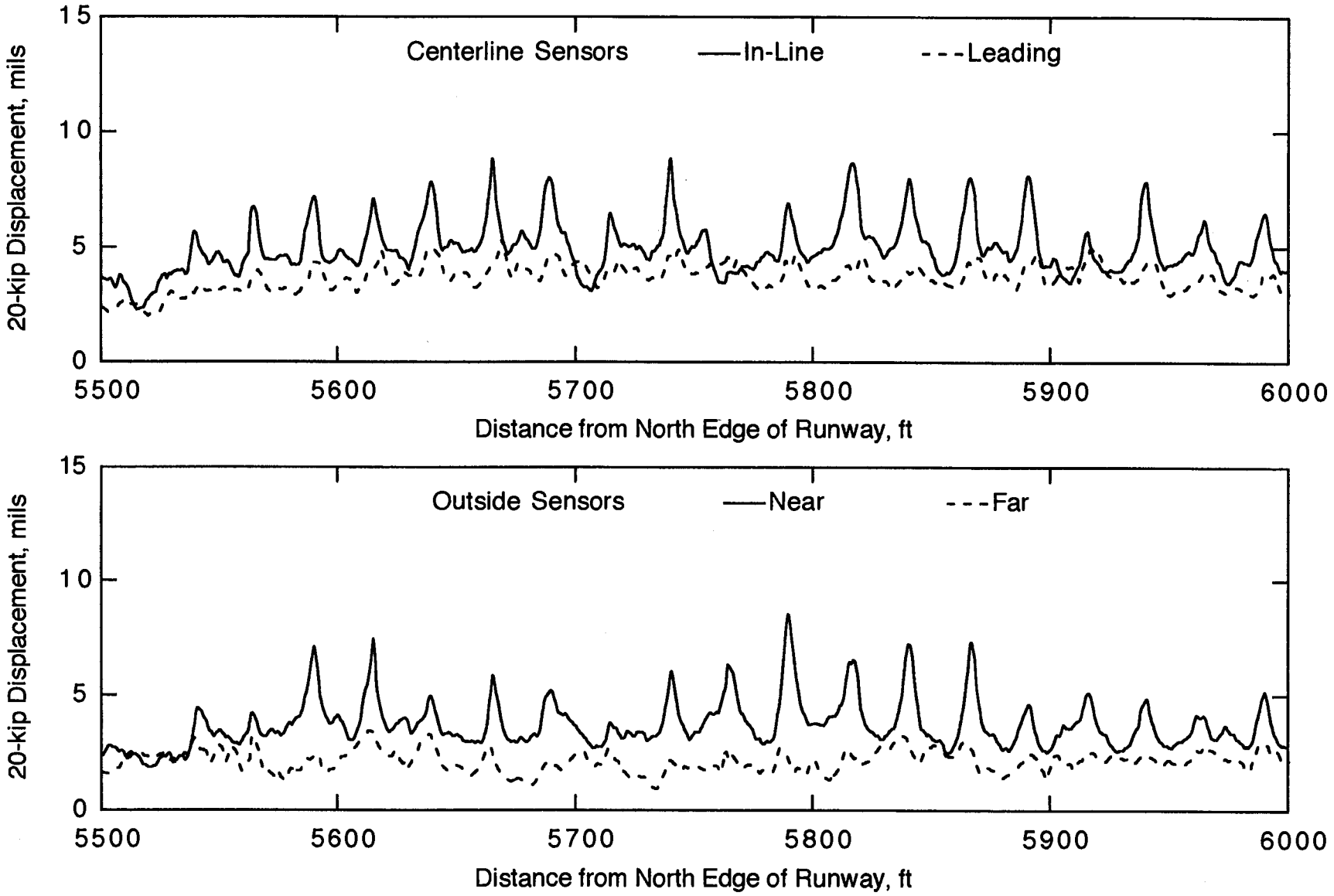

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
3000
3100
3200
3300
3400
3500
Distance from North Edge of Runway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
3000
3100
3200
3300
3400
3500
Distance from North Edge of Runway, ft

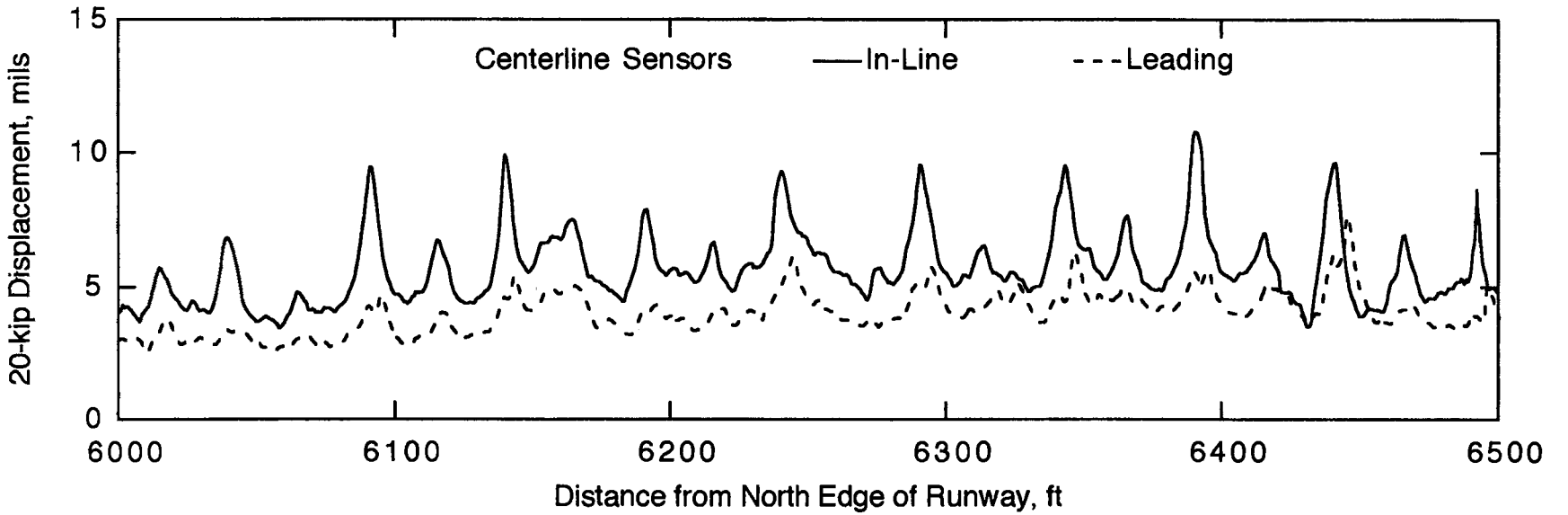

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
3500
3600
3700
3800
3900
4000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
3500
3600
3700
3800
3900
4000
Distance from North Edge of Runway, ft

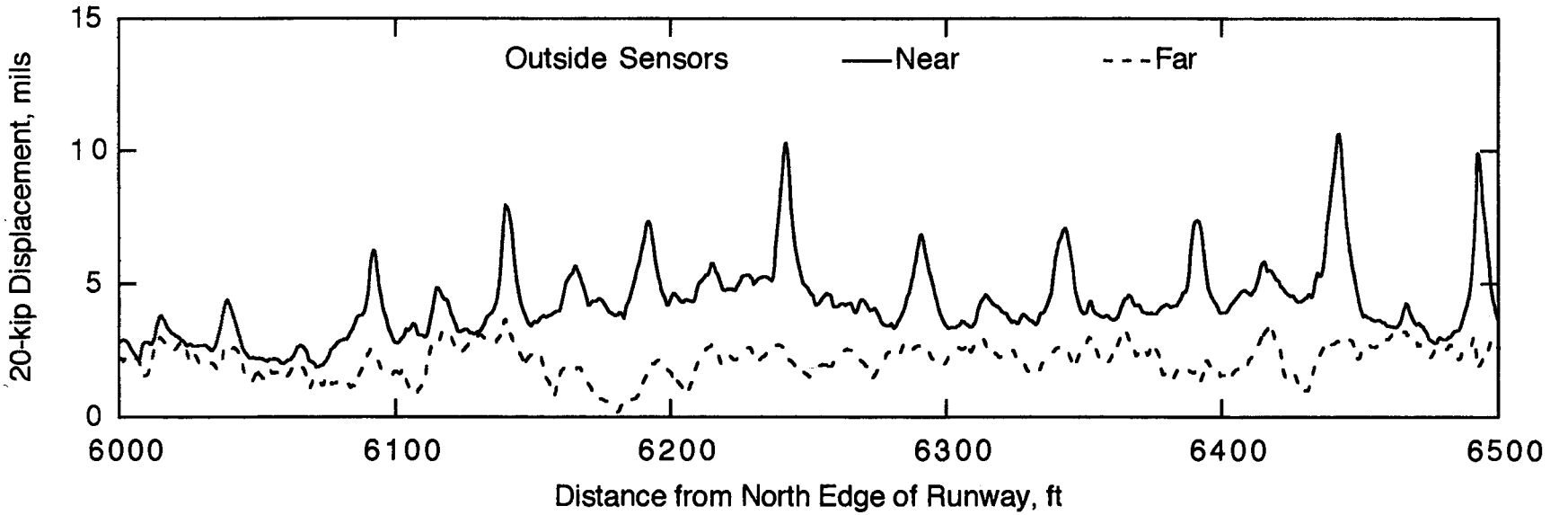

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
4000
4100
4200
4300
4400
4500
Distance from North Edge of Runway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
4000
4100
4200
4300
4400
4500
Distance from North Edge of Runway, ft

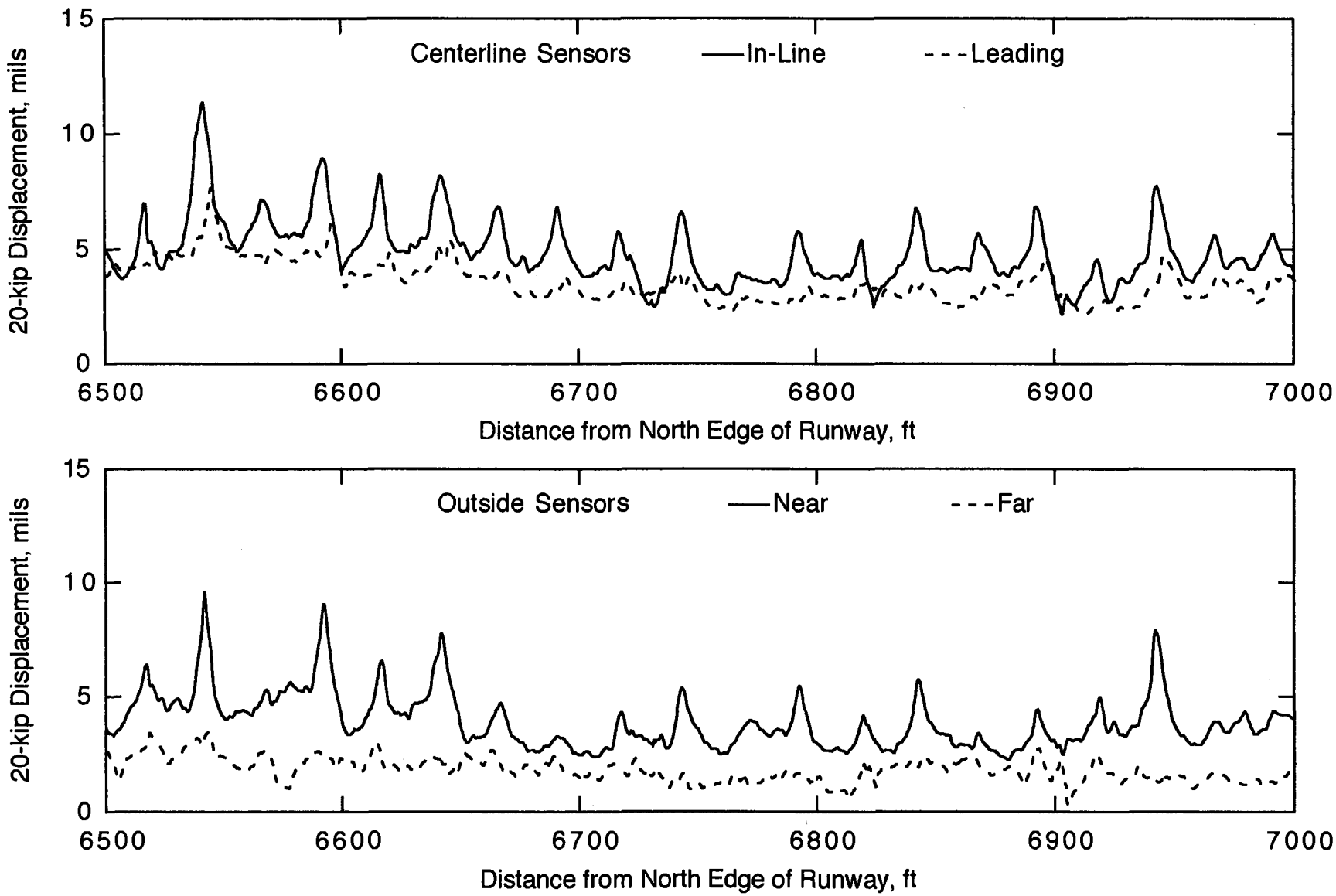

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
4500
4600
4700
4800
4900
5000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
4500
4600
4700
4800
4900
5000
Distance from North Edge of Runway, ft

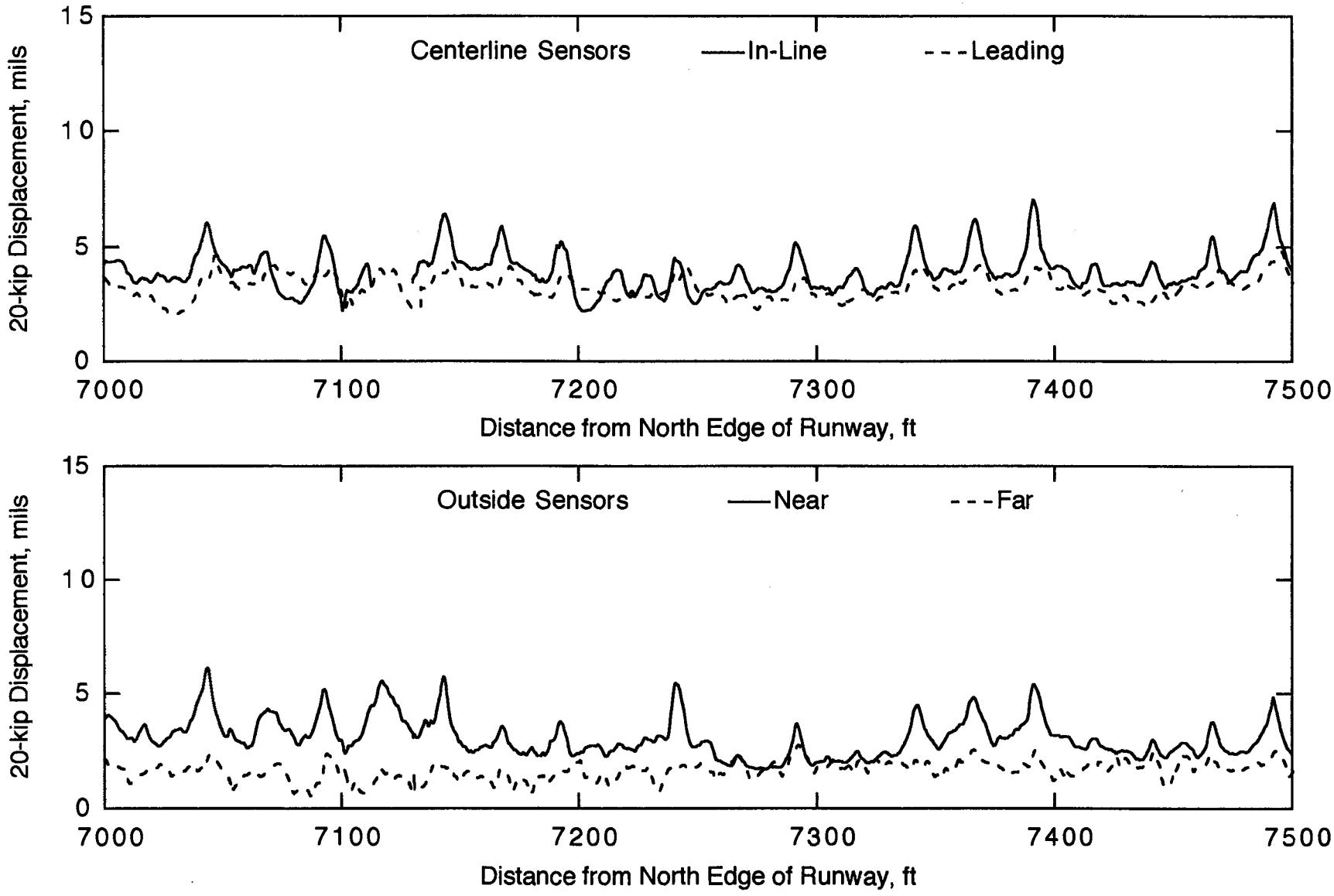

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
5000
5100
5200
5300
5400
5500
Distance from North Edge of Runway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
5000
5100
5200
5300
5400
5500
Distance from North Edge of Runway, ft

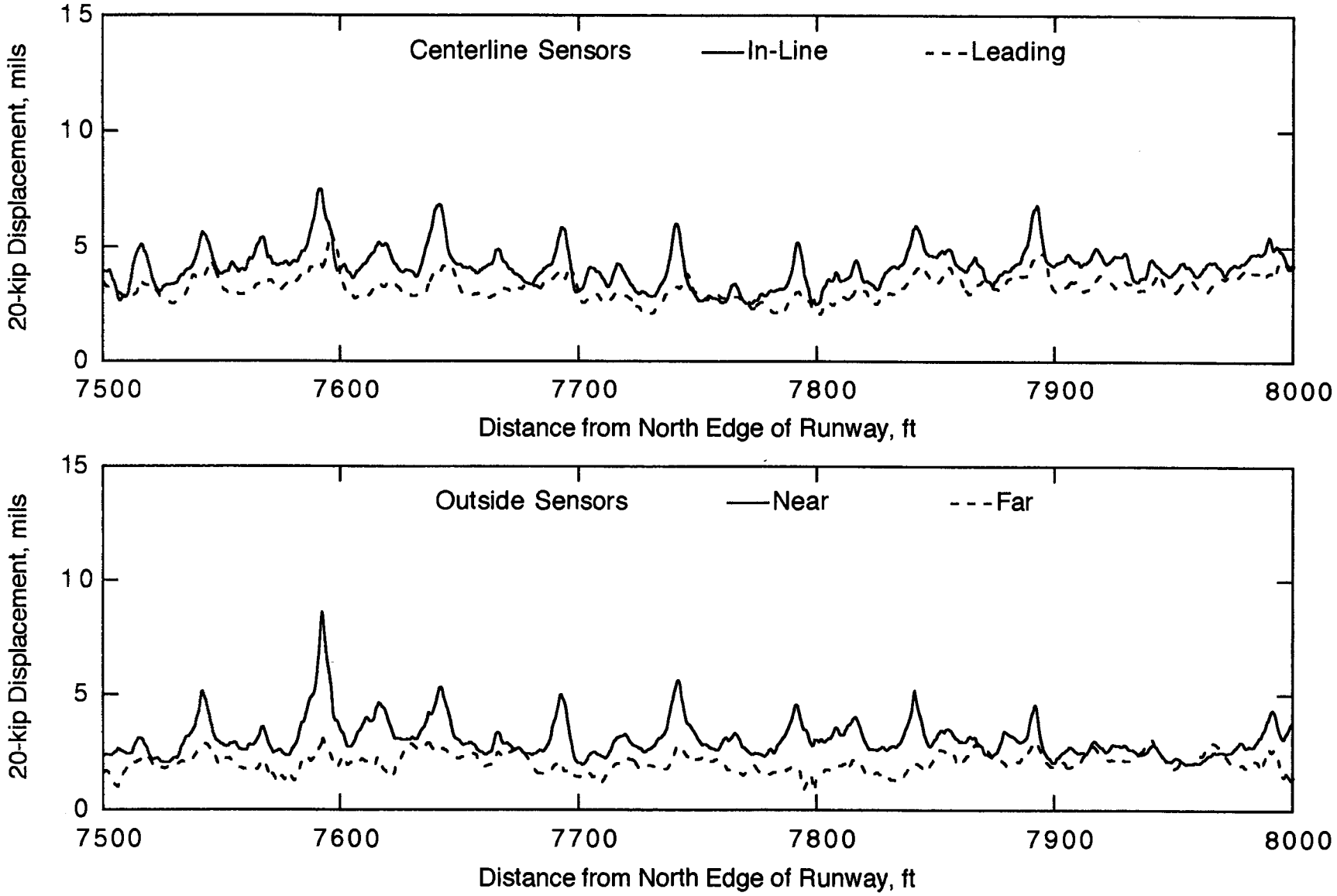

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
5500
5600
5700
5800
5900
6000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
5500
5600
5700
5800
5900
6000
Distance from North Edge of Runway, ft

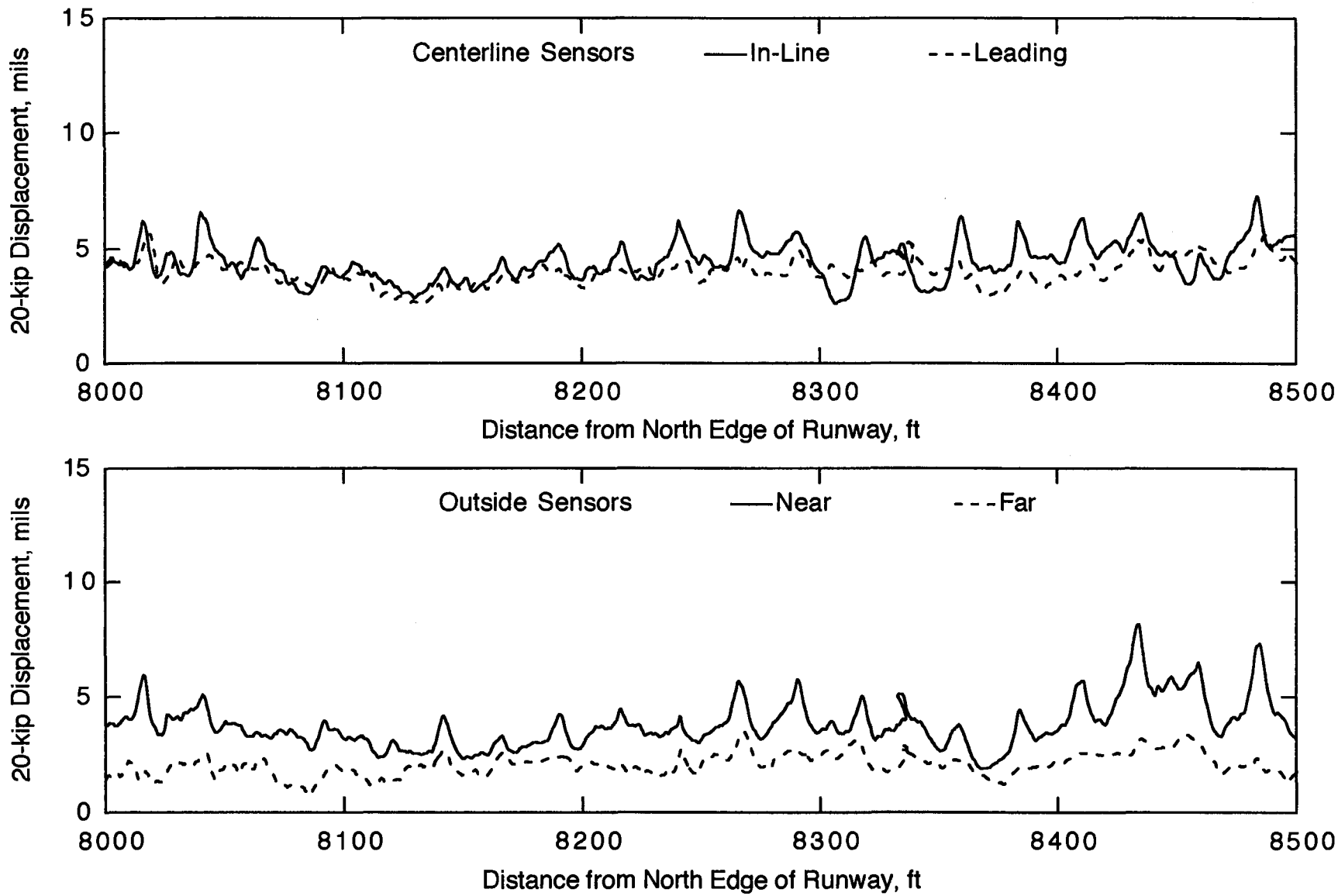

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
6000
6100
6200
6300
6400
6500
Distance from North Edge of Runway, ft

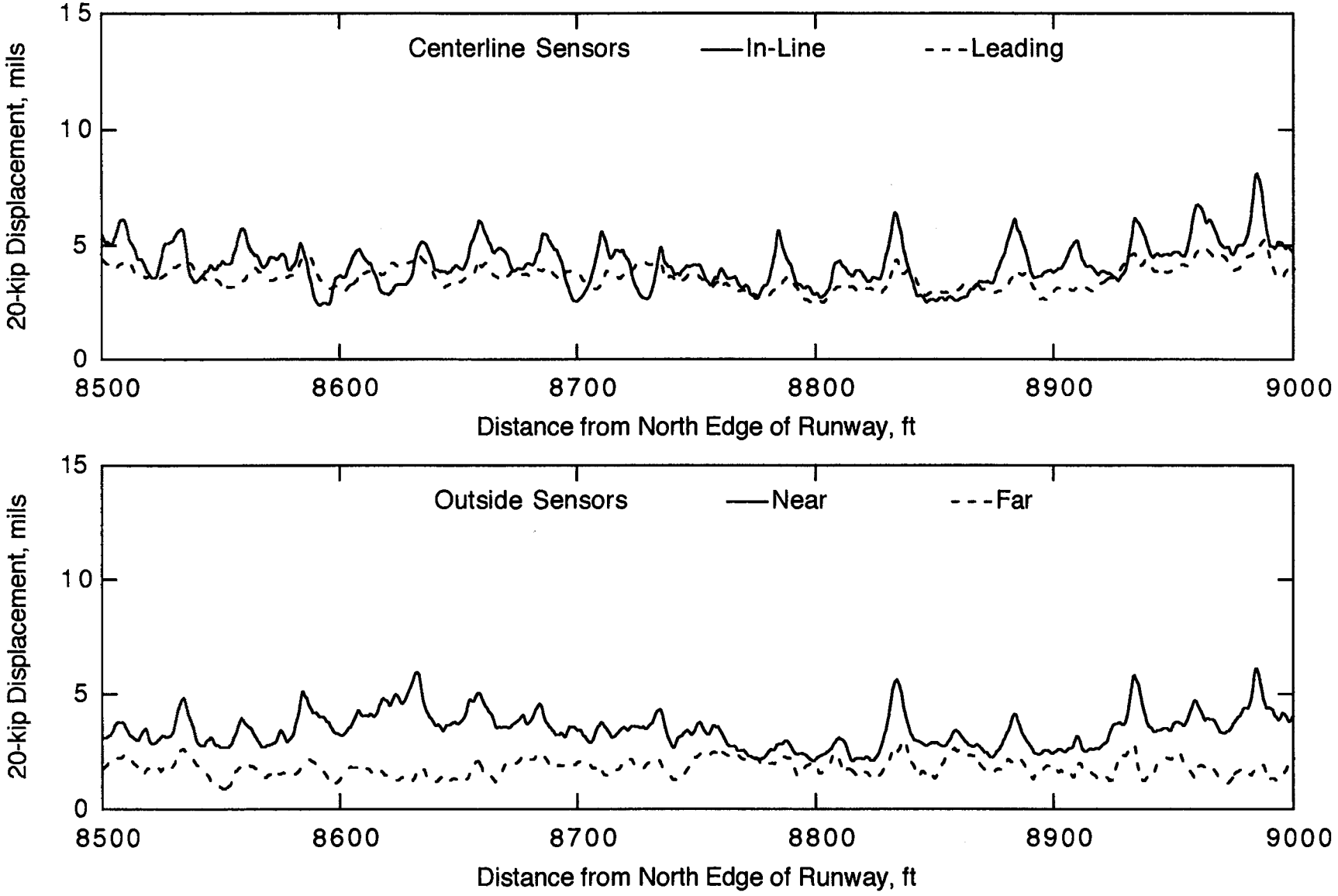

Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
6000
6100
6200
6300
6400
6500
Distance from North Edge of Runway, ft

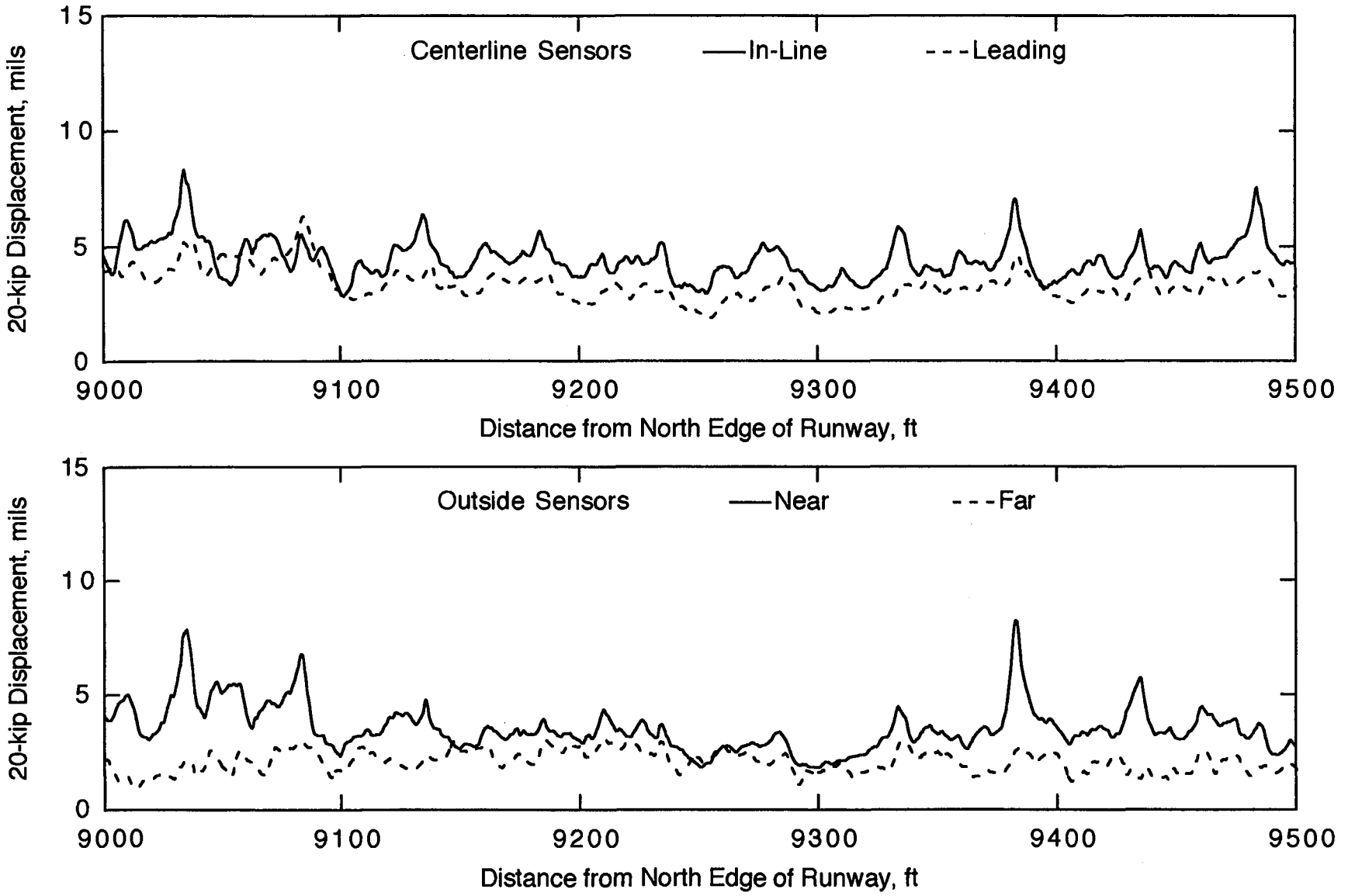

Centerline Sensors
—In-Line
- - -Leading
20-kip Displacement, mils
15
10
5
0
6500
6600
6700
6800
6900
7000
Distance from North Edge of Runway, ft
Outside Sensors
—Near
- - -Far
20-kip Displacement, mils
15
10
5
0
6500
6600
6700
6800
6900
7000
Distance from North Edge of Runway, ft

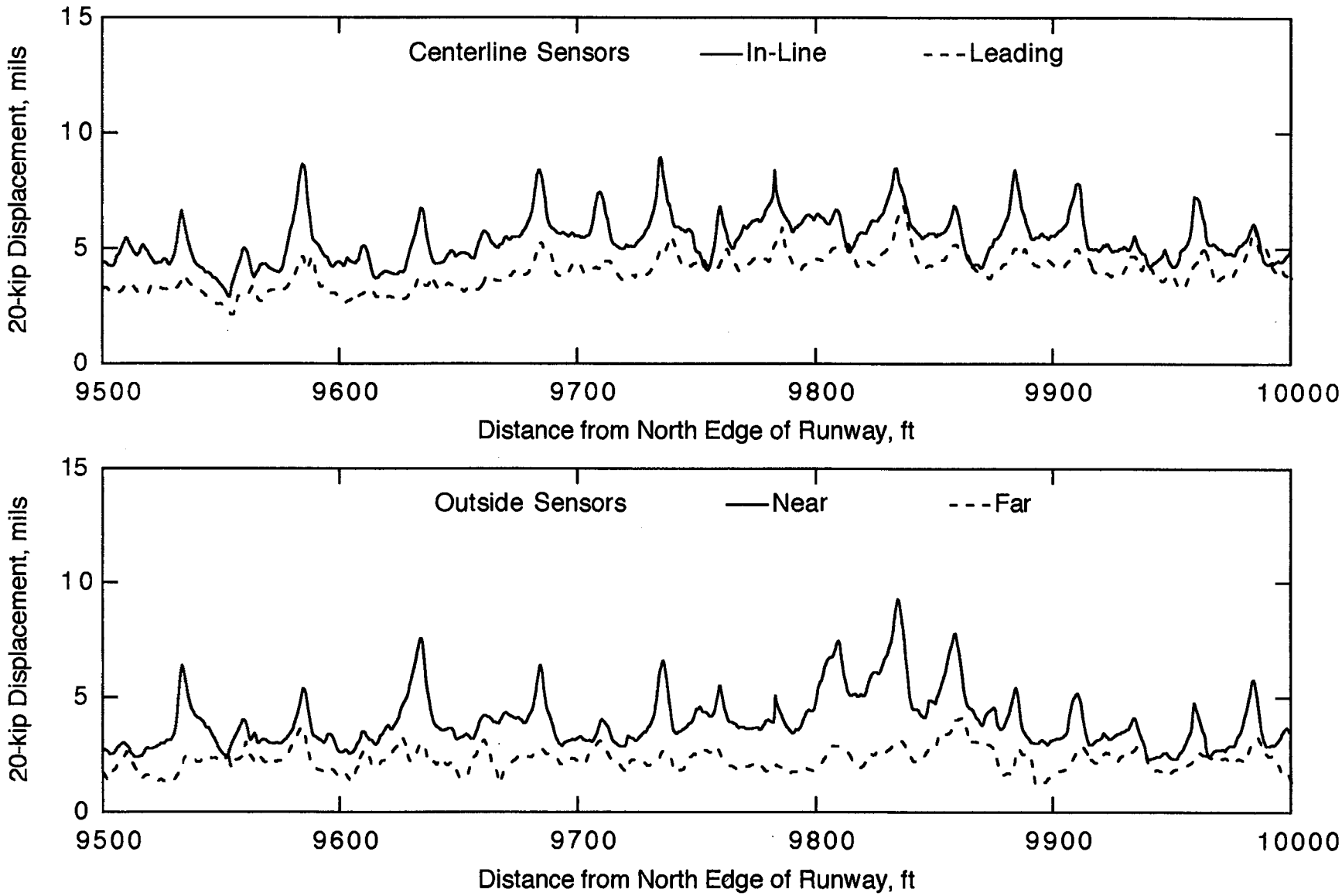

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
7000
7100
7200
7300
7400
7500
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
7000
7100
7200
7300
7400
7500
Distance from North Edge of Runway, ft

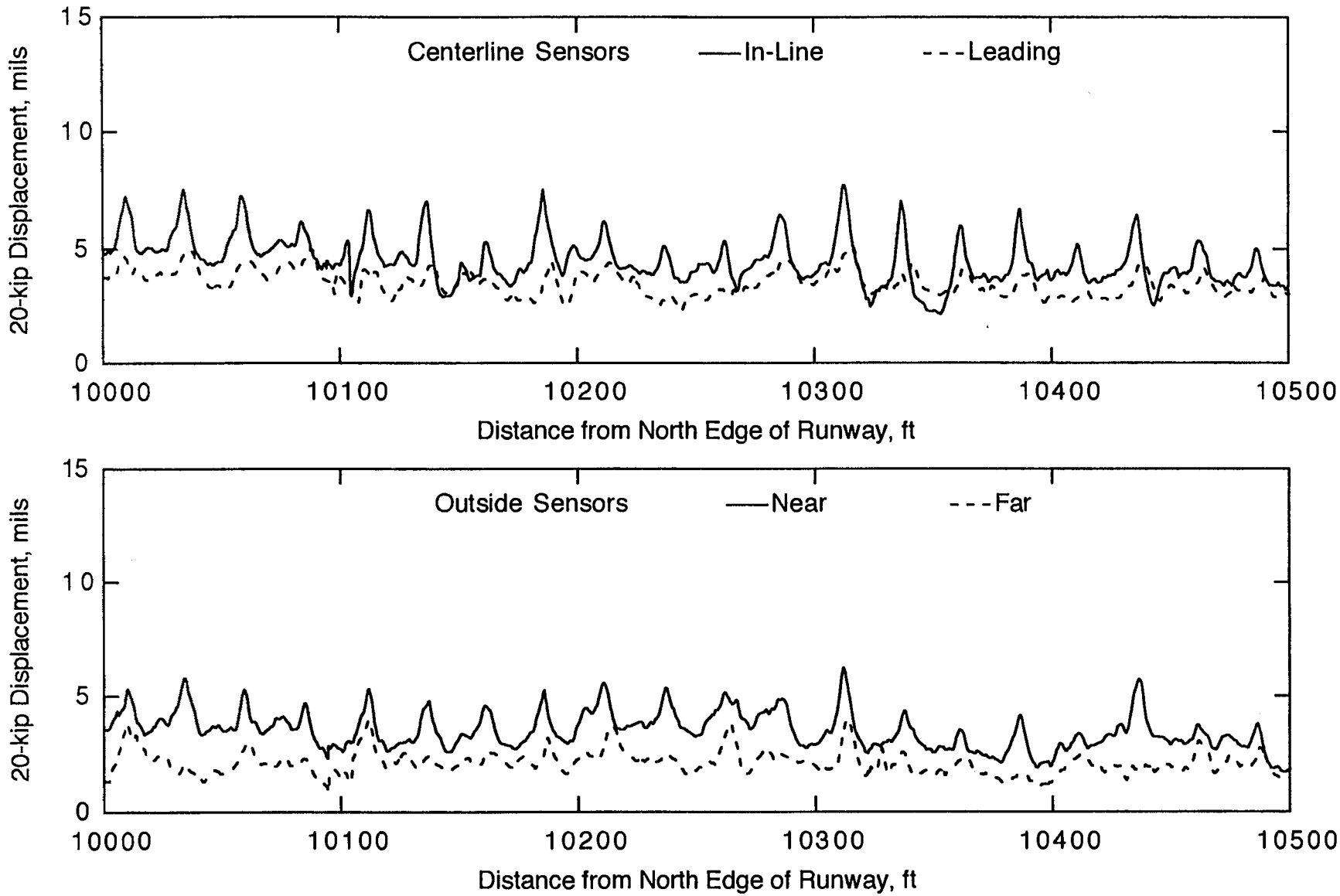

Centerline Sensors
—In-Line
- - -Leading
20-kip Displacement, mils
15
10
5
0
7500
7600
7700
7800
7900
8000
Distance from North Edge of Runway, ft
Outside Sensors
—Near
- - -Far
20-kip Displacement, mils
15
10
5
0
7500
7600
7700
7800
7900
8000
Distance from North Edge of Runway, ft

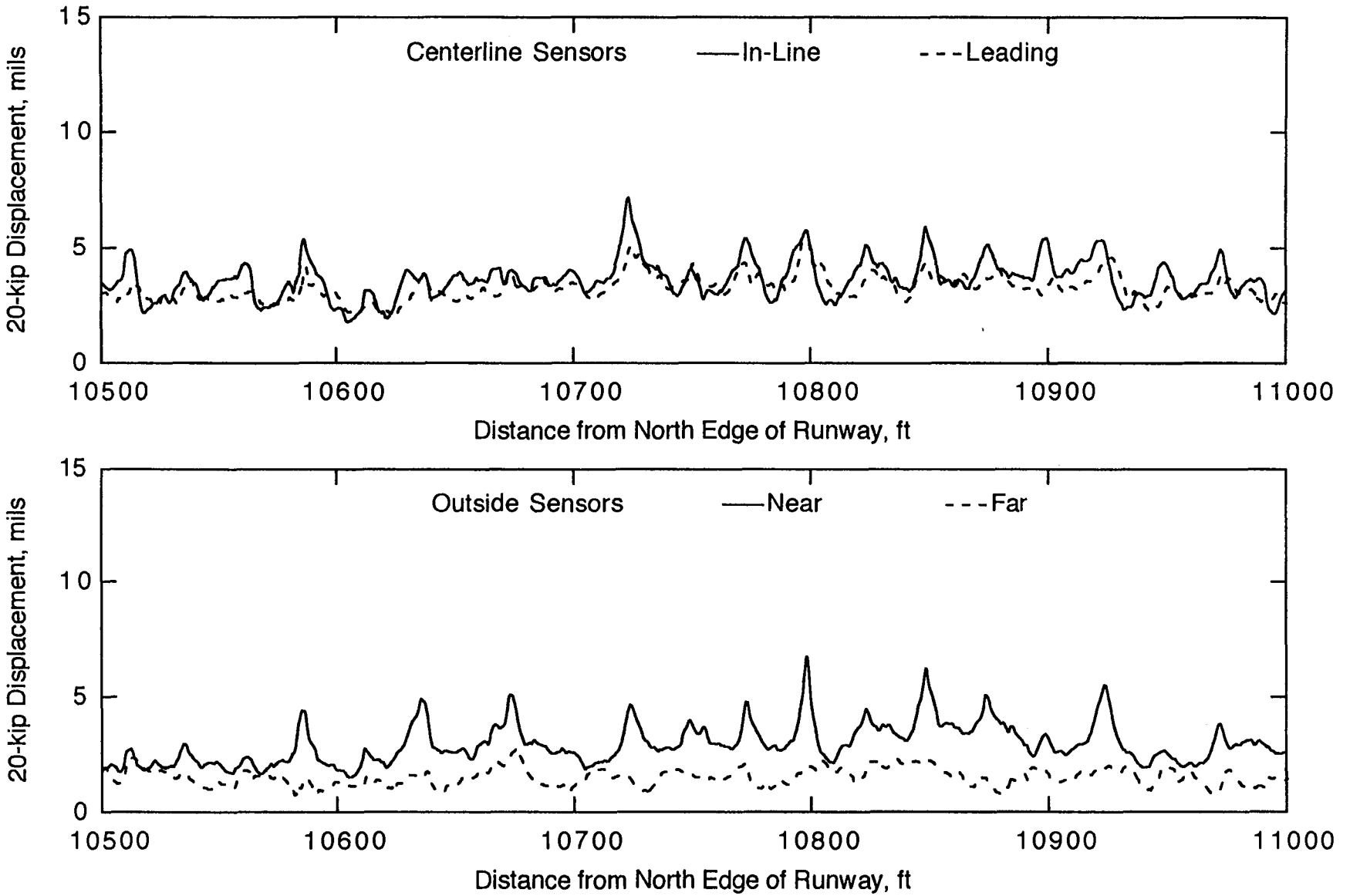

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
8000
8100
8200
8300
8400
8500
Distance from North Edge of Runway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
8000
8100
8200
8300
8400
8500
Distance from North Edge of Runway, ft

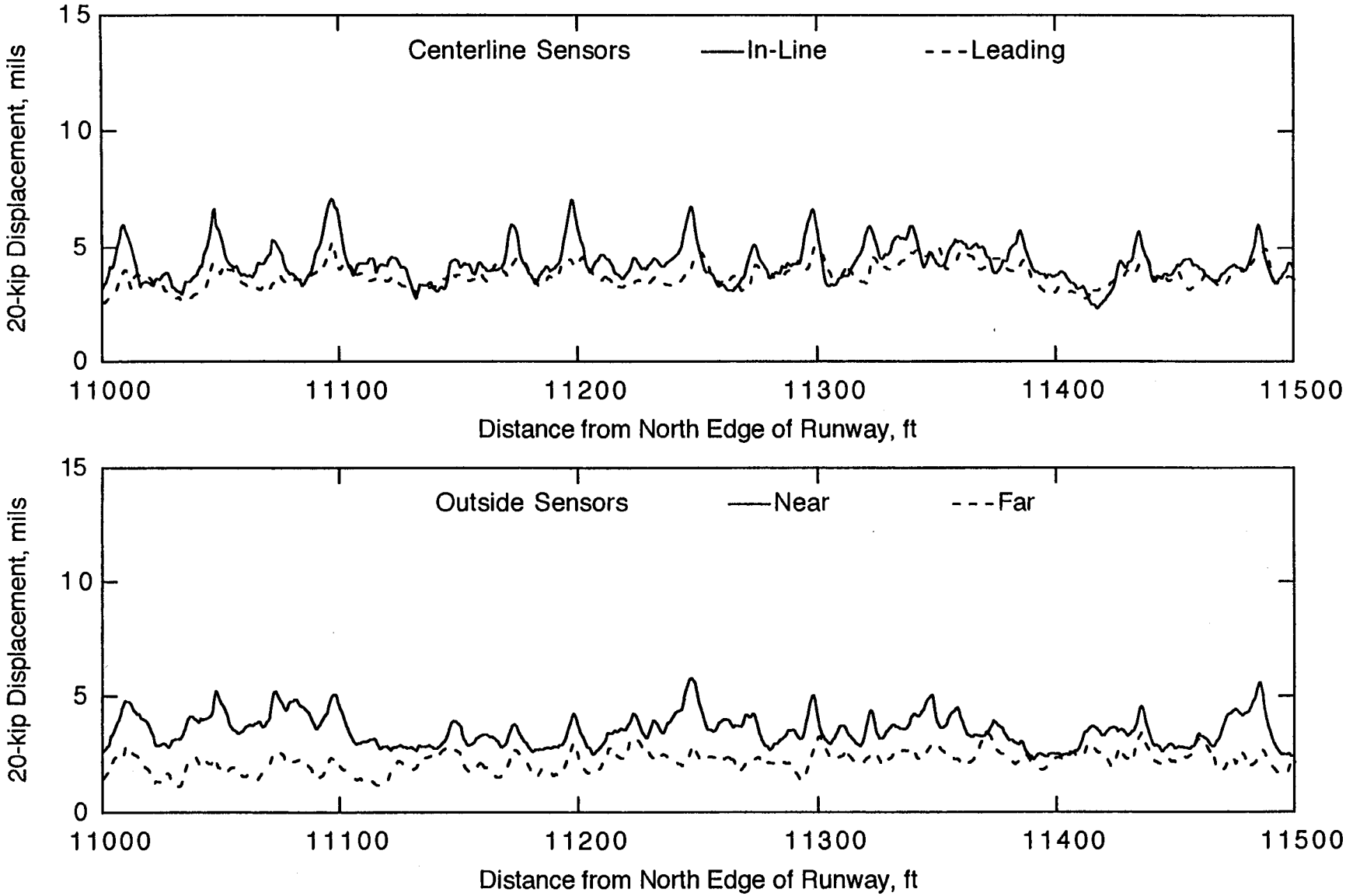

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
8500
8600
8700
8800
8900
9000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
8500
8600
8700
8800
8900
9000
Distance from North Edge of Runway, ft

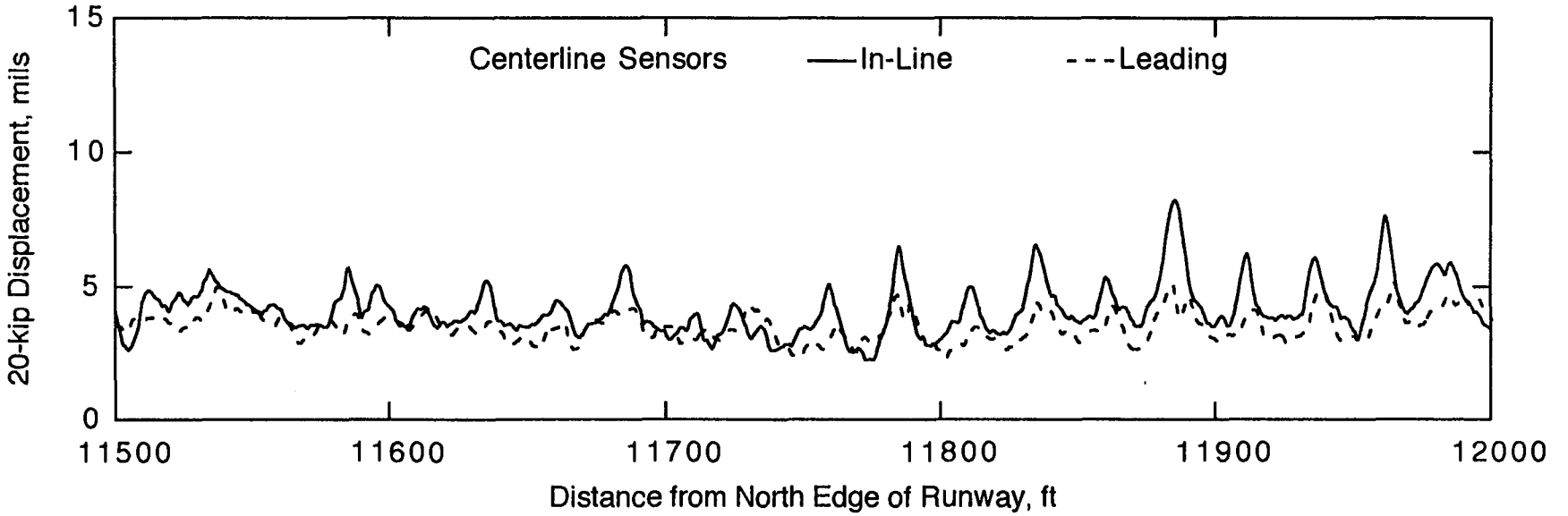

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
9000
9100
9200
9300
9400
9500
Distance from North Edge of Runway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
9000
9100
9200
9300
9400
9500
Distance from North Edge of Runway, ft

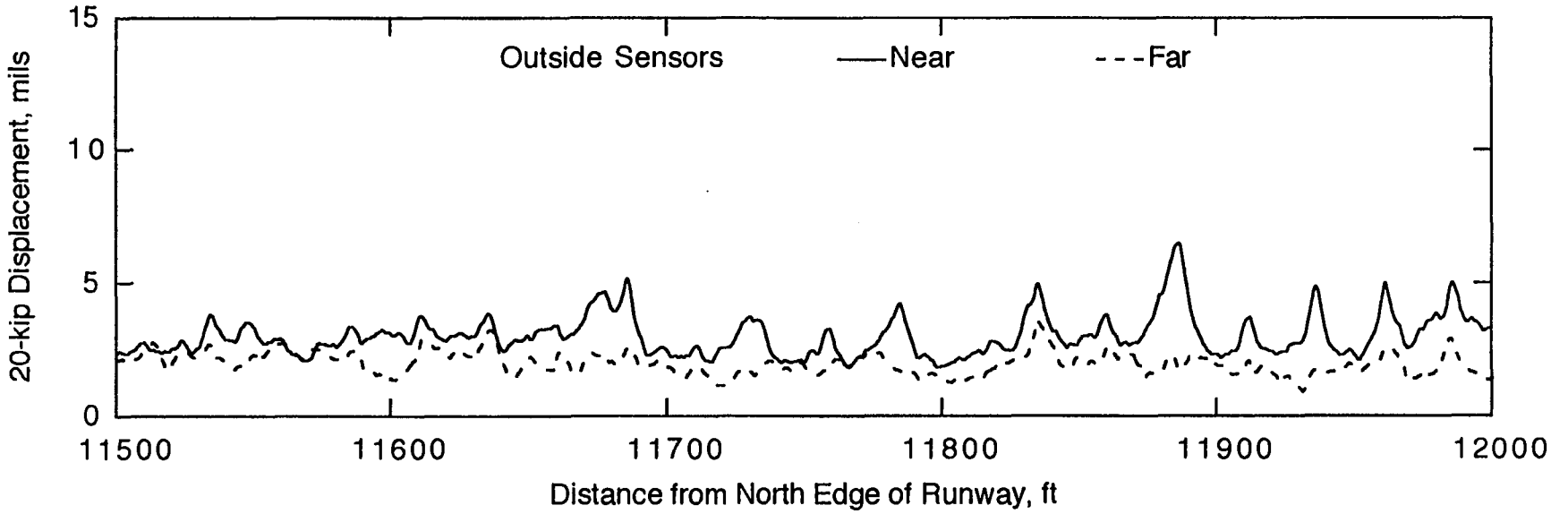

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
0
5
10
15
9500
9600
9700
9800
9900
10000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
0
5
10
15
9500
9600
9700
9800
9900
10000
Distance from North Edge of Runway, ft

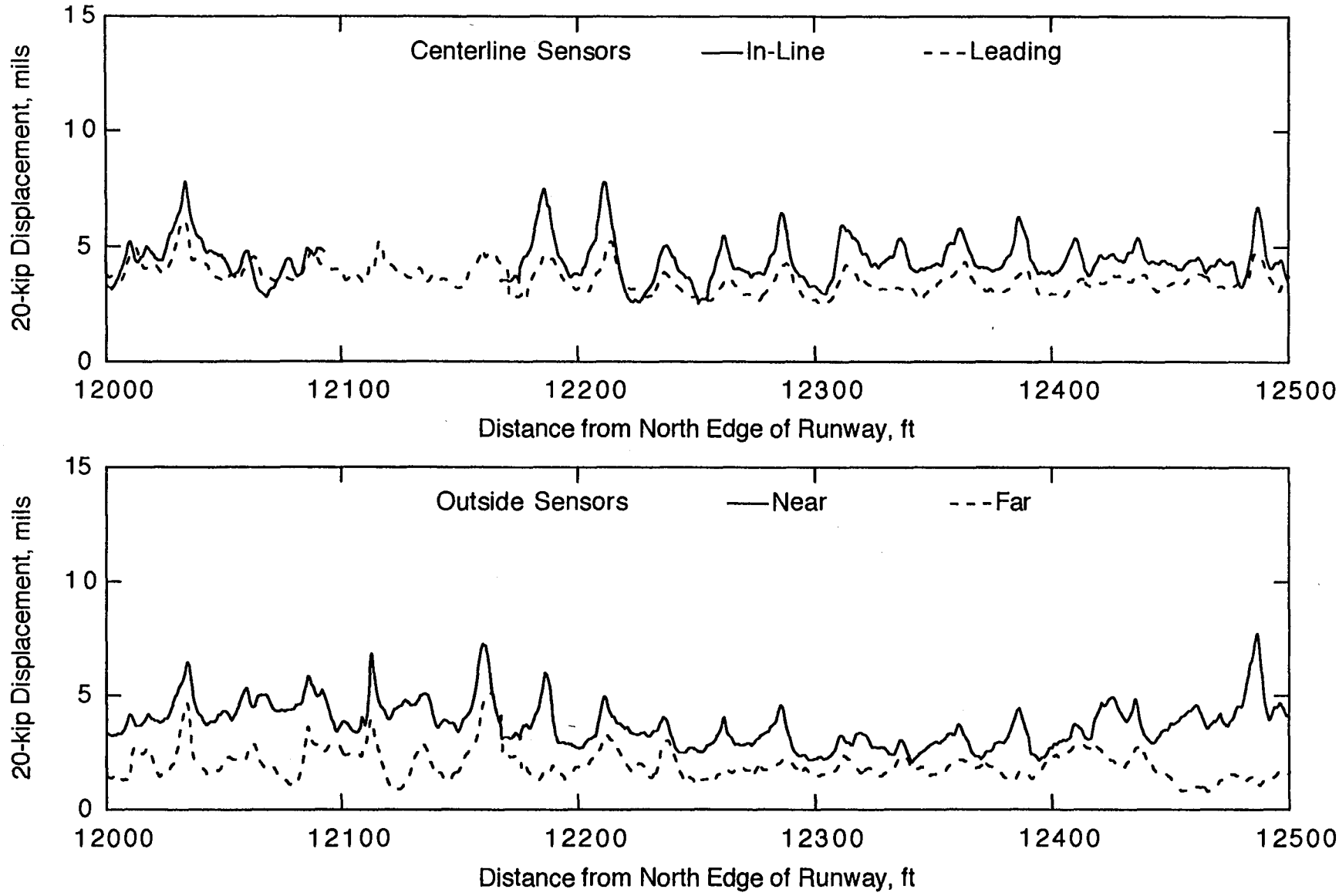

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
0
5
10
15
10000
10100
10200
10300
10400
10500
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
0
5
10
15
10000
10100
10200
10300
10400
10500
Distance from North Edge of Runway, ft

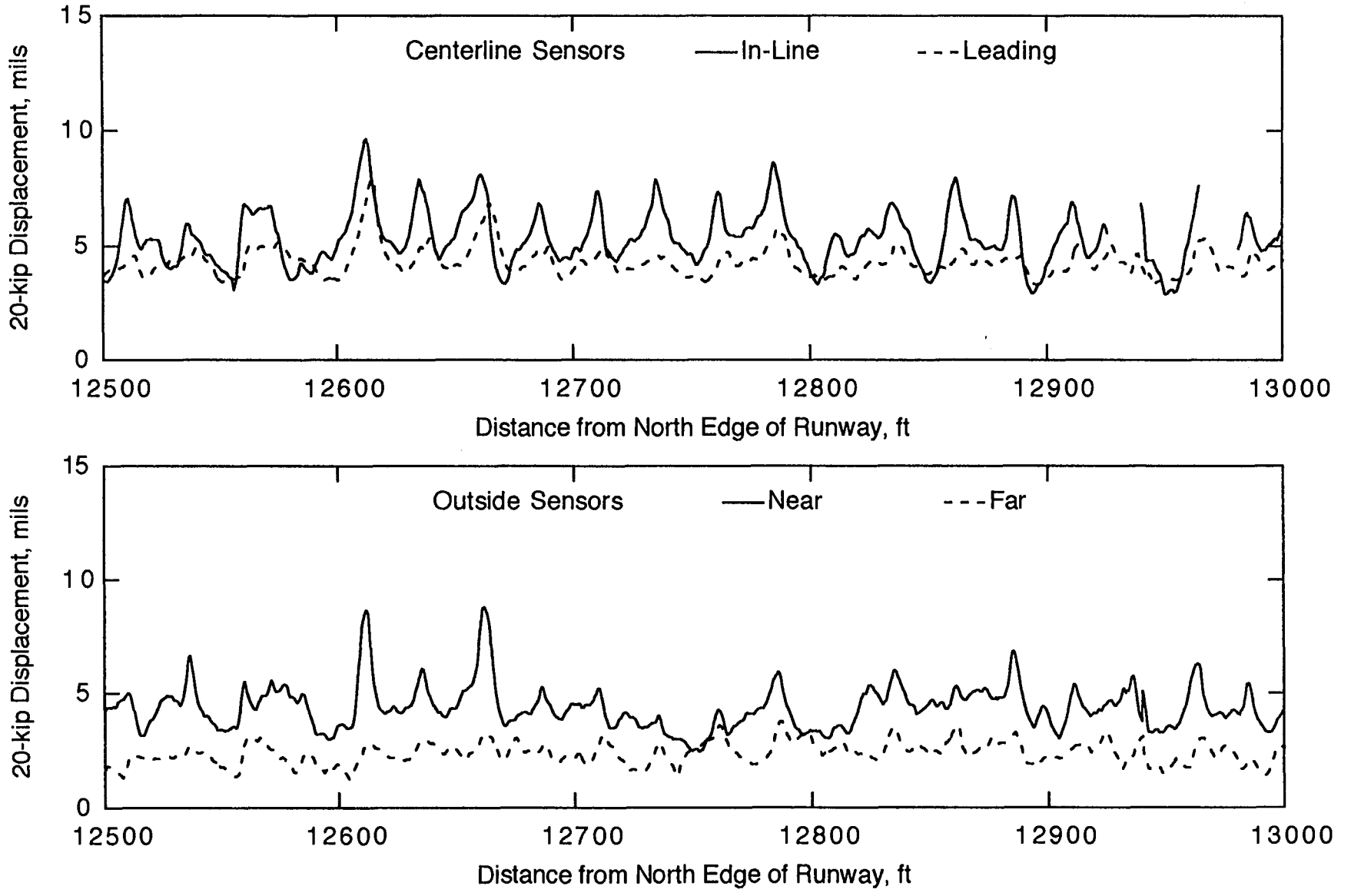

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
10500
10600
10700
10800
10900
11000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
10500
10600
10700
10800
10900
11000
Distance from North Edge of Runway, ft

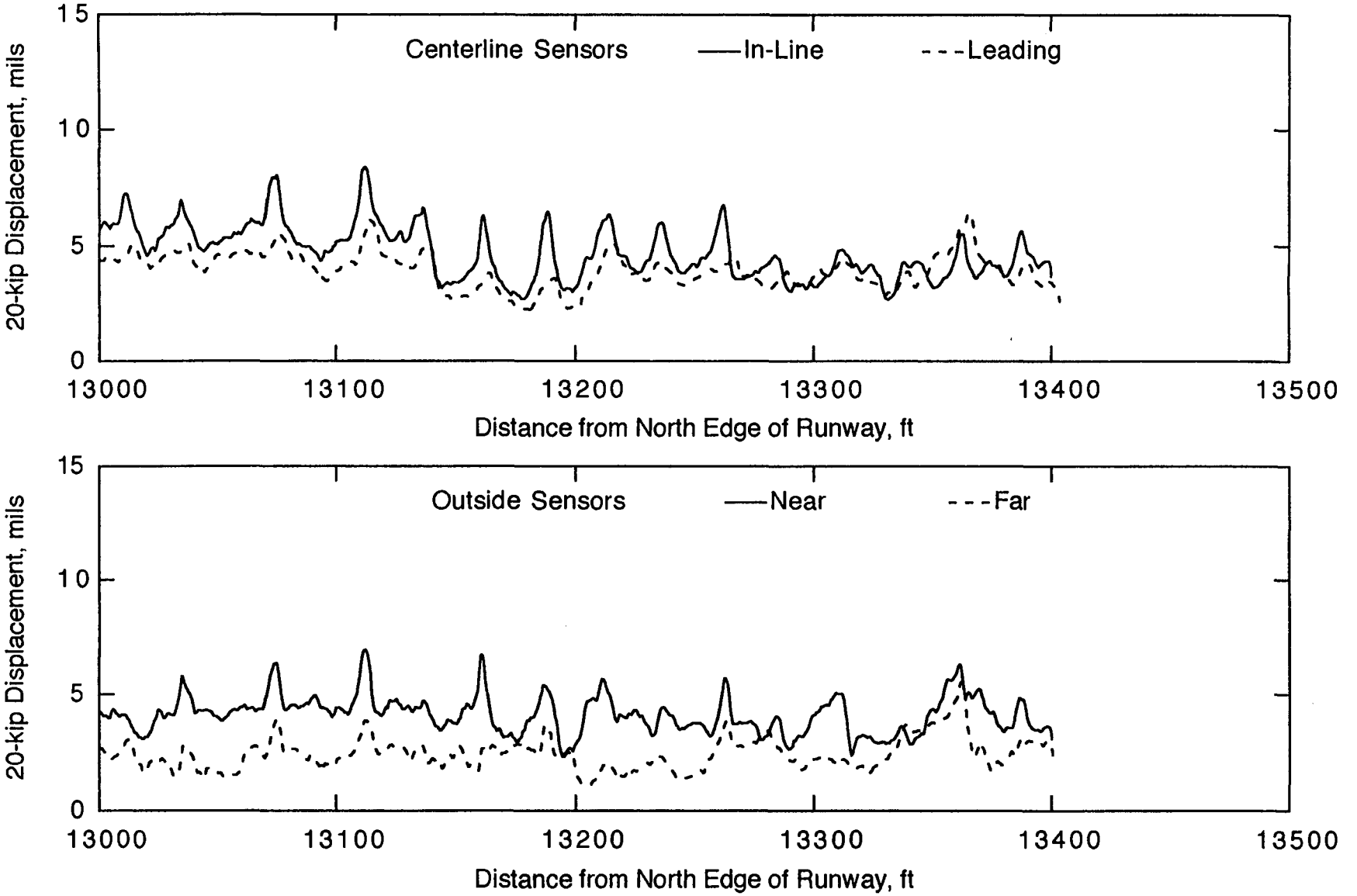

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
11000
11100
11200
11300
11400
11500
Distance from North Edge of Runway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
11000
11100
11200
11300
11400
11500
Distance from North Edge of Runway, ft

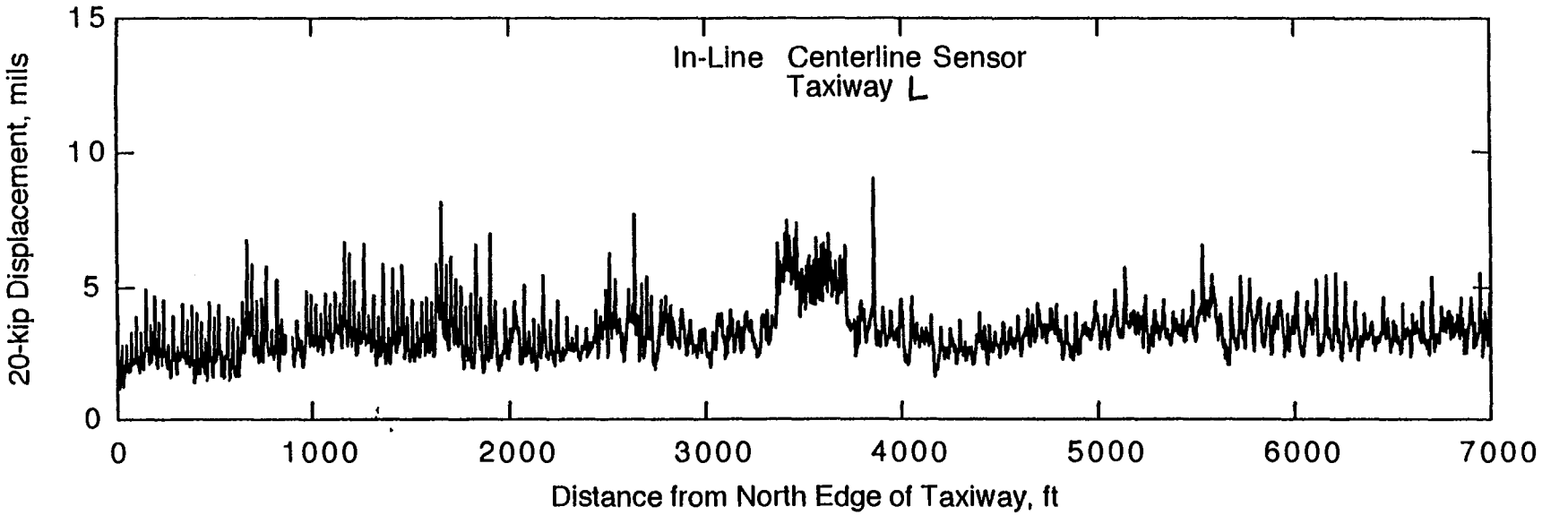

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
11500
11600
11700
11800
11900
12000
Distance from North Edge of Runway, ft

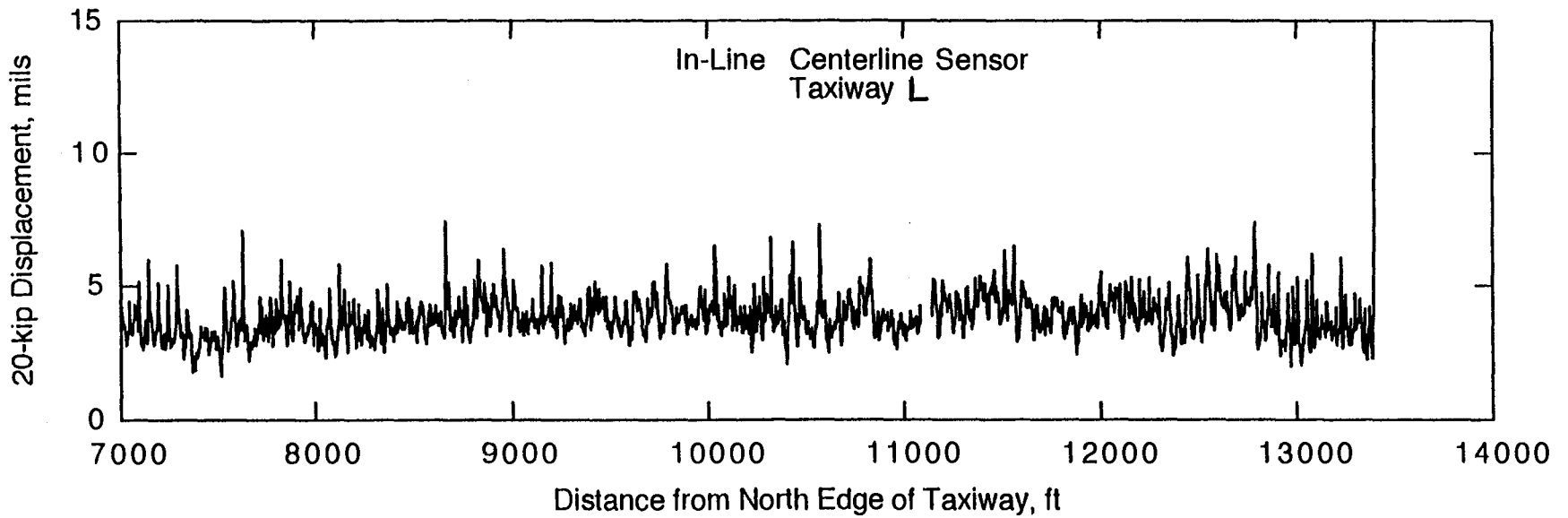

Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
11500
11600
11700
11800
11900
12000
Distance from North Edge of Runway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
12000
12100
12200
12300
12400
12500
Distance from North Edge of Runway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
12000
12100
12200
12300
12400
12500
Distance from North Edge of Runway, ft


Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
12500
12600
12700
12800
12900
13000
Distance from North Edge of Runway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
12500
12600
12700
12800
12900
13000
Distance from North Edge of Runway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
13000
13100
13200
13300
13400
13500
Distance from North Edge of Runway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
13000
13100
13200
13300
13400
13500
Distance from North Edge of Runway, ft


In-Line Centerline Sensor
Taxiway L
20-kip Displacement, mils
0
5
10
15
0
1000
2000
3000
4000
5000
6000
7000
Distance from North Edge of Taxiway, ft


In-Line Centerline Sensor
Taxiway L
20-kip Displacement, mils
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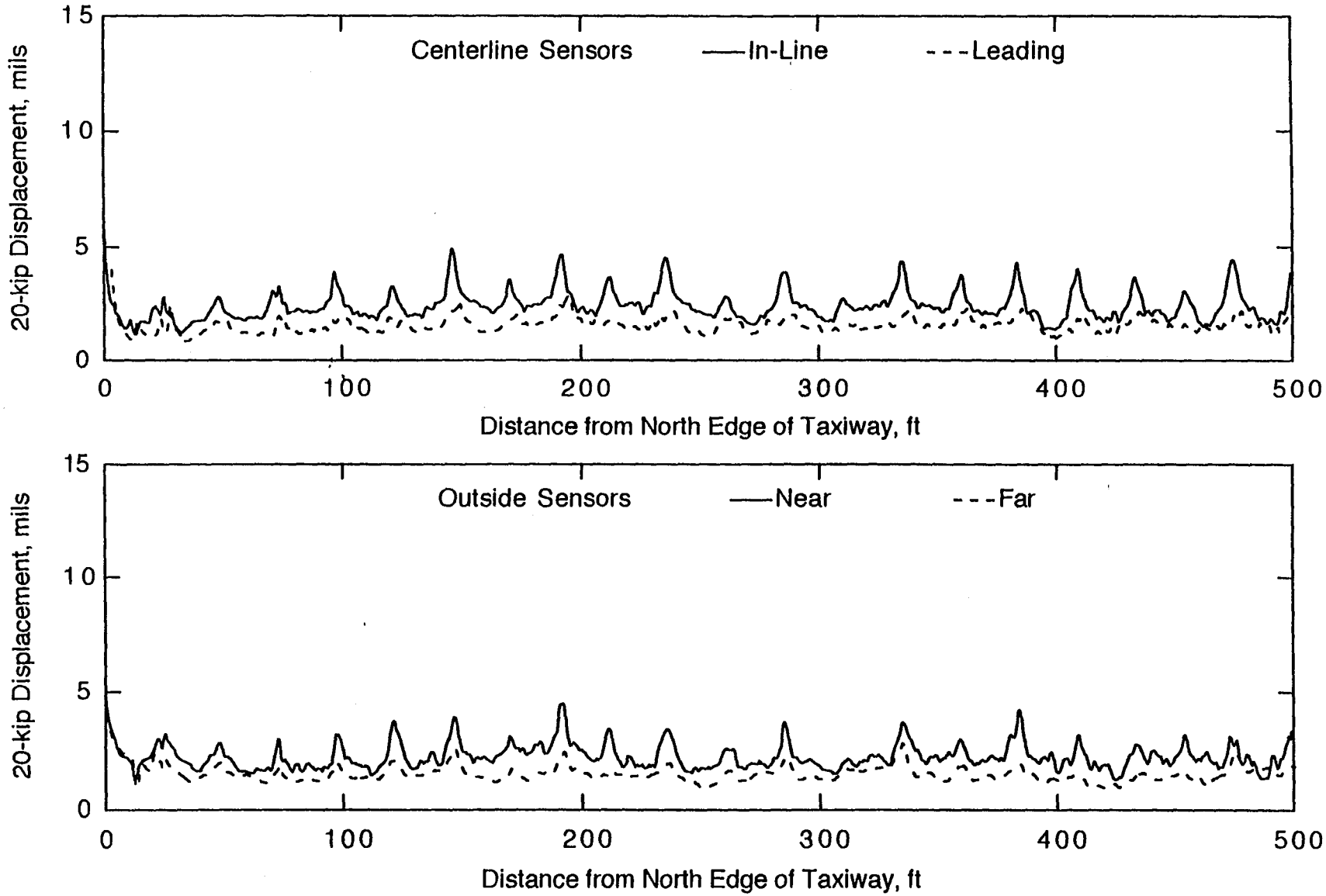
10
15
7000
8000
9000
10000
11000
12000
13000
14000
Distance from North Edge of Taxiway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
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500
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
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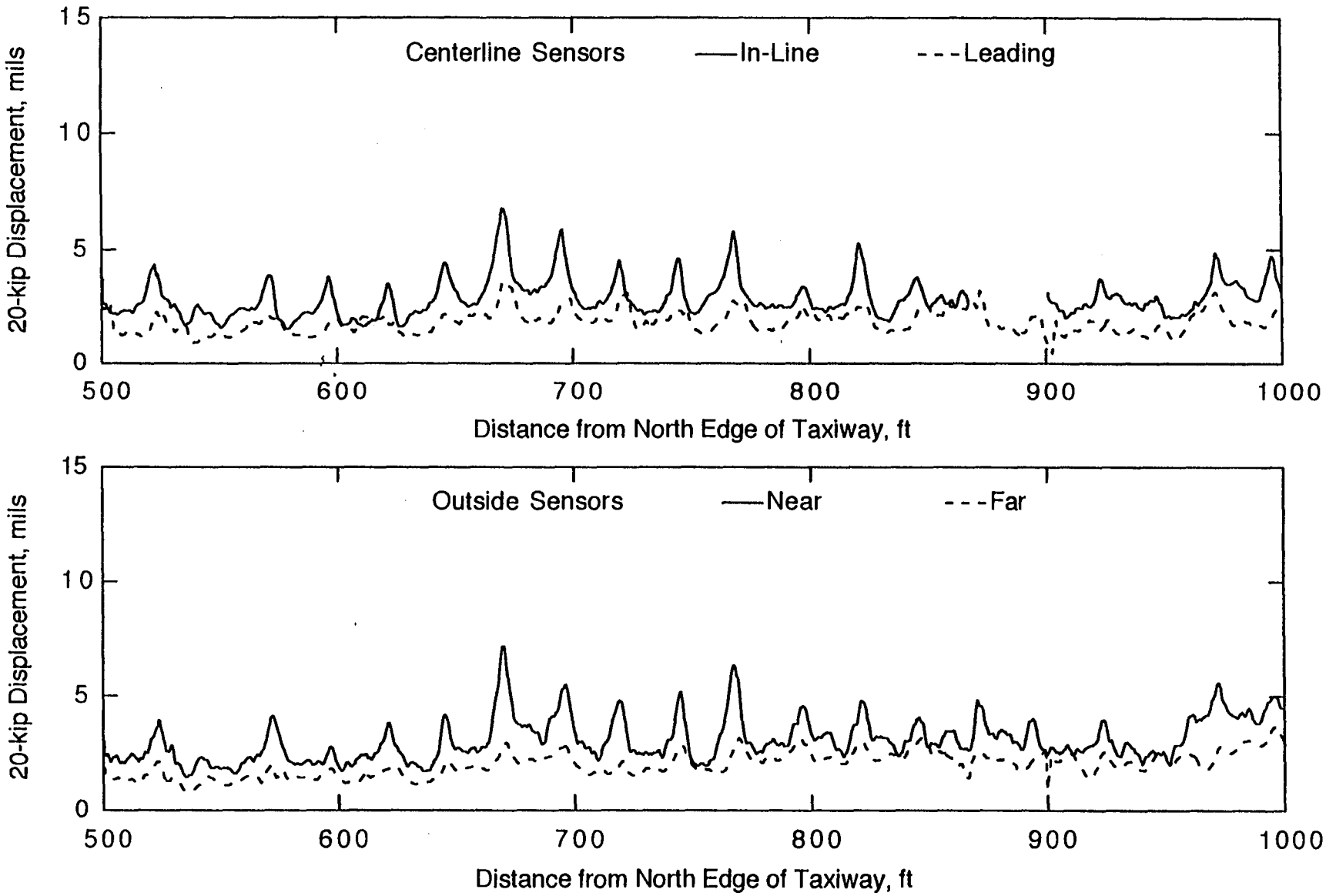
10
5
0
0
100
200
300
400
500
Distance from North Edge of Taxiway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
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Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
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500
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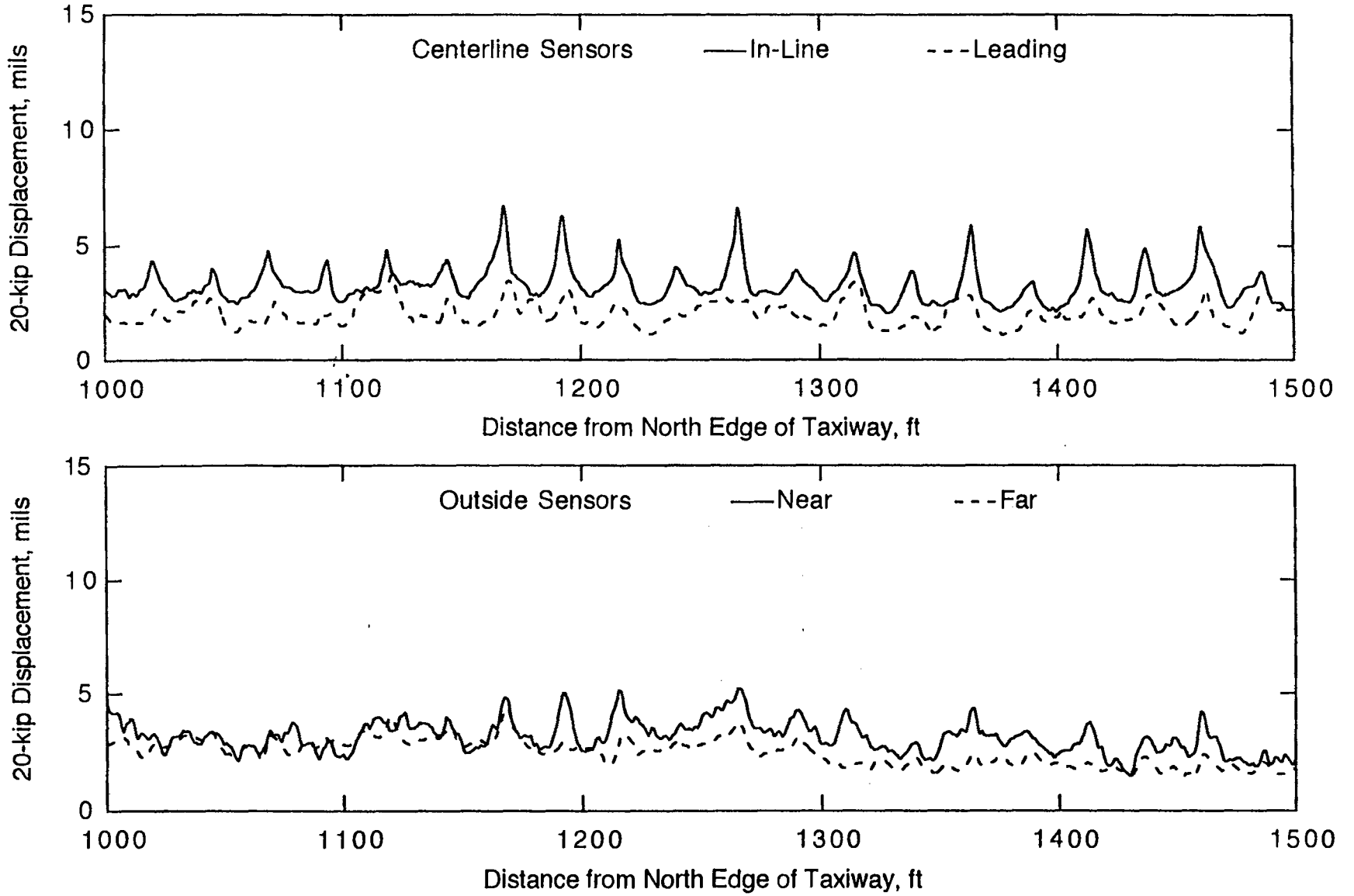
1000
Distance from North Edge of Taxiway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
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1300
1400
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Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
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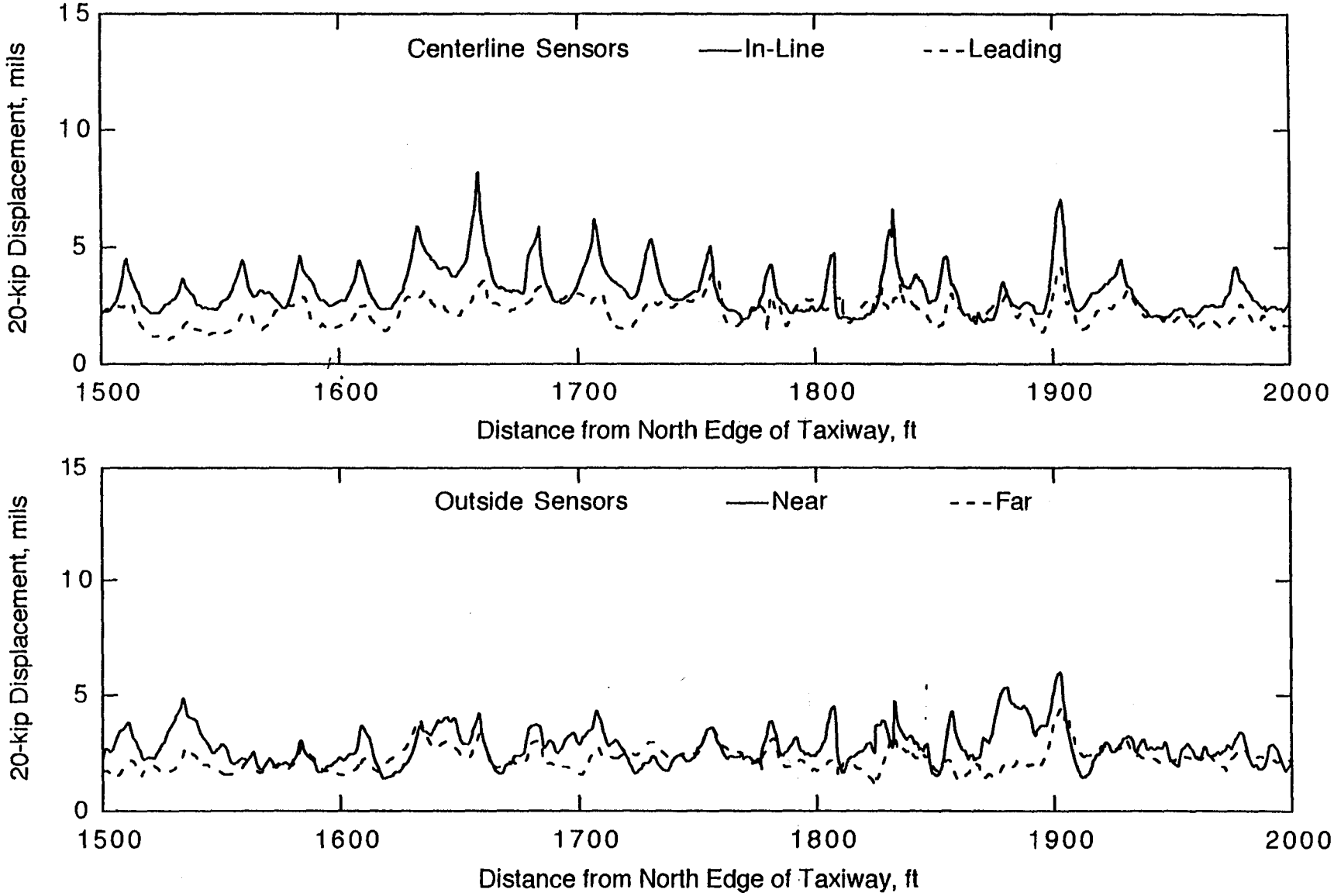
0
1000
1100
1200
1300
1400
1500
Distance from North Edge of Taxiway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
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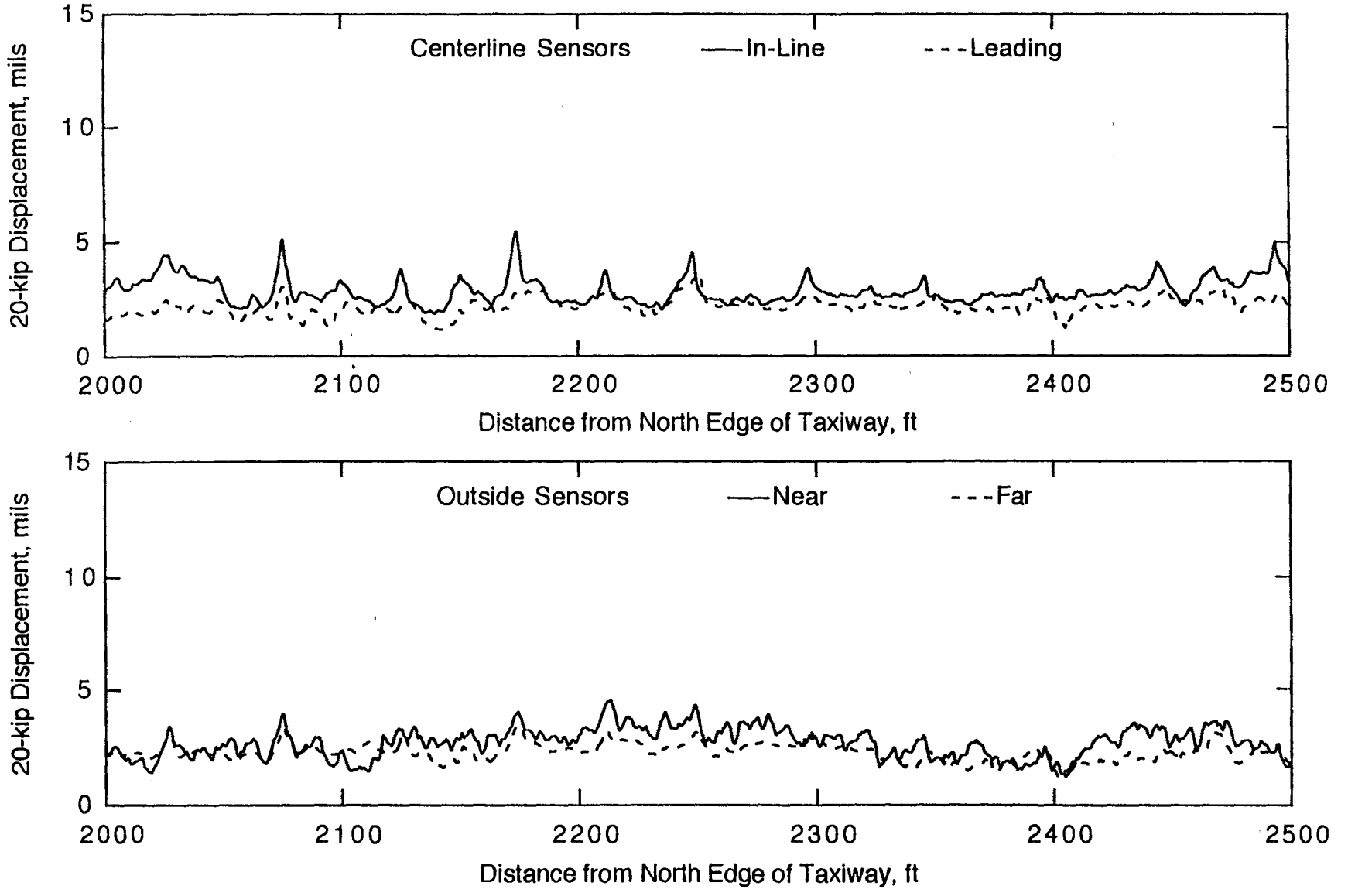
5
0
1500
1600
1700
1800
1900
2000
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
1500
1600
1700
1800
1900
2000
Distance from North Edge of Taxiway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
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2100
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2400
2500
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
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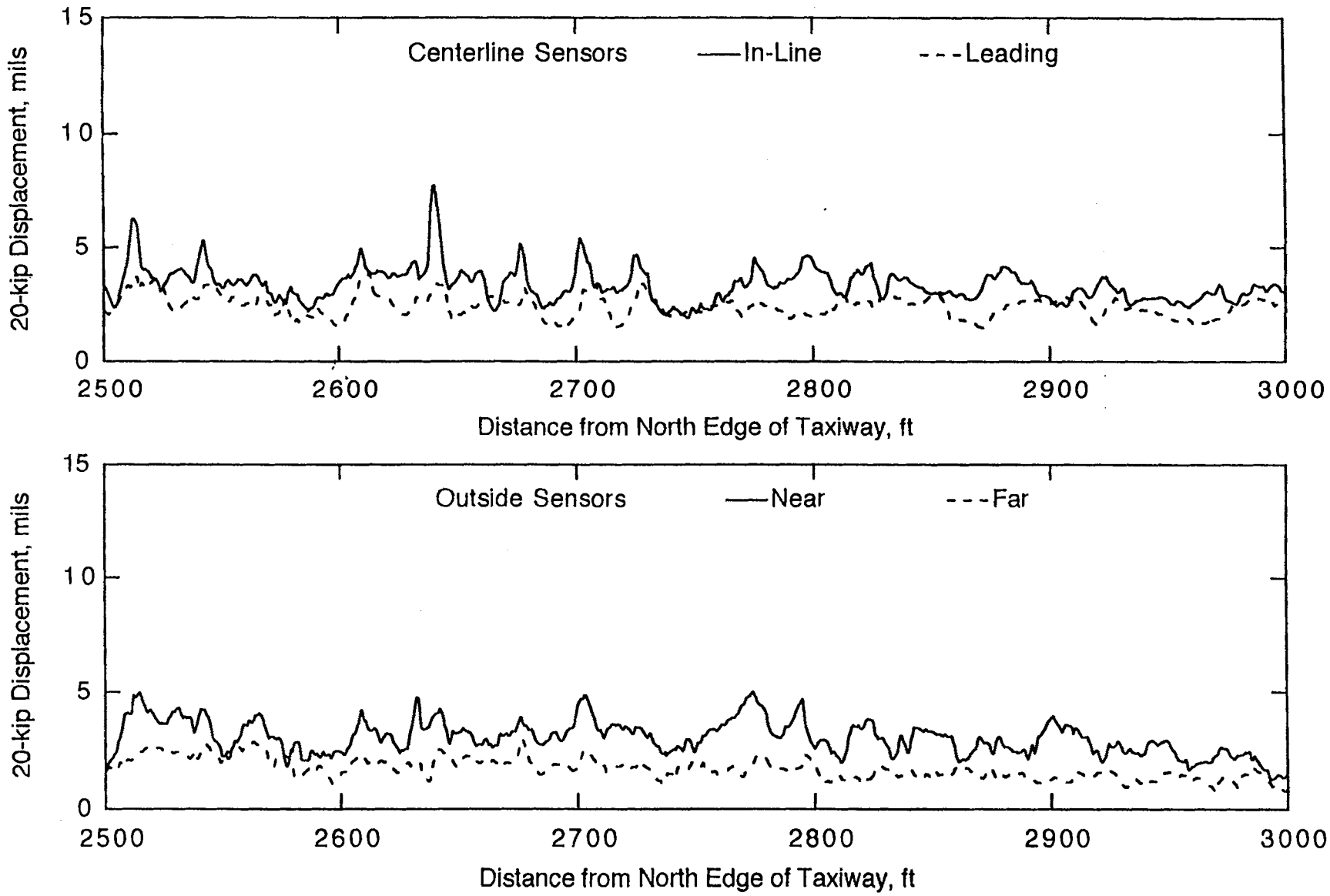
2000
2100
2200
2300
2400
2500
Distance from North Edge of Taxiway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
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2500
2600
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2800
2900
3000
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
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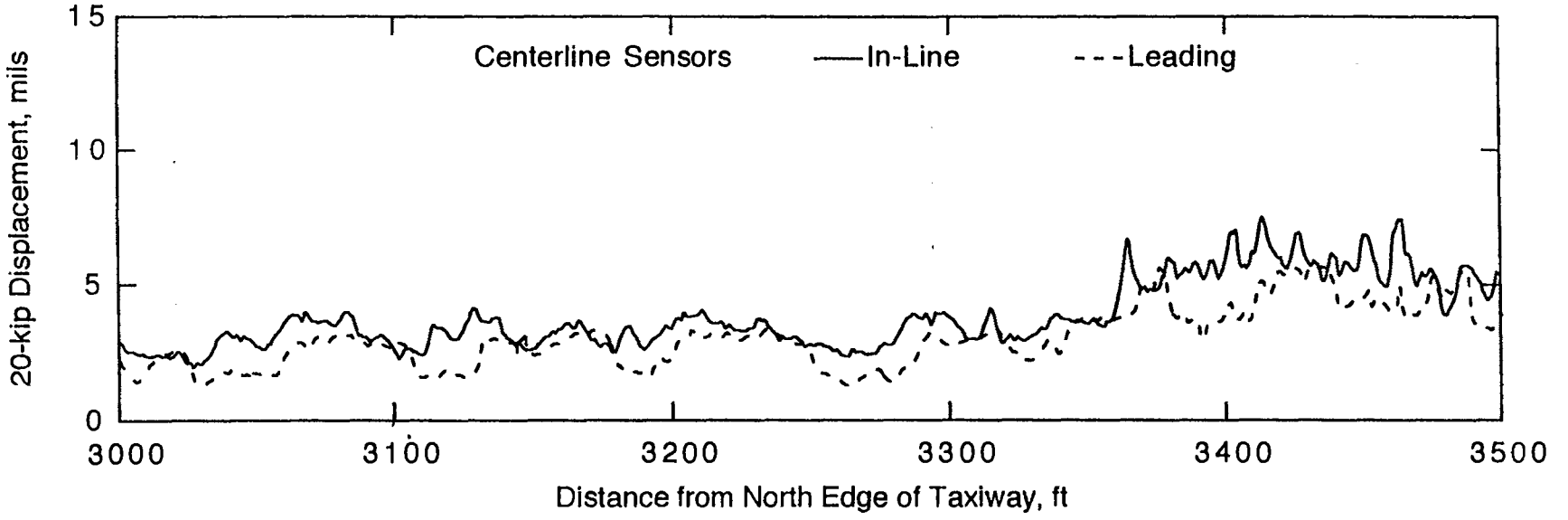
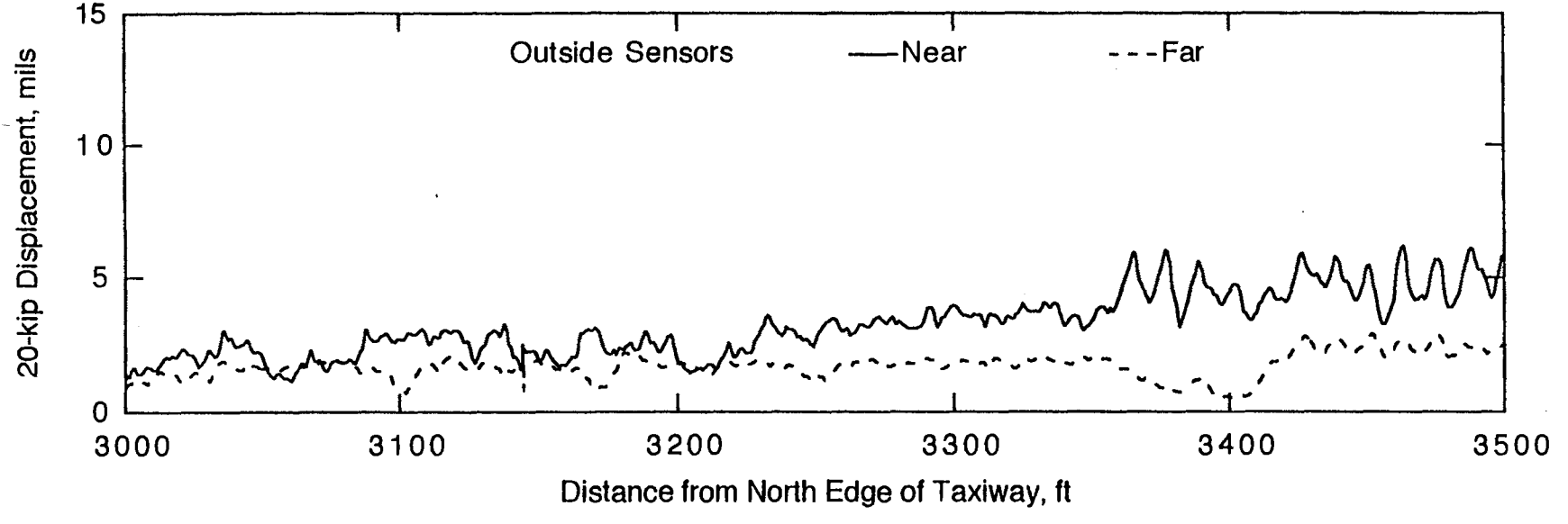
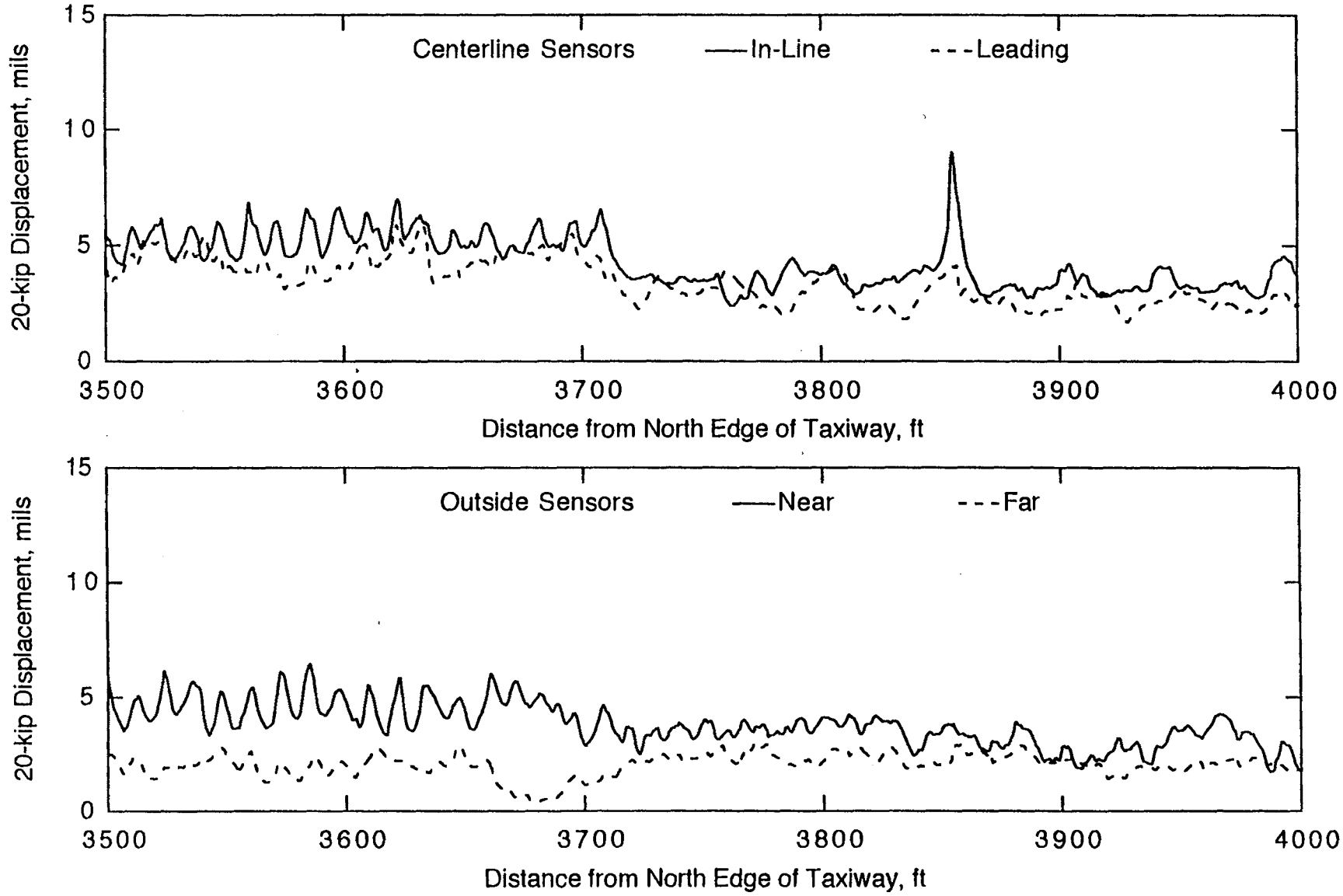
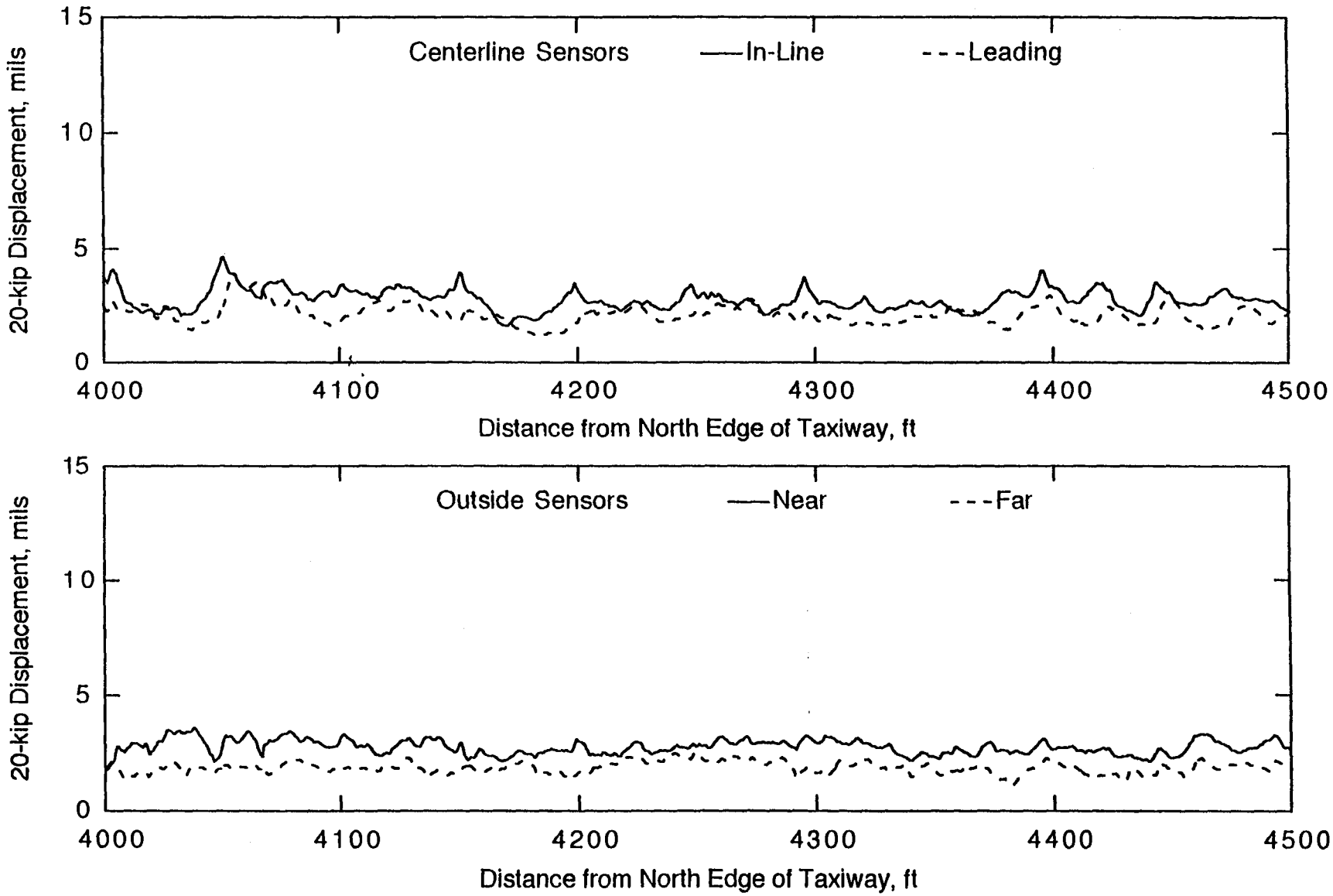
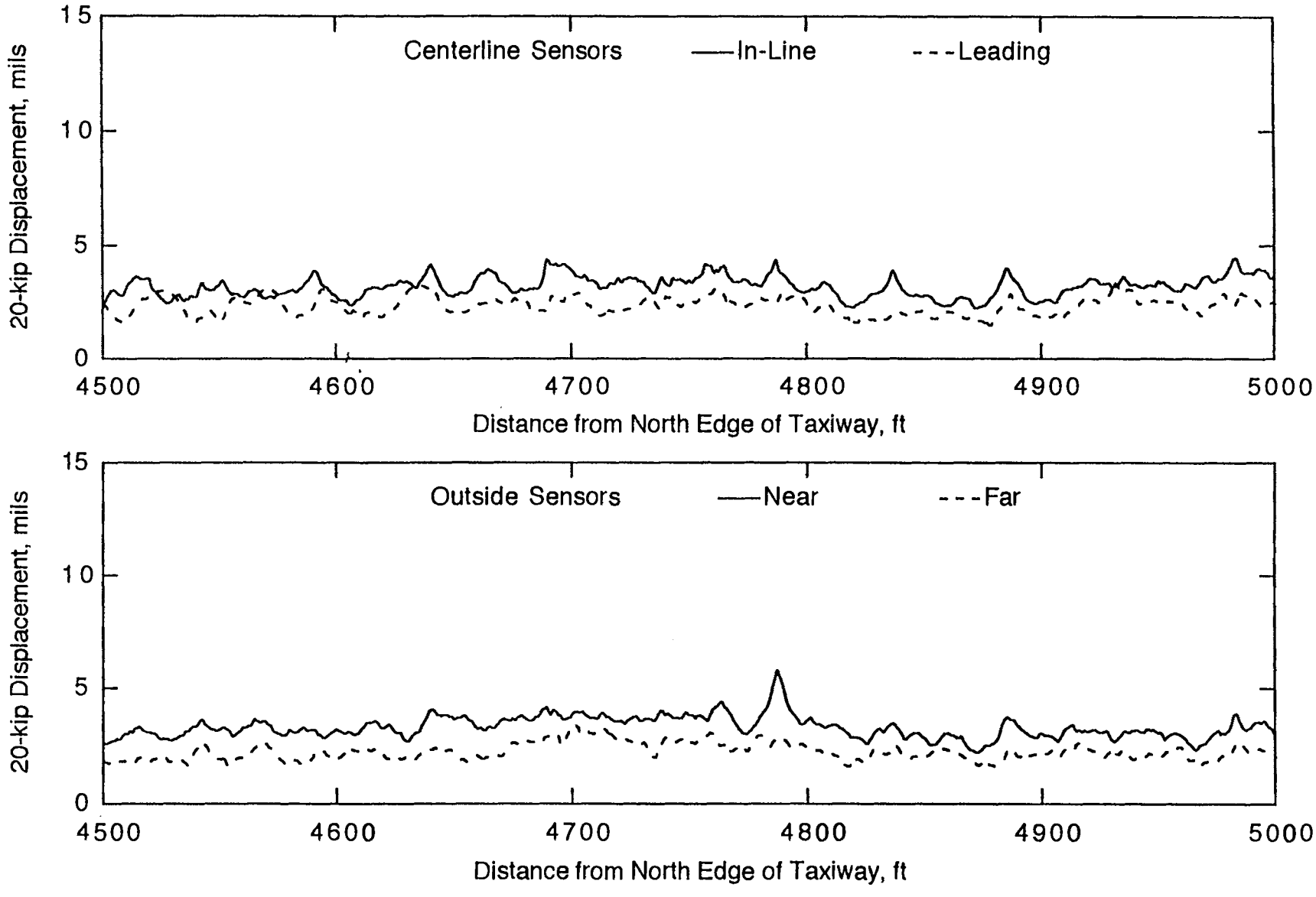
0
2500
2600
2700
2800
2900
3000
Distance from North Edge of Taxiway, ft

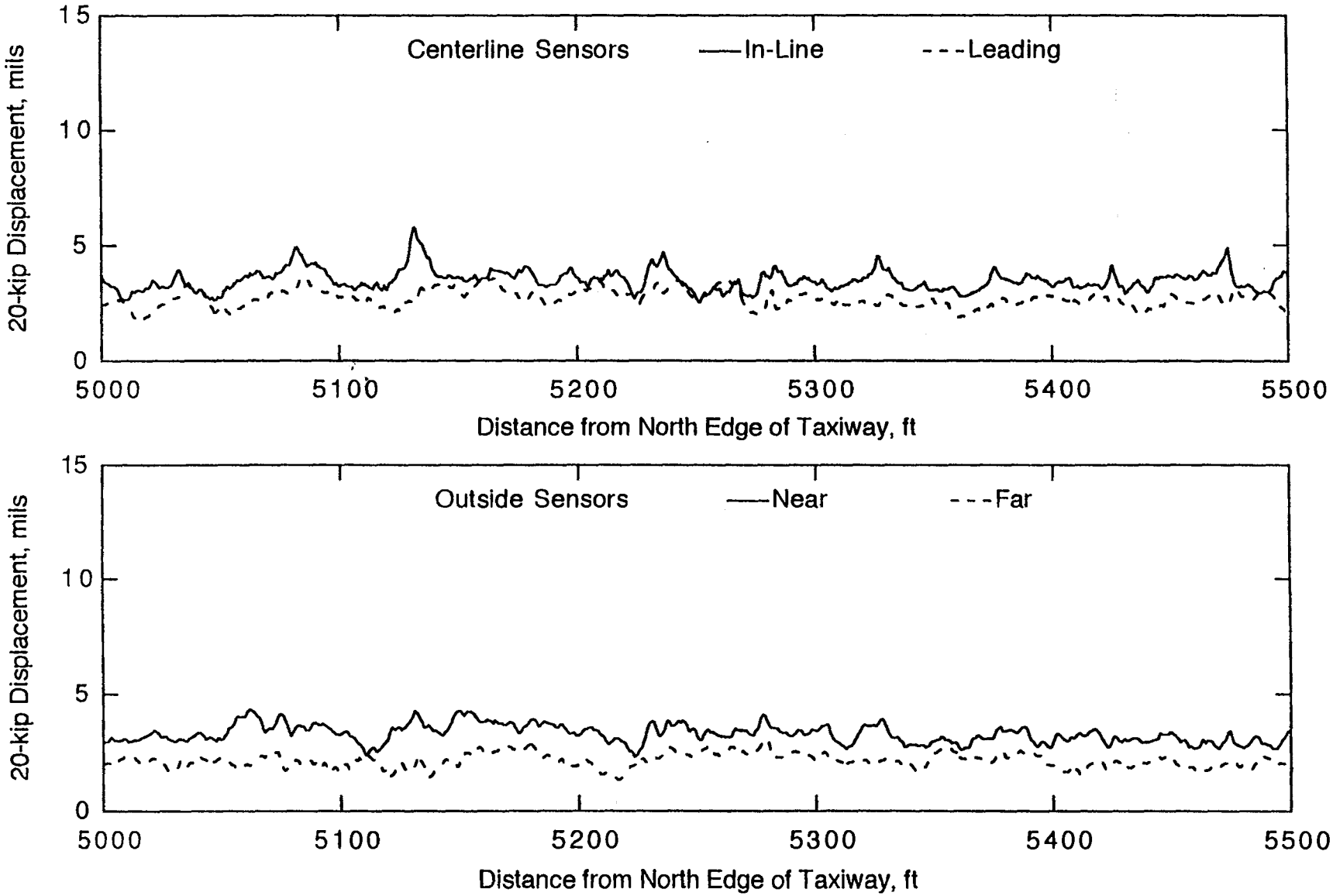

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
3000
3100
3200
3300
3400
3500
Distance from North Edge of Taxiway, ft

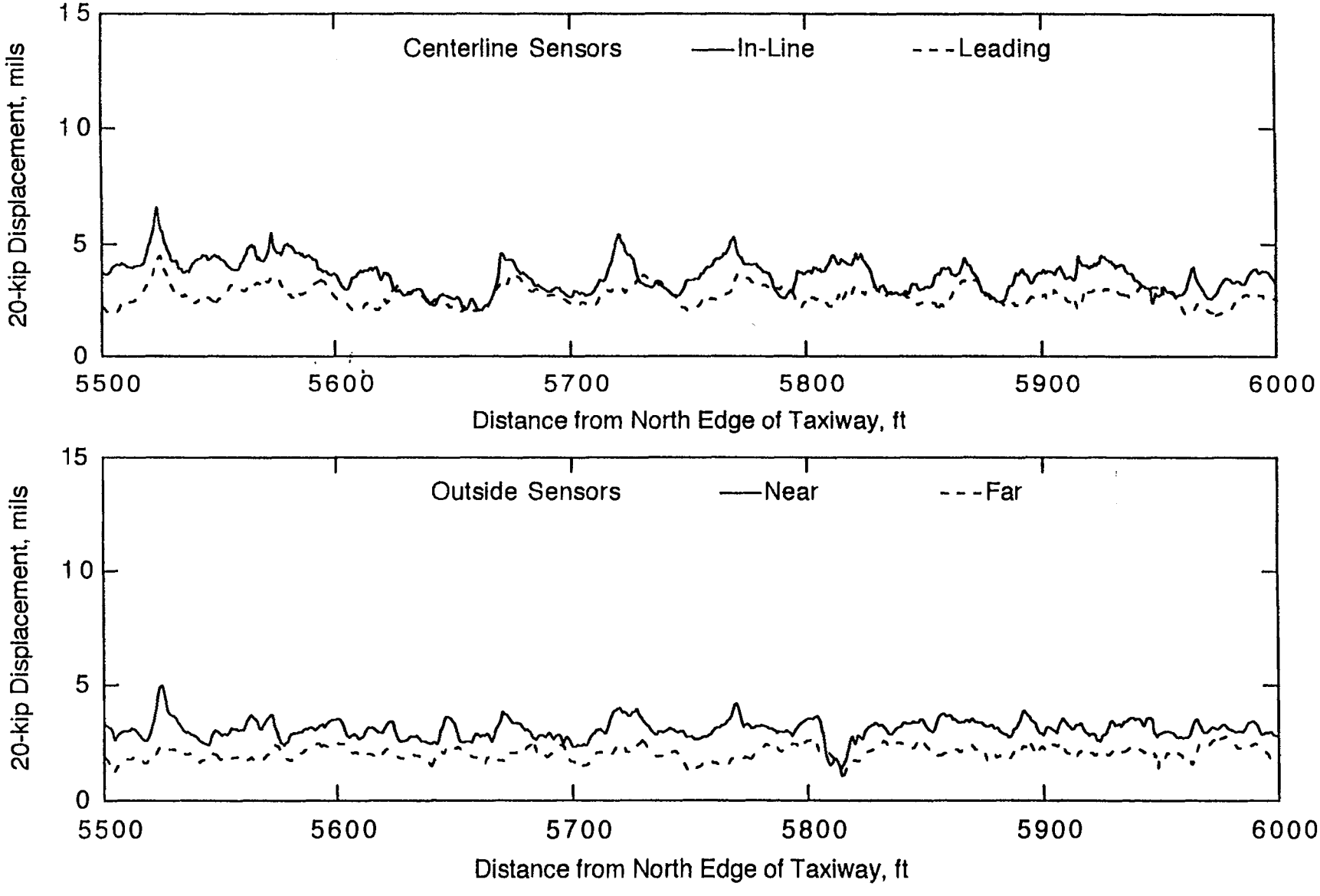

Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
3000
3100
3200
3300
3400
3500
Distance from North Edge of Taxiway, ft

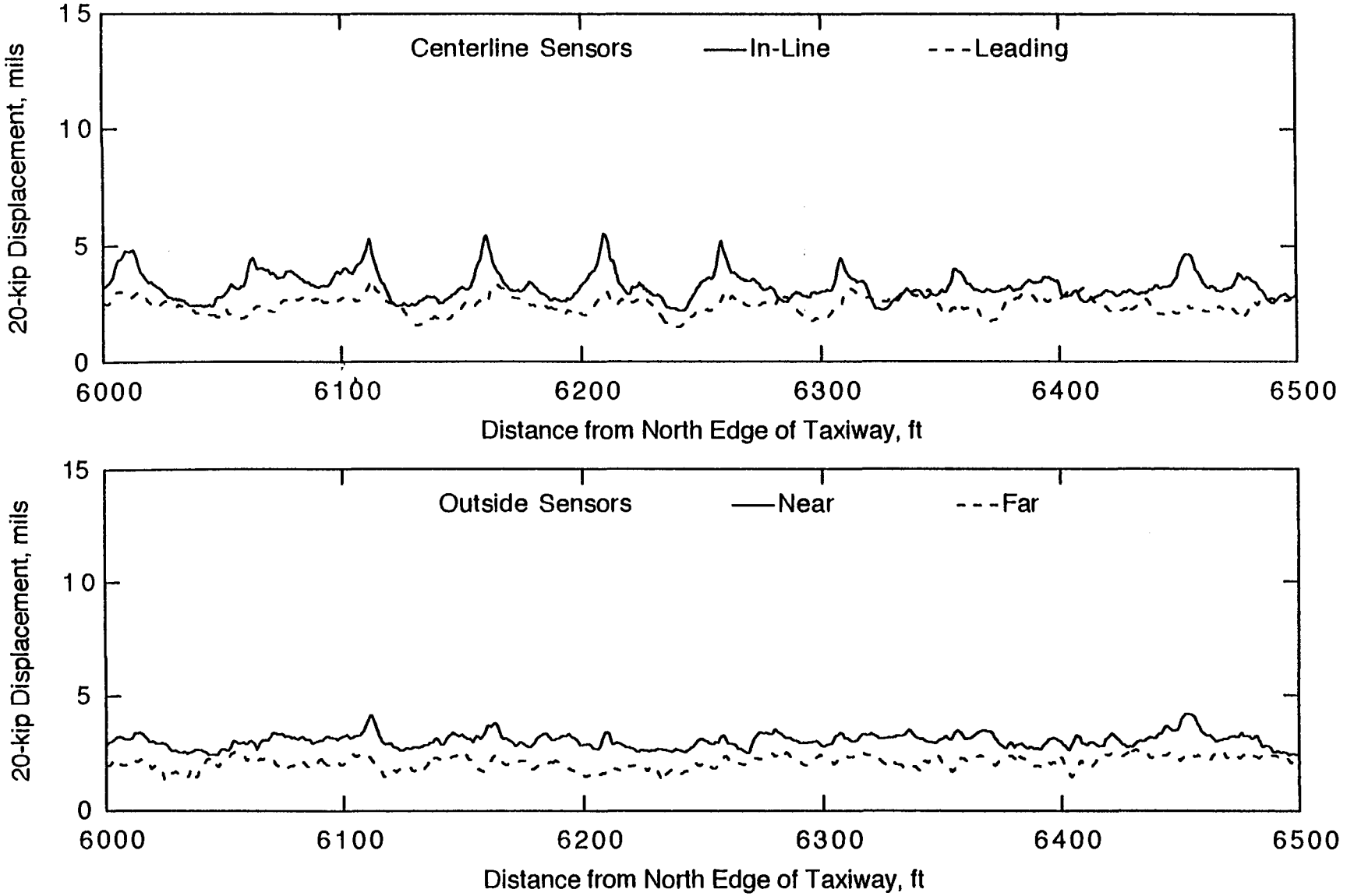

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
3500
3600
3700
3800
3900
4000
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
3500
3600
3700
3800
3900
4000
Distance from North Edge of Taxiway, ft

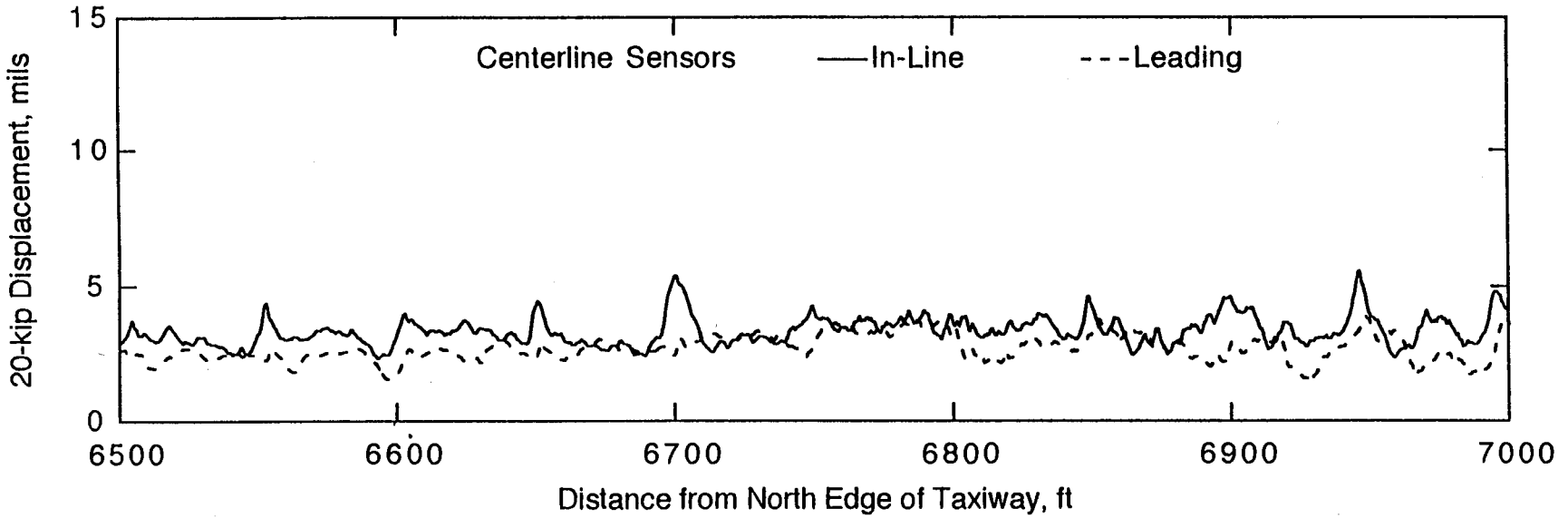

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
4000
4100
4200
4300
4400
4500
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
4000
4100
4200
4300
4400
4500
Distance from North Edge of Taxiway, ft

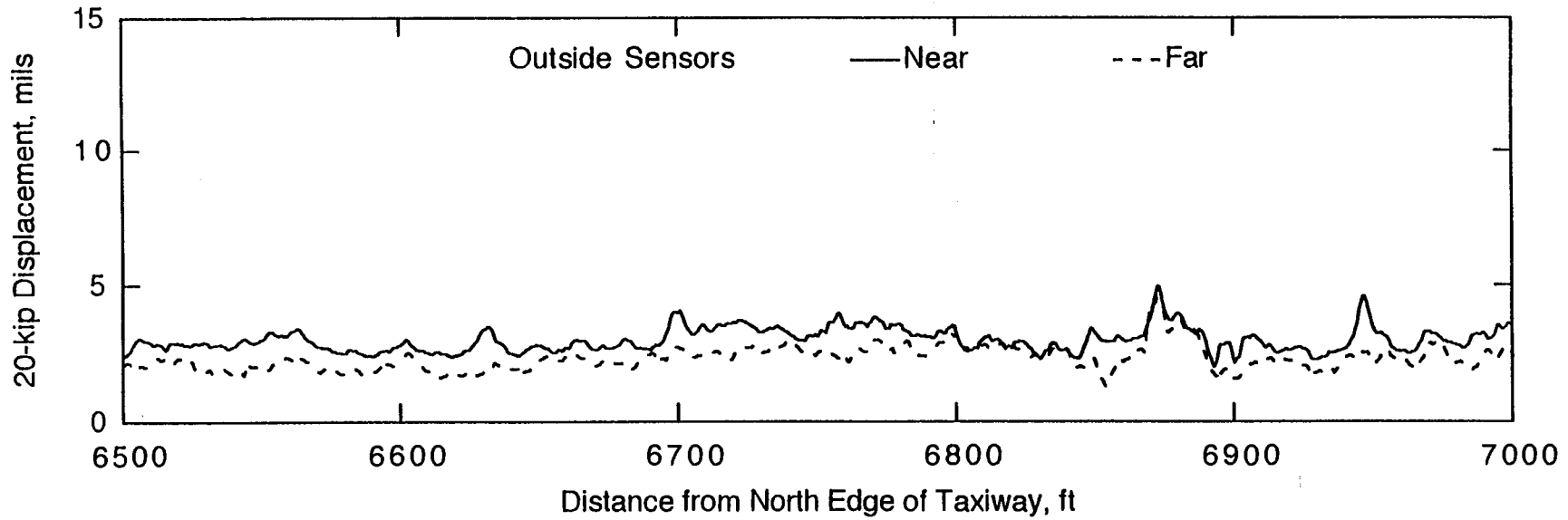

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
4500
4600
4700
4800
4900
5000
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
4500
4600
4700
4800
4900
5000
Distance from North Edge of Taxiway, ft

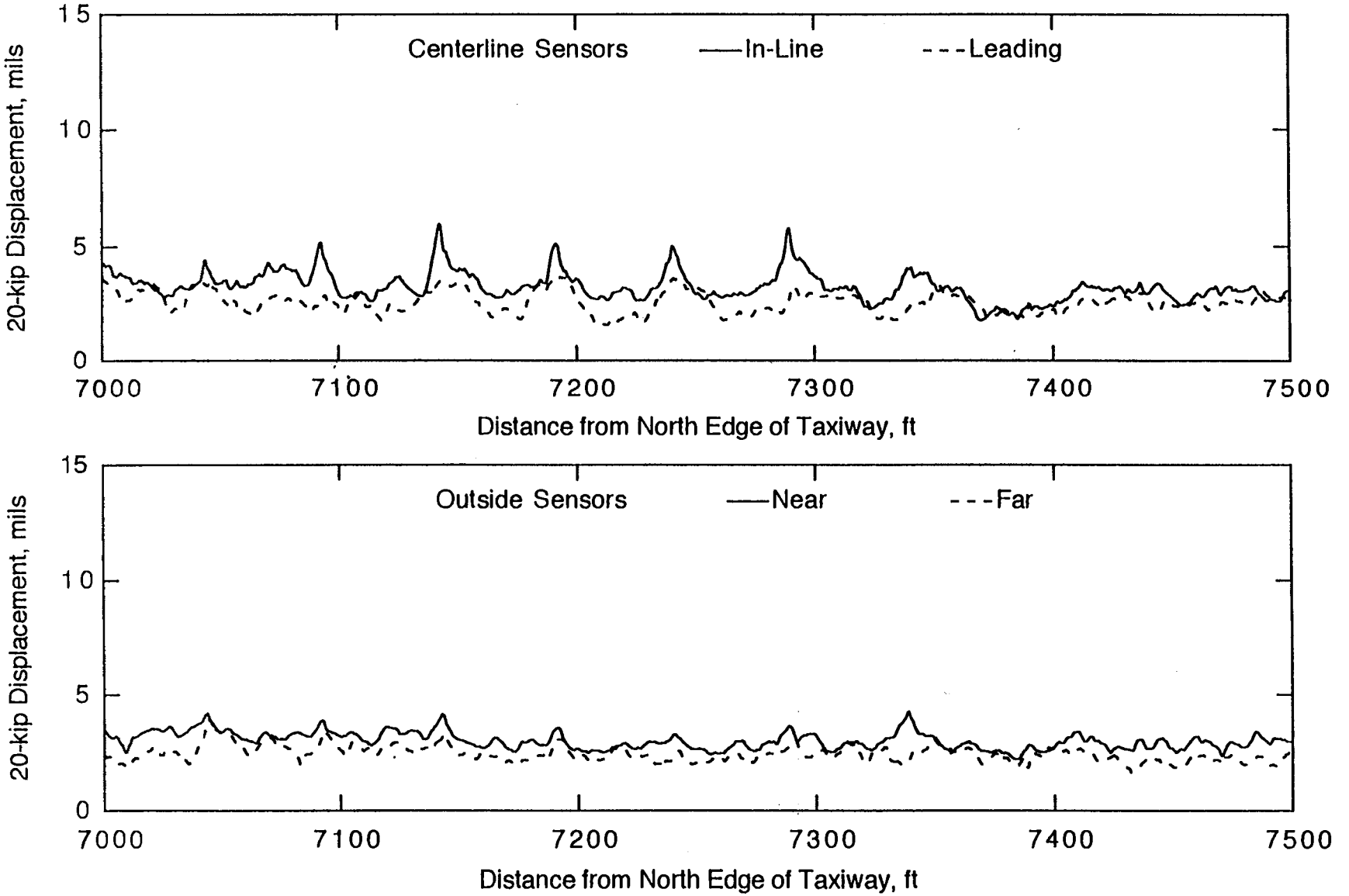

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
5000
5100
5200
5300
5400
5500
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
5000
5100
5200
5300
5400
5500
Distance from North Edge of Taxiway, ft

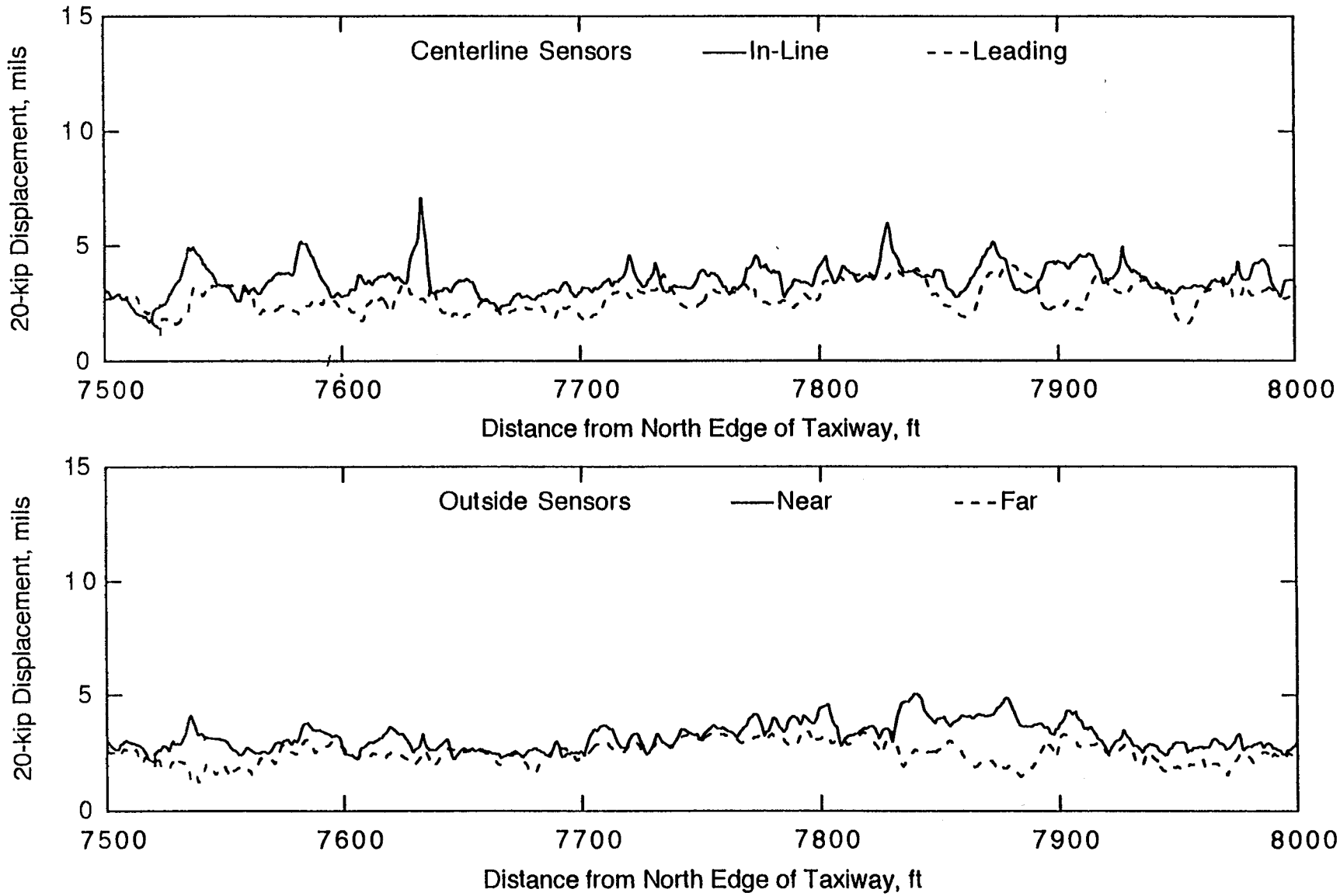

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
5500
5600
5700
5800
5900
6000
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
5500
5600
5700
5800
5900
6000
Distance from North Edge of Taxiway, ft

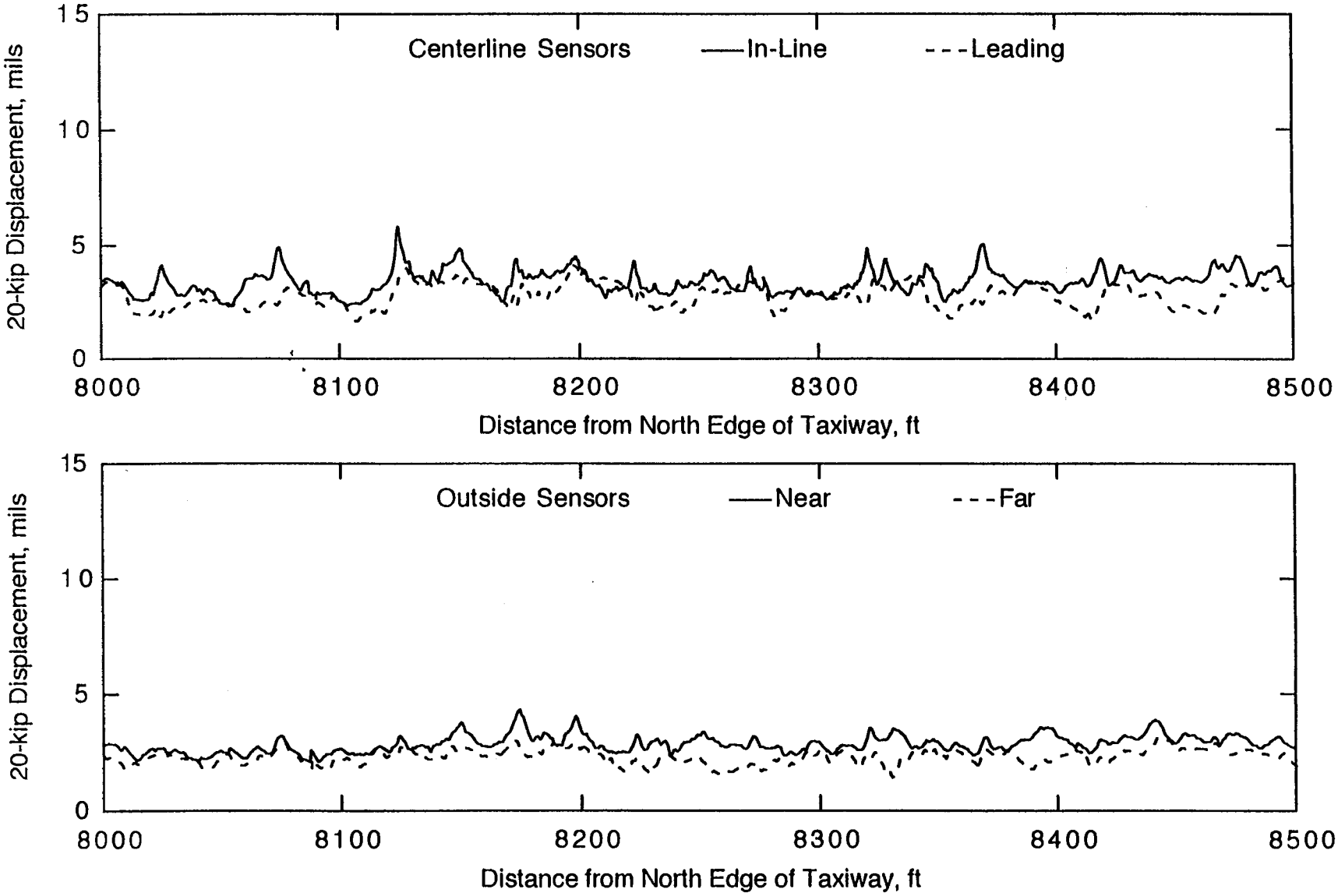

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
6000
6100
6200
6300
6400
6500
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
6000
6100
6200
6300
6400
6500
Distance from North Edge of Taxiway, ft

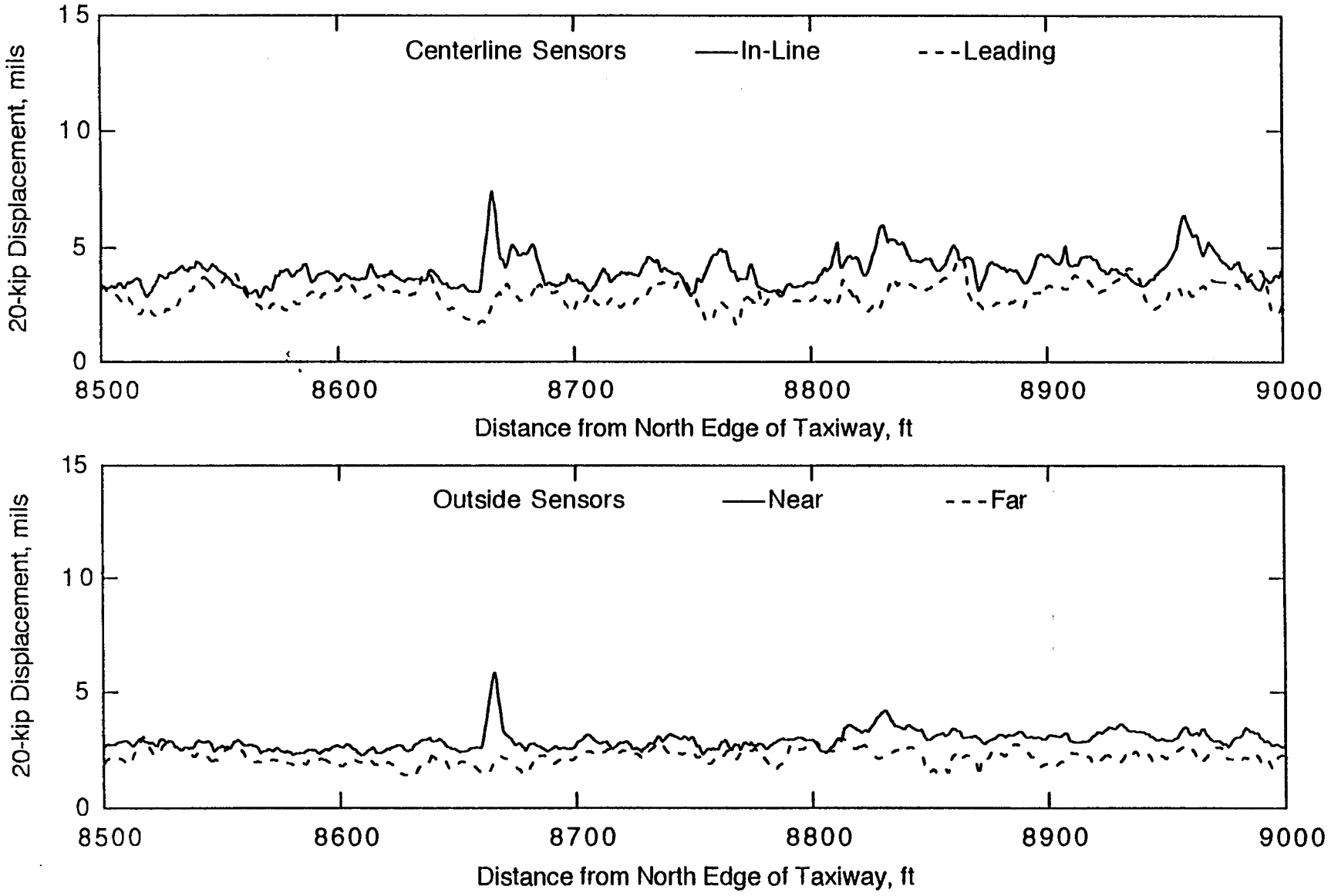

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
6500
6600
6700
6800
6900
7000
Distance from North Edge of Taxiway, ft

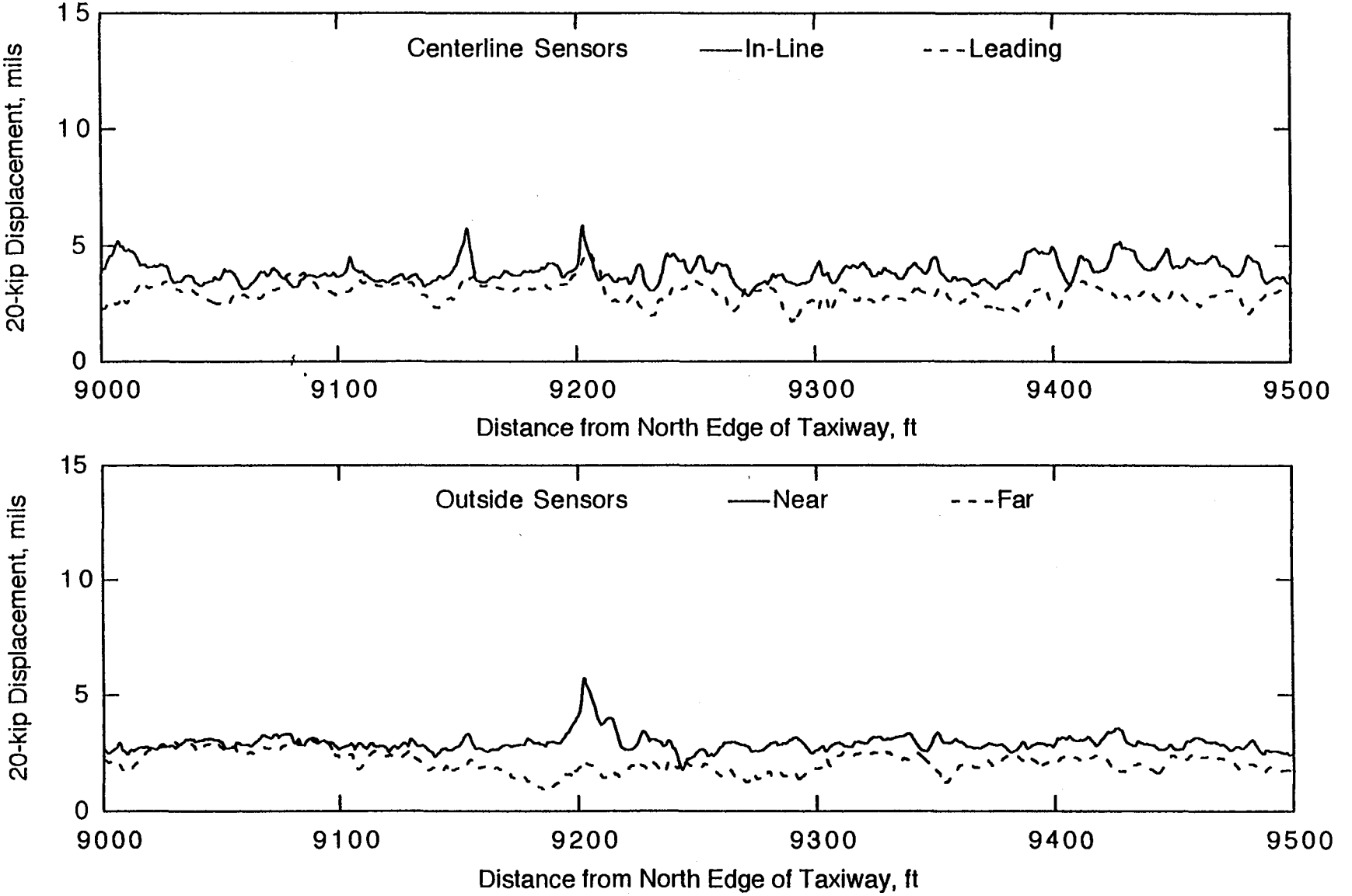

Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
6500
6600
6700
6800
6900
7000
Distance from North Edge of Taxiway, ft

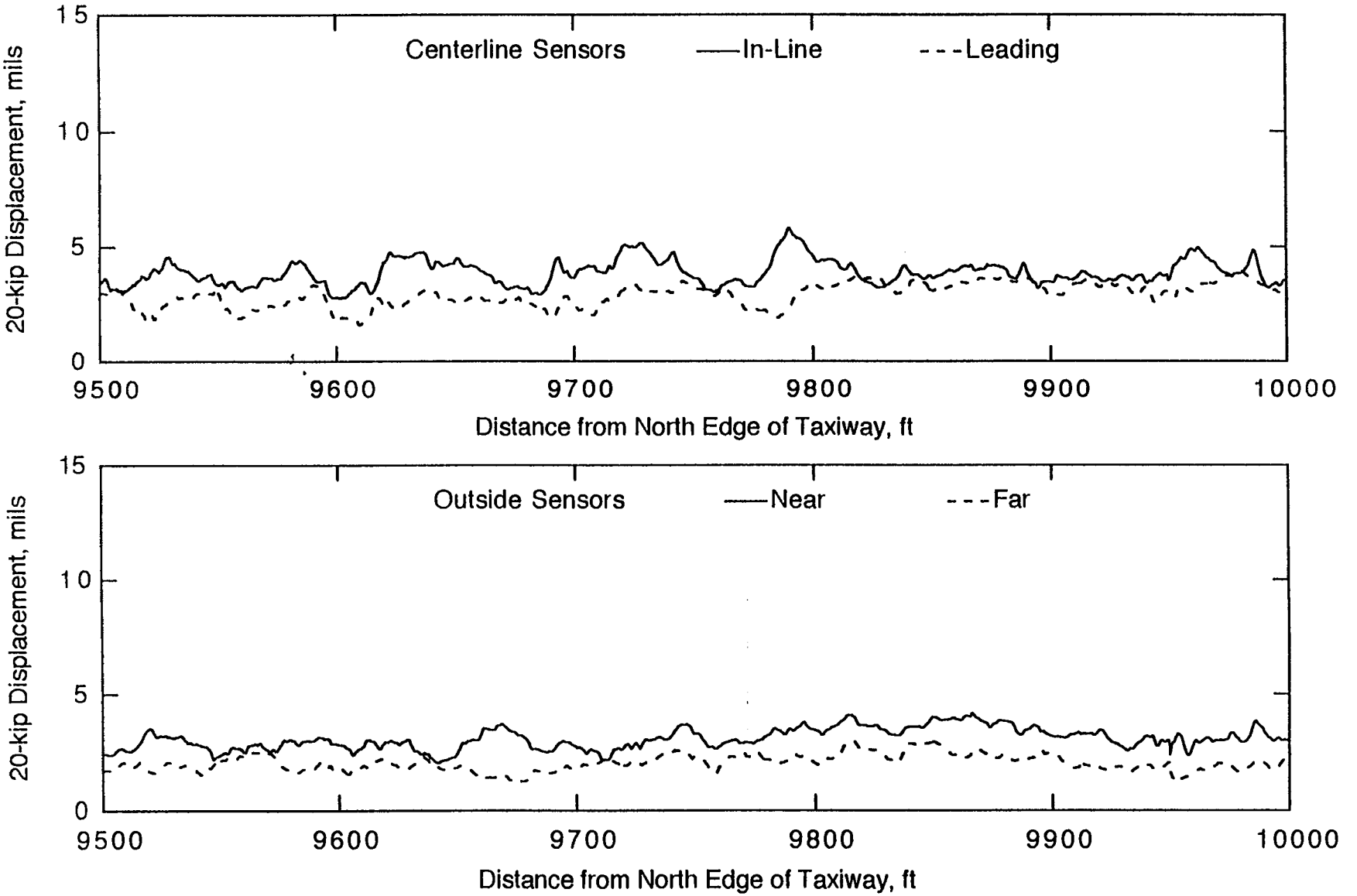

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
7000
7100
7200
7300
7400
7500
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
7000
7100
7200
7300
7400
7500
Distance from North Edge of Taxiway, ft

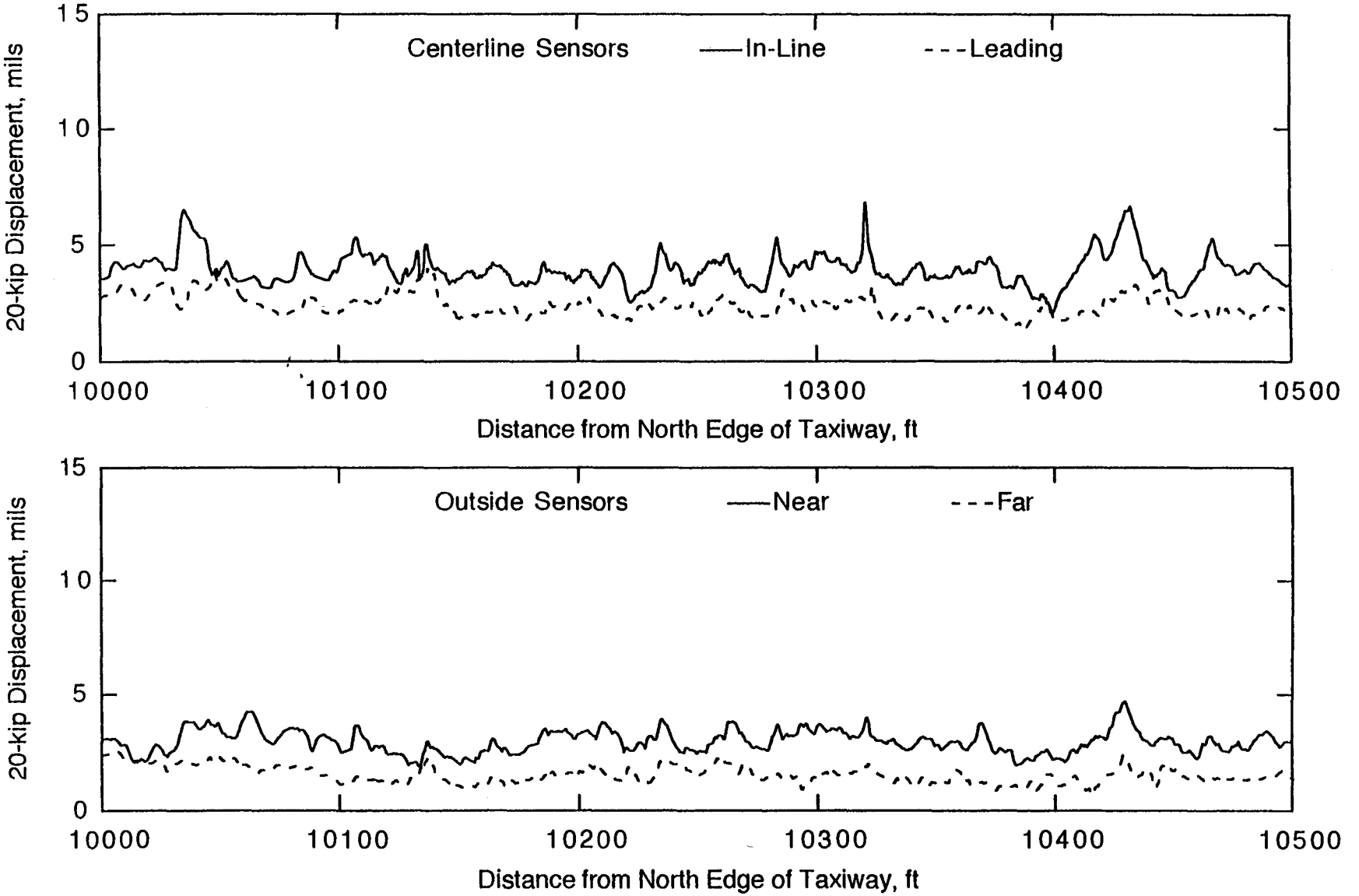

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
7500
7600
7700
7800
7900
8000
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
7500
7600
7700
7800
7900
8000
Distance from North Edge of Taxiway, ft

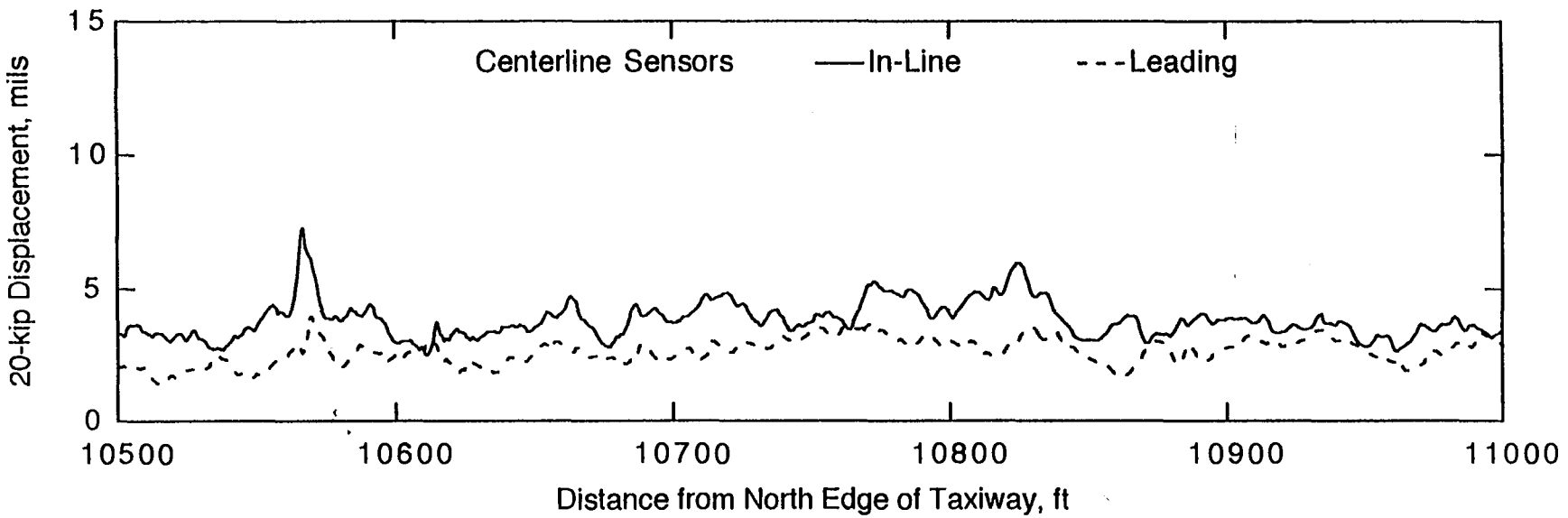

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
8000
8100
8200
8300
8400
8500
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
8000
8100
8200
8300
8400
8500
Distance from North Edge of Taxiway, ft

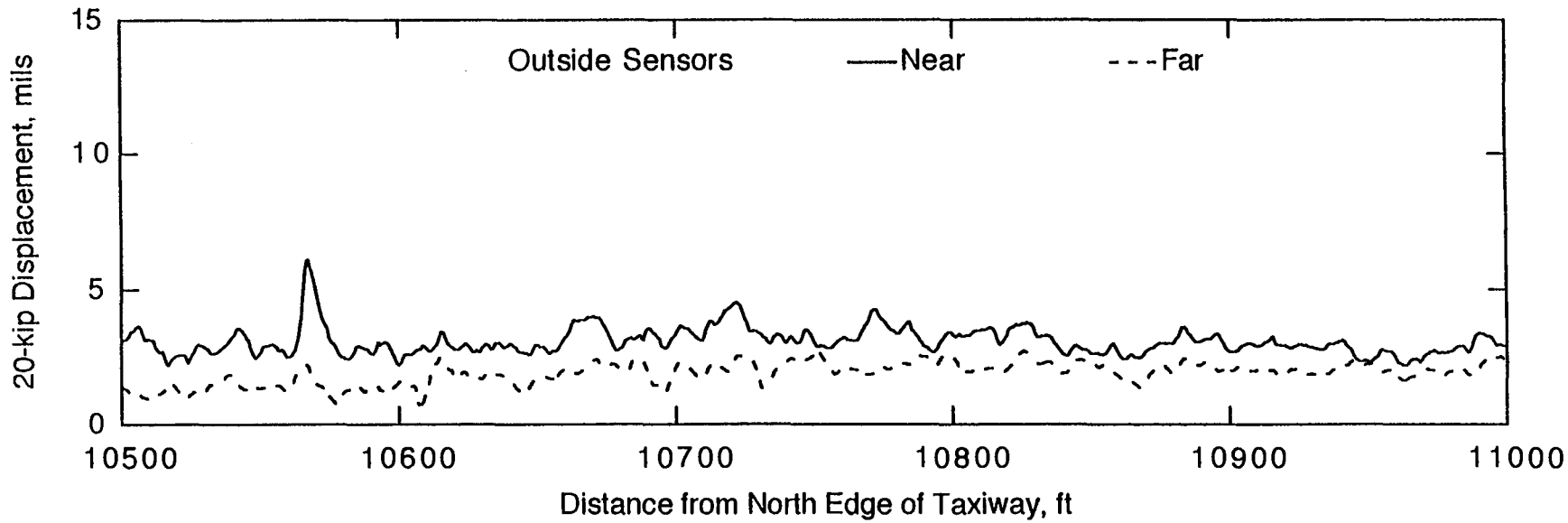

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
8500
8600
8700
8800
8900
9000
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
8500
8600
8700
8800
8900
9000
Distance from North Edge of Taxiway, ft

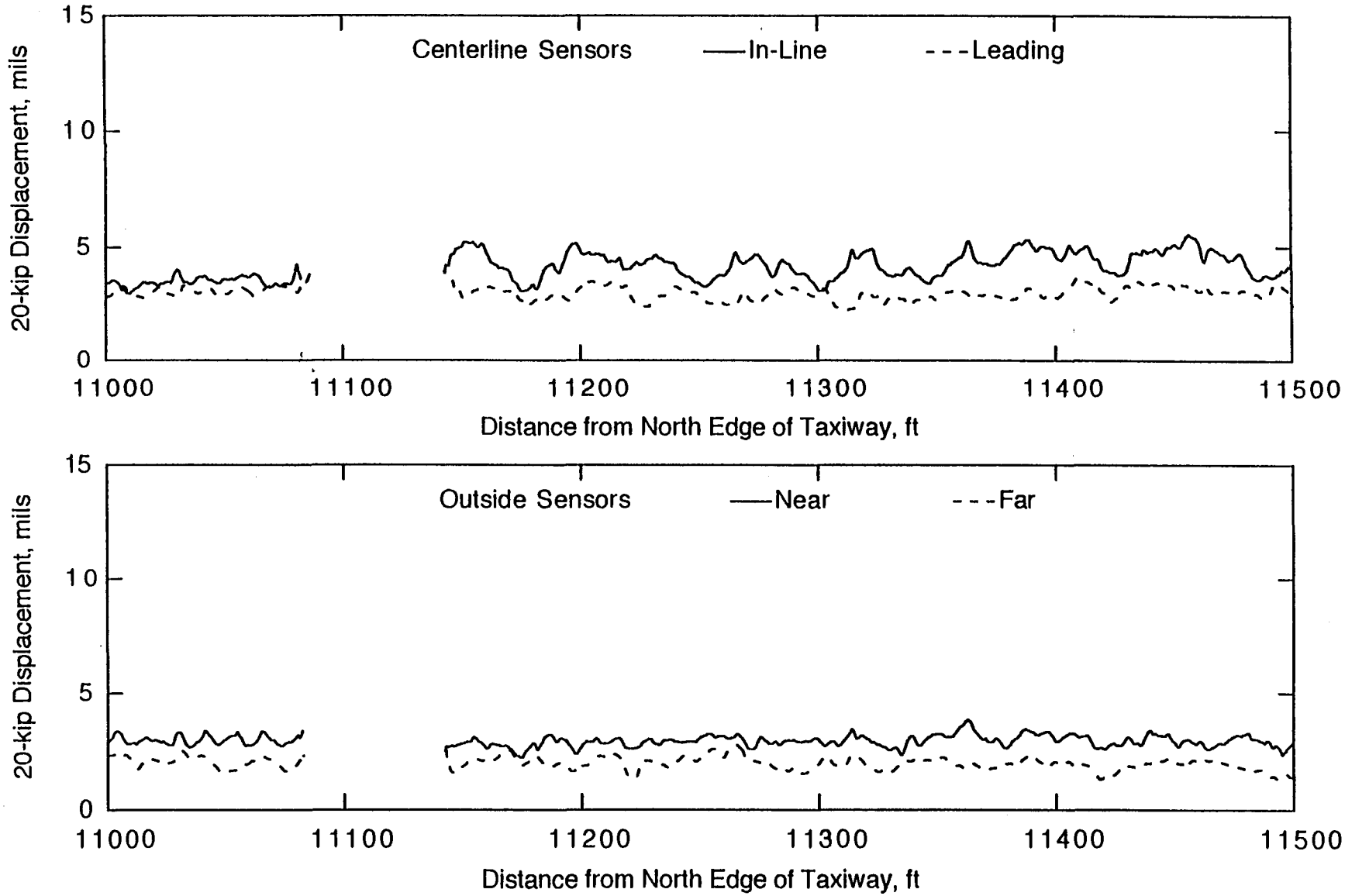

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
9000
9100
9200
9300
9400
9500
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
9000
9100
9200
9300
9400
9500
Distance from North Edge of Taxiway, ft

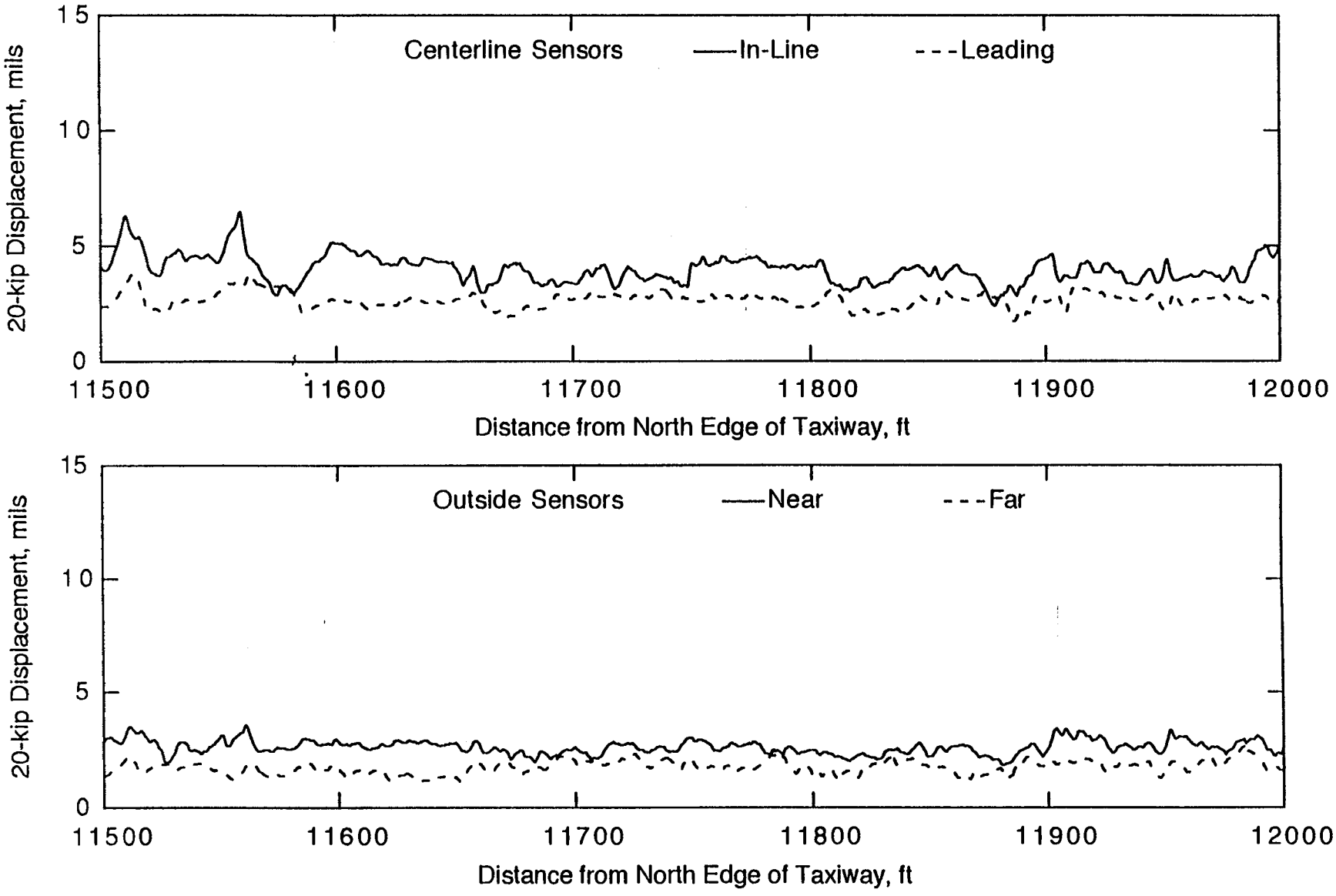

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
9500
9600
9700
9800
9900
10000
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
9500
9600
9700
9800
9900
10000
Distance from North Edge of Taxiway, ft

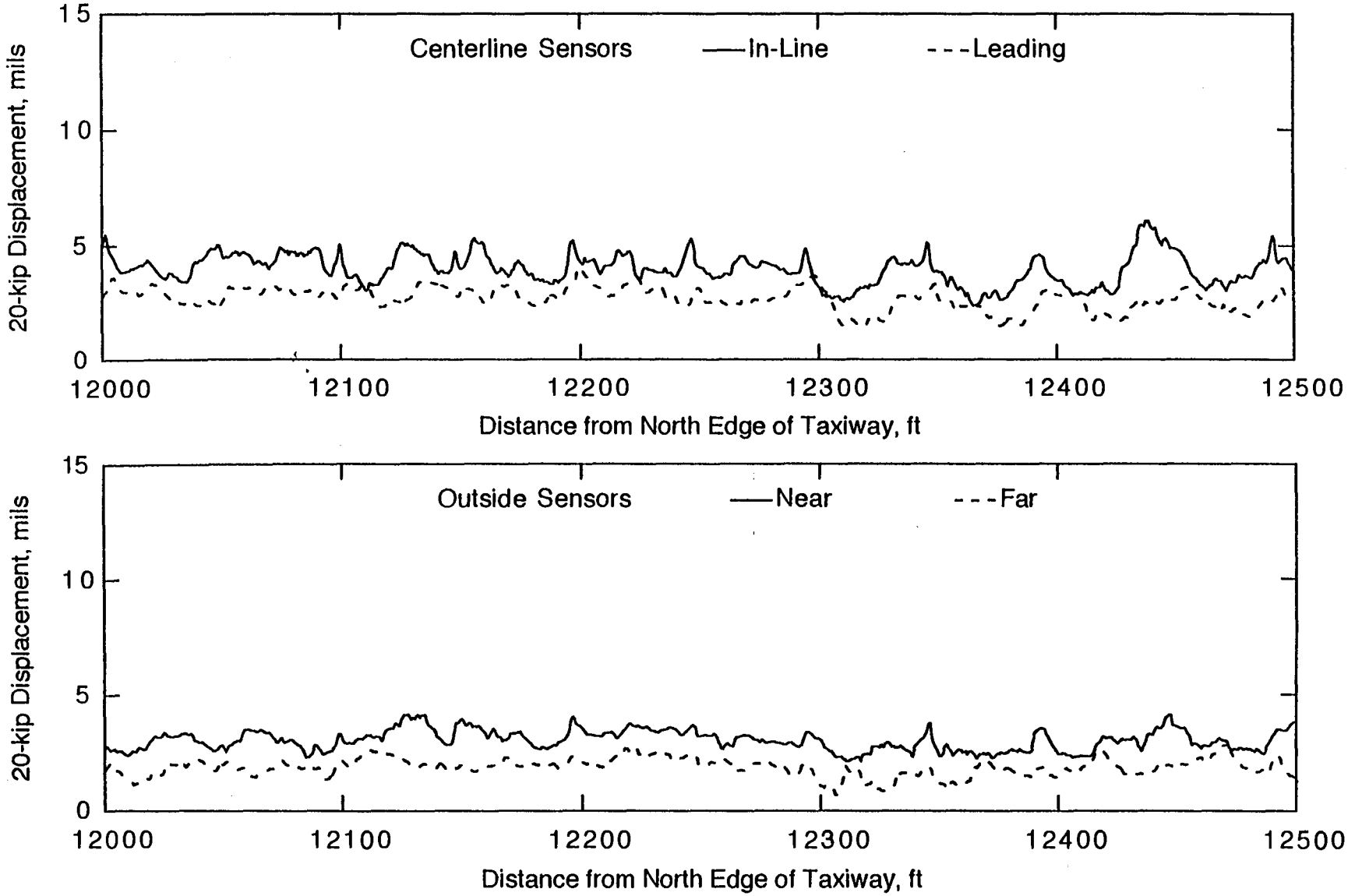

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
10000
10100
10200
10300
10400
10500
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
10000
10100
10200
10300
10400
10500
Distance from North Edge of Taxiway, ft

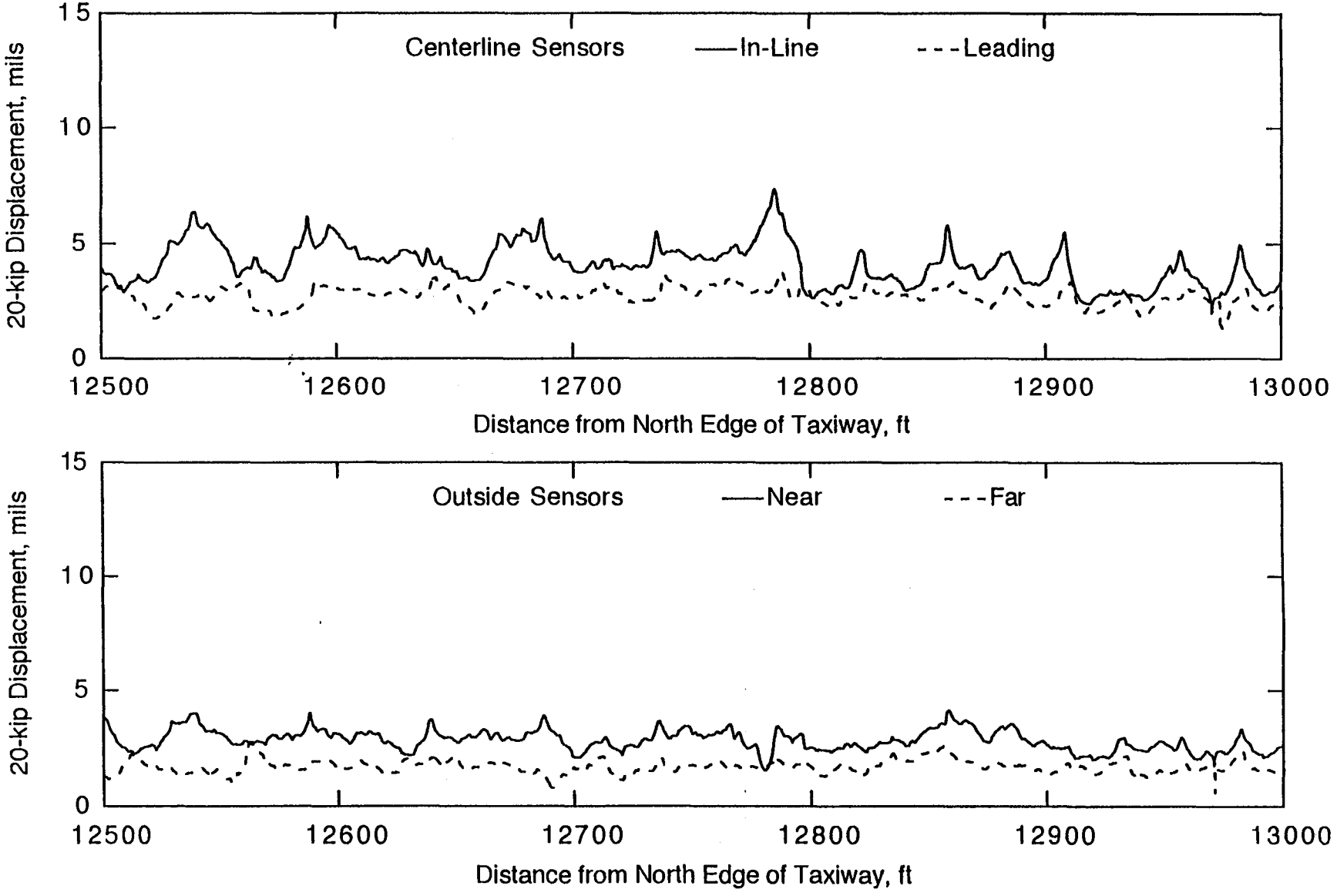

Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
10500
10600
10700
10800
10900
11000
Distance from North Edge of Taxiway, ft

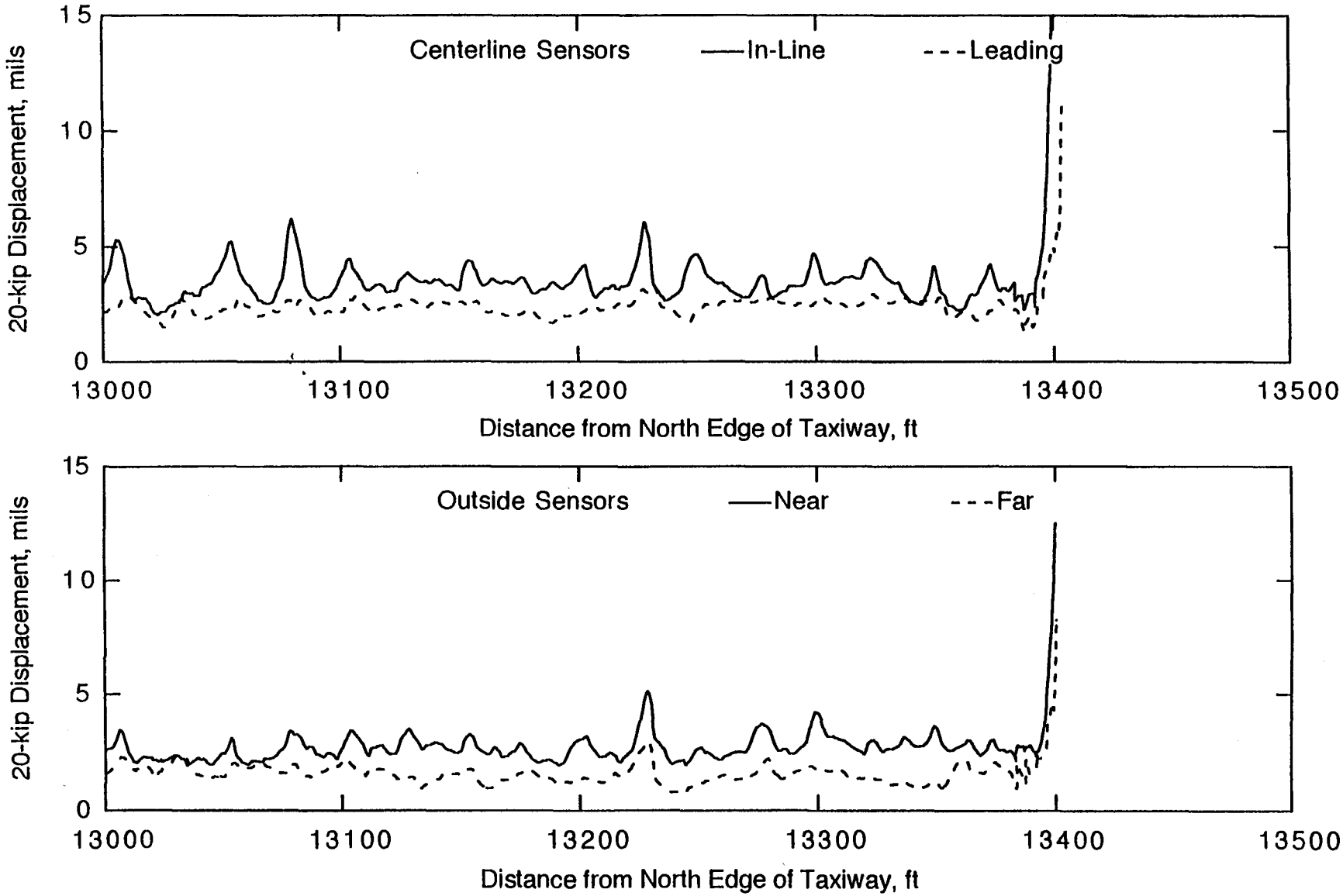

Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
10500
10600
10700
10800
10900
11000
Distance from North Edge of Taxiway, ft

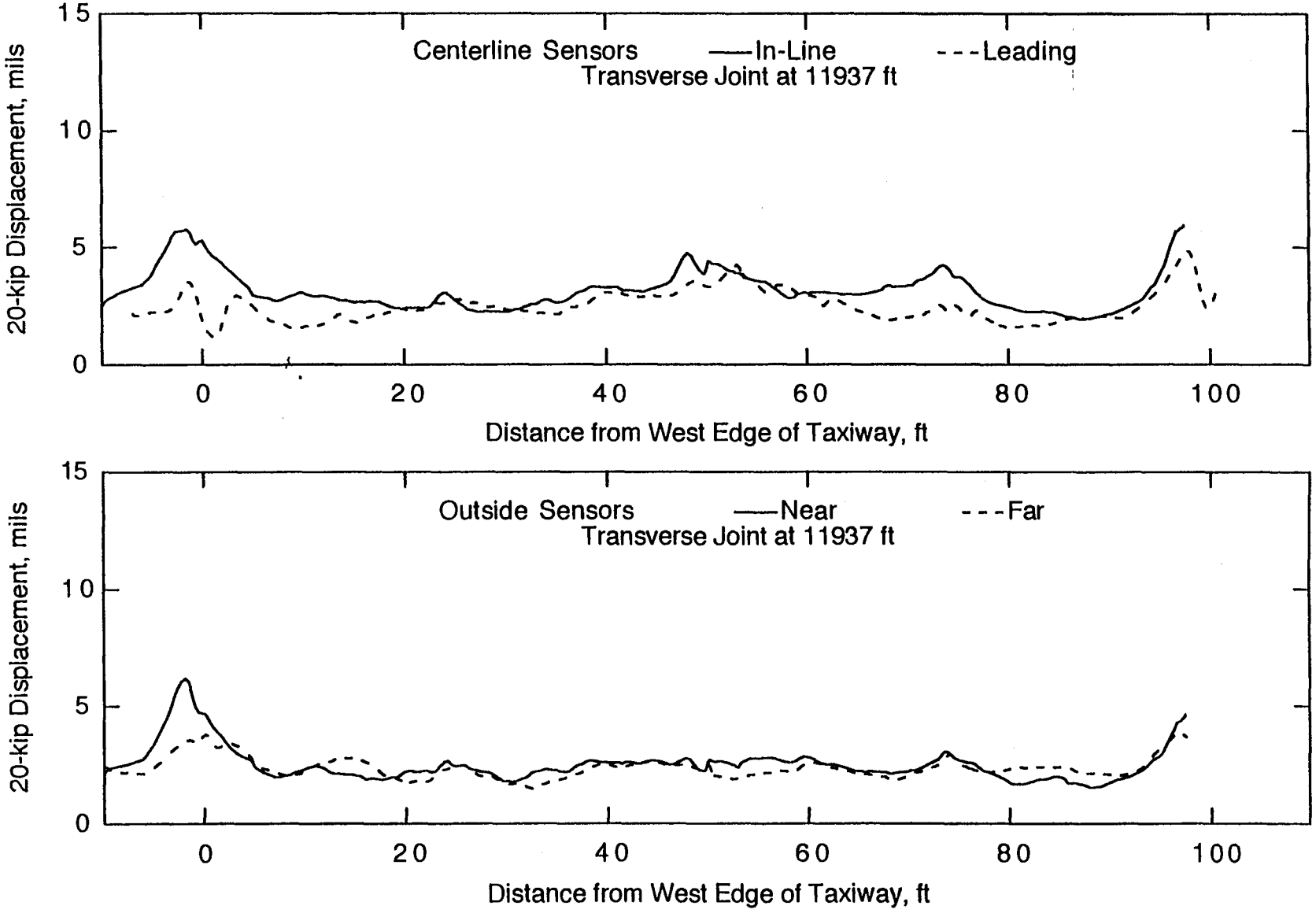

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
11000
11100
11200
11300
11400
11500
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
11000
11100
11200
11300
11400
11500
Distance from North Edge of Taxiway, ft

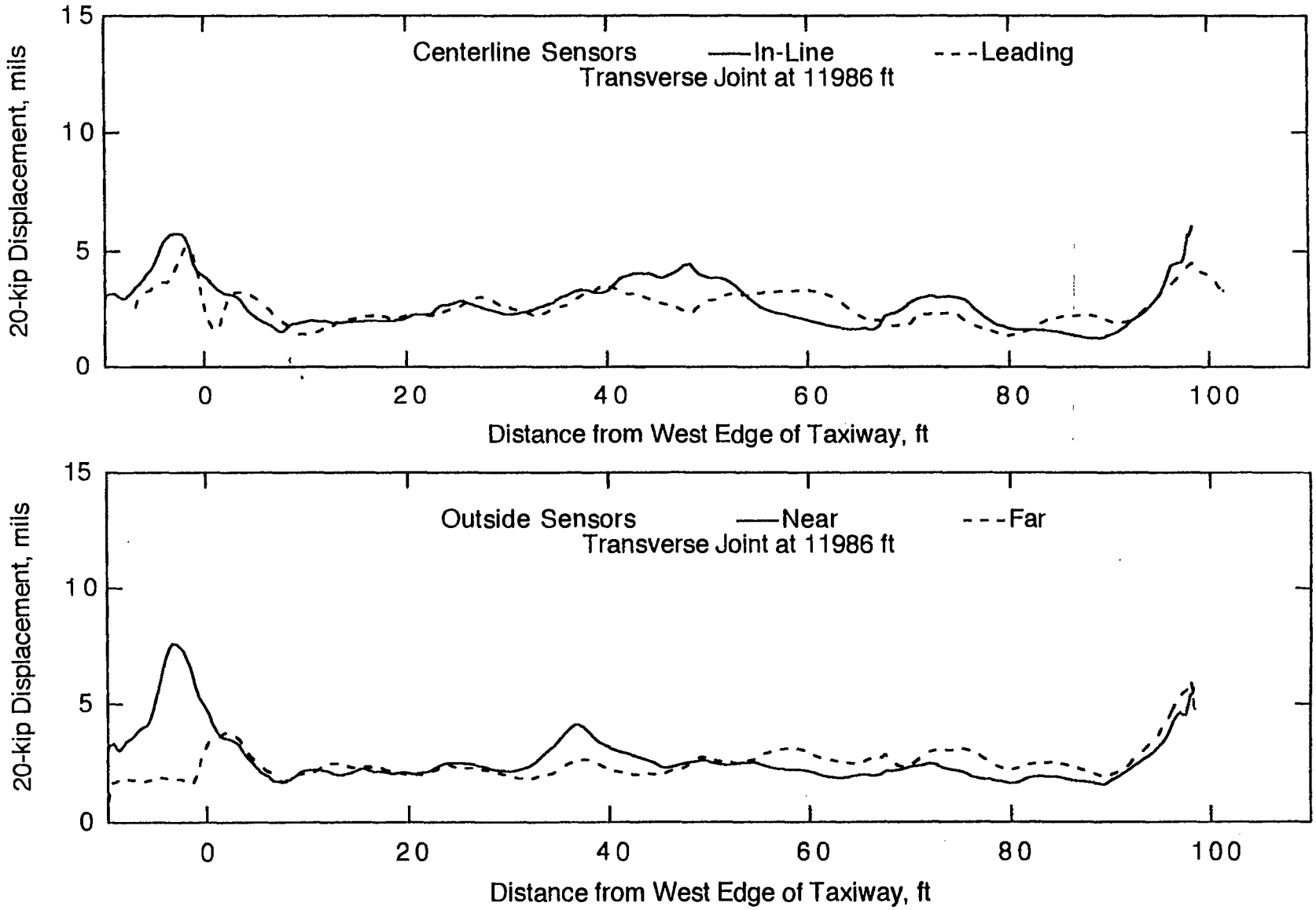

Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
11500
11600
11700
11800
11900
12000
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
11500
11600
11700
11800
11900
12000
Distance from North Edge of Taxiway, ft


Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
12000
12100
12200
12300
12400
12500
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
12000
12100
12200
12300
12400
12500
Distance from North Edge of Taxiway, ft


Centerline Sensors
—In-Line
---Leading
20-kip Displacement, mils
15
10
5
0
12500
12600
12700
12800
12900
13000
Distance from North Edge of Taxiway, ft
Outside Sensors
—Near
---Far
20-kip Displacement, mils
15
10
5
0
12500
12600
12700
12800
12900
13000
Distance from North Edge of Taxiway, ft


Centerline Sensors
In-Line
Leading
20-kip Displacement, mils
15
10
5
0
13000
13100
13200
13300
13400
13500
Distance from North Edge of Taxiway, ft
Outside Sensors
Near
Far
20-kip Displacement, mils
15
10
5
0
13000
13100
13200
13300
13400
13500
Distance from North Edge of Taxiway, ft


Centerline Sensors —In-Line - - -Leading
Transverse Joint at 11937 ft
20-kip Displacement, mils
15
10
5
0
0
20
40
60
80
100
Distance from West Edge of Taxiway, ft
Outside Sensors —Near - - -Far
Transverse Joint at 11937 ft
20-kip Displacement, mils
15
10
5
0
0
20
40
60
80
100
Distance from West Edge of Taxiway, ft


Centerline Sensors —In-Line - - -Leading
Transverse Joint at 11986 ft
20-kip Displacement, mils
Distance from West Edge of Taxiway, ft
Outside Sensors —Near - - -Far
Transverse Joint at 11986 ft
20-kip Displacement, mils
Distance from West Edge of Taxiway, ft

APPENDIX G
HWD DEFLECTION DATA

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	4.20	4.11	3.74	3.40	3.11	2.86	2.58	POINT A (JOINT)	1
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	3.94	3.83	3.62	3.44	3.25	3.08	2.83	POINT B	3
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	5.09	4.78	4.32	3.90	3.53	3.18	2.83	POINT C (JOINT)	5
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	3.90	3.71	3.50	3.28	3.04	2.81	2.54	POINT D	7
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	5.23	5.05	4.50	4.04	3.59	3.22	2.83	POINT E (JOINT)	9
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	4.38	4.23	3.91	3.65	3.44	3.21	2.95	POINT F	11
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	4.56	4.44	4.02	3.67	3.30	3.02	2.72	POINT G (JOINT)	13
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	4.80	4.67	4.14	3.65	3.31	3.00	2.68	POINT H (JOINT)	15
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	5.66	4.77	4.14	3.66	3.27	2.93	2.61	POINT I (JOINT)	17
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	3.67	3.50	3.32	3.11	2.86	2.69	2.43	POINT J	19
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	4.95	4.69	4.11	3.70	3.28	2.97	2.63	POINT K (JOINT)	21
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	7.14	6.54	5.69	4.96	4.35	3.73	3.21	POINT L (JOINT)	23
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	5.55	4.78	4.20	3.79	3.37	3.03	2.66	POINT M (JOINT)	25
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	3.84	3.61	3.39	3.19	2.96	2.78	2.56	POINT N	27
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	5.42	4.42	3.98	3.60	3.21	2.94	2.62	POINT O (JOINT)	29
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	6.03	5.29	4.63	4.13	3.74	3.31	2.92	POINT P (JOINT)	31
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	9.61	4.52	4.05	3.62	3.23	2.94	2.60	POINT Q (JOINT)	33
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	31,000	5.75	5.46	4.74	4.14	3.66	3.22	2.84	POINT R (JOINT)	35
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.27	3.17	2.69	2.39	2.11	1.91	1.67	POINT A (JOINT)	37
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.01	2.85	2.57	2.38	2.13	1.94	1.74	POINT B	39
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.04	2.91	2.69	2.41	2.18	1.98	1.77	POINT C (JOINT)	41
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.22	3.03	2.71	2.47	2.23	2.03	1.79	POINT D	43
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.43	3.34	2.88	2.51	2.17	1.96	1.70	POINT E (JOINT)	45
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.26	3.18	2.91	2.69	2.42	2.19	1.96	POINT F	47
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.44	3.29	2.95	2.71	2.46	2.15	1.96	POINT G (JOINT)	49
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.59	3.24	2.85	2.55	2.22	1.99	1.73	POINT H (JOINT)	51
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	4.34	4.25	3.56	2.98	2.50	2.14	1.80	POINT I (JOINT)	53
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	2.54	2.35	2.17	2.01	1.86	1.71	1.53	POINT J	55
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.64	3.42	2.90	2.51	2.11	1.84	1.58	POINT K (JOINT)	57
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	6.84	4.15	3.48	2.93	2.48	2.17	1.81	POINT L (JOINT)	59
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	4.39	4.44	3.72	3.12	2.63	2.23	1.87	POINT M (JOINT)	61
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	2.69	2.48	2.27	2.13	1.94	1.79	1.62	POINT N	63
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	3.50	3.27	2.84	2.46	2.13	1.87	1.59	POINT O (JOINT)	65
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	5.47	3.80	3.26	2.85	2.41	2.10	1.87	POINT P (JOINT)	67
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	4.17	3.92	3.34	2.86	2.39	2.07	1.76	POINT Q (JOINT)	69

31000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	31,000	4.75	4.64	3.82	3.24	2.61	2.21	1.85	POINT R (JOINT)	71
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	5.73	5.65	4.97	4.39	3.88	3.47	3.02	POINT A (JOINT)	73
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	4.67	4.35	4.08	3.75	3.46	3.13	2.79	POINT B	75
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	4.49	4.23	3.83	3.54	3.24	2.94	2.67	POINT C (JOINT)	77
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	3.98	3.90	3.62	3.36	3.16	2.87	2.58	POINT D	79
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	5.37	5.26	4.66	4.18	3.77	3.38	3.01	POINT E (JOINT)	81
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	4.42	4.20	3.89	3.60	3.25	3.00	2.67	POINT F	83
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	4.12	3.79	3.51	3.22	2.98	2.74	2.49	POINT G (JOINT)	85
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	4.74	4.66	4.17	3.77	3.44	3.08	2.69	POINT H (JOINT)	87
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	9.27	3.65	3.25	2.91	2.55	2.27	1.95	POINT I (JOINT)	89
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	4.10	3.90	3.67	3.44	3.15	2.95	2.66	POINT J	91
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	9.29	3.88	3.46	3.07	2.79	2.46	2.15	POINT K (JOINT)	93
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	7.08	5.73	4.97	4.34	3.73	3.31	2.90	POINT L (JOINT)	95
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	9.37	3.17	2.91	2.61	2.32	2.14	1.88	POINT M (JOINT)	97
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	4.32	4.16	3.88	3.63	3.36	3.08	2.77	POINT N	99
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	7.24	5.24	4.61	4.08	3.60	3.18	2.79	POINT O (JOINT)	101
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	5.75	4.94	4.29	3.78	3.32	2.99	2.60	POINT P (JOINT)	103
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	8.83	4.59	4.10	3.67	3.31	2.94	2.56	POINT Q (JOINT)	105
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	31,000	7.14	4.33	3.85	3.41	3.07	2.78	2.45	POINT R (JOINT)	107
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	5.47	5.39	4.72	4.17	3.68	3.33	2.94	POINT A (JOINT)	109
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	4.11	4.01	3.73	3.47	3.24	2.97	2.68	POINT B	111
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	4.64	4.28	3.96	3.64	3.35	3.06	2.76	POINT C (JOINT)	113
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	4.37	4.14	3.85	3.57	3.28	3.03	2.74	POINT D	115
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	4.86	4.83	4.31	3.89	3.49	3.15	2.81	POINT E (JOINT)	117
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	3.96	3.83	3.55	3.30	3.03	2.81	2.54	POINT F	119
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	4.07	3.72	3.49	3.23	2.97	2.76	2.51	POINT G (JOINT)	121
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	5.19	4.86	4.34	3.88	3.51	3.16	2.82	POINT H (JOINT)	123
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	4.88	4.84	4.17	3.67	3.27	2.95	2.61	POINT I (JOINT)	125
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	3.21	2.99	2.83	2.71	2.57	2.41	2.24	POINT J	127
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	4.73	4.57	3.98	3.49	3.13	2.77	2.45	POINT K (JOINT)	129
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	7.89	5.07	4.48	3.98	3.49	3.11	2.74	POINT L (JOINT)	131
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	5.11	5.05	4.37	3.84	3.40	3.06	2.71	POINT M (JOINT)	133
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	3.31	3.12	2.94	2.78	2.64	2.48	2.28	POINT N	135
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	5.20	5.06	4.37	3.79	3.32	2.95	2.58	POINT O (JOINT)	137
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	7.32	5.07	4.51	4.07	3.57	3.23	2.80	POINT P (JOINT)	139

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	6.12	5.83	5.14	4.57	4.02	3.58	3.13	POINT Q (JOINT)	141
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	31,000	8.18	5.25	4.58	4.00	3.45	3.05	2.62	POINT R (JOINT)	143
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.95	4.90	4.26	3.79	3.35	2.98	2.62	POINT A (JOINT)	145
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.30	4.10	3.79	3.48	3.14	2.84	2.53	POINT B	147
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.20	4.01	3.65	3.37	3.02	2.73	2.43	POINT C (JOINT)	149
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.15	3.82	3.55	3.26	2.99	2.74	2.47	POINT D	151
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.72	4.80	4.17	3.66	3.26	2.95	2.62	POINT E (JOINT)	153
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.03	3.86	3.56	3.24	3.00	2.68	2.35	POINT F	155
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.01	3.85	3.52	3.27	2.99	2.71	2.39	POINT G (JOINT)	157
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.81	4.77	4.16	3.63	3.16	2.75	2.46	POINT H (JOINT)	159
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	5.58	5.39	4.62	3.97	3.43	3.01	2.62	POINT I (JOINT)	161
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	3.08	2.91	2.73	2.56	2.43	2.25	2.02	POINT J	163
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.78	4.54	3.95	3.46	3.03	2.66	2.30	POINT K (JOINT)	165
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	5.12	5.06	4.42	3.91	3.45	2.95	2.53	POINT L (JOINT)	167
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	5.46	5.20	4.45	3.88	3.35	2.96	2.57	POINT M (JOINT)	169
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	2.98	2.82	2.61	2.50	2.32	2.17	1.99	POINT N	171
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	4.47	4.19	3.69	3.28	2.90	2.55	2.21	POINT O (JOINT)	173
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	5.39	5.06	4.37	3.83	3.32	2.91	2.47	POINT P (JOINT)	175
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	5.95	5.56	4.76	4.10	3.48	3.02	2.59	POINT Q (JOINT)	177
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	31,000	6.59	3.85	3.37	2.92	2.54	2.25	1.92	POINT R (JOINT)	179
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	4.85	4.70	4.23	3.82	3.45	3.14	2.79	POINT A (JOINT)	181
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	3.94	3.71	3.51	3.29	3.09	2.87	2.64	POINT B	183
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	4.81	4.52	4.06	3.68	3.33	3.04	2.73	POINT C (JOINT)	185
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	3.78	3.70	3.46	3.25	3.04	2.84	2.62	POINT D	187
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	4.83	4.38	3.93	3.58	3.25	2.99	2.71	POINT E (JOINT)	189
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	3.84	3.85	3.63	3.39	3.18	2.92	2.66	POINT F	191
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	5.37	5.26	4.59	4.20	3.76	3.34	3.00	POINT G (JOINT)	193
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	5.55	5.25	4.77	4.34	3.93	3.61	3.24	POINT H (JOINT)	195
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	5.14	4.87	4.23	3.76	3.30	2.96	2.64	POINT I (JOINT)	197
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	3.69	3.48	3.40	3.18	2.96	2.78	2.56	POINT J	199
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	9.02	4.43	3.85	3.40	3.05	2.67	2.33	POINT K (JOINT)	201
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	6.62	5.40	4.75	4.22	3.75	3.37	2.93	POINT L (JOINT)	203
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	5.40	5.27	4.65	4.07	3.60	3.19	2.80	POINT M (JOINT)	205
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	3.72	3.65	3.47	3.26	3.04	2.84	2.57	POINT N	207
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	7.14	4.97	4.35	3.84	3.36	3.01	2.64	POINT O (JOINT)	209

31000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	5.71	5.57	4.84	4.32	3.81	3.38	2.93	POINT P (JOINT)	211
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	8.03	4.30	3.83	3.41	3.01	2.69	2.35	POINT Q (JOINT)	213
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	31,000	6.39	5.73	5.03	4.39	3.87	3.46	3.04	POINT R (JOINT)	215

40000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	5.34	5.14	4.65	4.24	3.86	3.56	3.23	POINT A (JOINT)	2
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	5.04	4.82	4.57	4.35	4.08	3.81	3.52	POINT B	4
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	6.46	6.05	5.46	4.90	4.42	3.99	3.55	POINT C (JOINT)	6
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	4.97	4.68	4.38	4.12	3.83	3.57	3.21	POINT D	8
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	6.62	6.42	5.68	5.07	4.50	4.01	3.51	POINT E (JOINT)	10
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	5.55	5.25	4.91	4.62	4.28	4.02	3.68	POINT F	12
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	5.83	5.59	5.06	4.61	4.17	3.78	3.41	POINT G (JOINT)	14
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	6.09	5.95	5.24	4.63	4.16	3.75	3.35	POINT H (JOINT)	16
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	7.51	5.97	5.28	4.67	4.14	3.71	3.27	POINT I (JOINT)	18
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	4.63	4.46	4.16	3.92	3.65	3.39	3.09	POINT J	20
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	6.28	6.04	5.20	4.70	4.17	3.76	3.34	POINT K (JOINT)	22
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	8.83	8.40	7.23	6.29	5.49	4.72	4.04	POINT L (JOINT)	24
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	7.19	5.96	5.26	4.73	4.23	3.79	3.33	POINT M (JOINT)	26
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	4.79	4.53	4.25	4.00	3.71	3.46	3.15	POINT N	28
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	6.84	5.61	5.00	4.50	4.10	3.68	3.28	POINT O (JOINT)	30
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	7.53	6.71	5.89	5.26	4.63	4.19	3.67	POINT P (JOINT)	32
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	12.14	5.71	5.10	4.55	4.05	3.67	3.22	POINT Q (JOINT)	34
0+00	RUNWAY17	LOCATION 6 (775' NORTH OF SOUTHEND)	40,000	7.18	6.89	5.94	5.17	4.52	3.98	3.49	POINT R (JOINT)	36
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	4.16	3.98	3.41	3.05	2.70	2.42	2.10	POINT A (JOINT)	38
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	3.80	3.61	3.27	3.00	2.69	2.47	2.20	POINT B	40
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	3.85	3.68	3.37	3.06	2.73	2.51	2.21	POINT C (JOINT)	42
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	4.09	3.80	3.43	3.15	2.80	2.54	2.24	POINT D	44
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	4.28	4.20	3.63	3.15	2.77	2.48	2.16	POINT E (JOINT)	46
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	4.11	3.95	3.62	3.29	2.99	2.71	2.42	POINT F	48
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	4.44	4.11	3.72	3.39	3.03	2.73	2.42	POINT G (JOINT)	50
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	4.56	4.09	3.58	3.16	2.81	2.50	2.19	POINT H (JOINT)	52
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	5.50	5.46	4.52	3.79	3.20	2.72	2.26	POINT I (JOINT)	54
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	3.23	2.97	2.75	2.52	2.32	2.16	1.94	POINT J	56
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	4.69	4.32	3.66	3.14	2.68	2.34	1.99	POINT K (JOINT)	58
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	8.32	5.35	4.52	3.79	3.21	2.80	2.30	POINT L (JOINT)	60
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	5.69	5.64	4.72	4.00	3.34	2.80	2.38	POINT M (JOINT)	62
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	3.41	3.12	2.87	2.72	2.47	2.27	2.05	POINT N	64
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	4.46	4.16	3.58	3.14	2.70	2.34	2.00	POINT O (JOINT)	66
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	6.97	4.87	4.12	3.55	3.07	2.71	2.26	POINT P (JOINT)	68
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	5.38	4.97	4.23	3.60	3.05	2.62	2.22	POINT Q (JOINT)	70

40000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+00	RUNWAY17	LOCATION 5 (MIDWAY BETWEEN EL AND EM)	40,000	5.68	5.86	4.88	3.98	3.39	2.83	2.37	POINT R (JOINT)	72
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	7.31	7.17	6.32	5.58	4.91	4.36	3.81	POINT A (JOINT)	74
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	6.13	5.50	5.11	4.71	4.28	3.92	3.50	POINT B	76
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	5.67	5.29	4.82	4.44	4.06	3.71	3.35	POINT C (JOINT)	78
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	4.96	4.87	4.48	4.17	3.84	3.55	3.17	POINT D	80
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	6.70	6.64	5.87	5.25	4.71	4.25	3.76	POINT E (JOINT)	82
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	5.52	5.30	4.91	4.54	4.16	3.80	3.38	POINT F	84
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	5.11	4.81	4.48	4.11	3.80	3.51	3.20	POINT G (JOINT)	86
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	6.09	5.92	5.32	4.78	4.32	3.90	3.46	POINT H (JOINT)	88
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	11.80	4.47	3.98	3.59	3.15	2.79	2.40	POINT I (JOINT)	90
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	5.10	4.87	4.58	4.35	3.99	3.69	3.33	POINT J	92
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	11.91	4.81	4.30	3.83	3.39	3.06	2.67	POINT K (JOINT)	94
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	9.06	7.15	6.17	5.37	4.70	4.11	3.55	POINT L (JOINT)	96
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	11.86	3.92	3.57	3.22	2.83	2.59	2.26	POINT M (JOINT)	98
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	5.35	5.20	4.81	4.53	4.17	3.82	3.42	POINT N	100
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	9.23	6.45	5.70	5.04	4.42	3.92	3.42	POINT O (JOINT)	102
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	7.19	6.21	5.38	4.72	4.15	3.71	3.27	POINT P (JOINT)	104
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	11.07	5.65	5.04	4.54	4.05	3.61	3.12	POINT Q (JOINT)	106
0+00	RUNWAY17	LOCATION 4 (MIDWAY BETWEEN EK AND EL)	40,000	9.14	5.22	4.68	4.15	3.73	3.39	2.95	POINT R (JOINT)	108
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	7.00	6.84	5.97	5.29	4.70	4.20	3.73	POINT A (JOINT)	110
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	5.34	5.02	4.70	4.39	4.04	3.72	3.40	POINT B	112
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	5.78	5.41	4.98	4.59	4.25	3.85	3.45	POINT C (JOINT)	114
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	5.49	5.24	4.86	4.51	4.16	3.84	3.47	POINT D	116
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	6.19	6.10	5.48	4.92	4.44	4.02	3.55	POINT E (JOINT)	118
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	5.13	4.86	4.57	4.22	3.82	3.53	3.22	POINT F	120
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	5.04	4.68	4.36	4.08	3.75	3.47	3.14	POINT G (JOINT)	122
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	6.65	6.16	5.47	4.98	4.40	4.00	3.55	POINT H (JOINT)	124
0+00	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	6.07	6.10	5.27	4.64	4.12	3.70	3.24	POINT I (JOINT)	126
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	3.96	3.77	3.55	3.36	3.22	3.04	2.80	POINT J	128
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	5.99	5.80	5.03	4.47	3.92	3.51	3.09	POINT K (JOINT)	130
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	9.76	6.44	5.67	4.99	4.38	3.91	3.42	POINT L (JOINT)	132
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	6.44	6.36	5.48	4.81	4.26	3.80	3.36	POINT M (JOINT)	134
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	4.16	3.91	3.67	3.49	3.31	3.10	2.86	POINT N	136
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	6.51	6.37	5.49	4.80	4.18	3.70	3.23	POINT O (JOINT)	138
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	9.32	6.53	5.80	5.20	4.58	4.07	3.62	POINT P (JOINT)	140

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	7.80	7.39	6.52	5.79	5.08	4.52	3.96	POINT Q (JOINT)	142
0+01	RUNWAY17	LOCATION 3 (MIDWAY BETWEEN EJ AND EK)	40,000	10.05	7.07	6.05	5.26	4.57	4.02	3.46	POINT R (JOINT)	144
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	6.31	6.25	5.43	4.79	4.24	3.77	3.32	POINT A (JOINT)	146
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	5.50	5.22	4.79	4.41	3.98	3.60	3.19	POINT B	148
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	5.32	5.07	4.59	4.17	3.82	3.41	3.05	POINT C (JOINT)	150
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	5.17	4.81	4.46	4.13	3.77	3.45	3.10	POINT D	152
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	6.57	6.09	5.32	4.71	4.10	3.72	3.30	POINT E (JOINT)	154
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	5.17	4.87	4.49	4.11	3.72	3.37	2.96	POINT F	156
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	5.15	4.87	4.45	4.11	3.74	3.42	3.01	POINT G (JOINT)	158
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	6.18	6.04	5.24	4.56	3.99	3.48	3.05	POINT H (JOINT)	160
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	7.06	6.82	5.84	5.07	4.33	3.79	3.28	POINT I (JOINT)	162
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	3.81	3.70	3.42	3.23	3.03	2.83	2.59	POINT J	164
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	6.07	5.75	4.98	4.38	3.82	3.35	2.88	POINT K (JOINT)	166
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	6.49	6.37	5.58	4.94	4.31	3.70	3.17	POINT L (JOINT)	168
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	6.88	6.60	5.63	4.85	4.23	3.72	3.24	POINT M (JOINT)	170
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	3.75	3.54	3.28	3.09	2.90	2.72	2.48	POINT N	172
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	5.67	5.33	4.64	4.15	3.62	3.20	2.78	POINT O (JOINT)	174
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	6.67	6.36	5.53	4.87	4.20	3.66	3.11	POINT P (JOINT)	176
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	7.58	6.97	5.97	5.11	4.40	3.80	3.20	POINT Q (JOINT)	178
0+03	RUNWAY17	LOCATION 2 (50' SOUTH OF 10000' MARK)	40,000	8.15	5.04	4.36	3.79	3.29	2.86	2.44	POINT R (JOINT)	180
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	6.02	5.91	5.32	4.84	4.30	3.91	3.42	POINT A (JOINT)	182
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	4.94	4.64	4.38	4.13	3.82	3.57	3.28	POINT B	184
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	5.92	5.68	5.10	4.64	4.22	3.81	3.42	POINT C (JOINT)	186
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	4.88	4.63	4.34	4.09	3.86	3.55	3.25	POINT D	188
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	5.88	5.45	4.92	4.47	4.09	3.72	3.37	POINT E (JOINT)	190
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	4.96	4.86	4.58	4.27	3.95	3.67	3.34	POINT F	192
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	6.77	6.55	5.81	5.23	4.67	4.19	3.73	POINT G (JOINT)	194
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	6.90	6.58	6.00	5.49	4.96	4.51	4.08	POINT H (JOINT)	196
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	6.66	6.12	5.36	4.72	4.14	3.73	3.30	POINT I (JOINT)	198
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	4.64	4.42	4.17	3.94	3.68	3.46	3.17	POINT J	200
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	11.33	5.54	4.84	4.27	3.73	3.32	2.91	POINT K (JOINT)	202
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	8.30	6.92	6.05	5.34	4.71	4.23	3.66	POINT L (JOINT)	204
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	6.98	6.64	5.82	5.12	4.50	4.00	3.52	POINT M (JOINT)	206
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	4.73	4.56	4.32	4.07	3.80	3.54	3.21	POINT N	208
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	9.15	6.52	5.66	4.96	4.35	3.87	3.40	POINT O (JOINT)	210

40000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	7.03	6.97	6.09	5.42	4.77	4.25	3.68	POINT P (JOINT)	212
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	9.78	5.82	5.13	4.55	4.03	3.60	3.18	POINT Q (JOINT)	214
0+03	RUNWAY17	LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND)	40,000	8.13	7.28	6.33	5.58	4.86	4.33	3.81	POINT R (JOINT)	216

31000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	5.34	4.54						POINT A (JOINT)	217
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	3.21	3.03						POINT B	219
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	3.02	2.92						POINT C (JOINT)	221
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	3.10	2.78	2.77	2.76				POINT D	223
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	4.02	3.84	3.42	3.10				POINT E (JOINT)	225
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	3.18	3.04	2.85					POINT F	227
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	4.01	3.81	3.53	3.35				POINT G (JOINT)	229
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	6.87	3.55	3.75	2.35				POINT H (JOINT)	231
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	3.54	3.29	3.01	2.83				POINT I (JOINT)	233
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	5.06	4.53	4.02	3.50				POINT J (JOINT)	235
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	5.54	4.73	4.02	3.13				POINT K (JOINT)	237
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	3.51	3.23	2.98	2.63				POINT L (JOINT)	239
0+01	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	5.43	4.87	4.15	3.48				POINT M (JOINT)	241
0+01	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	3.20	3.13	2.92	2.79				POINT N	243
0+01	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	31,000	9.85	4.63	4.09	3.14				POINT O (JOINT)	245
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	5.62	5.22	4.50					POINT A (JOINT)	247
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	4.21	3.38	3.49	3.10				POINT B	249
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	4.06	3.81	3.38					POINT C (JOINT)	251
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	4.01	3.78	3.48	2.95				POINT D	253
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	5.32	5.08	4.22	3.21				POINT E (JOINT)	255
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	4.08	3.78	3.61	3.18				POINT F	257
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	4.37	3.94	3.55	3.09				POINT G (JOINT)	259
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	8.35	5.05	4.21	3.55				POINT I (JOINT)(MISSED POINT H (JOINT)WILL DO LATER)	261
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	5.24	5.02	4.04	3.31				POINT J (JOINT)	263
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	6.55	4.47	2.91					POINT K (JOINT)	265
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	8.93	3.99	3.46					POINT L (JOINT)	267
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	4.53	4.36	3.71					POINT M (JOINT)	269
0+01	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	3.52	3.31	2.96	2.52				POINT N	271
0+01	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	4.59	4.35						POINT O (JOINT)	273
0+01	TAXIL	LOCATION 4 (AT CL ECO MIKE)	31,000	29.44	5.54	4.28					POINT H (JOINT)(THERE IS A SPALL ON THE EDGE OF THE CONCRETE RIGHT ON TEST PT)	275
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	4.01	3.65	3.48	2.98	1.43			POINT A (JOINT)	277
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	4.34	4.03	3.61	3.26				POINT B	279
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	5.81	5.69	4.89	4.20	3.63	3.08	2.64	POINT C (JOINT) (LINE WAS GETTING CUT ON SENSOR RACK)	281
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	4.35	4.17	3.84	3.50	3.13	2.83	2.49	POINT D	283
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	4.65	4.38	3.94	3.58	3.25	2.85	2.47	POINT E (JOINT)	285
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	7.19	5.57	4.77	4.07	3.43	2.99	2.53	POINT G (JOINT) (SORRY MISSED F)	287
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	3.86	3.70	3.38	3.08	2.84	2.59	2.33	POINT H (JOINT) (SORRY MISSED F)	289

31000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	6.13	5.46	4.62	3.95	3.34	2.88	2.42	POINT I (JOINT)	291
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	4.91	4.65	4.24	3.89	3.48	3.09	2.67	POINT F (MISSED F - OK)	293
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	7.24	6.99	5.81	4.95	4.16	3.50	2.92	POINT J (JOINT)	295
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	7.20	6.36	5.12	4.25	3.54	3.02	2.56	POINT K (JOINT)	297
0+02	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	6.18	5.07	4.27	3.59	3.02	2.62	2.22	POINT L (JOINT)	299
0+02	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	5.48	5.15	4.44	3.89	3.36	2.97	2.57	POINT M (JOINT)	301
0+02	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	5.07	4.83	4.54	4.15	3.63	3.22	2.74	POINT N	303
0+02	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	31,000	6.15	5.79	4.74	4.02	3.38	2.93	2.48	POINT O (JOINT)	305
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	4.95	4.69	4.00	3.50	2.99	2.61	2.27	POINT A (JOINT)	307
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	4.45	4.08	3.72	3.38	2.98	2.68	2.34	POINT B	309
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	4.06	3.90	3.55	3.24	2.84	2.54	2.22	POINT C (JOINT)	311
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	4.11	3.89	3.57	3.24	2.87	2.58	2.24	POINT D	313
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	4.95	4.86	4.03	3.44	2.92	2.50	2.09	POINT E (JOINT)	315
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	3.88	3.70	3.35	3.02	2.66	2.38	2.06	POINT F	317
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	5.03	4.84	4.04	3.39	2.85	2.44	2.07	POINT G (JOINT)	319
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	3.55	3.34	2.98	2.67	2.33	2.14	1.86	POINT H (JOINT)	321
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	6.02	4.49	3.83	3.23	2.69	2.31	1.90	POINT I (JOINT)	323
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	5.32	5.11	4.33	3.69	3.14	2.69	2.29	POINT J (JOINT)	325
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	9.04	3.52	3.04	2.63	2.25	1.94	1.62	POINT K (JOINT)	327
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	5.84	4.26	3.66	3.19	2.68	2.31	1.95	POINT L (JOINT)	329
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	6.31	6.01	5.04	4.28	3.60	3.09	2.57	POINT M (JOINT)	331
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	5.06	4.64	4.14	3.73	3.32	2.88	2.45	POINT N	333
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	31,000	7.39	6.30	5.08	4.23	3.44	2.87	2.33	POINT O (JOINT)	335
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	5.84	5.50	4.50	3.75	3.22	2.75	2.36	POINT A (JOINT)(AROUND 250' NORTH OF COREHOLE PATCHES)	337
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	5.08	4.80	4.31	3.80	3.34	2.90	2.49	POINT B	339
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	5.47	5.22	4.65	4.11	3.55	3.10	2.60	POINT C (JOINT)	341
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	4.50	4.25	3.83	3.47	3.04	2.67	2.32	POINT D	343
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	6.73	6.19	5.12	4.25	3.51	2.96	2.46	POINT E (JOINT)	345
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	4.42	4.28	3.89	3.50	3.11	2.75	2.38	POINT F	347
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	5.62	5.13	4.42	3.91	3.44	2.98	2.56	POINT G (JOINT)	349
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	4.65	4.36	3.67	3.18	2.75	2.39	2.05	POINT H (JOINT)	351
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	6.36	3.93	3.35	2.89	2.42	2.08	1.74	POINT I (JOINT)	353
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	5.47	4.82	3.98	3.36	2.84	2.46	2.07	POINT J (JOINT)	355
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	7.42	2.81	2.46	2.16	1.86	1.65	1.42	POINT K (JOINT)	357
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	5.22	4.96	4.26	3.60	3.04	2.60	2.17	POINT L (JOINT)	359
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	5.80	5.29	4.43	3.79	3.15	2.73	2.28	POINT M (JOINT)	361
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	3.82	3.59	3.25	2.90	2.59	2.33	2.07	POINT N	363
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	31,000	10.31	1.95	1.82	1.70	1.55	1.44	1.25	POINT O (JOINT) END OF TESTING FOR TAXIWAY L 5:45AM	365

40000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	6.82	5.80						POINT A (JOINT)	218
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	4.04	3.80						POINT B	220
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	3.82	3.68						POINT C (JOINT)	222
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	3.93	3.51	3.61	3.35				POINT D	224
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	5.13	4.90	4.19	3.63				POINT E (JOINT)	226
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	4.03	3.82	3.56	2.80				POINT F	228
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	5.02	4.82	4.34	4.16				POINT G (JOINT)	230
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	8.43	5.59	5.09	4.38				POINT H (JOINT)	232
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	4.50	4.14	3.77	3.60				POINT I (JOINT)	234
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	6.43	5.98	5.03	4.27				POINT J (JOINT)	236
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	7.15	6.17	4.95	4.07				POINT K (JOINT)	238
0+00	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	4.34	4.06	3.73	3.56				POINT L (JOINT)	240
0+01	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	6.85	6.06	5.32	4.51				POINT M (JOINT)	242
0+01	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	4.07	3.92	3.69	3.49				POINT N	244
0+01	TAXIL	LOCATION 5 Reference Line CL of Taxiway B	40,000	12.65	5.77	4.82	4.37				POINT O (JOINT)	246
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	7.15	6.69	5.78	4.89				POINT A (JOINT)	248
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	5.36	4.86	4.40	3.94				POINT B	250
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	5.15	4.81	4.26	3.52				POINT C (JOINT)	252
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	5.15	4.66	4.36	3.92	2.44			POINT D	254
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	6.75	6.60	5.59	4.71				POINT E (JOINT)	256
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	5.19	4.95	4.49	4.12	3.88			POINT F	258
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	5.54	4.97	4.52	4.05				POINT G (JOINT)	260
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	10.71	6.30	5.99	4.13				POINT I (JOINT)(MISSED POINT H (JOINT)WILL DO LATER)	262
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	6.68	5.03	5.50	3.38	2.89			POINT J (JOINT)	264
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	8.50	5.61	3.55					POINT K (JOINT)	266
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	11.39	5.18	4.50	3.84				POINT L (JOINT)	268
0+02	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	5.77	5.48	4.76	3.98				POINT M (JOINT)	270
0+01	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	4.45	4.16	3.72	3.31				POINT N	272
0+01	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	5.90	5.51	4.36	3.93				POINT O (JOINT)	274
0+01	TAXIL	LOCATION 4 (AT CL ECO MIKE)	40,000	33.12	6.61	5.71	4.87				POINT H (JOINT)(THERE IS A SPALL ON THE EDGE OF THE CONCRETE RIGHT ON TEST	276
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	5.12	4.69	4.37	3.74				POINT A (JOINT)	278
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	5.49	5.07	4.55	4.10				POINT B	280

40000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	7.38	7.42	6.29	5.37	4.57	3.93	3.35	POINT C (JOINT) (LINE WAS GETTING CUT ON SENSOR RACK)	282
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	5.59	5.31	4.84	4.44	3.99	3.60	3.16	POINT D	284
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	5.84	5.54	5.01	4.55	4.06	3.63	3.19	POINT E (JOINT)	286
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	9.33	7.20	6.02	5.17	4.38	3.77	3.21	POINT G (JOINT) (SORRY MISSED F)	288
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	4.83	4.63	4.24	3.91	3.54	3.24	2.91	POINT H (JOINT) (SORRY MISSED F)	290
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	7.77	6.98	5.92	5.05	4.22	3.65	3.09	POINT I (JOINT)	292
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	6.19	5.84	5.34	4.88	4.38	3.90	3.38	POINT F (MISSED F - OK)	294
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	9.11	8.79	7.32	6.23	5.25	4.44	3.68	POINT J (JOINT)	296
0+01	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	9.34	7.75	6.39	5.33	4.42	3.78	3.20	POINT K (JOINT)	298
0+02	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	7.78	6.53	5.45	4.61	3.87	3.34	2.82	POINT L (JOINT)	300
0+02	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	6.96	6.54	5.58	4.88	4.24	3.73	3.23	POINT M (JOINT)	302
0+02	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	6.41	6.11	5.74	5.26	4.62	4.07	3.49	POINT N	304
0+02	TAXIL	LOCATION 3 (AT 275' NORTH OF KILO 7)	40,000	8.24	7.19	5.86	5.01	4.18	3.63	3.09	POINT O (JOINT)	306
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	6.30	6.00	5.09	4.41	3.78	3.31	2.86	POINT A (JOINT)	308
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	5.61	5.15	4.68	4.24	3.79	3.38	2.97	POINT B	310
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	5.25	4.96	4.50	4.09	3.65	3.24	2.81	POINT C (JOINT)	312
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	5.25	4.97	4.54	4.11	3.73	3.27	2.86	POINT D	314
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	6.45	6.12	5.18	4.40	3.72	3.18	2.68	POINT E (JOINT)	316
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	4.97	4.68	4.22	3.85	3.38	2.99	2.59	POINT F	318
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	6.41	6.19	5.15	4.34	3.64	3.12	2.64	POINT G (JOINT)	320
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	4.55	4.22	3.75	3.37	2.97	2.69	2.36	POINT H (JOINT)	322
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	7.54	5.96	4.99	4.21	3.55	2.98	2.49	POINT I (JOINT)	324
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	6.70	6.46	5.44	4.65	3.97	3.42	2.89	POINT J (JOINT)	326
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	11.46	4.49	3.85	3.35	2.85	2.46	2.04	POINT K (JOINT)	328
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	7.37	5.59	4.79	4.12	3.49	3.01	2.51	POINT L (JOINT)	330
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	7.98	7.60	6.43	5.42	4.63	3.89	3.27	POINT M (JOINT)	332
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	6.46	5.85	5.23	4.76	4.15	3.63	3.10	POINT N	334
0+02	TAXIL	LOCATION 2 (AT 250' NORTH OF ECHO KILO)	40,000	9.46	7.85	6.32	5.23	4.27	3.54	2.92	POINT O (JOINT)	336
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	7.45	7.01	5.75	4.81	4.09	3.52	2.98	POINT A (JOINT)(AROUND 250' NORTH OF COREHOLE PATCHES)	338
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	6.52	6.12	5.49	4.88	4.24	3.69	3.16	POINT B	340
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	7.06	6.66	5.98	5.26	4.58	3.96	3.35	POINT C (JOINT)	342
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	5.72	5.39	4.82	4.32	3.83	3.37	2.92	POINT D	344
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	8.81	8.00	6.61	5.53	4.52	3.77	3.14	POINT E (JOINT)	346

40000 lb drops

Station	Feature	Subsection	Load	D1	D2	D3	D4	D5	D6	D7	Comments	Recno
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	5.84	5.47	4.97	4.48	3.99	3.52	3.10	POINT F	348
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	7.18	6.52	5.63	4.99	4.38	3.82	3.27	POINT G (JOINT)	350
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	5.97	5.57	4.68	4.06	3.48	3.03	2.61	POINT H (JOINT)	352
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	8.01	5.08	4.33	3.70	3.18	2.68	2.23	POINT I (JOINT)	354
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	6.92	6.10	5.05	4.25	3.61	3.10	2.61	POINT J (JOINT)	356
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	9.39	3.56	3.09	2.72	2.35	2.08	1.77	POINT K (JOINT)	358
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	6.55	6.28	5.38	4.59	3.83	3.31	2.71	POINT L (JOINT)	360
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	7.30	6.73	5.63	4.71	4.07	3.38	2.86	POINT M (JOINT)	362
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	4.92	4.54	4.11	3.69	3.26	2.94	2.61	POINT N	364
0+02	TAXIL	LOCATION 1 (MIDWAY BETWEEN EJ AND Z)	40,000	13.10	2.46	2.26	2.08	1.94	1.78	1.57	POINT O (JOINT) END OF TESTING FOR TAXIWAY L 5:45AM	366