2023 ODAV Pavement Evaluation Program Brookings Airport

Brookings, Oregon

December 29, 2023

Prepared for

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1 OVERVIEW

GRI assisted with updating the Oregon Department of Aviation (ODAV) airport pavement management system and developing a five-year plan comprised of maintenance, surface treatment, rehabilitation, and reconstruction projects for the Brookings Airport in Brookings, Oregon. This project was implemented as part of the ODAV and Federal Aviation Administration (FAA) *Oregon Continuous Aviation System Plan*. The information provided in this report ensures compliance with FAA Grant Assurance Number 11, which outlines that an airport shall have an effective airport pavement maintenance-management program in place to receive federal financial assistance for the construction, reconstruction, or repair of airport pavements.

GRI conducted surveys of the airside pavement at Brookings Airport in 2023 in accordance with the procedures of Advisory Circular 150/5380-7B and ASTM International (ASTM) D5340. We uploaded the survey data into the PAVER database and used the software to provide a rapid calculation of the pavement condition index (PCI) rating. The PCI is a numerical indicator that defines the functional condition of the pavement based on visual inspection. The scale ranges from zero to 100, where zero represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

2 PAVEMENT INVENTORY

Brookings Airport is located in Brookings, Oregon, and is owned and operated by the City of Brookings. The airport consists of a single runway, a primary taxiway, and multiple connector taxiways, taxilanes, and multiple aprons that serve a variety of general aviation, air taxi, and military aircraft. The general location of the airport is shown below on the Brookings Airport Location Map, Figure 2.1.

Figure 2.1: BROOKINGS AIRPORT LOCATION MAP

The airside pavements at the Brookings Airport are comprised of asphalt concrete (AC) and AC overlaid with AC (AAC). The airport pavements, delineated by surface type and branch use, are shown on the Brookings Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Brookings Airport Pavement Area by Branch Use, Figure 2.3, shown below. The pavement inventory, including work history for each pavement section, is displayed spatially on the Brookings Airport Pavement Inventory, Figure 2.4. The pavement facilities summarized by branch and section are listed in Tables 1A and 2A, respectively, in Appendix A. The sample unit layout for each section is shown on Figure 1A in Appendix A. We used the sampling rates outlined in Table 3A of Appendix A in our survey. The pavement inventory, including work history for individual airport pavement sections, is provided in the work history report, Table 1F.

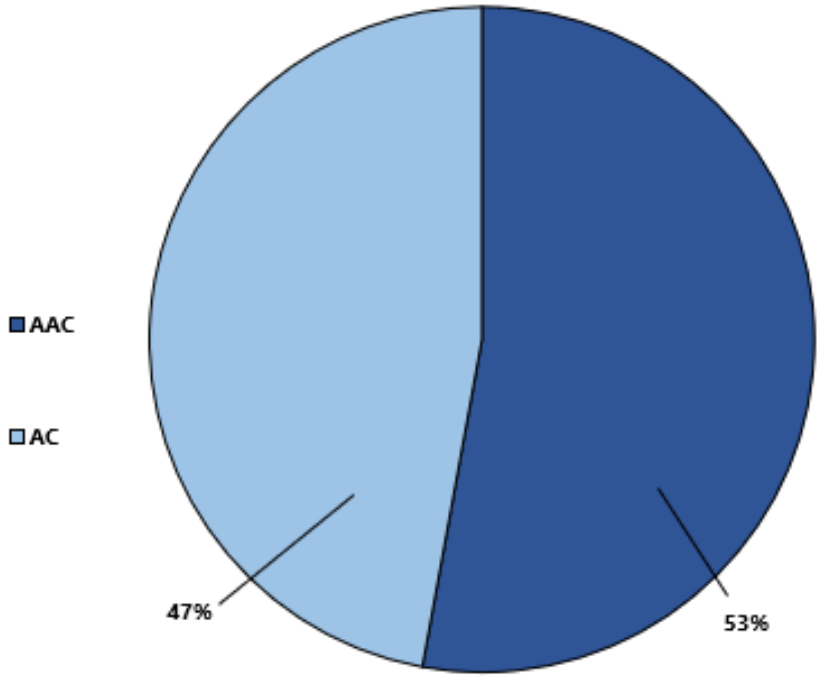


Figure 2.2: BROOKINGS AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

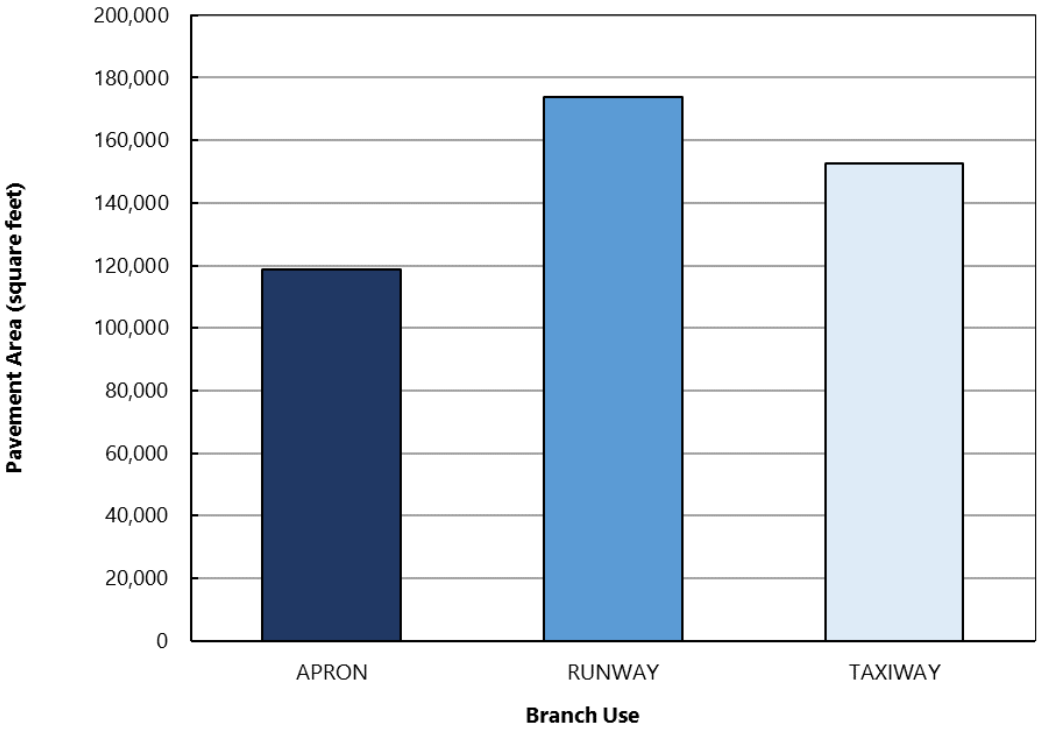
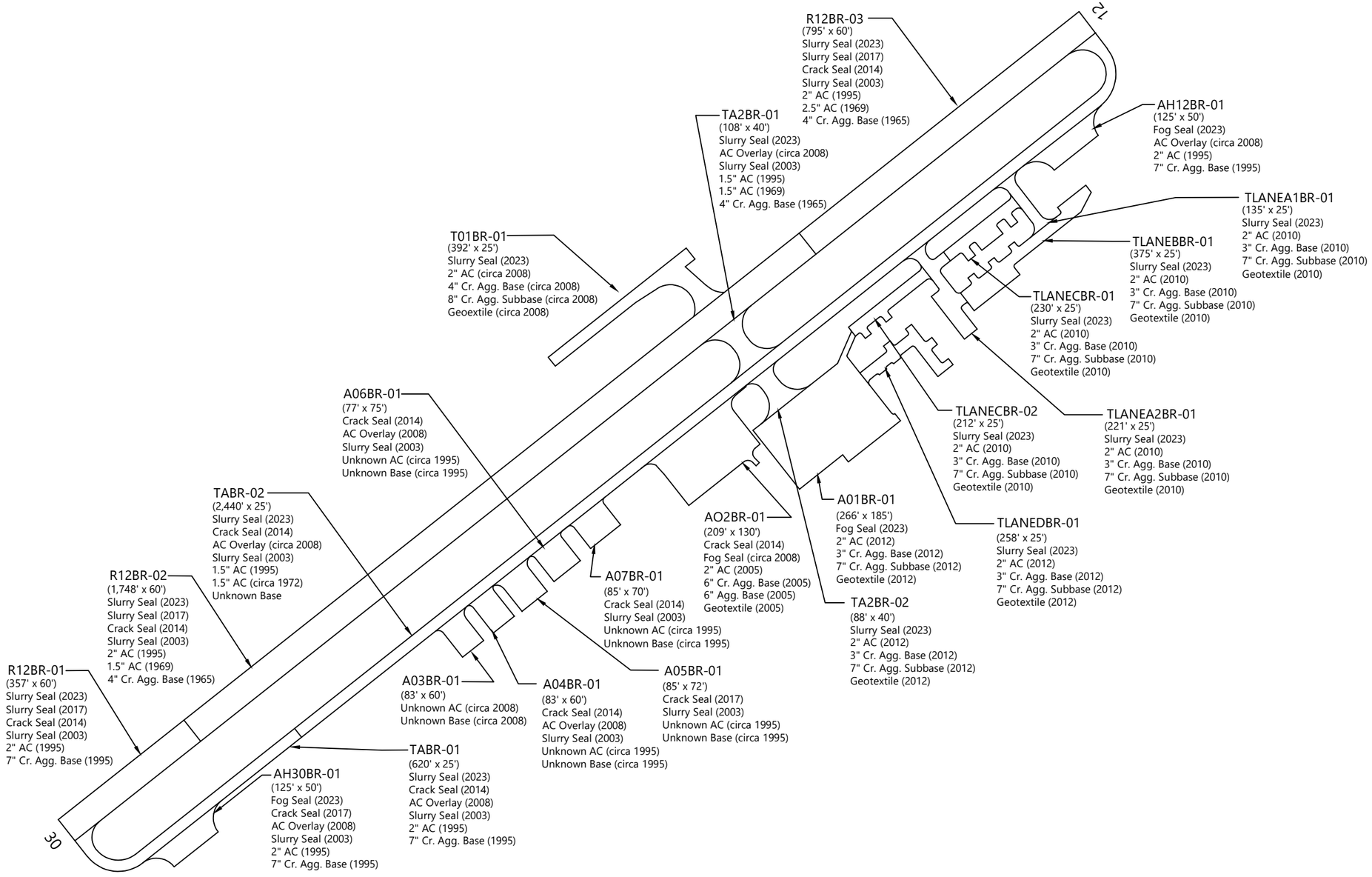


Figure 2.3: BROOKINGS AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; Cr. = CRUSHED; Agg. = AGGREGATE

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BROOKINGS AIRPORT PAVEMENT INVENTORY

DEC. 2023 JOB NO. 6593-F FIG. 2.4

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Brookings Airport in 2023. The 2023 survey work was performed on sections last inspected in 2019 in order to update the Brookings Airport inspection data. GRI performed the 2023 PCI survey in accordance with the methods described in FAA Advisory Circular 150/5380-6C and ASTM D5340 and further discussed in Appendix B of this report.

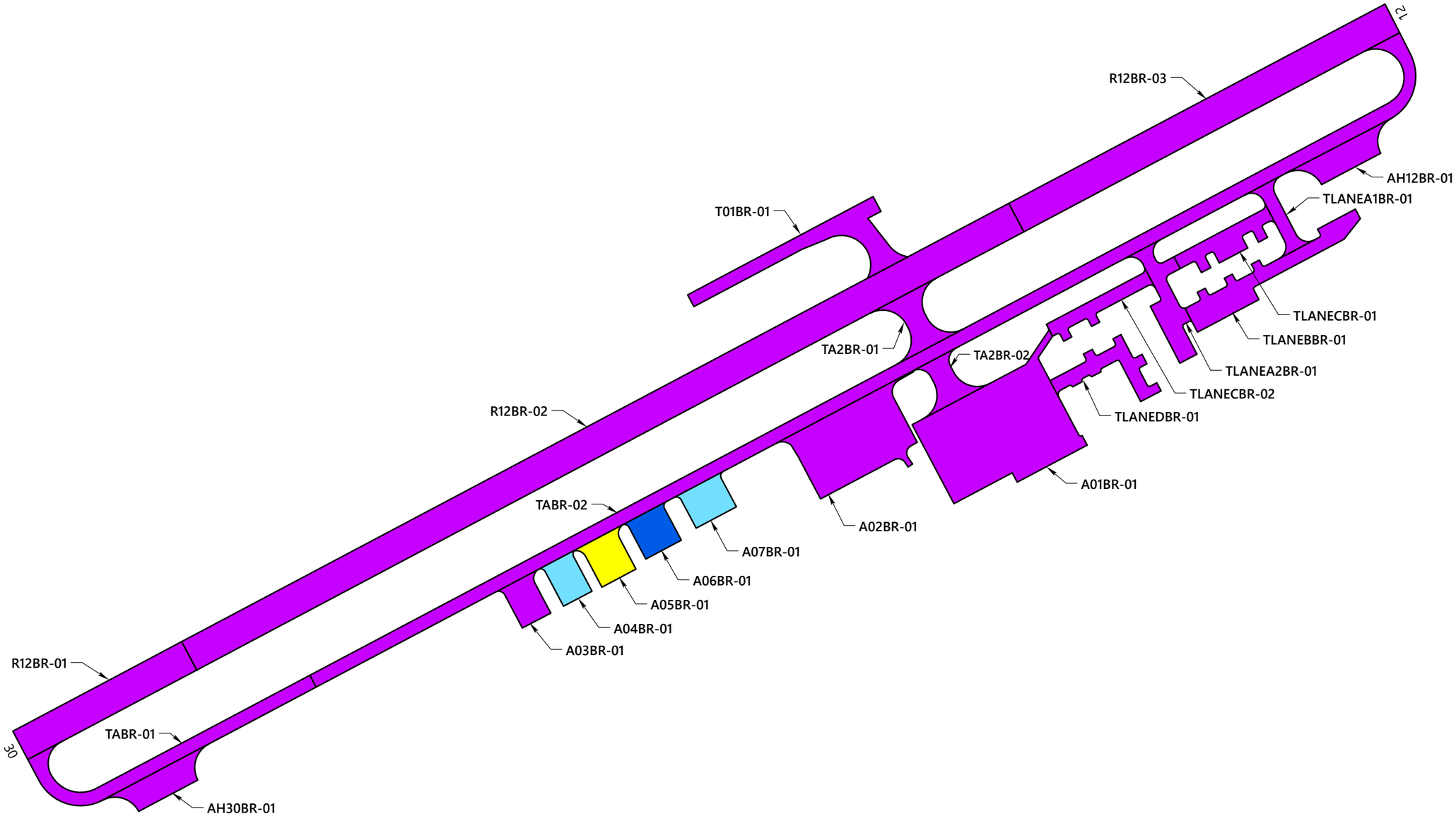
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category rating scale in accordance with ASTM D5340. Details of the ASTM PCI rating scale are provided in Table 3-1 below.

Table 3-1: ASTM PCI RATING SCALE

PCI Color Legend	PCI Range	PCI Rating and Definition
	86 – 100	GOOD: Pavement has minor or no distresses and should require only routine maintenance.
	71 – 85	SATISFACTORY: Pavement has scattered low-severity distresses that should require only routine maintenance.
	56 – 70	FAIR: Pavement has a combination of generally low- and medium-severity distresses. Maintenance and repair needs may range from routine to major.
	41 – 55	POOR: Pavement has low-, medium-, and high-severity distresses that probably cause some operational problems. M&R needs will be major.
	26 – 40	VERY POOR: Pavement has predominantly medium- and high-severity distresses that cause considerable maintenance and operational problems. M&R needs will be major.
	11 – 25	SERIOUS: Pavement has mainly high-severity distresses that may affect operational safety; immediate repairs are needed.
	0 – 10	FAILED: Pavement deterioration has progressed to the point that safe aircraft operations are no longer possible; complete reconstruction is required.

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Brookings Airport is approximately 91. The section PCIs ranged from a low of 27 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, block cracking, and fatigue (alligator) cracking on AC-surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the Brookings Airport 2023 PCI Survey Results, Figure 3.1.



SECTION PCI

- (86 - 100) GOOD
- (71 - 85) SATISFACTORY
- (56 - 70) FAIR
- (41 - 55) POOR
- (26 - 40) VERY POOR
- (11 - 25) SERIOUS
- (0 - 10) FAILED

N

0 200 400 Feet

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2023 PCI SURVEY RESULTS

BROOKINGS AIRPORT

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The condition distribution of the network by percent of total pavement area is provided on the Brookings Airport Pavement Condition Rating by Percent of Area, Figure 3.2. A summary of the pavement condition results by branch and section is included in Tables 2B and 3B of Appendix B, respectively. A comparison between the previous inspection and the 2023 inspection is provided in Table 4B in Appendix B. The re-inspection report that includes inspection details for individual sample units is provided in Table 1E in Appendix E.

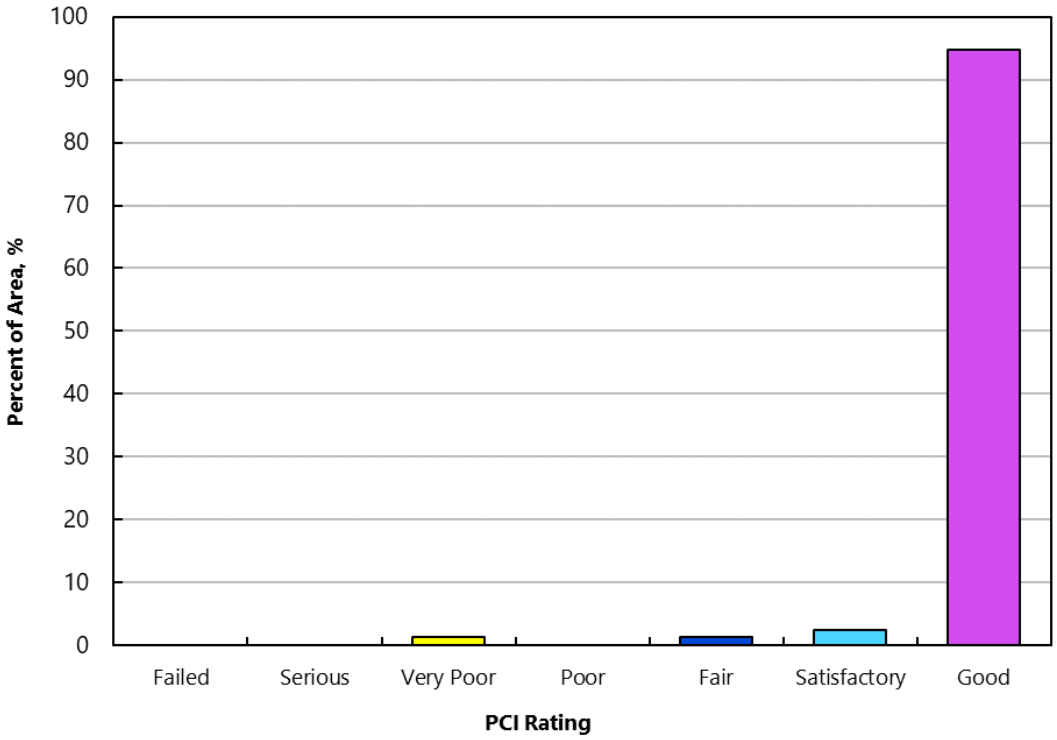


Figure 3.2: BROOKINGS AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy the future condition. Additional details regarding our future pavement condition analysis, including pavement condition prediction models, are provided in Appendix C. PCI performance curves developed for Brookings Airport are displayed on Figures 1C through 3C in Appendix C.

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 91 to a value of 86 in 2028 and 81 in 2033 if no maintenance or rehabilitation work is performed. The projected pavement condition in 5 years and 10 years for each pavement section at Brookings Airport is displayed spatially on the Brookings Airport Future Pavement Condition , Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

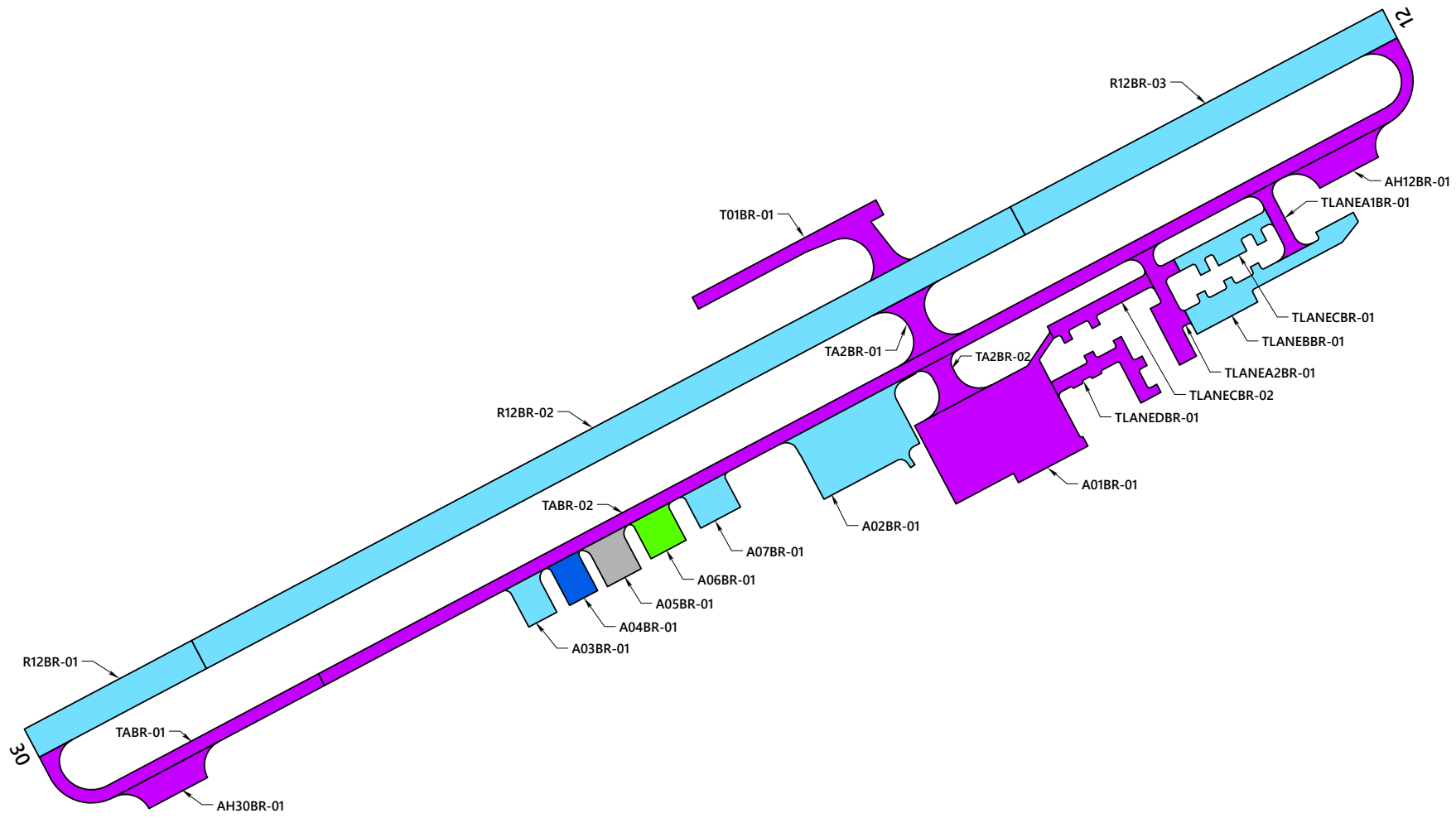
4.3 Functional Remaining Life

Functional remaining life is the practical amount of time a pavement is in service before requiring rehabilitation, as estimated solely based on visual condition. This is not to be confused with structural remaining life, which requires analysis of the structural capacity of a pavement and typically a field exploration and testing program that includes core explorations and falling weight deflectometer (FWD) deflection tests.

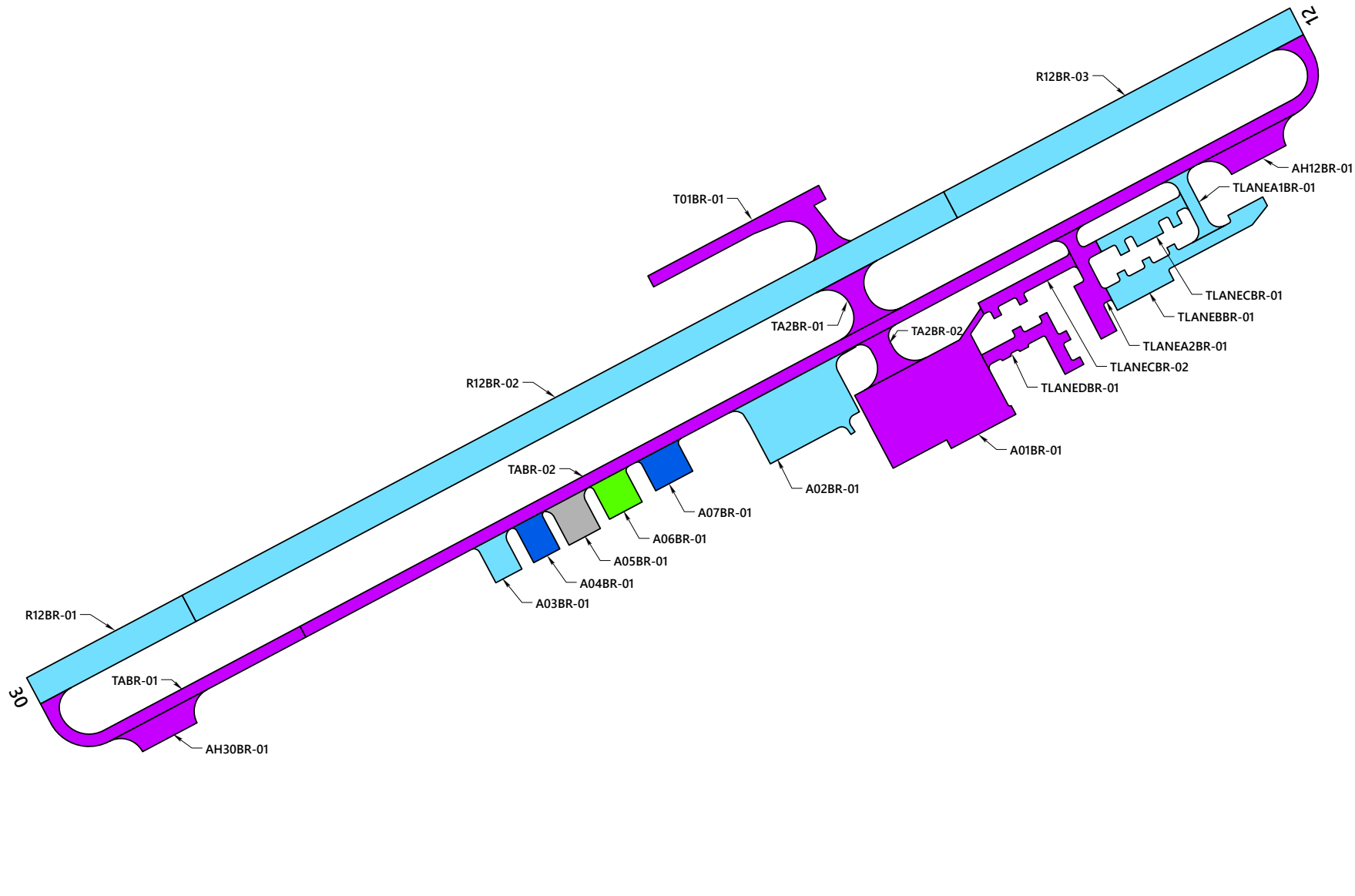
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Brookings Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3 of Appendix C, is the threshold used for this type of functional remaining-life analysis. The second type of functional remaining life is the time until the pavement is no longer operational due to high foreign object debris (FOD) potential and increased safety concerns for trafficking aircraft. A PCI of 40 was set as the trigger point for the end of the pavement's functional service life with regard to FOD potential.

The two types of functional remaining life for each section at Brookings Airport are summarized in Table 2C in Appendix C.

PREDICTED CONDITION IN 2028



PREDICTED CONDITION IN 2033



SECTION PCI

- (86 - 100) GOOD
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- (0 - 10) FAILED

N

0 300 600 Feet

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FUTURE PAVEMENT CONDITION
BROOKINGS AIRPORT

DEC. 2023 JOB NO. 6593-F FIG. 4.1

5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

We evaluated M&R needs, as determined from the PAVER analysis results, in order to develop localized maintenance, surface treatment, rehabilitation, and reconstruction needs. Details of our M&R work priorities and unit costs for work activities are provided in Tables 1D and 2D, respectively, in Appendix D.

5.2 Recommended Localized Maintenance

Localized maintenance refers to activities such as crack sealing and patching, which should be performed annually in order to properly maintain aging pavements. Using the PAVER Localized Distress Maintenance Analysis tool, we developed a list of recommended localized maintenance. This list is shown in Table 3D in Appendix D and is independent of the surface treatments, rehabilitation, and reconstruction projects associated with the five-year surface treatment and rehabilitation work plan. A summary of total localized maintenance quantities is provided in Table 5-1 below.

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

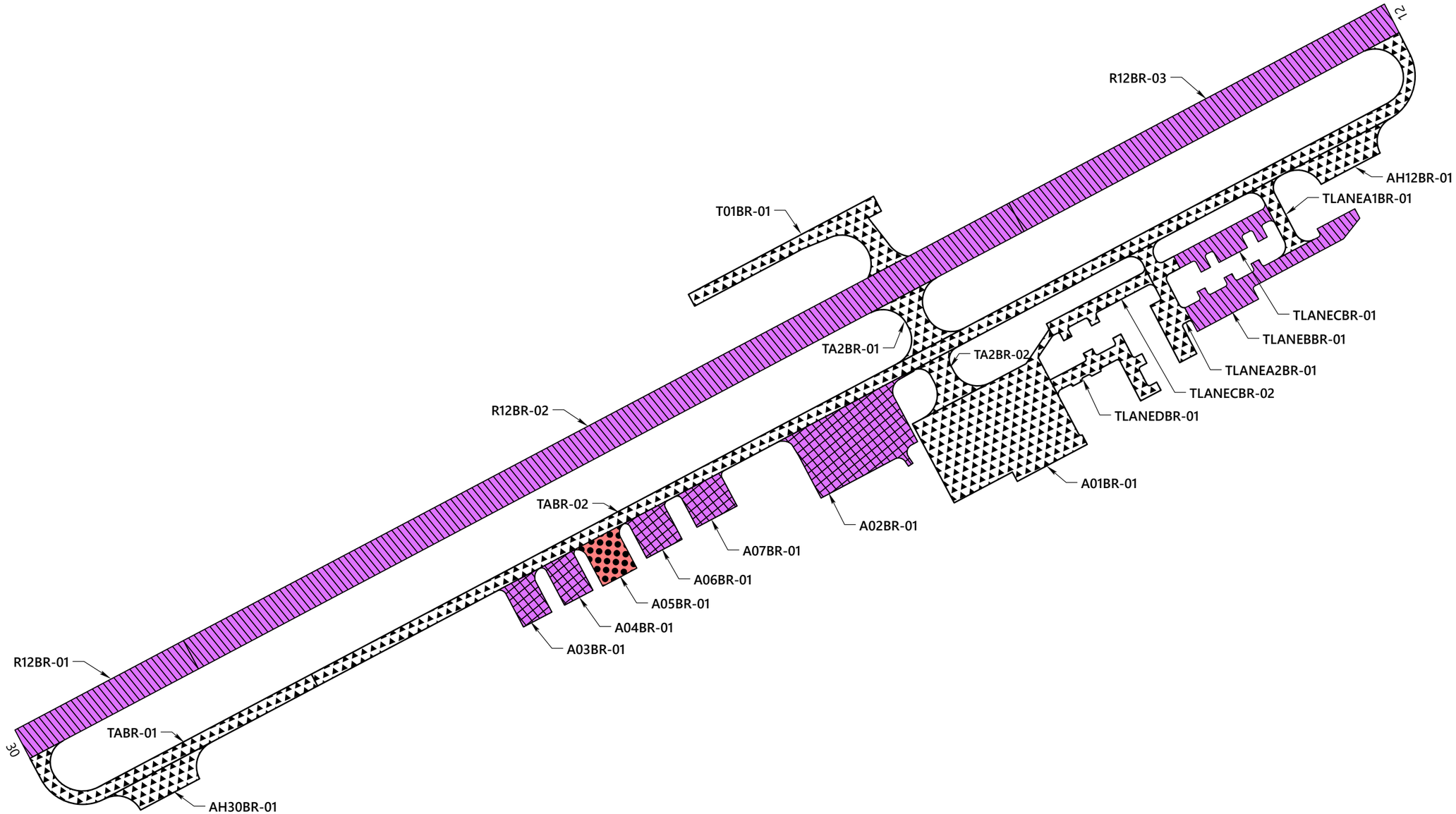
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	8,018 linear feet
Asphalt Concrete Full-Depth Patching	329 square feet

5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

To develop the five-year work plan, we first ran the eliminate backlog scenario with the PAVER M&R Work Planning Module in order to generate a list, organized by year, of surface treatment, rehabilitation, and reconstruction projects. We then reviewed the project list and refined it into practical construction projects for each year. A summary of surface treatment, rehabilitation, and reconstruction quantities is provided in Table 5-2 below, and maps of the project locations by year are shown on the Brookings Airport 5-Year Pavement Management Plan, Figure 5.1. The complete list of recommended surface treatment, rehabilitation, and reconstruction projects is presented in Table 4D in Appendix D.

Table 5-2: SURFACE TREATMENT, REHABILITATION, AND RECONSTRUCTION QUANTITIES

Treatment Type	Quantity, square feet
Reconstruction	6,292
Overlay	0
Fog Seal	49,721
Slurry Seal	195,476



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

- FOG SEAL
- SLURRY SEAL
- OVERLAY
- RECONSTRUCTION
- ROUTINE MAINTENANCE

N

0 200 400 Feet

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BROOKINGS AIRPORT

5-YEAR PAVEMENT MANAGEMENT PLAN

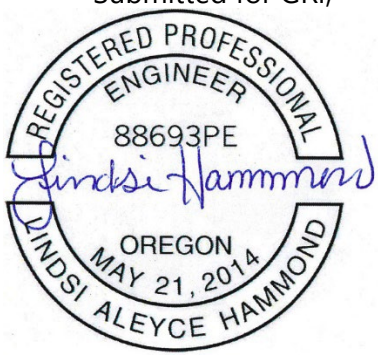
DEC. 2023 JOB NO. 6593-F FIG. 5.1

6 LIMITATIONS

This report has been prepared to assist the Oregon Department of Aviation (ODAV) with pavement-related project planning for the Brookings Airport. The scope is limited to the specific pavement areas described within this report. The conclusions and recommendations provided in this report are based on information provided by ODAV, estimated costs, and an understanding of the pavement conditions based solely on visual assessment. The surface treatment, rehabilitation, and reconstruction recommendations and project selections provided in this report, as well as their corresponding cost estimates, are based on a practical grouping of projects and an estimate of the structural requirements. It is possible that recommendations based on a structural evaluation would differ materially from the recommendations given within this report. Therefore, the information included in this report should be used solely for project planning purposes, and it should be understood that rehabilitation costs may vary from the cost estimates given within this report.

Because the condition of the airport pavement network is dynamic, an effective maintenance and rehabilitation program should be reviewed and updated on a regular basis. In addition to regularly surveying and updating the pavement condition, completed construction activities should be tracked in the PAVER database. If Brookings Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,



RENEWS: 06/2024

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This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Brookings Airport is located in Brookings, Oregon, and is owned and operated by the City of Brookings. The pavement network/facilities at Brookings Airport serve a variety of general aviation, air taxi, and military aircraft. Brookings Airport consists of a single runway, a primary taxiway, and multiple connector taxiways, taxilanes, and aprons. The types of airside pavements include asphalt concrete (AC) and AC overlaid with AC (AAC).

The current airport pavement management system (APMS) network at Brookings Airport has an approximate area of 445,165 square feet of paved airside facilities. The pavement network has previously been divided (by others) into a hierarchical order of branches, sections, and sample units that facilitate inspection and maintenance planning. The pavement facilities summarized by branch and section are listed in Tables 1A and 2A, respectively. Pavement sections and the sample unit layout for each section are shown on Figure 1A in this appendix.

A.2 BRANCHES

A branch, as defined in the PAVER system, is a facility that is a readily identifiable part of the pavement system and has a distinct function. For airports, branches typically consist of individual runways, taxiways, and aprons. The current pavement network for Brookings Airport contains 18 branches, tabulated in Table 1A and shown on Figure 1A.

A.3 SECTIONS AND SAMPLE UNITS

A pavement section is the smallest management unit used when considering the application and selection of maintenance and rehabilitation (M&R) repairs and treatments and is defined by Section 2.1.8 of ASTM International (ASTM) D5340 as *"a contiguous pavement area having uniform construction, maintenance, usage history, and condition."* All sections should also have the same traffic volume and load intensity. The current pavement network included in the PAVER database for Brookings Airport contains 23 sections that are managed by the City of Brookings, which are tabulated in Table 2A and shown spatially on Figure 1A.

PAVER assigns a rank, which designates that pavement's prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, and terminal aprons, are ranked *Primary*, while the surrounding aprons and shoulders are ranked *Secondary* and low-use areas are ranked *Tertiary*. The ranks for all sections are shown on Table 2A.

To facilitate the visual survey of the airport pavement, each section is further subdivided into smaller areas called sample units. Similar sizing of these units is critical, and studies have found that maintaining the size of the sample units to within 40% of the established normal distribution reduces the standard error of the average pavement condition index (PCI) values. To meet this criterion, the ASTM method recommends sample units for flexible pavements be 5,000 ± 2,000 square feet. The delineation of sample units for each section is displayed on Figure 1A.

A.4 SAMPLE UNIT DELINEATION

For an APMS survey, a PCI confidence level of 92% and an allowable error (e) of eight PCI points are used for all airport pavements. To determine the number of sample units that need to be inspected to achieve the required confidence level and allowable error, the following equation is used:

$$n = \frac{N \times s^2}{\left(e^2/_4\right)(N-1)+s^2} \qquad \text{(Equation 1)}$$

where:

n = number of sample units to be inspected
N = total number of samples in the pavement sections
e = allowable error
s = section standard deviation

For the 2023 Brookings Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible pavement that reflect similar rates used for other large airport pavement networks. In general, this sampling rate distribution provides a 92% confidence level with a standard error of eight PCI points.

Sample unit locations at Brookings Airport were selected using a systematic random sampling model method. This technique is implemented by first determining the number of sample units needed based on the confidence interval calculated using Equation 1. The first sample unit is randomly placed in the section and then the remaining sample units are systematically spaced throughout the section at an equal distance apart.

Table 1A: BROOKINGS AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01BR	Apron 01 Brookings	1	48,125
A02BR	Apron 02 Brookings	1	27,794
A03BR	Apron 03 Brookings	1	5,096
A04BR	Apron 04 Brookings	1	5,020
A05BR	Apron 05 Brookings	1	6,292
A06BR	Apron 06 Brookings	1	5,818
A07BR	Apron 07 Brookings	1	5,993
AH12BR	Hold Apron 12 Brookings	1	7,174
AH30BR	Hold Apron 30 Brookings	1	7,323
R12BR	Runway 12/30 Brookings	3	174,000
T01BR	Taxiway 01 Brookings	1	15,479
TA2BR	Taxiway A2 Brookings	2	11,487
TABR	Taxiway A Brookings	2	77,620
TLANEA1BR	Taxilane A1 Brookings	1	3,912
TLANEA2BR	Taxilane A2 Brookings	1	8,968
TLANEBBR	Taxilane B Brookings	1	14,014
TLANECBR	Taxilane C Brookings	2	13,436
TLANEDBR	Taxilane D Brookings	1	7,614

Table 2A: BROOKINGS AIRPORT CURRENT PAVEMENT INVENTORY

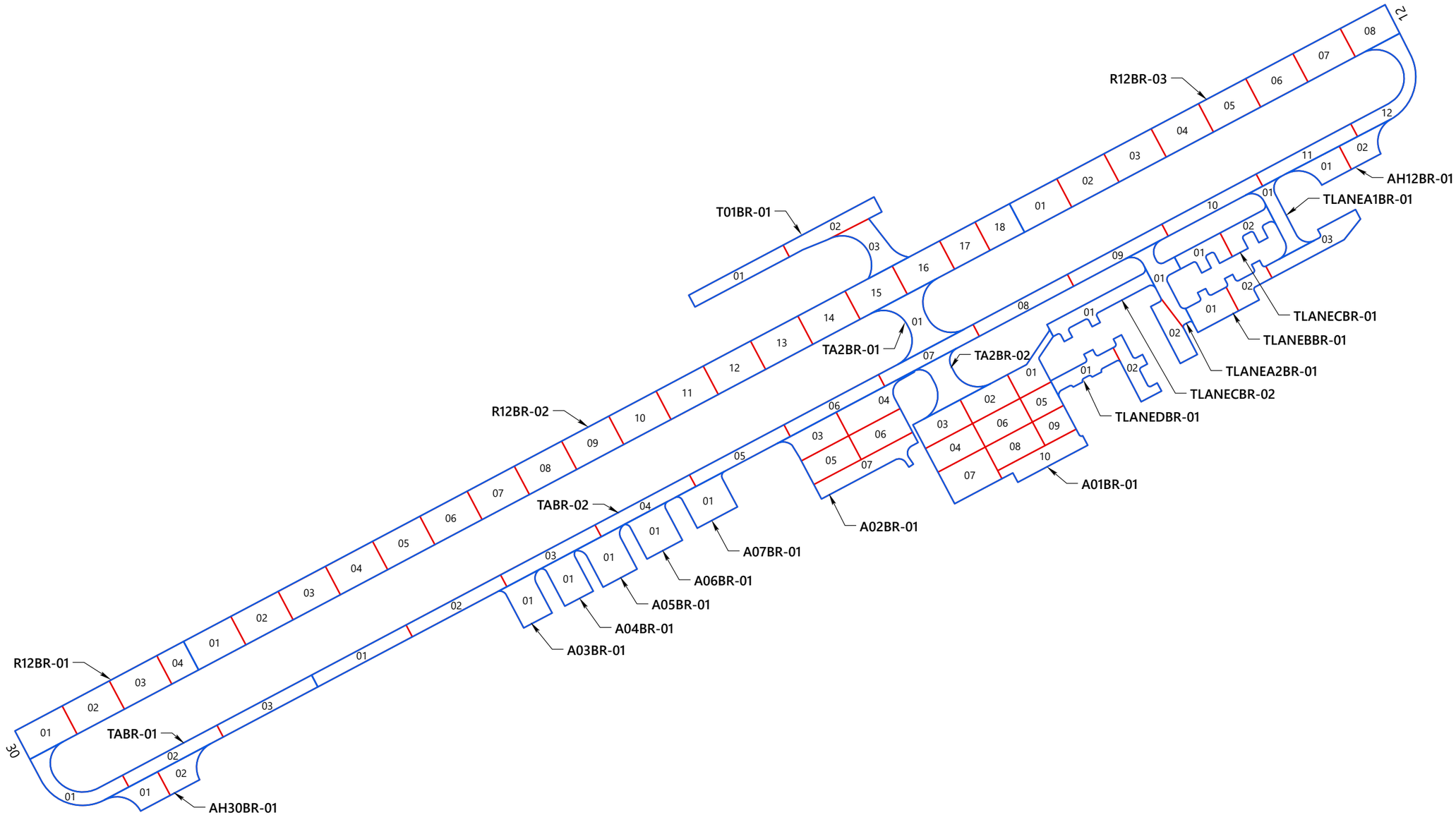
BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01BR	Apron 01 Brookings	APRON	01	Taxiway A2	FBO/Office	P	270	167	48,125	5/4/2012	AC
A02BR	Apron 02 Brookings	APRON	01	Taxiway A	Apron 01	P	209	130	27,794	9/4/2005	AC
A03BR	Apron 03 Brookings	APRON	01	Taxiway A	Hangars	S	83	60	5,096	9/2/2008	AC
A04BR	Apron 04 Brookings	APRON	01	Taxiway A	Hangar	S	83	60	5,020	9/1/2008	AC
A05BR	Apron 05 Brookings	APRON	01	Taxiway A	Hangar	S	85	72	6,292	9/2/1995	AC
A06BR	Apron 06 Brookings	APRON	01	Taxiway A	Hangar	S	77	75	5,818	9/1/2008	AC
A07BR	Apron 07 Brookings	APRON	01	Taxiway A	Hangar	S	85	70	5,993	9/2/1995	AC
AH12BR	Hold Apron 12 Brookings	APRON	01	R12 Run-up Apron	End	P	125	50	7,174	9/1/2008	AAC
AH30BR	Hold Apron 30 Brookings	APRON	01	R30 Run-up Apron	End	P	125	50	7,323	9/1/2008	AAC
R12BR	Runway 12/30 Brookings	RUNWAY	01	Runway 30 End	R12BR-02	P	357	60	21,420	9/2/1995	AC
R12BR	Runway 12/30 Brookings	RUNWAY	02	R12BR-01	R12BR-03	P	1,748	60	104,880	9/1/1995	AAC
R12BR	Runway 12/30 Brookings	RUNWAY	03	R12BR-02	Runway 12 End	P	795	60	47,700	9/1/1995	AAC
T01BR	Taxiway 01 Brookings	TAXIWAY	01	Runway 12/30	-	S	392	25	15,479	9/5/2008	AC
TA2BR	Taxiway A2 Brookings	TAXIWAY	01	Runway 12/30	Taxiway A	P	108	40	6,446	9/1/2008	AAC
TA2BR	Taxiway A2 Brookings	TAXIWAY	02	Taxiway A	TA2BR-03	P	88	42	5,041	5/4/2012	AC
TABR	Taxiway A Brookings	TAXIWAY	01	Runway 30 End	TABR-02	P	620	25	15,792	9/1/2008	AC
TABR	Taxiway A Brookings	TAXIWAY	02	TABR-01	Runway 12 End	P	2,440	25	61,828	9/1/2008	AAC
TLANEA1BR	Taxilane A1 Brookings	TAXIWAY	01	A01BR	-	S	135	25	3,912	9/4/2010	AC
TLANEA2BR	Taxilane A2 Brookings	TAXIWAY	01	TABR	North	S	221	25	8,968	9/4/2010	AC
TLANEBBR	Taxilane B Brookings	TAXIWAY	01	TLANEA2	West	S	368	25	14,014	9/4/2010	AC
TLANECBR	Taxilane C Brookings	TAXIWAY	01	TLANEA2	TLANEA1	S	197	25	7,462	9/4/2010	AC
TLANECBR	Taxilane C Brookings	TAXIWAY	02	A01	TLANEA2	S	212	25	5,974	9/4/2010	AC
TLANEDBR	Taxilane D Brookings	TAXIWAY	01	A01	West	S	258	25	7,614	5/4/2012	AC

Abbreviations:
P = Primary pavement, S = Secondary pavement
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)
AC = Asphalt Concrete, AAC = AC overlaid AC

Table 3A: EXAMPLE SAMPLE RATES FOR AC PAVEMENTS

AC Sampling Rate	
Total Number of Sample Units, N	**Sample Units to Survey, n**
1	1
2-3	2
4-6	3
7-13	4
14-38	5
39+	6

Note: AC = Asphalt Concrete



LEGEND

SECTION

SAMPLE UNIT

N

0 200 400 Feet

GRI

BROOKINGS AIRPORT
SAMPLE UNIT LAYOUT

DEC. 2023 JOB NO. 6593-F FIG. 1A

APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

As previously discussed, the PCI is a measure of the pavement's functional surface condition and provides a methodology for assessing the causes of distress and whether the distress is related to a load or climatic conditions. Although the PCI is not a direct measure of structural capacity, it provides a suggestion of the structural needs of the pavement.

The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. The results are displayed using a seven-category rating scale in accordance with ASTM D5340. Flexible pavement (e.g., AC and AAC) distress types are presented in Table 1B. A summary of the pavement condition results by branch and section is included in Tables 2B and 3B of Appendix B, respectively.

Table 1B: PAVER DISTRESS CODES FOR FLEXIBLE PAVEMENT

Flexible Pavement		
PAVER Code	**Pavement Distress**	**Related Cause**
41	Alligator Cracking	Load
42	Bleeding	Other
43	Block Cracking	Climate/ Durability
44	Corrugation	Other
45	Depression	Other
46	Jet Blast	Other
47	Joint Reflection Cracking	Climate/ Durability
48	Longitudinal & Transverse Cracking	Climate/ Durability
49	Oil Spillage	Other
50	Patching	Climate/ Durability
51	Polished Aggregate	Other
52	Raveling	Climate/ Durability
53	Rutting	Load
54	Shoving	Other
55	Slippage Cracking	Other
56	Swelling	Other
57	Weathering	Climate/ Durability

To obtain the section PCI, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional"– defined as nonrepresentative instead of random- are not extrapolated over the entire section but merely added to the extrapolated quantity. The PCI rating scale presented previously in Table 3-1 of Section 3.1 is based on ASTM D5340.

Section 4.1 of ASTM D5340, governing PCI surveys, offers this caution:

"The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the **present condition** of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety). The PCI **cannot** measure structural capacity, nor does it provide a direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures."

Based on the limitations of the PCI method, it is imperative that engineers and planners treat the PCI as a tool that will assist them during the M&R planning process. Any major project should always be preceded by an up-to-date, detailed, 100% project-level inspection of the pavement in order to reevaluate maintenance needs prior to the project design process.

B.2 DISTRESS TYPES

Distress tends to fall into one of the following four cause categories:

- **Load-related:** Flexible pavement distresses include alligator/fatigue cracking, corrugation, depression, polished aggregate, rutting, and slippage cracking.
- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering.
- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/ fatigue cracking, depressions, potholes, and swelling.
- **Other factors:** Oil spillage, jet blast erosion, bleeding, patching.

As described above, distress may be the result of more than one cause. For example, depressions may be caused by incorrect compaction during construction or by subgrade softening due to environmental factors. In addition, distress may be initiated by one cause but may progress to a distress of higher severity by another cause. Therefore, engineering judgment is critical in analyzing the actual cause or causes of the distress.

B.3 PAVEMENT CONDITION INDEX SURVEY RESULTS

The evaluated Brookings Airport pavement network consists of 18 branches and 23 sections. A total of 48 sample units were visually inspected in the field. Data from the inspected sample units was input into the PAVER database, and a resultant PCI for each section was computed. Additional details regarding the PCI and distress types observed for each surveyed sample unit are provided in the re-inspection report, Table 1E, in Appendix E. Based on the 2023 PCI survey, the area-weighted average PCI for the entire pavement network at Brookings Airport is approximately 92, which corresponds to a PCI rating of Good.

To investigate the rate of deterioration of each pavement section, we compared the PCI results from the 2023 survey to the PCI results from the previous inspection. The variation in PCI between inspections for Brookings Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: BROOKINGS AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01BR	1	48,125	APRON	100	Good
A02BR	1	27,794	APRON	86	Satisfactory
A03BR	1	5,096	APRON	89	Good
A04BR	1	5,020	APRON	71	Fair
A05BR	1	6,292	APRON	27	Very Poor
A06BR	1	5,818	APRON	61	Fair
A07BR	1	5,993	APRON	77	Satisfactory
AH12BR	1	7,174	APRON	100	Good
AH30BR	1	7,323	APRON	100	Good
R12BR	3	174,000	RUNWAY	88	Good
T01BR	1	15,479	TAXIWAY	100	Good
TA2BR	2	11,487	TAXIWAY	100	Good
TABR	2	77,620	TAXIWAY	100	Good
TLANEA1BR	1	3,912	TAXIWAY	94	Good
TLANEA2BR	1	8,968	TAXIWAY	100	Good
TLANEBBR	1	14,014	TAXIWAY	87	Good
TLANECBR	2	13,436	TAXIWAY	92	Good
TLANEDBR	1	7,614	TAXIWAY	97	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	9	118,635	88
RUNWAY	3	174,000	88
TAXIWAY	11	152,530	98
ALL	**23**	**445,165**	**91**

Abbreviation: PCI = Pavement Condition Index

Table 3B: BROOKINGS AIRPORT 2023 PAVEMENT CONDITION INDEX SURVEY RESULTS

BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01BR	01	5/4/2012	AC	APRON	7/1/2023	11	100	Good	100	0	0
A02BR	01	9/4/2005	AC	APRON	7/1/2023	18	86	Good	100	0	0
A03BR	01	9/2/2008	AC	APRON	7/1/2023	15	89	Good	100	0	0
A04BR	01	9/1/2008	AC	APRON	7/1/2023	15	71	Satisfactory	100	0	0
A05BR	01	9/2/1995	AC	APRON	7/1/2023	28	27	Very Poor	63	37	0
A06BR	01	9/1/2008	AC	APRON	7/1/2023	15	61	Fair	100	0	0
A07BR	01	9/2/1995	AC	APRON	7/1/2023	28	77	Satisfactory	100	0	0
AH12BR	01	9/1/2008	AAC	APRON	7/1/2023	15	100	Good	0	0	0
AH30BR	01	9/1/2008	AAC	APRON	7/1/2023	15	100	Good	0	0	0
R12BR	01	9/2/1995	AC	RUNWAY	7/1/2023	28	88	Good	100	0	0
R12BR	02	9/1/1995	AAC	RUNWAY	7/1/2023	28	88	Good	100	0	0
R12BR	03	9/1/1995	AAC	RUNWAY	7/1/2023	28	86	Good	100	0	0
T01BR	01	9/5/2008	AC	TAXIWAY	7/1/2023	15	100	Good	0	0	0
TA2BR	01	9/1/2008	AAC	TAXIWAY	7/1/2023	15	100	Good	0	0	0
TA2BR	02	5/4/2012	AC	TAXIWAY	7/1/2023	11	100	Good	0	0	0
TABR	01	9/1/2008	AC	TAXIWAY	7/1/2023	15	100	Good	0	0	0
TABR	02	9/1/2008	AAC	TAXIWAY	7/1/2023	15	100	Good	0	0	0
TLANEA1BR	01	9/4/2010	AC	TAXIWAY	7/1/2023	13	94	Good	100	0	0
TLANEA2BR	01	9/4/2010	AC	TAXIWAY	7/1/2023	13	100	Good	0	0	0
TLANEBBR	01	9/4/2010	AC	TAXIWAY	7/1/2023	13	87	Good	100	0	0
TLANECBR	01	9/4/2010	AC	TAXIWAY	7/1/2023	13	86	Good	100	0	0
TLANECBR	02	9/4/2010	AC	TAXIWAY	7/1/2023	13	99	Good	100	0	0
TLANEDBR	01	5/4/2012	AC	TAXIWAY	7/1/2023	11	97	Good	100	0	0

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete, AAC = AC overlaid AC

GRI

Table 4B: BROOKINGS AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2023 RESULTS

			Approximate Area, square		2019 Survey			2023 Survey				Rate of
Branch ID	Section ID	Surface Type[1]	feet	LCD[2]	PCI[3]	PCI Category	Insp. Date	PCI	PCI Category	Age[4]	Δ PCI/yr[5]	Deterioration
A01BR	01	AC	48,125	5/4/12	94	Good	5/13/2019	100	Good	7	1.35	NONE
A02BR	01	AC	27,794	9/4/05	86	Good	5/13/2019	86	Good	14	0	NORMAL
A03BR	01	AC	5,096	9/2/08	90	Good	5/13/2019	89	Good	11	-0.31	NORMAL
A04BR	01	AC	5,020	9/1/08	81	Satisfactory	5/13/2019	71	Satisfactory	11	-2	NORMAL
A05BR	01	AC	6,292	9/2/95	74	Satisfactory	5/13/2019	27	Very Poor	24	-11.34	HIGH
A06BR	01	AC	5,818	9/1/08	79	Satisfactory	5/13/2019	61	Fair	11	-4	HIGH
A07BR	01	AC	5,993	9/2/95	72	Satisfactory	5/13/2019	77	Satisfactory	24	1.18	NONE
AH12BR	01	AAC	7,174	9/1/08	94	Good	5/13/2019	100	Good	11	1	NONE
AH30BR	01	AAC	7,323	9/1/08	90	Good	5/13/2019	100	Good	11	2.42	NONE
R12BR	01	AC	21,420	9/2/95	98	Good	5/13/2019	88	Good	24	-2	NORMAL
R12BR	02	AAC	104,880	9/1/95	97	Good	5/13/2019	88	Good	24	-2.08	NORMAL
R12BR	03	AAC	47,700	9/1/95	96	Good	5/13/2019	86	Good	24	-2	NORMAL
T01BR	01	AC	15,479	9/5/08	94	Good	5/13/2019	100	Good	11	1.45	NONE
TA2BR	01	AAC	6,446	9/1/08	89	Good	5/13/2019	100	Good	11	3	NONE
TA2BR	02	AC	5,041	5/4/12	94	Good	5/13/2019	100	Good	7	1.45	NONE
TABR	01	AC	15,792	9/1/08	95	Good	5/13/2019	100	Good	11	1	NONE
TABR	02	AAC	61,828	9/1/08	80	Satisfactory	5/13/2019	100	Good	11	4.83	NONE
TLANEA1BR	01	AC	3,912	9/4/10	96	Good	5/13/2019	94	Good	9	0	NORMAL
TLANEA2BR	01	AC	8,968	9/4/10	92	Good	5/13/2019	100	Good	9	1.93	NONE
TLANEBBR	01	AC	14,014	9/4/10	94	Good	5/13/2019	87	Good	9	-2	NORMAL
TLANECBR	01	AC	7,462	9/4/10	94	Good	5/13/2019	86	Good	9	-1.98	NORMAL
TLANECBR	02	AC	5,974	9/4/10	94	Good	5/13/2019	99	Good	9	1	NONE
TLANEDBR	01	AC	7,614	5/4/12	94	Good	5/13/2019	97	Good	7	0.82	NONE

Abbreviations:

[1] AC = Asphalt Concrete, AAC = Asphalt Overlay AC, PCI = Pavement Condition Index

[2] LCD = Last construction date. The date of the last major pavement rehabilitation (e.g. AC overlay)

[3] PCI = Pavement Condition Index

[4] Age = Pavement age in years at the time of the PCI survey in 2019

[5] Δ PCI/yr = Change in PCI points per year between 2019 survey and 2023 survey

APPENDIX C

Future Pavement Condition Analysis

APPENDIX C

PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy its future condition. In a pavement management plan (PMP), this is done with the aid of a prediction model. When an APMS is initially implemented, the default models are typically used to predict the future condition of a pavement. However, after PCI surveys are completed, the historical data are then used to refine the models, so they better represent the deterioration of a particular class of pavement based on local climatic conditions, loading, material sources, construction procedures, etc. The importance of accurate prediction models is part of the reason it is essential to conduct periodic, routine surveys in order to track the rate of deterioration.

In PAVER, the pavement deterioration curves are developed based on the "family" model procedure. A pavement "family" is defined as a group of pavements with similar deterioration characteristics. The procedure for developing the prediction models is:

1) Define the pavement families.
2) Review the data.
3) Conduct a data-outlier analysis.
4) Model the data.

C.2 PREDICTION MODELS

We developed separate condition prediction models for each pavement "family" at Brookings Airport. The delineation is based on branch use, surface type, section rank, and structural design life. We use three distinct models for the following "families" of pavements at Brookings Airport. For each model, we reviewed the data in order to filter out any inconsistent or inaccurate data or any data that fell outside boundary values set by PAVER. After outliers are removed and the data are checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" are provided on Figures 1C through 3C below.

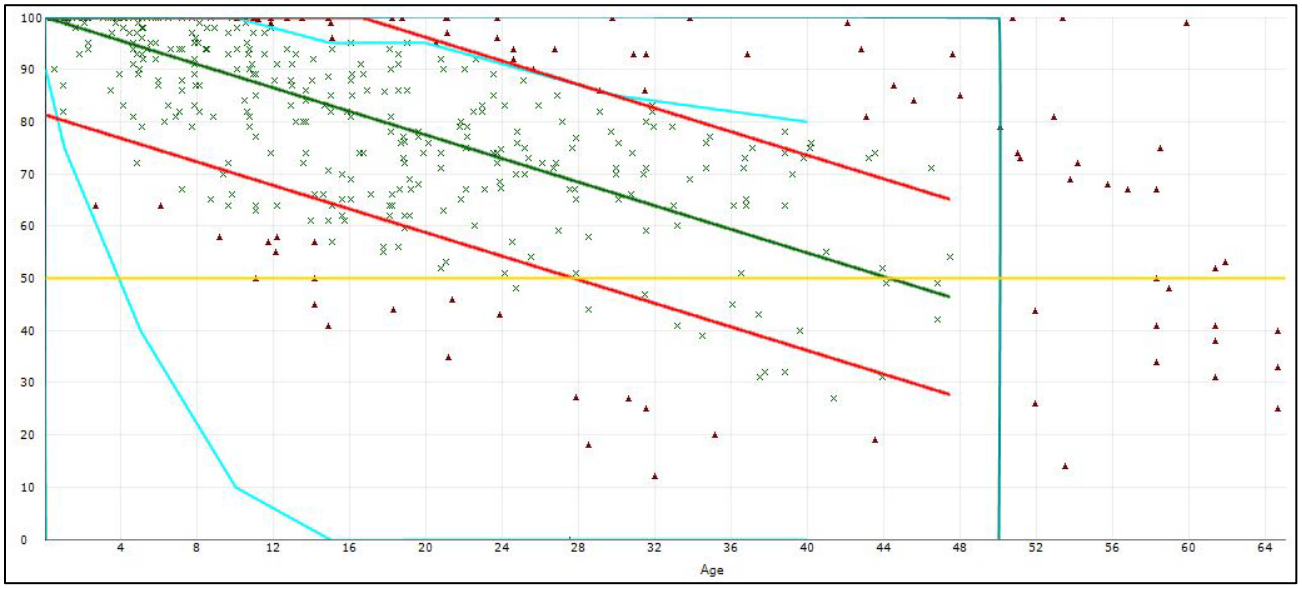


Figure 1C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC APRONS

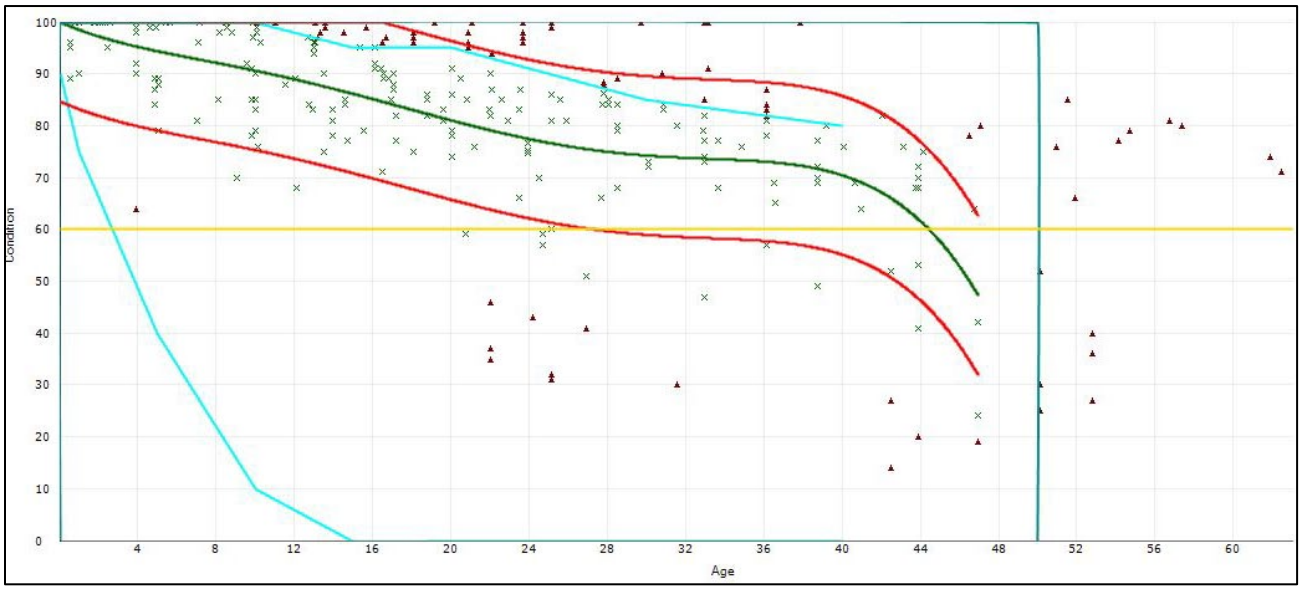


Figure 2C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC RUNWAYS

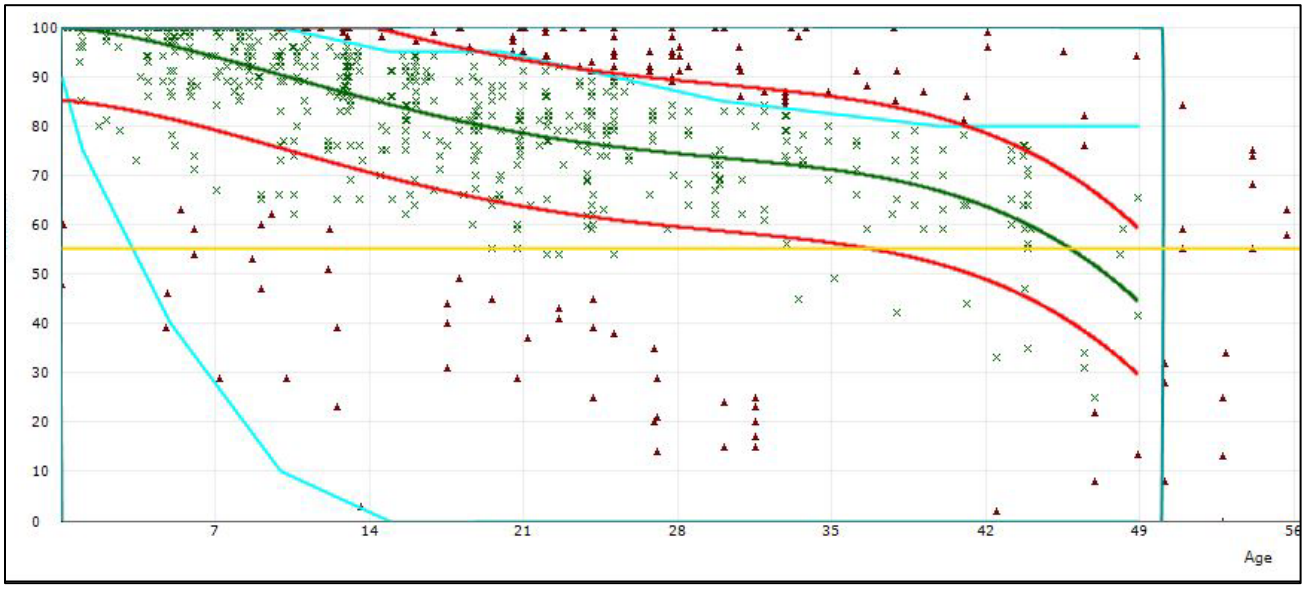


Figure 3C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC TAXIWAYS

C.3 CRITICAL PCI

Each of the condition-prediction models has an assigned critical PCI. The critical PCI is the point at which the pavement condition begins to deteriorate more quickly over time. As the condition deteriorates to a worse state, major M&R (rehabilitation/reconstruction) is triggered because the cost to apply localized M&R increases significantly. Pavement sections with PCI above the critical value are given a higher priority for funding during budget analysis in order to prevent them from deteriorating to the point where more costly rehabilitation is necessary. We used the following critical PCI values at Brookings Airport:

- Runways – 60
- Taxiways/Taxilanes – 55
- Aprons – 50

C.4 FUTURE CONDITION ANALYSIS

As previously discussed, the projected condition of each pavement section was determined for 5- and 10-year periods. The projected pavement conditions in 5 years and 10 years for each pavement section at Brookings Airport, along with the conditions at the previous inspection, are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

As mentioned above, functional remaining life is the practical amount of time a pavement is in service before requiring rehabilitation, as estimated based solely on visual condition.

This is not to be confused with structural remaining life, which requires analysis of the structural capacity of a pavement.

We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Brookings Airport, the time until rehabilitation, and the time until the pavement is no longer operational due to high foreign object debris potential and increased safety concerns for trafficking aircraft (PCI less than 40). The results of the functional life analysis are provided in Table 2C.

Table 1C: PAST, PRESENT AND FUTURE PCI

		Past Inspection PCI	Current PCI	Predicted Future PCI	
BranchID	SectionID	2019	2023	2028	2033
A01BR	01	94	100	94	88
A02BR	01	86	86	80	74
A03BR	01	90	89	83	77
A04BR	01	81	71	65	59
A05BR	01	74	27	21	16
A06BR	01	79	61	55	50
A07BR	01	72	77	71	66
AH12BR	01	94	100	94	89
AH30BR	01	90	100	94	89
R12BR	01	98	88	83	78
R12BR	02	97	88	83	79
R12BR	03	96	86	81	77
T01BR	01	94	100	96	90
TA2BR	01	89	100	96	90
TA2BR	02	94	100	96	90
TABR	01	95	100	96	90
TABR	02	80	100	96	90
TLANEA1BR	01	96	94	88	82
TLANEA2BR	01	92	100	96	90
TLANEBBR	01	94	87	82	78
TLANECBR	01	94	86	80	77
TLANECBR	02	94	99	94	88
TLANEDBR	01	94	97	92	86

Abbreviation: PCI = Pavement Condition Index

Table 2C: BROOKINGS AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service Life
A01BR	01	AC	100	> 20	50	> 20
A02BR	01	AC	86	> 20	50	> 20
A03BR	01	AC	89	> 20	50	> 20
A04BR	01	AC	71	16 - 20	50	> 20
A05BR	01	AC	27	0 - 5	50	0 - 5
A06BR	01	AC	61	6 - 10	50	16 - 20
A07BR	01	AC	77	> 20	50	> 20
AH12BR	01	AAC	100	> 20	50	> 20
AH30BR	01	AAC	100	> 20	60	> 20
R12BR	01	AC	88	> 20	60	> 20
R12BR	02	AAC	88	> 20	60	> 20
R12BR	03	AAC	86	> 20	60	> 20
T01BR	01	AC	100	> 20	55	> 20
TA2BR	01	AAC	100	> 20	55	> 20
TA2BR	02	AC	100	> 20	55	> 20
TABR	01	AC	100	> 20	55	> 20
TABR	02	AAC	100	> 20	55	> 20
TLANEA1BR	01	AC	94	> 20	55	> 20
TLANEA2BR	01	AC	100	> 20	55	> 20
TLANEBBR	01	AC	87	> 20	55	> 20
TLANECBR	01	AC	86	> 20	55	> 20
TLANECBR	02	AC	99	> 20	55	> 20
TLANEDBR	01	AC	97	> 20	55	> 20

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete, AAC = AC overlaid AC,
[1] Major M&R (Maintenance and Rehabilitation) Trigger PCI = Critical PCI

APPENDIX D

Unit Cost Data and Maintenance and Rehabilitation Plan

APPENDIX D

UNIT COST DATA AND MAINTENANCE AND REHABILITATION PLAN

D.1 ANALYSIS METHODOLOGY

We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop project recommendations for the next five years. The purpose of this analysis is to determine the M&R needs of the Brookings Airport pavement network condition over time. We used PAVER v7.0.8 software to develop network-level project recommendations for the next five years.

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal, to determine the budget required to meet the goal. The M&R work planning analysis was based on a five-year period beginning on August 1, 2024. A backlog elimination analysis scenario was selected to generate a list of surface treatment, rehabilitation, and reconstruction projects in order to optimize the allocation of capital and establish preservation-based project recommendations. The repair strategies considered for pavement sections in our analysis are as follows:

- Reconstruction – Considered for pavements with a PCI less than 40.
- Rehabilitation (AC Overlay) – Considered for pavements between 40 PCI and the critical PCI and for pavements exhibiting significant load-related distresses.
- Surface Treatment – Treatments (fog seal, slurry seal, thin AC overlay) are applied to an entire pavement section with the intent of slowing the rate of deterioration.
- Localized Maintenance – Maintenance performed on a routine basis, such as crack sealing, wide crack repair, and patching.

It should be noted that the five-year list of recommended projects only includes the highest-cost maintenance items and does not include routine localized maintenance (e.g., crack sealing) work that should also be conducted in addition to and concurrently with the five-year work plan.

D.1.1 Pavement Rank and Use Prioritization

Pavement sections are assigned a rank to establish their relative importance in the overall pavement network, which is most commonly defined by their use (e.g., Taxiway, Apron, Runway). The PAVER analysis uses the combination of the section rank and the branch use

to define the priority of each section during the M&R analysis. Table 1D displays the branch use and section rank prioritization schema we used for analysis.

Table 1D: M&R WORK PRIORITY BY BRANCH USE AND SECTION RANK

Branch Use	Section Rank		
	Primary	Secondary	Tertiary
RUNWAY	1	3	6
TAXIWAY	2	5	8
APRON	4	7	9

D.2 MAINTENANCE POLICIES AND UNIT COSTS

Distress-maintenance policies are policies that determine what type of work should be applied to a specific distress type and severity. For example, on an AC pavement, a medium-severity longitudinal/transverse crack would be repaired by crack sealing. Policies for all the distress types and severities are established by ASTM D5340.

Although our work scope does not include budget analysis, we did assign construction costs to the maintenance work so that PAVER would allocate M&R projects that were approximately equal in costs for each year of the five-year period. The anticipated cost of performing M&R is based on cost tables that relate M&R work type costs to PCI. We reviewed the unit costs from the 2019 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Brookings Airport and information provided by the project ODAV Pavement Maintenance Program (PMP) team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Brookings Airport. The costs represent the fully-loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D below.

Table 2D: REGION 1 UNIT COST DATA

Type of M&R	Work Type	Unit Cost	Work Unit
Major M&R	Complete Reconstruction with AC	$17.32	Sq Ft
	Cold Mill and Overlay – 2 Inches Thick	$7.64	Sq Ft
Surface Treatment (Global) M&R	Surface Treatment - Slurry Seal	$0.52	Sq Ft
	Surface Treatment - Fog Seal	$0.31	Sq Ft
Localized Preventive M&R	Crack Sealing - AC	$3.12	Ft
	Crack Sealing - PCC	$23.4	Ft
	Crack Sealing – Wide Cracks	$51.48	Ft
	Joint Sealing – PCC	$7.80	Ft
	AC Patching – Full Depth	$78.00	Sq Ft
	PCC Patching – Full Depth	$156.00	Sq Ft

D.3 RECOMMENDED LOCALIZED MAINTENANCE

In order to properly maintain aging pavements, localized M&R activities such as crack sealing and patching should be performed on a routine basis. A list of recommended localized maintenance activities is provided in Table 3D of this appendix.

D.4 RECOMMENDED SURFACE TREATMENT, REHABILITATION, AND RECONSTRUCTION PROJECTS

Surface treatment, rehabilitation, and reconstruction projects refer to activities such as slurry seal/fog seals, AC overlays, and reconstruction. A list of recommended projects is provided in Table 4D of this appendix.

Table 3D: BROOKINGS AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A02BR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	216	Ft	$3.12	$674	$674
A03BR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	81	Ft	$3.12	$253	$253
A04BR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	370	Ft	$3.12	$1,154	$1,289
A04BR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	43	Ft	$3.12	$134	
A05BR	01	Block Cracking	Low	Crack Sealing - AC	1,003	Ft	$3.12	$3,131	$31,638
A05BR	01	Block Cracking	Medium	Crack Sealing - AC	914	Ft	$3.12	$2,853	
A05BR	01	Long. & Trans. Cracking	Medium	Patching - AC Deep	329	SqFt	$78.00	$25,654	
A06BR	01	Block Cracking	Low	Crack Sealing - AC	1,524	Ft	$3.12	$4,755	$4,755
A07BR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	83	Ft	$3.12	$259	$868
A07BR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	195	Ft	$3.12	$609	
R12BR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	362	Ft	$3.12	$1,129	$1,129
R12BR	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,636	Ft	$3.12	$5,105	$5,105
R12BR	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,133	Ft	$3.12	$3,535	$3,535
TLANEBBR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	256	Ft	$3.12	$800	$1,427
TLANECBR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	201	Ft	$3.12	$627	

Abbreviations:

Long. = Longitudinal; Trans. = Transverse; AC = Asphalt Concrete; Ft = Feet; SqFt = Square Feet

Table 4D: FIVE-YEAR GLOBAL MAINTENANCE AND REHABILITATION PLAN

Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	Area, square feet	Unit Cost per square foot	Total Cost
2024	A05BR	01	APRON	AC	27	Reconstruction	6,292	$17.32	$108,977
2028	A02BR	01	APRON	AC	86	Fog Seal	27,794	$0.31	$8,616
	A03BR	01	APRON	AC	89	Fog Seal	5,096	$0.31	$1,580
	A04BR	01	APRON	AC	71	Fog Seal	5,020	$0.31	$1,556
	A06BR	01	APRON	AC	61	Fog Seal	5,818	$0.31	$1,804
	A07BR	01	APRON	AC	77	Fog Seal	5,993	$0.31	$1,858
	R12BR	01	RUNWAY	AC	88	Slurry Seal	21,420	$0.52	$11,138
	R12BR	02	RUNWAY	AAC	88	Slurry Seal	104,880	$0.52	$54,537
	R12BR	03	RUNWAY	AAC	86	Slurry Seal	47,700	$0.52	$24,804
	TLANEBBR	01	TAXIWAY	AC	87	Slurry Seal	14,014	$0.52	$7,287
	TLANECBR	01	TAXIWAY	AC	86	Slurry Seal	7,462	$0.52	$3,880

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete, AAC = AC overlaid AC

Cost Summary	
2024 Total Project Cost	$108,977
2025 Total Project Cost	$0
2026 Total Project Cost	$0
2027 Total Project Cost	$0
2028 Total Project Cost	$117,060
Total 5-Year Project Cost	**$226,037**

APPENDIX E

Reinspection Report

Re-Inspection Report

ODA_2023Survey_11-21-23
Generated Date 12/5/2023

Network: Brookings **Name:** Brookings

Branch: A01BR **Name:** Apron 01 Brookings **Use:** APRON **Area:** 48,125 SqFt

Section: 01 of 1 **From:** Taxiway A2 **To:** FBO/Office **Last Const.:** 5/4/2012

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 48,125 SqFt **Length:** 270 Ft **Width:** 167 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/1968	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1969	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 5/1/2012	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 5/2/2012	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 5/3/2012	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 5/4/2012	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 10 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	500.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: A02BR **Name:** Apron 02 Brookings **Use:** APRON **Area:** 27,794 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Apron 01 **Last Const.:** 9/4/2005

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 27,794 SqFt **Length:** 209 Ft **Width:** 130 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2005	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2005	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2005	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 9/4/2005	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Surface Seal - Fog Seal	**Code:** SS- FS	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5150.00 SqFt **PCI:** 91

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	5150.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5736.00 SqFt **PCI:** 92

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	5736.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5450.00 SqFt **PCI:** 75

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	110.00	Ft
57	WEATHERING	M	5450.00	SqFt

Network: Brookings **Name:** Brookings

Branch: A03BR **Name:** Apron 03 Brookings **Use:** APRON **Area:** 5,096 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangars **Last Const.:** 9/2/2008

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 5,096 SqFt **Length:** 83 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2008 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2008 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5096.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	81.00	Ft
57	WEATHERING	L	5096.00	SqFt

Network: Brookings **Name:** Brookings

Branch: A04BR **Name:** Apron 04 Brookings **Use:** APRON **Area:** 5,020 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangar **Last Const.:** 9/1/2008

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 5,020 SqFt **Length:** 83 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Unknown (Major MR)	**Code:** BA-UN	**Is Major M&R:** True
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5020.00 SqFt **PCI:** 71

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	174.00	Ft
48	L & T CR	L	196.00	Ft
48	L & T CR	M	43.00	Ft
57	WEATHERING	L	5020.00	SqFt

Network: Brookings **Name:** Brookings

Branch: A05BR **Name:** Apron 05 Brookings **Use:** APRON **Area:** 6,292 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangar **Last Const.:** 9/2/1995

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 6,292 SqFt **Length:** 85 Ft **Width:** 72 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Unknown (Major MR)	**Code:** BA-UN	**Is Major M&R:** True
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 27

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6292.00 SqFt **PCI:** 27

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	M	260.00	SqFt
43	BLOCK CR	L	3292.00	SqFt
43	BLOCK CR	M	3000.00	SqFt
57	WEATHERING	L	6292.00	SqFt

Network: Brookings **Name:** Brookings

Branch: A06BR **Name:** Apron 06 Brookings **Use:** APRON **Area:** 5,818 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangar **Last Const.:** 9/1/2008

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 5,818 SqFt **Length:** 77 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Unknown (Major MR)	**Code:** BA-UN	**Is Major M&R:** True
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5818.00 SqFt **PCI:** 61

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	5000.00	SqFt
57	WEATHERING	L	5818.00	SqFt

Network: Brookings **Name:** Brookings

Branch: A07BR **Name:** Apron 07 Brookings **Use:** APRON **Area:** 5,993 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangar **Last Const.:** 9/2/1995

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 5,993 SqFt **Length:** 85 Ft **Width:** 70 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5992.00 SqFt **PCI:** 77

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	195.00	Ft
48	L & T CR	M	83.00	Ft
57	WEATHERING	L	5992.00	SqFt

Network: Brookings **Name:** Brookings

Branch: AH12BR **Name:** Hold Apron 12 Brookings **Use:** APRON **Area:** 7,174 SqFt

Section: 01 of 1 **From:** R12 Run-up Apron **To:** End **Last Const.:** 9/1/2008

Surface: AAC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 7,174 SqFt **Length:** 125 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3621.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 02 **Type:** R **Area:** 3552.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: AH30BR **Name:** Hold Apron 30 Brookings **Use:** APRON **Area:** 7,323 SqFt

Section: 01 of 1 **From:** R30 Run-up Apron **To:** End **Last Const.:** 9/1/2008

Surface: AAC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 7,323 SqFt **Length:** 125 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3661.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 02 **Type:** R **Area:** 3661.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: R12BR **Name:** Runway 12/30 Brookings **Use:** RUNWAY **Area:** 174,000 SqFt

Section: 01 of 3 **From:** Runway 30 End **To:** R12BR-02 **Last Const.:** 9/2/1995

Surface: AC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 21,420 SqFt **Length:** 357 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 85

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	42.00	Ft
48	L & T CR	L	133.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	15.00	Ft
48	L & T CR	L	58.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	45.00	Ft
48	L & T CR	L	11.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: Brookings **Name:** Brookings

Branch: R12BR **Name:** Runway 12/30 Brookings **Use:** RUNWAY **Area:** 174,000 SqFt

Section: 03 of 3 **From:** R12BR-02 **To:** Runway 12 End **Last Const.:** 9/1/1995

Surface: AAC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 47,700 SqFt **Length:** 795 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1969	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 83

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	113.00	Ft
48	L & T CR	L	124.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 90

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	5.00	Ft
48	L & T CR	L	27.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 6000.00 SqFt **PCI:** 88

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	52.00	Ft
48	L & T CR	L	50.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5700.00 SqFt **PCI:** 84

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	42.00	Ft
48	L & T CR	L	150.00	Ft
57	WEATHERING	L	5700.00	SqFt

Network: Brookings **Name:** Brookings

Branch: R12BR **Name:** Runway 12/30 Brookings **Use:** RUNWAY **Area:** 174,000 SqFt

Section: 02 of 3 **From:** R12BR-01 **To:** R12BR-03 **Last Const.:** 9/1/1995

Surface: AAC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 104,880 SqFt **Length:** 1,748 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1969	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 18 **Surveyed:** 5

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	14.00	Ft
48	L & T CR	L	57.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	79.00	Ft
48	L & T CR	L	19.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 08 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	15.00	Ft
48	L & T CR	L	33.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 12 **Type:** R **Area:** 6000.00 SqFt **PCI:** 87

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	35.00	Ft
48	L & T CR	L	92.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 16 **Type:** R **Area:** 6000.00 SqFt **PCI:** 87

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	124.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: Brookings **Name:** Brookings

Branch: T01BR **Name:** Taxiway 01 Brookings **Use:** TAXIWAY **Area:** 15,479 SqFt

Section: 01 of 1 **From:** Runway 12/30 **To:** - **Last Const.:** 9/5/2008

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 15,479 SqFt **Length:** 392 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2008	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 9/2/2008	**Work Type:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/3/2008	**Work Type:** Subbase - Crushed Aggregate	**Code:** SU-CA	**Is Major M&R:** False
Work Date: 9/4/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 9/5/2008	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 03 **Type:** R **Area:** 4841.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: TA2BR **Name:** Taxiway A2 Brookings **Use:** TAXIWAY **Area:** 11,487 SqFt

Section: 01 of 2 **From:** Runway 12/30 **To:** Taxiway A **Last Const.:** 9/1/2008

Surface: AAC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 6,446 SqFt **Length:** 108 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1969	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6446.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: TA2BR **Name:** Taxiway A2 Brookings **Use:** TAXIWAY **Area:** 11,487 SqFt

Section: 02 of 2 **From:** Taxiway A **To:** TA2BR-03 **Last Const.:** 5/4/2012

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 5,041 SqFt **Length:** 88 Ft **Width:** 42 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1969	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 5/1/2012	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 5/2/2012	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 5/3/2012	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 5/4/2012	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5041.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: TABR **Name:** Taxiway A Brookings **Use:** TAXIWAY **Area:** 77,620 SqFt

Section: 02 of 2 **From:** TABR-01 **To:** Runway 12 End **Last Const.:** 9/1/2008

Surface: AAC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 61,828 SqFt **Length:** 2,440 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1972	**Work Type:** Base Course - Unknown (Major MR)	**Code:** BA-UN	**Is Major M&R:** True
Work Date: 9/2/1972	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: TABR **Name:** Taxiway A Brookings **Use:** TAXIWAY **Area:** 77,620 SqFt

Section: 01 of 2 **From:** Runway 30 End **To:** TABR-02 **Last Const.:** 9/1/2008

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** P

Area: 15,792 SqFt **Length:** 620 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5792.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: TLANEA1BR **Name:** Taxilane A1 Brookings **Use:** TAXIWAY **Area:** 3,912 SqFt

Section: 01 of 1 **From:** A01BR **To:** - **Last Const.:** 9/4/2010

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 3,912 SqFt **Length:** 135 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2010	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2010	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2010	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3912.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	3912.00	SqFt

Network: Brookings **Name:** Brookings

Branch: TLANEA2BR **Name:** Taxilane A2 Brookings **Use:** TAXIWAY **Area:** 8,968 SqFt

Section: 01 of 1 **From:** TABR **To:** North **Last Const.:** 9/4/2010

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 8,968 SqFt **Length:** 221 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2010	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2010	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2010	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4990.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 02 **Type:** R **Area:** 3977.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Brookings **Name:** Brookings

Branch: TLANEBBR **Name:** Taxilane B Brookings **Use:** TAXIWAY **Area:** 14,014 SqFt

Section: 01 of 1 **From:** TLANEA2 **To:** West **Last Const.:** 9/4/2010

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 14,014 SqFt **Length:** 368 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2010	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2010	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2010	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4577.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	47.00	Ft
57	WEATHERING	L	4577.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3735.00 SqFt **PCI:** 85

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	105.00	Ft
57	WEATHERING	L	3735.00	SqFt

Network: Brookings **Name:** Brookings

Branch: TLANECBR **Name:** Taxilane C Brookings **Use:** TAXIWAY **Area:** 13,436 SqFt

Section: 01 of 2 **From:** TLANEA2 **To:** TLANEA1 **Last Const.:** 9/4/2010

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 7,462 SqFt **Length:** 197 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2010	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2010	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2010	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3603.00 SqFt **PCI:** 87

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	85.00	Ft
57	WEATHERING	L	3603.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3859.00 SqFt **PCI:** 85

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	116.00	Ft
57	WEATHERING	L	3859.00	SqFt

Network: Brookings **Name:** Brookings

Branch: TLANECBR **Name:** Taxilane C Brookings **Use:** TAXIWAY **Area:** 13,436 SqFt

Section: 02 of 2 **From:** A01 **To:** TLANEA2 **Last Const.:** 9/4/2010

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 5,974 SqFt **Length:** 212 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2010	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2010	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2010	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5974.00 SqFt **PCI:** 99

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	280.00	SqFt

Network: Brookings **Name:** Brookings

Branch: TLANEDBR **Name:** Taxilane D Brookings **Use:** TAXIWAY **Area:** 7,614 SqFt

Section: 01 of 1 **From:** A01 **To:** West **Last Const.:** 5/4/2012

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** KBOK **Category:** D **Rank:** S

Area: 7,614 SqFt **Length:** 258 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/1/2012	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 5/2/2012	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 5/3/2012	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 5/4/2012	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3839.00 SqFt **PCI:** 98

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	573.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3774.00 SqFt **PCI:** 97

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	780.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_2023Survey_MASTER DB-12-13-2023-5pm

Network: Brookings **Branch:** A01BR Apron 01 Brooking **Section:** 01 **Surface:**AC

L.C.D. 5/4/2012 **Use:** APRON **Rank:** P **Length:** 270.00 (Ft) **Width:** 167.00 (Ft) **True Area:** 48125 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-FS	Oregon Fog Seal	0.00	0.00	☐	
5/4/2012	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	
5/3/2012	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
5/2/2012	SB-AG	Subbase - Aggregate	0.00	7.00	☐	
5/1/2012	FB-TX	Geotextile	0.00	0.00	☐	
9/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	circa 2001
9/1/1969	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1968	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/1/1965	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Network: Brookings **Branch:** A02BR Apron 02 Brooking **Section:** 01 **Surface:**AC

L.C.D. 9/4/2005 **Use:** APRON **Rank:** P **Length:** 209.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 27794 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2008	SS- FS	Surface Seal - Fog Seal	0.00	0.00	☐	circa
9/4/2005	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	
9/3/2005	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	
9/2/2005	SB-AG	Subbase - Aggregate	0.00	6.00	☐	
9/1/2005	FB-TX	Geotextile	0.00	0.00	☐	

Network: Brookings **Branch:** A03BR Apron 03 Brooking **Section:** 01 **Surface:**AC

L.C.D. 9/2/2008 **Use:** APRON **Rank:** S **Length:** 83.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 5096 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2008	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown thickness & construction dat
9/1/2008	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown thickness & construction dat

Network: Brookings **Branch:** A04BR Apron 04 Brooking **Section:** 01 **Surface:**AC

L.C.D. 9/1/2008 **Use:** APRON **Rank:** S **Length:** 83.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 5020 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2008	OL-ACTH	Overlay - Thin	0.00	0.00	☑	Unknown Thickness
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN X-SECTION, circa 1995
9/1/1995	BA-UN	Base Course - Unknown (Major MR)	0.00	0.00	☑	

Network: Brookings **Branch:** A05BR Apron 05 Brooking **Section:** 01 **Surface:**AC
L.C.D. 9/2/1995 **Use:** APRON **Rank:** S **Length:** 85.00 (Ft) **Width:** 72.00 (Ft) **True Area:** 6292 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN X-SECTION, circa 1995
9/1/1995	BA-UN	Base Course - Unknown (Major MR)	0.00	0.00	☑	

Network: Brookings **Branch:** A06BR Apron 06 Brooking **Section:** 01 **Surface:**AC
L.C.D. 9/1/2008 **Use:** APRON **Rank:** S **Length:** 77.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 5818 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2008	OL-ACTH	Overlay - Thin	0.00	0.00	☑	Unknown Thickness
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN X-SECTION, circa 1995
9/1/1995	BA-UN	Base Course - Unknown (Major MR)	0.00	0.00	☑	

Network: Brookings **Branch:** A07BR Apron 07 Brooking **Section:** 01 **Surface:**AC
L.C.D. 9/2/1995 **Use:** APRON **Rank:** S **Length:** 85.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 5993 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN X-SECTION, circa 1995
9/1/1995	BA-AG	Base Course - Aggregate	0.00	0.00	☑	

Network: Brookings **Branch:** AH12BR Hold Apron 12 Bro **Section:** 01 **Surface:**AAC
L.C.D. 9/1/2008 **Use:** APRON **Rank:** P **Length:** 125.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7174 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-FS	Oregon Fog Seal	0.00	0.00	☐	
9/1/2008	OL-AT	Overlay - AC Thin	0.00	0.00	☑	circa 2008
9/2/1995	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Brookings **Branch:** AH30BR Hold Apron 30 Bro **Section:** 01 **Surface:**AAC
L.C.D. 9/1/2008 **Use:** APRON **Rank:** P **Length:** 125.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7323 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-FS	Oregon Fog Seal	0.00	0.00	☐	
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2008	OL-AT	Overlay - AC Thin	0.00	0.00	☑	circa 2008
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Brookings **Branch:** R12BR Runway 12/30 Bro **Section:** 01 **Surface:**AC
L.C.D. 9/2/1995 **Use:** RUNWAY **Rank:** P **Length:** 357.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 21420 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2017	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Brookings **Branch:** R12BR Runway 12/30 Bro **Section:** 02 **Surface:**AAC
L.C.D. 9/1/1995 **Use:** RUNWAY **Rank:** P **Length:** 1,748.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 104880 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2017	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1995	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
9/1/1969	NC-AC	New Construction - AC	0.00	1.50	☑	
9/1/1965	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Network: Brookings **Branch:** R12BR Runway 12/30 Bro **Section:** 03 **Surface:**AAC
L.C.D. 9/1/1995 **Use:** RUNWAY **Rank:** P **Length:** 795.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 47700 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2017	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1995	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
9/1/1969	NC-AC	New Construction - AC	0.00	2.50	☑	
9/1/1965	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Network: Brookings **Branch:** T01BR Taxiway 01 Brooki **Section:** 01 **Surface:**AC
L.C.D. 9/5/2008 **Use:** TAXIWAY **Rank:** S **Length:** 392.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 15479 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/5/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-403, circa LCD
9/4/2008	BA-CA	Base Course - Crushed Aggregate	0.00	4.00	☐	P-209, circa
9/3/2008	SU-CA	Subbase - Crushed Aggregate	0.00	8.00	☐	P-154, circa
9/2/2008	SB-TX	Subbase - Geotexlile	0.00	0.00	☐	circa
9/1/2008	SG-CO	Subgrade - Compacted	0.00	12.00	☐	P-152, circa

Network: Brookings **Branch:** TA2BR Taxiway A2 Brook **Section:** 01 **Surface:**AAC
L.C.D. 9/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 108.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 6446 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2008	OL-AT	Overlay - AC Thin	0.00	0.00	☑	circa 2008
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1995	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
9/1/1969	NC-AC	New Construction - AC	0.00	1.50	☑	
9/1/1965	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Network: Brookings **Branch:** TA2BR Taxiway A2 Brook **Section:** 02 **Surface:**AC
L.C.D. 5/4/2012 **Use:** TAXIWAY **Rank:** P **Length:** 88.00 (Ft) **Width:** 42.00 (Ft) **True Area:** 5041 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
5/4/2012	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	
5/3/2012	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
5/2/2012	SB-AG	Subbase - Aggregate	0.00	7.00	☐	
5/1/2012	FB-TX	Geotextile	0.00	0.00	☐	
9/1/2008	OL-AT	Overlay - AC Thin	0.00	0.00	☑	circa 2008
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1995	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
9/1/1969	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1965	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Network: Brookings **Branch:** TABR Taxiway A Brooki **Section:** 01 **Surface:**AC
L.C.D. 9/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 620.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 15792 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2008	OL-ACTH	Overlay - Thin	0.00	0.00	☑	circa 2008
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.10	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Brookings **Branch:** TABR Taxiway A Brooki **Section:** 02 **Surface:**AAC
L.C.D. 9/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 2,440.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 61828 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2008	OL-ACTH	Overlay - Thin	0.00	0.00	☑	circa 2008
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1995	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
9/2/1972	NC-AC	New Construction - AC	0.00	1.50	☑	UNKNOWN DATE, circa 1972
9/1/1972	BA-UN	Base Course - Unknown (Major MR)	0.00	0.00	☑	

Network: Brookings **Branch:** TLANEA1BR Taxilane A1 Brook **Section:** 01 **Surface:**AC
L.C.D. 9/4/2010 **Use:** TAXIWAY **Rank:** S **Length:** 135.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 3912 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/4/2010	NC-AC	New Construction - AC	0.00	2.00	☑	
9/3/2010	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
9/2/2010	SB-AG	Subbase - Aggregate	0.00	7.00	☐	
9/1/2010	FB-TX	Geotextile	0.00	0.00	☐	

Network: Brookings **Branch:** TLANEA2BR Taxilane A2 Brook **Section:** 01 **Surface:**AC
L.C.D. 9/4/2010 **Use:** TAXIWAY **Rank:** S **Length:** 221.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8968 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/4/2010	NC-AC	New Construction - AC	0.00	2.00	☑	
9/3/2010	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
9/2/2010	SB-AG	Subbase - Aggregate	0.00	7.00	☐	
9/1/2010	FB-TX	Geotextile	0.00	0.00	☐	

Network: Brookings **Branch:** TLANEBBR Taxilane B Brooki **Section:** 01 **Surface:**AC
L.C.D. 9/4/2010 **Use:** TAXIWAY **Rank:** S **Length:** 368.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 14014 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/4/2010	NC-AC	New Construction - AC	0.00	2.00	☑	
9/3/2010	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
9/2/2010	SB-AG	Subbase - Aggregate	0.00	7.00	☐	
9/1/2010	FB-TX	Geotextile	0.00	0.00	☐	

Network: Brookings **Branch:** TLANECBR Taxilane C Brooki **Section:** 01 **Surface:** AC
L.C.D. 9/4/2010 **Use:** TAXIWAY **Rank:** S **Length:** 197.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 7462 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/4/2010	NC-AC	New Construction - AC	0.00	2.00	☑	
9/3/2010	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
9/2/2010	SB-AG	Subbase - Aggregate	0.00	7.00	☐	
9/1/2010	FB-TX	Geotextile	0.00	0.00	☐	

Network: Brookings **Branch:** TLANECBR Taxilane C Brooki **Section:** 02 **Surface:** AC
L.C.D. 9/4/2010 **Use:** TAXIWAY **Rank:** S **Length:** 212.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 5974 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/4/2010	NC-AC	New Construction - AC	0.00	2.00	☑	
9/3/2010	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
9/2/2010	SB-AG	Subbase - Aggregate	0.00	7.00	☐	
9/1/2010	FB-TX	Geotextile	0.00	0.00	☐	

Network: Brookings **Branch:** TLANEDBR Taxilane D Brooki **Section:** 01 **Surface:** AC
L.C.D. 5/4/2012 **Use:** TAXIWAY **Rank:** S **Length:** 258.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 7614 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
5/4/2012	NC-AC	New Construction - AC	0.00	2.00	☑	
5/3/2012	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
5/2/2012	SB-AG	Subbase - Aggregate	0.00	7.00	☐	
5/1/2012	FB-TX	Geotextile	0.00	0.00	☐	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Unknown (Major MR)	4	78,958.00	0.00	0.00
Base Course - Aggregate	19	376,100.00	3.79	1.99
Base Course - Crushed Aggregate	2	43,273.00	5.00	1.00
Complete Reconstruction - AC	3	80,960.00	2.00	0.00
Crack Sealing - AC	11	309,860.00	0.00	0.00
Geotextile	9	128,904.00	0.00	0.00
New Construction - AC	22	417,371.00	1.50	0.84
New Construction - Initial	1	48,125.00	0.00	0.00
Oregon Fog Seal	3	62,622.00	0.00	0.00
Oregon Slurry Seal	17	500,530.00	0.00	0.00
Overlay - AC Thin	9	251,879.00	0.94	0.86
Overlay - Thin	4	88,458.00	0.00	0.00
Subbase - Aggregate	9	128,904.00	6.89	0.31
Subbase - Crushed Aggregate	1	15,479.00	8.00	0.00
Subbase - Geotexlile	1	15,479.00	0.00	0.00
Subgrade - Compacted	1	15,479.00	12.00	0.00
Surface Seal - Fog Seal	2	75,919.00	0.05	0.05
Surface Treatment - Slurry Seal	12	293,553.00	0.47	0.11