# 2023 ODAV Pavement Evaluation Program Independence State Airport

Independence, Oregon

**December 29, 2023** 

# **Prepared for**

State of Oregon Department of Aviation 3040 25th Street SE Salem, OR 97303-1125

Prepared by



16520 SW Upper Boones Ferry Road, Suite 100 Tigard, OR 97224-7661 (503) 641-3478 | www.gri.com



## **TABLE OF CONTENTS**

1	OVER	/IEW	1
2	PAVE	MENT INVENTORY	1
3	PAVE	MENT CONDITION INSPECTION RESULTS	5
	3.1 Introd	uction	5
	3.2 Pavem	ent Condition Index Survey Results	5
4		RE PAVEMENT CONDITION ANALYSIS	
	4.1 Introd	uction	8
		Condition Analysis	
		onal Remaining Life	
5		TENANCE AND REHABILITATION PROJECT RECOMMENDATIONS	
-		uction	
		mended Localized Maintenance	
		e Treatment, Rehabilitation, and Reconstruction Plan	
6		ATIONS	
Tab Tab Fig Fig Fig Fig Fig Fig Fig	BLES ble 3-1: ble 5-1: ble 5-2:  GURES ure 2.1: ure 2.2: ure 2.3: ure 2.4: ure 3.1: ure 3.2: ure 4.1: ure 5.1:	ASTM PCI Rating Scale	10
Ap Ap Ap Ap Ap	pendix A: pendix B: pendix C: pendix D: pendix E:	Pavement Inventory Report and Maps Pavement Condition Index Survey Results Future Pavement Condition Analysis Unit Cost Data and Maintenance and Rehabilitation Plan Reinspection Report	
Ар	pendix F:	Work History Report	



#### 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 Independence State Airport in Independence, 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 Independence State 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

Independence State Airport is located in Independence, Oregon, and is owned and operated by the ODAV. The airport consists of a single runway, a primary taxiway, multiple connector taxiways, helipads, and aprons that serve a variety of general aviation aircraft. The general location of the airport is shown below on the Independence State Airport Location Map, Figure 2.1.





Figure 2.1: INDEPENDENCE STATE AIRPORT LOCATION MAP

The airside pavements at the Independence State Airport are comprised of asphalt concrete (AC), AC overlaid with AC (AAC). The airport pavements, delineated by surface type and branch use, are shown on the Independence State Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Independence State 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 Independence State 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.



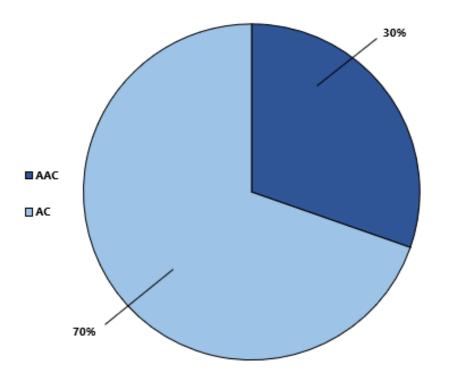


Figure 2.2: INDEPENDENCE STATE AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

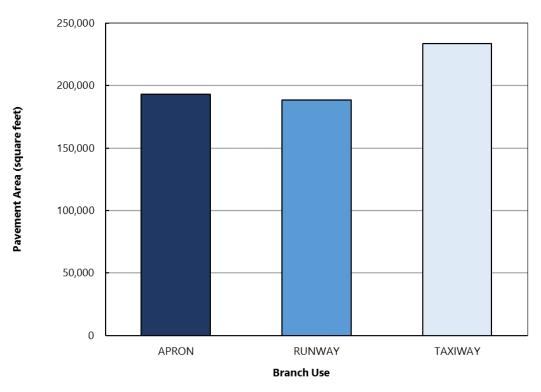
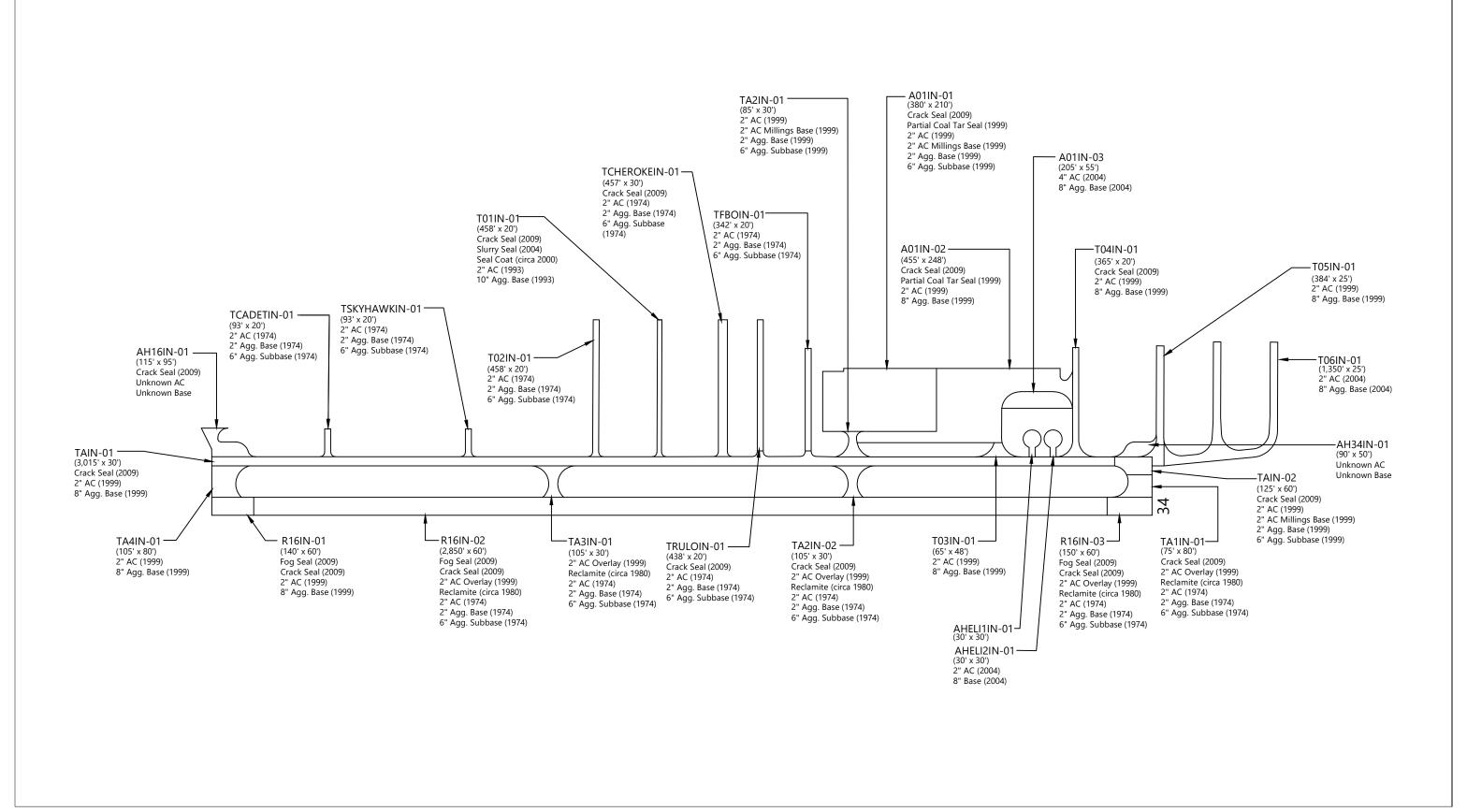


Figure 2.3: INDEPENDENCE STATE AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; Agg. = AGGREGATE

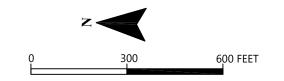




FIG. 2.4

DEC. 2023 JOB NO. 6593-F



#### 3 PAVEMENT CONDITION INSPECTION RESULTS

#### 3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Independence State Airport in July 2023. The 2023 survey work was performed on sections last inspected in 2018 in order to update the Independence State 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.

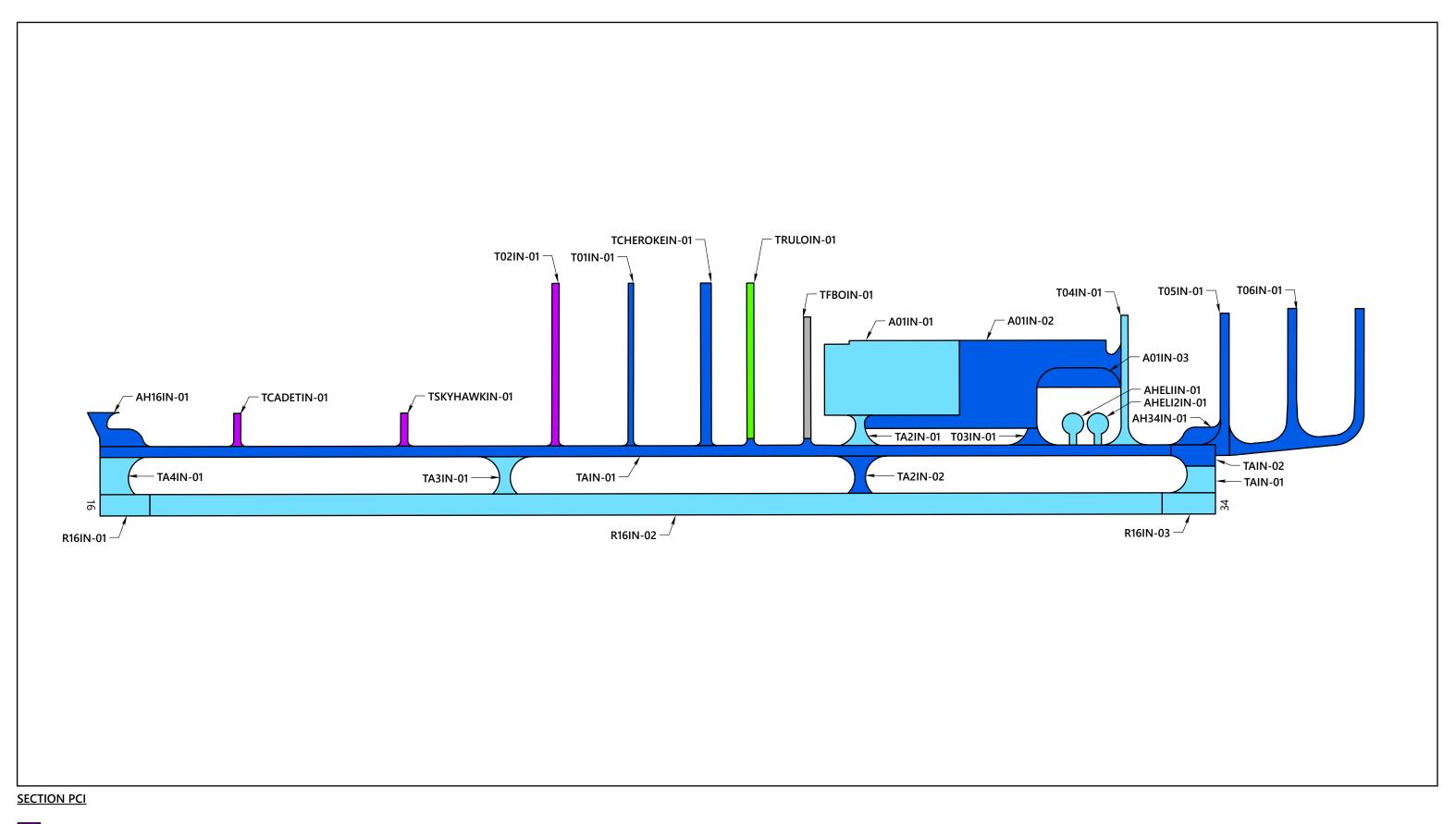
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category rating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

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

**Table 3-1: ASTM PCI RATING SCALE** 

#### 3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Independence State Airport is approximately 71. The section PCIs ranged from a low of 13 to a high of 94. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, and patching on AC-surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the Independence State Airport 2023 PCI Survey Results, Figure 3.1.



(86 - 100) GOOD

(71 - 85) SATISFACTORY

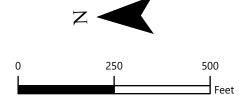
(56 - 70) FAIR

(41 - 55) POOR

(26 - 40) VERY POOR

(11 - 25) SERIOUS

(0 - 10) FAILED





# INDEPENDENCE STATE AIRPORT **2023 PCI SURVEY RESULTS**

DEC. 2023



The condition distribution of the network by percent of total pavement area is provided on the Independence State 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 reinspection report that includes inspection details for individual sample units is provided in Table 1E in Appendix E.

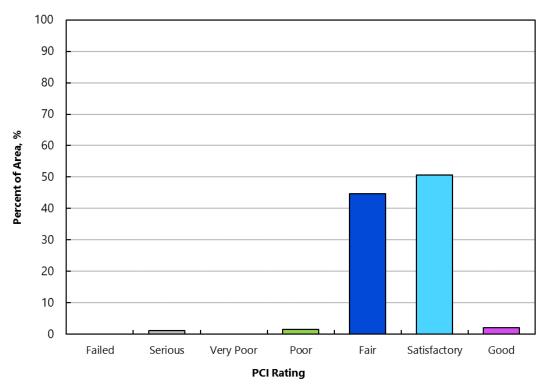


Figure 3.2: INDEPENDENCE STATE AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA



#### 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 Independence State 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 71 to a value of 66 in 2028 and 59 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 Independence State Airport is displayed spatially on the Independence State 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.

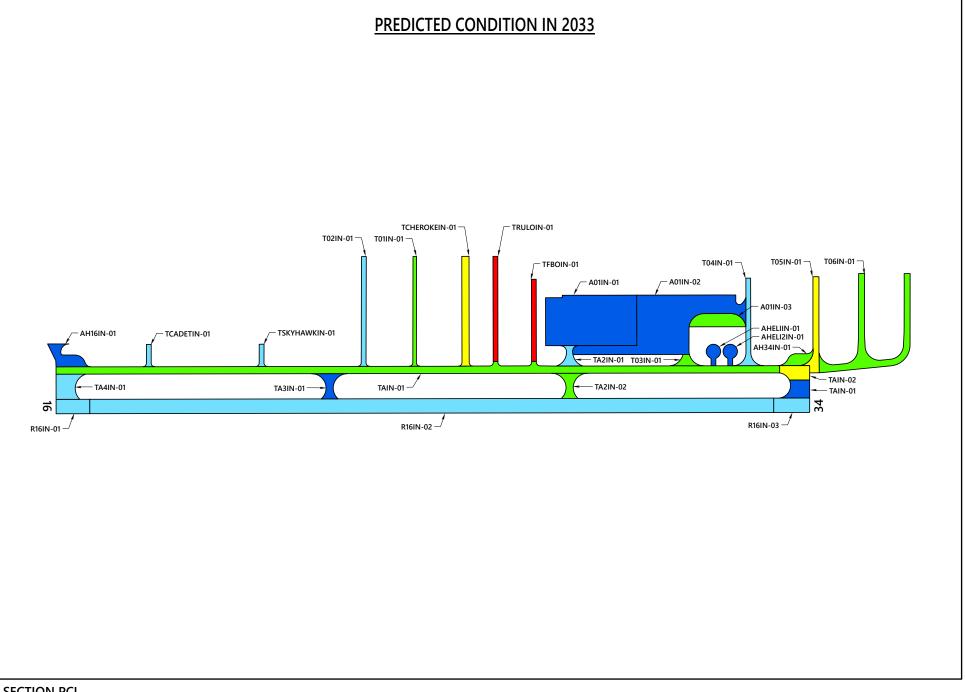
#### 4.3 Functional Remaining Life

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 Independence State 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 Independence State Airport are summarized in Table 2C in Appendix C.

# **PREDICTED CONDITION IN 2028** TCHEROKEIN-01 TRULOIN-01 T02IN-01 -T01IN-01-T05IN-01 — T06IN-01 -T04IN-01 \_ A01IN-02 - A01IN-01 A01IN-03 – AHELIIN-01 – AHELI2IN-01 - AH16IN-01 TCADETIN-01 TSKYHAWKIN-01 AH34IN-01 TA2IN-01 T03IN-01 — TAIN-02 — TAIN-01 TAIN-01 TA2IN-02 -TA4IN-01 TA3IN-01 16 R16IN-02 — R16IN-03 -



### **SECTION PCI**

(86 - 100) GOOD

(71 - 85) SATISFACTORY

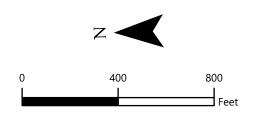
(56 - 70) FAIR

(41 - 55) POOR

(26 - 40) VERY POOR

(11 - 25) SERIOUS

(0 - 10) FAILED





INDEPENDENCE STATE AIRPORT **FUTURE PAVEMENT CONDITION** 

DEC. 2023 JOB NO. 6593-F



#### 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** 

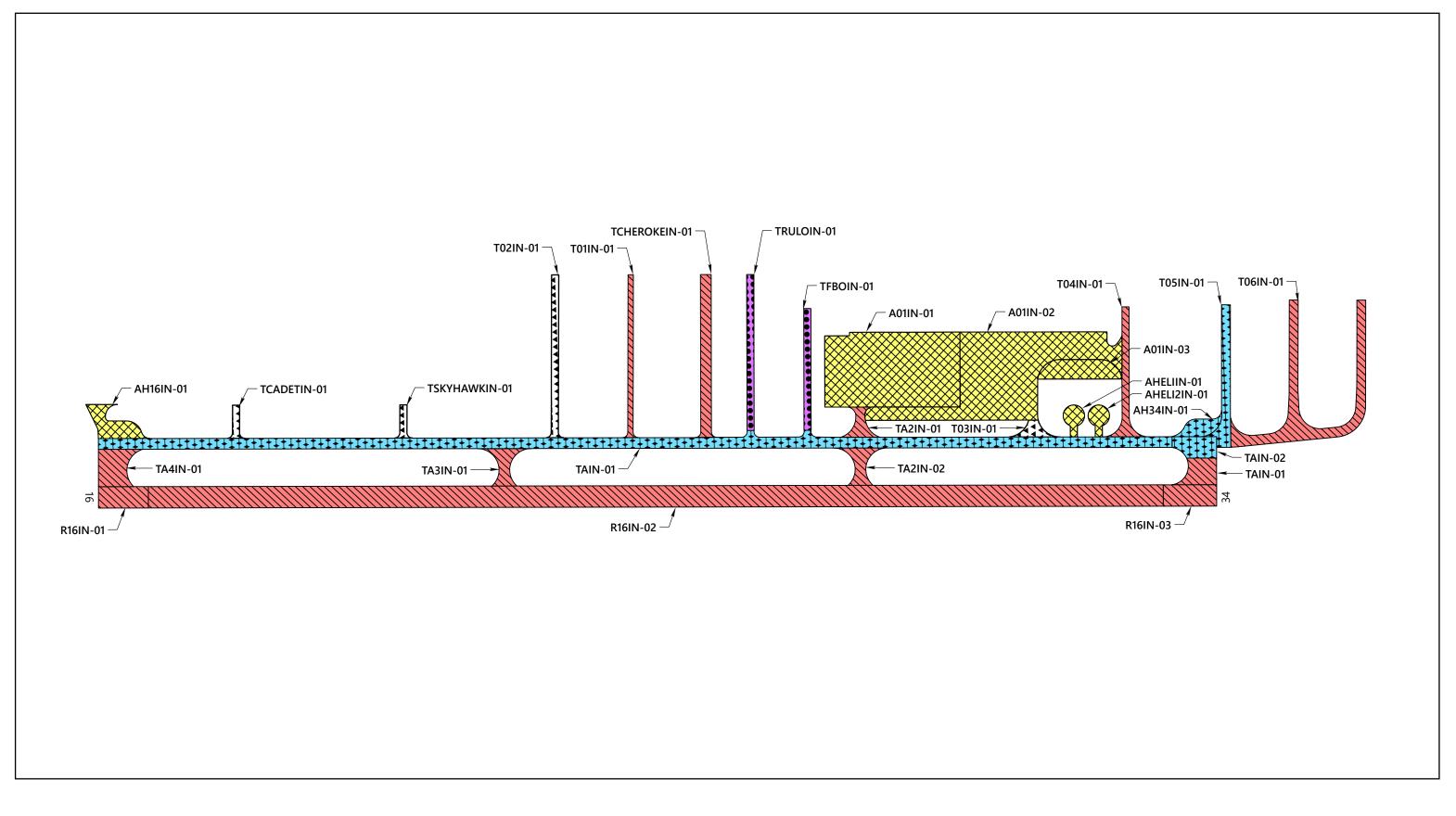
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	33,064 linear feet
Asphalt Concrete Wide Crack Sealing	12 linear feet
Asphalt Concrete Full-Depth Patching	2,257 square feet

#### 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 Independence State 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	15,587
Overlay	114,812
Fog Seal	188,190
Slurry Seal	269,194







**INDEPENDENCE STATE AIRPORT 5-YEAR PAVEMENT MANAGEMENT PLAN** 

DEC. 2023 JOB NO. 6593-F



#### 6 LIMITATIONS

This report has been prepared to assist the ODAV with pavement-related project planning for the Independence State 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 Independence State Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,

88693PE

OREGON

RENEWS: 06/2025 Lindsi A. Hammond, PE Principal

Matthew A. Haynes, PE

**Project Engineer** 

Ana-Maria Coca, PhD Engineering Staff

This document has been submitted electronically.



# **APPENDIX A**

Pavement Inventory Reports and Maps



#### **APPENDIX A**

#### PAVEMENT INVENTORY REPORTS AND MAPS

#### A.1 PAVEMENT NETWORK

Independence State Airport is located in Independence, Oregon, and is owned and operated by the Oregon Department of Aviation (ODAV). The pavement network/facilities at Independence State Airport serve a variety of general aviation aircraft. Independence State Airport consists of a single runway, a primary taxiway, multiple connector taxiways, helipads, 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 Independence State Airport has an approximate area of 614,736 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 Independence State Airport contains 22 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 Independence State Airport contains 28 sections that are managed by the Oregon Department of Aviation (ODAV), 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  $5,000 \pm 2,000$  square feet and 20 slabs  $\pm$  8 slabs for rigid pavements. 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:

$$n = \frac{N \times s^2}{\left(e^2/4\right)(N-1)+s^2}$$
 (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 Independence State 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 Independence State 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: INDEPENDENCE STATE AIRPORT PAVEMENT BRANCHES** 

Facility Designation			Approximate Area,
(Branch ID)	Branch Name	Number of Sections	square feet
A01IN	Apron 01 Independence	3	173,139
AH16IN	Hold Apron 16 Independence	1	8,201
AH34IN	H Apr 34 Independence	1	4,714
AHELI1IN	Helipad 1 Independence	1	3,421
AHELI2IN	Helipad 2 Independence	1	3,429
R16IN	RW 16/34 Independence	3	188,400
T01IN	Taxiway 01 Independence	1	6,954
T02IN	Taxiway 02 Independence	1	9,240
T03IN	Taxiway 03 Independence	1	2,759
T04IN	Taxiway 04 Independence	1	8,650
T05IN	Taxiway 05 Independence	1	10,888
T06IN	Taxiway 06 Independence	1	31,944
TA1IN	Taxiway A1 Independence	1	6,586
TA2IN	Taxiway A2 Independence	2	9,275
TA3IN	Taxiway A3 Independence	1	5,256
TA4IN	Taxiway A4 Independence	1	9,370
TAIN	Taxiway A Independence	2	99,210
TCADETIN	Cadet Taxiway Independence	1	1,955
TCHEROKEIN	Cherokee Taxilane Independence	1	13,803
TFBOIN	FBO Taxilane Independence	1	6,835
TRULOIN	RULO Taxiway Independence	1	8,752
TSKYHAWKIN	Sky Hawk Taxiway Independence	1	1,955



Table 2A: INDEPENDENCE STATE AIRPORT CURRENT PAVEMENT INVENTORY

									Approximate Area, square		
BranchID	Branch Name	Branch Use	SectionID	From	То	Rank	Length, feet	Width, feet	feet	LCD	Surface Type
A01IN	Apron 01 Independence	APRON	01	Taxiway A2	Section 02	Р	380	210	79,100	8/4/1999	AC
A01IN	Apron 01 Independence	APRON	02	Section 01	Taxiway 04	Р	455	248	82,651	8/2/1999	AC
A01IN	Apron 01 Independence	APRON	03	Section 02	Taxiway 04	Р	205	55	11,388	9/2/2004	AC
AH16IN	Hold Apron 16 Independence	APRON	01	Taxiway A	Hangars	Р	115	95	8,201	9/1/1999	AC
AH34IN	H Apr 34 Independence	APRON	01	Taxiway A	Taxiway 05	Р	90	50	4,714	9/1/2001	AC
AHELI1IN	Helipad 1 Independence	HELIPAD	01	Taxiway A	End	S	30	30	3,421	9/2/2004	AC
AHELI2IN	Helipad 2 Independence	HELIPAD	01	Taxiway A	End	S	30	30	3,429	9/2/2004	AC
R16IN	RW 16/34 Independence	RUNWAY	01	Runway 16 End	Section 02	Р	140	60	8,400	8/2/1999	AC
R16IN	RW 16/34 Independence	RUNWAY	02	Section 01	Section 03	Р	2,850	60	171,000	8/1/1999	AAC
R16IN	RW 16/34 Independence	RUNWAY	03	Section 02	Runway 34 End	Р	150	60	9,000	8/1/1999	AAC
T01IN	Taxiway 01 Independence	TAXIWAY	01	Taxiway A	Hangars	S	458	20	6,954	8/2/1993	AC
T02IN	Taxiway 02 Independence	TAXIWAY	01	Taxiway A	Property Line	S	458	20	9,240	9/3/1974	AC
T03IN	Taxiway 03 Independence	TAXIWAY	01	Taxiway A	Apron 01	Р	65	48	2,759	8/2/1999	AC
T04IN	Taxiway 04 Independence	TAXIWAY	01	Taxiway A	Hangars	S	365	20	8,650	8/2/1999	AC
T05IN	Taxiway 05 Independence	TAXIWAY	01	Taxiway A	Taxiway 06	S	384	25	10,888	8/2/1999	AC
T06IN	Taxiway 06 Independence	TAXIWAY	01	Taxiway 05	Hangars	S	1,350	25	31,944	9/2/2004	AC
TA1IN	Taxiway A1 Independence	TAXIWAY	01	Runway 34 End	Taxiway A	Р	80	75	6,586	8/1/1999	AAC
TA2IN	Taxiway A2 Independence	TAXIWAY	01	Taxiway A	Apron 01	Р	85	30	4,019	8/4/1999	AC
TA2IN	Taxiway A2 Independence	TAXIWAY	02	Runway 16/34	Taxiway A	Р	105	30	5,256	8/1/1999	AC
TA3IN	Taxiway A3 Independence	TAXIWAY	01	Runway 16/34	Taxiway A	Р	105	30	5,256	8/1/1999	AC
TA4IN	Taxiway A4 Independence	TAXIWAY	01	Runway 16/34	Taxiway A	Р	105	80	9,370	8/2/1999	AC
TAIN	Taxiway A Independence	TAXIWAY	01	TA4IN	TA1IN-02	Р	3,015	30	92,537	8/2/1999	AC
TAIN	Taxiway A Independence	TAXIWAY	02	TA1IN-01	T08IN	Р	125	60	6,673	8/4/1999	AC
TCADETIN	Cadet Taxiway Independence	TAXIWAY	01	Taxiway A	Property Line	S	93	20	1,955	9/2/1974	AC
TCHEROKEIN	Cherokee Taxilane Independence	TAXIWAY	01	Taxiway A	Hangars	S	457	30	13,803	8/3/1974	AC
TFBOIN	FBO Taxilane Independence	TAXIWAY	01	Taxiway A	Hangars	S	342	20	6,835	8/3/1974	AC
TRULOIN	RULO Taxiway Independence	TAXIWAY	01	Taxiway A	Hangars	S	438	20	8,752	8/3/1974	AC
TSKYHAWKIN	Sky Hawk Taxiway Independence	TAXIWAY	01	Taxiway A	Property Line	S	93	20	1,955	9/3/1974	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

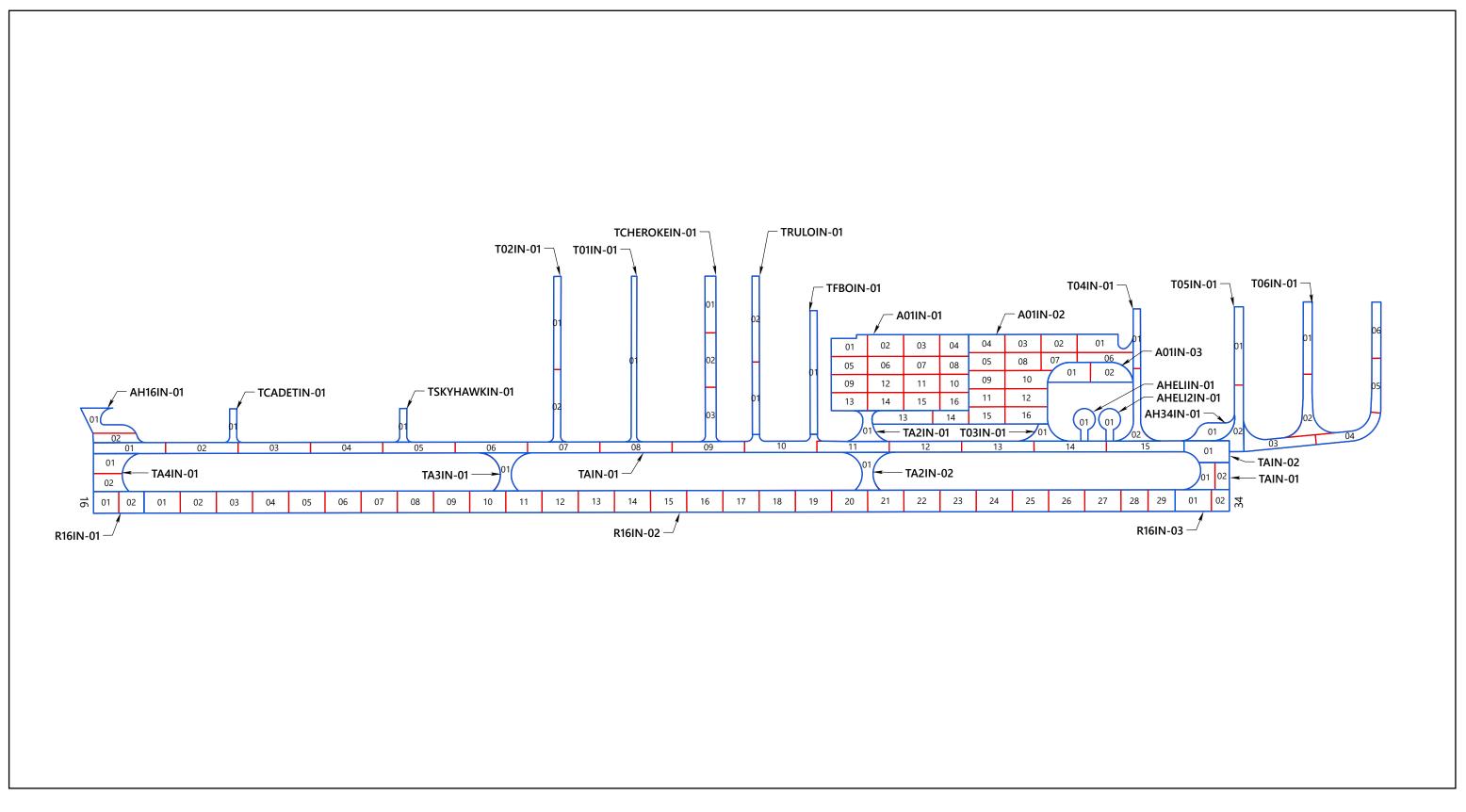




**Table 3A: EXAMPLE SAMPLE RATES FOR AC PAVEMENTS** 

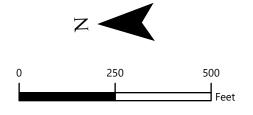
AC Sampling Rate									
Total Number of Sample Units, N	Sample Units to Survey, n								
1	1								
2-3	2								
4-6	3								
7-13	4								
14-38	5								
39+	6								

**Note:** AC = Asphalt Concrete



#### **LEGEND**







# INDEPENDENCE STATE AIRPORT SAMPLE UNIT LAYOUT

DEC. 2023 JOB NO. 6593-F



# **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: Include oil spillage, bleeding, and 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 Independence State Airport pavement network consists of 22 branches and 28 sections. A total of 57 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 Independence State Airport is approximately 71, which corresponds to a PCI rating of Satisfactory.

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 Independence State Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: INDEPENDENCE STATE AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01IN	3	173,139	APRON	70	Fair
AH16IN	1	8,201	APRON	68	Fair
AH34IN	1	4,714	APRON	65	Fair
AHELI1IN	1	3,421	HELIPAD	72	Satisfactory
AHELI2IN	1	3,429	HELIPAD	76	Satisfactory
R16IN	3	188,400	RUNWAY	75	Satisfactory
T01IN	1	6,954	TAXIWAY	69	Fair
T02IN	1	9,240	TAXIWAY	94	Good
T03IN	1	2,759	TAXIWAY	69	Fair
T04IN	1	8,650	TAXIWAY	79	Satisfactory
T05IN	1	10,888	TAXIWAY	60	Fair
T06IN	1	31,944	TAXIWAY	67	Fair
TA1IN	1	6,586	TAXIWAY	75	Satisfactory
TA2IN	2	9,275	TAXIWAY	77	Satisfactory
TA3IN	1	5,256	TAXIWAY	75	Satisfactory
TA4IN	1	9,370	TAXIWAY	80	Satisfactory
TAIN	2	99,210	TAXIWAY	68	Fair
TCADETIN	1	1,955	TAXIWAY	94	Good
TCHEROKEIN	1	13,803	TAXIWAY	65	Fair
TFBOIN	1	6,835	TAXIWAY	13	Serious
TRULOIN	1	8,752	TAXIWAY	42	Poor
TSKYHAWKIN	1	1,955	TAXIWAY	94	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	7	192,904	70
RUNWAY	3	188,400	75
TAXIWAY	18	233,432	68
ALL	28	614,736	71

Abbreviation: PCI = Pavement Condition Index



Table 3B: INDEPENDENCE STATE AIRPORT 2023 PAVEMENT CONDITION INDEX SURVEY RESULTS

BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	Ago at Increation	PCI	PCI Catagory	PCI % Climate	PCI % Load	PCI % Other
			7.		•	<u> </u>		PCI Category			PCI % Other
A01IN	01	8/4/1999	AC	APRON	7/1/2023	24	75 67	Satisfactory	100	0	U
A01IN	02	8/2/1999	AC	APRON	7/1/2023	24	67	Fair	67	33	0
A01IN	03	9/2/2004	AC	APRON	7/1/2023	19	60	Fair	53	37	10
AH16IN	01	9/1/1999	AC	APRON	7/1/2023	24	68	Fair	62	27	11
AH34IN	01	9/1/2001	AC	APRON	7/1/2023	22	65	Fair	49	51	0
AHELI1IN	01	9/2/2004	AC	HELIPAD	7/1/2023	19	72	Satisfactory	100	0	0
AHELI2IN	01	9/2/2004	AC	HELIPAD	7/1/2023	19	76	Satisfactory	100	0	0
R16IN	01	8/2/1999	AC	RUNWAY	7/1/2023	24	75	Satisfactory	100	0	0
R16IN	02	8/1/1999	AAC	RUNWAY	7/1/2023	24	75	Satisfactory	100	0	0
R16IN	03	8/1/1999	AAC	RUNWAY	7/1/2023	24	77	Satisfactory	100	0	0
T01IN	01	8/2/1993	AC	TAXIWAY	7/1/2023	30	69	Fair	76	24	0
T02IN	01	9/3/1974	AC	TAXIWAY	7/1/2023	49	94	Good	100	0	0
T03IN	01	8/2/1999	AC	TAXIWAY	7/1/2023	24	69	Fair	100	0	0
T04IN	01	8/2/1999	AC	TAXIWAY	7/1/2023	24	79	Satisfactory	100	0	0
T05IN	01	8/2/1999	AC	TAXIWAY	7/1/2023	24	60	Fair	47	53	0
T06IN	01	9/2/2004	AC	TAXIWAY	7/1/2023	19	67	Fair	85	0	15
TA1IN	01	8/1/1999	AAC	TAXIWAY	7/1/2023	24	75	Satisfactory	100	0	0
TA2IN	01	8/4/1999	AC	TAXIWAY	7/1/2023	24	70	0	85	0	15
TA2IN	02	8/1/1999	AC	TAXIWAY	7/1/2023	24	83	Satisfactory	100	0	0
TA3IN	01	8/1/1999	AC	TAXIWAY	7/1/2023	24	75	Satisfactory	57	25	18
TA4IN	01	8/2/1999	AC	TAXIWAY	7/1/2023	24	80	Satisfactory	100	0	0
TAIN	01	8/2/1999	AC	TAXIWAY	7/1/2023	24	69	Fair	60	40	0
TAIN	02	8/4/1999	AC	TAXIWAY	7/1/2023	24	62	Fair	30	70	0
TCADETIN	01	9/2/1974	AC	TAXIWAY	7/1/2023	49	94	Good	100	0	0
TCHEROKEIN	01	8/3/1974	AC	TAXIWAY	7/1/2023	49	65	Fair	71	19	10
TFBOIN	01	8/3/1974	AC	TAXIWAY	7/1/2023	49	13	Serious	45	55	0
TRULOIN	01	8/3/1974	AC	TAXIWAY	7/1/2023	49	42	Poor	100	0	0
TSKYHAWKIN	01	9/3/1974	AC	TAXIWAY	7/1/2023	49	94	Good	100	0	0
ISKITIAWKIIN	A la la manufaction	, ,	AC	17///WA	1/1/2023	72	J <del>-1</del>	Good	100	0	U

Abbreviations:

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



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

			Approximate			2018 Surv		2	023 Survey			
			Area, square			2016 Survi	Inspection		U23 Survey			Rate of
Branch ID	Section ID	Surface Type <sup>1</sup>	feet	LCD <sup>2</sup>	PCI <sup>3</sup>	PCI Category	Date	PCI	PCI Category	Age <sup>4</sup>	Δ PCI/yr⁵	Deterioration
A01IN	01	AC	79,100	8/4/99	77	Satisfactory	5/10/2018	75	Satisfactory	19	-0.45	NORMAL
A01IN	02	AC	82,651	8/2/99	73	Satisfactory	5/10/2018	67	Fair	19	-1	NORMAL
A01IN	03	AC	11,388	9/2/04	74	Satisfactory	5/10/2018	60	Fair	14	-2.80	NORMAL
AH16IN	01	AC	8,201	9/1/99	76	Satisfactory	5/10/2018	68	Fair	19	-1	NORMAL
AH34IN	01	AC	4,714	9/1/01	74	Satisfactory	5/10/2018	65	Fair	17	-1.75	NORMAL
AHELI1IN	01	AC	3,421	9/2/04	80	Satisfactory	5/10/2018	72	Satisfactory	14	-2	NORMAL
AHELI2IN	01	AC	3,429	9/2/04	84	Satisfactory	5/10/2018	76	Satisfactory	14	-1.52	NORMAL
R16IN	01	AC	8,400	8/2/99	86	Good	5/10/2018	75	Satisfactory	19	-2	NORMAL
R16IN	02	AAC	171,000	8/1/99	82	Satisfactory	5/10/2018	75	Satisfactory	19	-1.34	NORMAL
R16IN	03	AAC	9,000	8/1/99	85	Satisfactory	5/10/2018	77	Satisfactory	19	-2	NORMAL
T01IN	01	AC	6,954	8/2/93	76	Satisfactory	5/10/2018	69	Fair	25	-1.28	NORMAL
T02IN	01	AC	9,240	9/3/74	76	Satisfactory	5/10/2018	94	Good	44	3	NONE
T03IN	01	AC	2,759	8/2/99	79	Satisfactory	5/10/2018	69	Fair	19	-1.98	NORMAL
T04IN	01	AC	8,650	8/2/99	92	Good	5/10/2018	79	Satisfactory	19	-2	NORMAL
T05IN	01	AC	10,888	8/2/99	73	Satisfactory	5/10/2018	60	Fair	19	-2.60	NORMAL
T06IN	01	AC	31,944	9/2/04	73	Satisfactory	5/10/2018	67	Fair	14	-1	NORMAL
TA1IN	01	AAC	6,586	8/1/99	82	Satisfactory	5/10/2018	75	Satisfactory	19	-1.38	NORMAL
TA2IN	01	AC	4,019	8/4/99	76	Satisfactory	5/10/2018	70	0	19	-1	NORMAL
TA2IN	02	AC	5,256	8/1/99	82	Satisfactory	5/10/2018	83	Satisfactory	19	0.17	NONE
TA3IN	01	AC	5,256	8/1/99	73	Satisfactory	5/10/2018	75	Satisfactory	19	0	NONE
TA4IN	01	AC	9,370	8/2/99	86	Good	5/10/2018	80	Satisfactory	19	-1.17	NORMAL
TAIN	01	AC	92,537	8/2/99	79	Satisfactory	5/10/2018	69	Fair	19	-2	NORMAL
TAIN	02	AC	6,673	8/4/99	80	Satisfactory	5/10/2018	62	Fair	19	-3.54	NORMAL
TCADETIN	01	AC	1,955	9/2/74	74	Satisfactory	5/10/2018	94	Good	44	4	NONE
TCHEROKEIN	01	AC	13,803	8/3/74	76	Satisfactory	5/10/2018	65	Fair	44	-2.06	NORMAL
TFBOIN	01	AC	6,835	8/3/74	47	Poor	5/10/2018	13	Serious	44	-7	HIGH
TRULOIN	01	AC	8,752	8/3/74	59	Fair	5/10/2018	42	Poor	44	-3.38	NORMAL
TSKYHAWKIN	01	AC	1,955	9/3/74	64	Fair	5/10/2018	94	Good	44	6	NONE

#### Abbreviations:



 $<sup>^{1}</sup>$  AC = Asphalt Concrete, AAC = Asphalt Overlay AC

<sup>&</sup>lt;sup>2</sup> LCD = Last construction date. The date of the last major pavement rehabilitation (e.g. AC overlay)

<sup>&</sup>lt;sup>3</sup> PCI = Pavement Condition Index

 $<sup>^4</sup>$  Age = Pavement age in years at the time of the PCI survey in 2018

 $<sup>^{5}</sup>$   $\Delta$  PCI/yr = Change in PCI points per year between 2018 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 Independence State 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 Independence State Airport. For each model, we reviewed the data in order to filter out any inconsistent or inaccurate data or any data that fall 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.



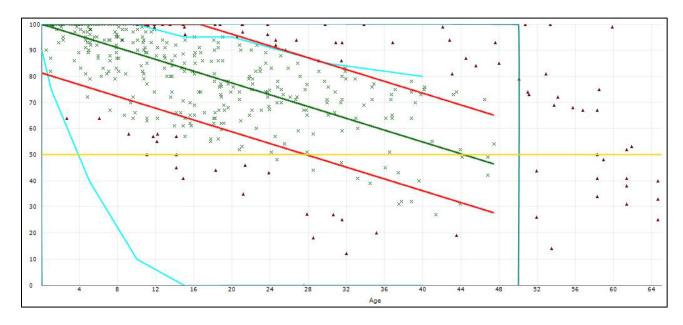


Figure 1C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC APRONS

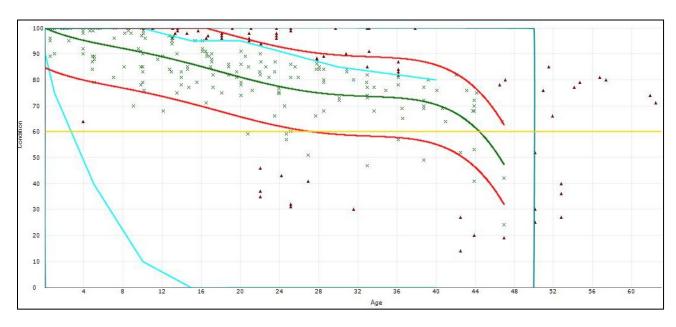


Figure 2C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC RUNWAYS



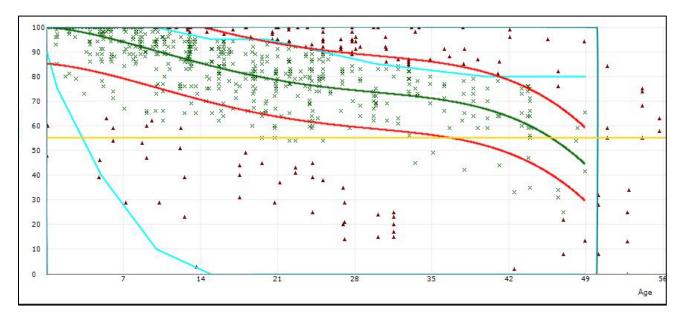


Figure 3C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC TAXIWAYS

#### 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 Independence State 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 Independence State 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 Independence State 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	2018	2023	2028	2033
A01IN	01	77	75	69	63
A01IN	02	73	67	62	56
A01IN	03	74	60	54	48
AH16IN	01	76	68	63	57
AH34IN	01	74	65	59	54
AHELI1IN	01	80	72	66	61
AHELI2IN	01	84	76	71	65
R16IN	01	86	75	74	72
R16IN	02	82	75	74	72
R16IN	03	85	77	74	73
T01IN	01	76	69	63	50
T02IN	01	76	94	88	82
T03IN	01	79	69	62	48
T04IN	01	92	79	76	74
T05IN	01	73	60	44	27
T06IN	01	73	67	58	42
TA1IN	01	82	75	73	70
TA2IN	01	76	70	65	54
TA2IN	02	82	83	78	75
TA3IN	01	73	75	73	70
TA4IN	01	86	80	76	74
TAIN	01	79	69	62	48
TAIN	02	80	62	48	30
TCADETIN	01	74	94	88	82
TCHEROKEIN	01	76	65	55	38
TFBOIN	01	47	13	0	0
TRULOIN	01	59	42	24	7
TSKYHAWKIN	01	64	94	88	82

Abbreviation: PCI = Pavement Condition Index



Table 2C: INDEPENDENCE STATE AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

				AT PONCTIONAL KEN		
						Years to End of
		Surface	Current	Years to Major	Major M&R	Functional Service
Branch ID	Section ID	Type	PCI	M&R	Trigger PCI <sup>1</sup>	Life
A01IN	01	AC	75	> 20	50	> 20
A01IN	02	AC	67	11 - 15	50	> 20
A01IN	03	AC	60	6 - 10	50	16 - 20
AH16IN	01	AC	68	16 - 20	50	> 20
AH34IN	01	AC	65	11 - 15	50	> 20
AHELI1IN	01	AC	72	> 20	50	> 20
AHELI2IN	01	AC	76	> 20	50	> 20
R16IN	01	AC	75	11 - 15	60	> 20
R16IN	02	AAC	75	16 - 20	60	> 20
R16IN	03	AAC	77	> 20	60	> 20
T01IN	01	AC	69	6 - 10	55	11 - 15
T02IN	01	AC	94	> 20	55	> 20
T03IN	01	AC	69	6 - 10	55	11 - 15
T04IN	01	AC	79	> 20	55	> 20
T05IN	01	AC	60	0 - 5	55	6 - 10
T06IN	01	AC	67	6 - 10	55	6 - 10
TA1IN	01	AAC	75	> 20	55	> 20
TA2IN	01	AC	70	6 - 10	55	11 - 15
TA2IN	02	AC	83	> 20	55	> 20
TA3IN	01	AC	75	> 20	55	> 20
TA4IN	01	AC	80	> 20	55	> 20
TAIN	01	AC	69	6 - 10	55	11 - 15
TAIN	02	AC	62	0 - 5	55	6 - 10
TCADETIN	01	AC	94	> 20	55	> 20
TCHEROKEIN	01	AC	65	0 - 5	55	6 - 10
TFBOIN	01	AC	13	0 - 5	55	0 - 5
TRULOIN	01	AC	42	0 - 5	55	0 - 5
TSKYHAWKIN	01	AC	94	> 20	55	> 20

#### Abbreviations:

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



<sup>&</sup>lt;sup>1</sup> 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 Independence State Airport pavement network condition over time. We used PAVER v7.1.1 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 5-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

		Section Rank	
Branch Use	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 cost to PCI. We reviewed the unit costs from the 2018 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Independence State Airport and information provided by the ODAV Pavement Maintenance Program (PMP) project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Independence State 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 MAID	Complete Reconstruction with AC	\$17.32	Sq Ft
Major M&R	Cold Mill and Overlay – 2 Inches Thick	\$7.64	Sq Ft
Confere Treatment (Clabel) MOD	Surface Treatment - Slurry Seal	\$0.52	Sq Ft
Surface Treatment (Global) M&R	Surface Treatment - Fog Seal	\$0.31	Sq Ft
	Crack Sealing - AC	\$3.12	Ft
	Crack Sealing - PCC	\$23.4	Ft
Landina d Drawantina MOD	Crack Sealing – Wide Cracks	\$51.48	Ft
Localized Preventive M&R	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: INDEPENDENCE STATE AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,592	Ft	\$3.12	\$8,087	*10.000
A01IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,357	Ft	\$3.12	\$4,234	\$12,320
A01IN	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,794	Ft	\$3.12	\$5,598	
A01IN	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,113	Ft	\$3.12	\$9,712	\$38,594
A01IN	02	Alligator Cracking	Medium	Patching - AC Deep	298	SqFt	\$78.00	\$23,284	
A01IN	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	595	Ft	\$3.12	\$1,856	
A01IN	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	256	Ft	\$3.12	\$799	t7.000
A01IN	03	Alligator Cracking	Low	Crack Sealing - AC	14	Ft	\$3.12	\$43	\$7,069
A01IN	03	Alligator Cracking	Medium	Patching - AC Deep	56	SqFt	\$78.00	\$4,372	
AH16IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	99	Ft	\$3.12	\$309	
AH16IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	294	Ft	\$3.12	\$917	\$3,562
AH16IN	01	Alligator Cracking	Medium	Patching - AC Deep	30	SqFt	\$78.00	\$2,336	
AH34IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	313	Ft	\$3.12	\$977	¢5.240
AH34IN	01	Alligator Cracking	Medium	Patching - AC Deep	56	SqFt	\$78.00	\$4,372	\$5,348
AHELI1IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	226	Ft	\$3.12	\$705	¢020
AHELI1IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	40	Ft	\$3.12	\$125	\$830
AHELI2IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	10	Ft	\$3.12	\$31	¢202
AHELI2IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	87	Ft	\$3.12	\$271	\$303
R16IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	131	Ft	\$3.12	\$409	*1.212
R16IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	289	Ft	\$3.12	\$902	\$1,310
R16IN	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	8,453	Ft	\$3.12	\$26,374	*20 F00
R16IN	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,995	Ft	\$3.12	\$6,224	\$32,598
R16IN	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	476	Ft	\$3.12	\$1,485	¢4.075
R16IN	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	125	Ft	\$3.12	\$390	\$1,875
T01IN	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	12	Ft	\$51.48	\$618	
T01IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	367	Ft	\$3.12	\$1,145	¢2.012
T01IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	30	Ft	\$3.12	\$94	\$3,812
T01IN	01	Alligator Cracking	Medium	Patching - AC Deep	25	SqFt	\$78.00	\$1,956	
T03IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	60	Ft	\$3.12	\$187	¢400
T03IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	97	Ft	\$3.12	\$303	\$490
T04IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	187	Ft	\$3.12	\$583	¢020
T04IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	79	Ft	\$3.12	\$246	\$830
T05IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	44	Ft	\$3.12	\$137	
T05IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	528	Ft	\$3.12	\$1,647	\$20,079
T05IN	01	Alligator Cracking	Medium	Patching - AC Deep	235	SqFt	\$78.00	\$18,295	
T06IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	798	Ft	\$3.12	\$2,488	¢E 400
T06IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	935	Ft	\$3.12	\$2,918	\$5,406
TA1IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	120	Ft	\$3.12	\$374	¢1.251
TA1IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	313	Ft	\$3.12	\$977	\$1,351
TA2IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	200	Ft	\$3.12	\$624	¢c00
TA2IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	24	Ft	\$3.12	\$75	\$699
TA2IN	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	200	Ft	\$3.12	\$624	\$624



Table 3D: INDEPENDENCE STATE AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
TA3IN	01	Alligator Cracking	Low	Crack Sealing - AC	5	Ft	\$3.12	\$15	\$327
TA3IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	100	Ft	\$3.12	\$312	\$321
TA4IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	45	Ft	\$3.12	\$140	\$1,036
TA4IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	287	Ft	\$3.12	\$895	\$1,050
TAIN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	423	Ft	\$3.12	\$1,318	
TAIN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,850	Ft	\$3.12	\$12,013	\$58,492
TAIN	01	Alligator Cracking	Medium	Patching - AC Deep	579	SqFt	\$78.00	\$45,161	
TAIN	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	103	Ft	\$3.12	\$321	\$7,745
TAIN	02	Alligator Cracking	Medium	Patching - AC Deep	95	SqFt	\$78.00	\$7,424	\$1,145
TCHEROKEIN	01	Alligator Cracking	Low	Crack Sealing - AC	19	Ft	\$3.12	\$58	
TCHEROKEIN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	173	Ft	\$3.12	\$539	\$2,948
TCHEROKEIN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	754	Ft	\$3.12	\$2,351	
TFBOIN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	226	Ft	\$3.12	\$705	
TFBOIN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	180	Ft	\$3.12	\$562	¢70.150
TFBOIN	01	Alligator Cracking	High	Patching - AC Deep	597	SqFt	\$78.00	\$46,587	\$70,159
TFBOIN	01	Alligator Cracking	Medium	Patching - AC Deep	286	SqFt	\$78.00	\$22,306	
TRULOIN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	178	Ft	\$3.12	\$555	¢2.056
TRULOIN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	481	Ft	\$3.12	\$1,501	\$2,056

Abbreviations:

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



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

							Area, square	Unit Cost per	
Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	feet	square foot	Total Cost
	R16IN	01	RUNWAY	AC	75	Slurry Seal	8,400	\$0.52	\$4,368
	R16IN	02	RUNWAY	AAC	75	Slurry Seal	171,000	\$0.52	\$88,919
	R16IN	03	RUNWAY	AAC	77	Slurry Seal	9,000	\$0.52	\$4,680
	T01IN	01	TAXIWAY	AC	69	Slurry Seal	6,954	\$0.52	\$3,616
	T04IN	01	TAXIWAY	AC	69	Slurry Seal	2,759	\$0.52	\$1,435
2024	T06IN	01	TAXIWAY	AC	79	Slurry Seal	8,650	\$0.52	\$4,498
2024	TA1IN	01	TAXIWAY	AC	67	Slurry Seal	31,944	\$0.52	\$16,611
	TA2IN	01	TAXIWAY	AAC	75	Slurry Seal	6,586	\$0.52	\$3,425
	TA2IN	02	TAXIWAY	AC	70	Slurry Seal	4,019	\$0.52	\$2,090
	TA3IN	01	TAXIWAY	AC	83	Slurry Seal	5,256	\$0.52	\$2,733
	TA4IN	01	TAXIWAY	AC	75	Slurry Seal	5,256	\$0.52	\$2,733
	TCHEROKEIN	01	TAXIWAY	AC	80	Slurry Seal	9,370	\$0.52	\$4,872
	A01IN	01	APRON	AC	75	Fog Seal	79,100	\$0.31	\$24,521
	A01IN	02	APRON	AC	67	Fog Seal	82,651	\$0.31	\$25,622
2025	A01IN	03	APRON	AC	60	Fog Seal	11,388	\$0.31	\$3,530
2023	AH16IN	01	APRON	AC	68	Fog Seal	8,201	\$0.31	\$2,542
	AHELI1IN	01	HELIPAD	AC	72	Fog Seal	3,421	\$0.31	\$1,061
	AHELI2IN	01	HELIPAD	AC	76	Fog Seal	3,429	\$0.31	\$1,063
	AH34IN	01	APRON	AC	65	Overlay	4,714	\$7.64	\$36,017
2027	T05IN	01	TAXIWAY	AC	60	Overlay	10,888	\$7.64	\$83,188
2021	TAIN	01	TAXIWAY	AC	69	Overlay	92,537	\$7.64	\$707,015
	TAIN	02	TAXIWAY	AC	62	Overlay	6,673	\$7.64	\$50,984
2028	TFBOIN	01	TAXIWAY	AC	13	Reconstruction	6,835	\$17.32	\$118,382
2020	TRULOIN	01	TAXIWAY	AC	42	Reconstruction	8,752	\$17.32	\$151,584

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

Cost Summary	
2024 Total Project Cost	\$139,980
2025 Total Project Cost	\$58,339
2026 Total Project Cost	\$0
2027 Total Project Cost	\$877,203
2028 Total Project Cost	\$269,965
Total 5-Year Project Cost	\$1.345.488





## **APPENDIX E**

Reinspection Report

ODA\_2023Survey\_11-21-23

**Generated Date** 12/5/2023 Page 1 of 28

Generated Date	12/5/2023				
Network: Independen		Name:	Independence Sta		
Branch: A01IN	Name:	Apron 01 Independ		APRON Are	ea: 173,139 SqFt
Section: 01	of 3	From: Taxiway A2		To: Section 02	<b>Last Const.:</b> 8/4/1999
Surface: AC	Family: 2023_Region n_AC	_Cat4_Apro Zone:	7S5	Category: F	Rank: P
<b>Area:</b> 79,10	00 SqFt Length:	380 Ft	Width:	210 Ft	
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Gra	<b>de:</b> 0		Lanes: 0
Section Comments:					
<b>Work Date:</b> 8/1/1999	Work Type: Sub	oase - Aggregate	C	ode: SB-AG	Is Major M&R: False
Work Date: 8/2/1999	Work Type: Base	e Course - Aggregate	C	ode: BA-AG	Is Major M&R: False
<b>Work Date:</b> 8/3/1999	Work Type: Base	e Course - Bituminous	C	ode: BA-BI	Is Major M&R: False
<b>Work Date:</b> 8/4/1999	Work Type: New	Construction - AC	C	ode: NC-AC	Is Major M&R: True
<b>Work Date:</b> 8/5/1999	Work Type: Surf	ace Seal - Coal Tar	C	ode: SS-CT	Is Major M&R: False
Work Date: 9/1/2009	Work Type: Crac			ode: CS-AC	Is Major M&R: False
<b>Last Insp. Date:</b> 7/1/2023	Totals	Samples: 16	Surveye	ed: 5	
Conditions: PCI: 75					
Inspection Comments:					
Sample Number: 01	Type: R	Area:	5300.00 SqFt	PCI: 77	
Sample Comments:					
48 L & T CR	L	230.00 Ft			
48 L & T CR 57 WEATHERING	M L	22.00 Ft 5300.00 SqFt			
Sample Number: 05	Type: R	Area:	5000.00 SqFt	PCI: 74	
Sample Comments:	Type.	Al va.	5000.00 Bqr1	1 (1, /7	
_	T	201.00 E			
48 L & T CR 48 L & T CR	L M	281.00 Ft 90.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 06	Type: R	Area:	5000.00 SqFt	<b>PCI:</b> 71	
Sample Comments:			-		
48 L & T CR	L	198.00 Ft			
48 L & T CR	M	112.00 Ft			
50 PATCHING	L	27.00 SqFt			
57 WEATHERING Sample Number: 11	Type: R	5000.00 SqFt  Area:	5000.00 SqFt	<b>PCI:</b> 77	
Sample Number: 11	Type. K	Aica:	5000.00 SqFt	1 C1. //	
_	-	0.00 5			
48 L & T CR 48 L & T CR	L M	9.00 Ft 125.00 Ft			
57 WEATHERING	M L	5000.00 SqFt			
Sample Number: 15	Type: R	Area:	5000.00 SqFt	<b>PCI:</b> 76	
Sample Comments:	••		1		
48 L & T CR	L	111.00 Ft			
48 L & T CR	M	85.00 Ft			
57 WEATHERING	L	5000.00 SqFt			

Network: Independen		Name:	Independence State	;	
Branch: A01IN	Name:	Apron 01 Independe	ence Use:	APRON Area	: 173,139 SqFt
Section: 02	of 3	From: Section 01		To: Taxiway 04	<b>Last Const.:</b> 8/2/1999
Surface: AC	Family: 2023_Region n_AC	_Cat4_Apro Zone:	785	Category: F	Rank: P
<b>Area:</b> 82,65	1 SqFt Length:	455 Ft	Width:	248 Ft	
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Gra	de: 0		Lanes: 0
Section Comments:					
<b>Work Date:</b> 8/1/1999	Work Type: Base	Course - Aggregate	Cod	le: BA-AG	Is Major M&R: False
<b>Work Date:</b> 8/2/1999	Work Type: New	Construction - AC	Cod	le: NC-AC	Is Major M&R: True
<b>Work Date:</b> 8/3/1999	Work Type: Surf	ace Seal - Coal Tar	Cod	le: SS-CT	Is Major M&R: False
<b>Work Date:</b> 9/1/2009	Work Type: Crac	k Sealing - AC	Cod	le: CS-AC	Is Major M&R: False
Last Insp. Date: 7/1/2023	TotalS	Samples: 16	Surveyed:	: 5	
Conditions: PCI: 67					
Inspection Comments:					
Sample Number: 02	Type: R	Area:	5000.00 SqFt	PCI: 54	
Sample Comments:			-		
41 ALLIGATOR CR	M	63.00 SqFt			
48 L & T CR	L	400.00 Ft			
48 L & T CR 57 WEATHERING	M L	30.00 Ft 5000.00 SqFt			
Sample Number: 05	Type: R	Area:	5000.00 SqFt	PCI: 78	
Sample Comments:	турс. К	Area:	JUUU.UU SYFI	101; /0	
48 L & T CR	L	45.00 Ft			
48 L & T CR	L	128.00 Ft			
48 L & T CR	M	55.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 09	Type: R	Area:	5000.00 SqFt	<b>PCI:</b> 68	
Sample Comments:					
48 L & T CR	L	99.00 Ft			
48 L & T CR	M	194.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 10 Sample Comments:	Type: R	Area:	5000.00 SqFt	<b>PCI:</b> 76	
_					
48 L & T CR 48 L & T CR	L L	107.00 Ft 75.00 Ft			
48 L&TCR 48 L&TCR	L M	75.00 Ft 75.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 12	Type: R	Area:	5888.00 SqFt	<b>PCI:</b> 61	
Sample Comments:					
41 ALLIGATOR CR	M	10.00 SqFt			
48 L & T CR	L	35.00 Ft			
48 L & T CR	L	86.00 Ft			
48 L & T CR	M	208.00 Ft			
<ul><li>50 PATCHING</li><li>57 WEATHERING</li></ul>	L	30.00 SqFt			
57 WEATHERING	L	5888.00 SqFt			

	: Independen			Nam	ne: Inde	pendence Sta	ate				
Branch:	A01IN		Name:	Apron 01 Inde	pendence	Use:	APRON	Ar	ea:	173,139 SqFt	
Section:	03	of 3	]	From: Section	02		To:	Taxiway 04		Last Const.	: 9/2/2004
Surface:	AC	<b>Family:</b> 202 n_A		_Cat4_Apro Zono	e: 7S5		Catego	ry: F		Rank: P	
Area:	11,3	88 SqFt	Length:	205 F	t	Width:	5	55 Ft			
Slabs:		Slab Length:		Ft	Slab Width:		Ft		Joint Length:		Ft
Shoulder	<b>::</b>	Street Type:			Grade: 0				Lanes: 0		
Section C	Comments:										
Work Da	ate: 9/1/2004	Work 7	Гуре: Base	Course - Aggregate	e	C	ode: BA-A	G	Is Major	M&R: False	
Work Da	ate: 9/2/2004	Work 7	Гуре: New	Construction - AC		C	ode: NC-A	С	Is Major	M&R: True	
Last Insp	Date: 7/1/2023		TotalS	amples: 2		Surveye	ed: 2				
Condition				•		•					
Comunition	ns: PCI: 60										
	ns: PCI: 60 on Comments:										
Inspectio		Туре:	R	Area:	5705	5.00 SqFt	P	CI: 52			
Inspectio Sample N	on Comments:	Туре:	R	Area:	5705	0.00 SqFt	P	CI: 52			
Inspection Sample N Sample C	on Comments:		R M	Area:	5705	5.00 SqFt	P	CI: 52			
Sample N Sample C	Number: 01	-			5705	5.00 SqFt	P	CI: 52			
Sample N Sample C 41 A 45 D 45 D	on Comments: Number: 01 Comments: LLIGATOR CR EPRESSION EPRESSION		M	30.00 SqFt 36.00 SqFt 9.00 SqFt	5705	0.00 SqFt	P	CI: 52			
Sample N Sample C 41 A 45 D 45 D 45 D 48 L	on Comments:  Number: 01  Comments:  LLIGATOR CR  EPRESSION  EPRESSION  & T CR		M L M L	30.00 SqFt 36.00 SqFt 9.00 SqFt 366.00 Ft	5705	0.00 SqFt	P	CI: 52			
Sample N Sample C 41 A 45 D 45 D 45 D 48 L 48 L	on Comments:  Number: 01  Comments:  LLIGATOR CR EPRESSION EPRESSION & T CR & T CR		M L M L M	30.00 SqFt 36.00 SqFt 9.00 SqFt 366.00 Ft 105.00 Ft	5705	.00 SqFt	P	CI: 52			
Sample N Sample C 41 A 45 D 45 D 45 D 48 L 48 L	on Comments:  Number: 01  Comments:  LLIGATOR CR  EPRESSION  EPRESSION  & T CR		M L M L	30.00 SqFt 36.00 SqFt 9.00 SqFt 366.00 Ft	5705	.00 SqFt	P	CI: 52			
Sample N Sample C 41 A 45 D 45 D 45 D 48 L 48 L 57 W	on Comments:  Number: 01  Comments:  LLIGATOR CR EPRESSION EPRESSION & T CR & T CR		M L M L M	30.00 SqFt 36.00 SqFt 9.00 SqFt 366.00 Ft 105.00 Ft		.00 SqFt		CI: 52 CI: 67			
Inspection   Sample   Manual	n Comments: Number: 01 Comments: LLIGATOR CR EPRESSION EPRESSION & T CR & T CR //EATHERING		M L M L M	30.00 SqFt 36.00 SqFt 9.00 SqFt 366.00 Ft 105.00 Ft 5705.00 SqFt		•					
Sample N Sample C 41 A 45 D 45 D 48 L 48 L 57 W Sample N Sample C	on Comments:  Number: 01  Comments:  LLIGATOR CR EPRESSION EPRESSION & T CR & T CR //EATHERING  Number: 02	Туре:	M L M L M	30.00 SqFt 36.00 SqFt 9.00 SqFt 366.00 Ft 105.00 Ft 5705.00 SqFt  Area:		•					
Inspection Sample M Sample C  41 A 45 D 45 D 48 L 48 L 57 W Sample M Sample C  41 A	on Comments:  Number: 01  Comments:  LLIGATOR CR EPRESSION EPRESSION & T CR & T CR /EATHERING  Number: 02  Comments:	Туре:	M L M L M L	30.00 SqFt 36.00 SqFt 9.00 SqFt 366.00 Ft 105.00 Ft 5705.00 SqFt		•					

L & T CR

WEATHERING

M L

151.00 Ft

5683.00 SqFt

Network: Independen	1		Name	Inde	pendence Sta	ite		
Branch: AH16IN		Name:	Hold Apron 16 l	ndependence	Use:	APRON	Area:	8,201 SqFt
Section: 01	of 1	Fr	om: Taxiway	A		To: Hangar	rs	Last Const.: 9/1/1999
Surface: AC	<b>Family:</b> 202 n_A		Cat4_Apro Zone:	7S5		Category: F		Rank: P
Area: 8	,201 SqFt	Length:	115 Ft		Width:	95 Ft		
Slabs:	Slab Length:		Ft S	lab Width:		Ft	Joint Lengt	th: Ft
Shoulder:	Street Type:		(	Grade: 0			Lanes:	0
<b>Section Comments:</b>								
Work Date: 9/1/1999	Work T	ype: New C	Construction - AC		C	ode: NC-AC	Is Majo	or M&R: True
Work Date: 9/1/2009	Work T	ype: Crack	Sealing - AC		C	ode: CS-AC	Is Majo	or M&R: False
Last Insp. Date: 7/1/20	23	TotalSa	mples: 2		Surveye	<b>d:</b> 2		
Conditions: PCI: 6	8							
<b>Inspection Comments:</b>								
Sample Number: 01	Type:	R	Area:	4920	.00 SqFt	PCI: 6	68	
Sample Comments:								
41 ALLIGATOR CR	]	М	12.00 SqFt					
48 L & T CR	]	L	161.00 Ft					
48 L & T CR	]	M	32.00 Ft					
57 WEATHERING	]	L	4920.00 SqFt					
Sample Number: 02	Туре:	R	Area:	3280	.00 SqFt	PCI: 6	69	
Sample Comments:								
45 DEPRESSION	1	M	7.00 SqFt					
48 L & T CR	1	L	133.00 Ft					

M L 67.00 Ft 3280.00 SqFt

48

57

L & T CR

Network:	Independen				Name:	Inde	pendence Sta	ite				
Branch:	AH34IN		Name:	H Apr 3	4 Indeper	ndence	Use:	APRON		Area:	4,714 SqFt	
Section:	01	of	1	From: T	axiway A			To:	Taxiway	05	Last Const.: 9	9/1/2001
Surface:	AC		2023_Region _AC	n1_Cat4_Apro	Zone:	7S5		Cate	gory: F		Rank: P	
Area:	4,7	14 SqFt	Length	ı:	90 Ft		Width:		50 Ft			
Slabs:		Slab Lengt	h:	Ft	Sl	ab Width:		Ft		Joint Length:	Ft	
Shoulder:		Street Type	e:		G	rade: 0				Lanes: 0		
Section Co	omments:											
Work Date	e: 9/1/2001	Worl	k Type: Ne	w Construction	- AC		C	ode: NC-	-AC	Is Major I	M&R: True	
Last Insp.	<b>Date:</b> 7/1/2023	}	Tota	Samples: 1			Surveye	<b>d:</b> 1				
Conditions	s: PCI: 65											
Inspection	Comments:											
Sample Nu	ımber: 01	Type:	R	Ar	ea:	4714	I.00 SqFt		PCI: 65			
Sample Co	omments:											
41 AL	LIGATOR CR		M	30.00	SqFt							
	t T CR		L	75.00								
48 L &	z T CR		L	238.00	Ft							
57 WE	ATHERING		L	4714.00	SaFt							

Network:	Independ	den					N	ame:	Inde	ependence St	ate					
Branch:	AHELI1	IN		]	Name:	Hel	ipad 1 Ir	depend	dence	Use:	HELI	PAD	Area:	3,4	121 SqFt	
Section:	01		O	f 1		From:	Taxiv	vay A			To	: End		L	ast Const.:	9/2/2004
Surface:	AC		Family:	2023 n_A		1_Cat4_A	pro Z	one:	7S5		Ca	tegory: F		R	ank: S	
Area:		3,421	SqFt		Length:		30	Ft		Width:		30 Ft				
Slabs:			Slab Len	gth:		]	₹t	Slal	b Width:		Ft		Joint L	ength:	I	Ft
Shoulder:			Street Ty	pe:				Gra	ade: 0				Lanes:	0		
Section Co	omments:															
Work Dat	te: 9/1/2004		W	ork Ty	pe: Bas	e Course -	Aggreg	ate		(	Code: B	A-AG	Is 1	Major M&	R: False	
Work Dat	te: 9/2/2004		W	ork Ty	pe: Nev	v Constru	ction - A	.C		(	Code: N	C-AC	Is 1	Major M&	R: True	
Condition	Date: 7/1//as: PCI:	72			Totals	Samples:	1			Survey	<b>ed:</b> 1					
_	umber: 01		Тур	e:	R		Area:		342	1.00 SqFt		PCI: 7	2			
48 L &	& T CR & T CR EATHERING	ì		L M L	ſ	40.0	00 Ft 00 Ft 00 SqF									

Network:	Independen						Name	:	Inde	pendence S	tate						
Branch:	AHELI2IN		I	Name:	Не	lipad	2 Indep	endence	;	Use:	HEL	IPAD	A	rea:		3,429 SqFt	
Section:	01	0	f 1		From:	Та	axiway	A			Т	o: End				Last Const.	: 9/2/2004
Surface:	AC	Family:	2023 n_A0	Region	1_Cat4_	Apro	Zone	: 75	S5		C	ategory:	F			Rank: S	
Area:	3,42	29 SqFt		Length:			30 Ft			Width:		30 F	it .				
Slabs:		Slab Ler	ngth:			Ft	9	Slab Wi	dth:		F	t		Joint Le	ength:	]	Ft
Shoulder:		Street T	ype:				(	Grade:	0					Lanes:	0		
Section Con	nments:																
Work Date:	: 9/1/2004	W	ork Ty	pe: Base	e Course	- Agg	gregate			(	Code: 1	BA-AG		Is N	1ajor N	M&R: False	
Work Date:	: 9/2/2004	W	ork Ty	pe: New	v Constru	uction	- AC			(	Code: 1	NC-AC		Is N	1ajor N	M&R: True	
Last Insp. I	Date: 7/1/2023			Totals	Samples	: 1				Survey	<b>ed:</b> 1						
Conditions:	<b>PCI:</b> 76																
Inspection (	Comments:																
Sample Nui	mber: 01	Tyl	pe:	R		Ar	ea:		3429	.00 SqFt		PCI:	76				
Sample Cor	mments:																
48 L &	T CR		L		87	.00 F	₹t										
48 L &	T CR		N	I		.00 F											
50 PAT	CHING		N	1	1	.00 S	SqFt										
57 WE	ATHERING		L		3429	.00 S	SqFt										

Network	: Independe	n				Nam	e: Ind	ependence	State					
Branch:	R16IN		N	Vame:	RW 1	6/34 Inde	ependence	Use	e: RU	JNWAY	Are	ea: 18	88,400 SqFt	
Section:	02	(	of 3	I	From:	Section	01			To: Sect	ion 03		Last Const.:	8/1/1999
Surface:	AAC	Family:	2023 way_		_Cat4_Rur	n Zone	r: 7S5			Category:	F		Rank: P	
Area:	171	1,000 SqFt		Length:		2,850 Ft	t	Width:		60 F	t			
Slabs:		Slab Le	ngth:		Ft		Slab Width:			Ft		Joint Length:	F	t
Shoulde	r:	Street T	ype:				Grade: 0	)				Lanes: 0		
Section (	Comments:													
Work D	ate: 8/1/1974	W	Vork Ty	pe: Subb	ase - Aggr	egate			Code:	SB-AG		Is Major N	<b>1&amp;R:</b> False	
Work D	ate: 8/2/1974	W	ork Ty	pe: Base	Course - A	Aggregate	;		Code:	BA-AG		Is Major N	<b>1&amp;R:</b> False	
Work D	ate: 8/3/1974	W	ork Ty	pe: New	Constructi	on - AC			Code:	NC-AC		Is Major N	<b>1&amp;R:</b> True	
Work D	ate: 8/1/1980	W	ork Ty	pe: Surfa	ice Seal - F	Rejuvenat	ing		Code:	SS-RE		Is Major N	<b>1&amp;R:</b> False	
Work D	ate: 8/1/1999	W	ork Ty	pe: Over	lay - AC T	hin			Code:	OL-AT		Is Major N	<b>1&amp;R:</b> True	
Work D	ate: 9/1/2009	W	Vork Ty	pe: Cracl	k Sealing -	AC			Code:	CS-AC		Is Major N	<b>1&amp;R:</b> False	
Work D	ate: 9/2/2009	W	Vork Ty	pe: Surfa	ice Seal - F	og Seal			Code:	SS-FS		Is Major N	<b>1&amp;R:</b> False	
Last Ins	p. Date: 7/1/20	)23		TotalS	amples:	29		Surve	eyed:	5				
Conditio	ons: PCI: 7	75												
Inspecti	on Comments:													
	Number: 01	Tv	pe:	R		Area:	600	0.00 SqFt		PCI:	76			
_	Comments:	-,	pc.	K	-	ii ca.	000	.o.oo 5 <b>q</b> 1 t		101.	70			
48 L	& T CR		L		290.00	Ft								
	& T CR		M		66.00									
	VEATHERING		L		6000.00	SqFt								
-	Number: 07	Ту	pe:	R		Area:	600	0.00 SqFt		PCI:	72			
Sample	Comments:													
48 L	& T CR		L		136.00	Ft								
	& T CR		L		247.00									
	& T CR		M		22.00									
	VEATHERING		L		6000.00									
-	Number: 10 Comments:	Ту	pe:	R	1	Area:	600	0.00 SqFt		PCI:	73			
_			_			-								
	& T CR		L		351.00									
	. & T CR VEATHERING		M L		122.00 6000.00									
	Number: 20	т		R		Area:	600	0.00 SqFt		PCI:	78			
-	Comments:	1 у	pe:	K	1	AI CA:	600	o.oo sqrt		ru;	70			
_			т		100.00	E4								
	. & T CR . & T CR		L M		180.00 70.00									
	VEATHERING		L		6000.00									
	Number: 27	Tv	pe:	R		Area:	600	0.00 SqFt		PCI:	76			
-	Comments:	- 7,	r · ·	-	•			- 4- 4		- 0				
48 L	& T CR		L		55.00	Ft								
	& T CR		L		224.00									
	& T CR		M		70.00									
57 V	VEATHERING		L		6000.00	SqFt								

Network:	Independen					Name	e: Inde	pendence	State						
Branch:	R16IN			Name:	RW 16	5/34 Inde	pendence	Use	: RU	JNWAY		Area:	]	188,400 SqFt	
Section:	01	(	of 3		From:	Runway	16 End			To: S	ection 02			Last Const.:	8/2/1999
Surface:	AC	Family:		3_Region /_AC	n1_Cat4_Run	Zone	<b>:</b> 7S5			Catego	ry: F			Rank: P	
Area:	8,	400 SqFt		Length	ı:	140 Ft		Width:		6	0 Ft				
Slabs:		Slab Le	ngth:		Ft		Slab Width:			Ft		Joint L	ength:	F	t
Shoulder:		Street T	ype:				Grade: 0					Lanes:	0		
Section Co	mments:														
Work Date	e: 8/1/1999	W	Vork T	ype: Ba	se Course - A	ggregate			Code:	BA-A	Ĵ	Is I	Major	M&R: False	
Work Date	e: 8/2/1999	W	Vork T	ype: Ne	ew Construction	on - AC			Code:	NC-A		Is I	Major	M&R: True	
Work Date	e: 9/1/2009	W	Vork T	ype: Cra	ack Sealing -	AC			Code:	CS-AC		Is I	Major	M&R: False	
Work Date	e: 9/2/2009	W	Vork T	ype: Su	rface Seal - Fo	og Seal			Code:	SS-FS		Is I	Major	M&R: False	
Last Insp. l	Date: 7/1/202	23		Tota	lSamples:	2		Surve	yed: 2	2					
Conditions	: PCI: 75	5													
Inspection	Comments:														
Sample Nu	mber: 01	Ту	pe:	R	Α	rea:	6000	0.00 SqFt		P	CI: 74				
Sample Co	mments:														
48 L &	TCR		]	L	131.00	Ft									
48 L &	TCR		]	M	131.00	Ft									
57 WE.	ATHERING		]	L	6000.00	SqFt									
Sample Nu	mber: 02	Ту	pe:	R	A	rea:	2400	0.00 SqFt		Po	CI: 77				
Sample Co	mments:														
48 L &	TCR		]	L	158.00	Ft									

WEATHERING

L

2400.00 SqFt

Network: Independe	n		Name	: Inde	pendence State			
Branch: R16IN		Name:	RW 16/34 Indep	pendence	Use: R	UNWAY	Area:	188,400 SqFt
Section: 03 Surface: AAC		3 F 023_Region1_ vay_AC	rom: Section 0 Cat4_Run Zone:			To: Runway Category: F	34 End	Last Const.: 8/1/1999 Rank: P
Area:	9,000 SqFt	Length:	150 Ft		Width:	60 Ft		
Slabs:	Slab Lengtl	h:	Ft 5	Slab Width:		Ft	Joint L	ength: Ft
Shoulder:	Street Type	2:	•	Grade: 0			Lanes:	0
Section Comments:								
<b>Work Date:</b> 8/1/1974	Work	k <b>Type:</b> Subba	se - Aggregate		Code:	SB-AG	Is I	Major M&R: False
<b>Work Date:</b> 8/2/1974	Work	k Type: Base (	Course - Aggregate		Code:	BA-AG	Is I	Major M&R: False
<b>Work Date:</b> 8/3/1974	Work	k Type: New (	Construction - AC		Code:	NC-AC	Is I	Major M&R: True
<b>Work Date:</b> 8/1/1980	Work	k Type: Surfac MR)	e Treatment - Reju	venat (Localiz	zed Code:	ST-RJ	Is I	Major M&R: False
<b>Work Date:</b> 8/1/1999	Work	k Type: Overla	ay - AC Thin		Code:	OL-AT	Is I	Major M&R: True
Work Date: 9/1/2009	Work	k Type: Crack	Sealing - AC		Code:	CS-AC	Is I	Major M&R: False
Work Date: 9/2/2009	Work	k Type: Surfac	ee Seal - Fog Seal		Code:	SS-FS	Is I	Major M&R: False
Last Insp. Date: 7/1/20 Conditions: PCI: 7 Inspection Comments:	723	TotalSa	mples: 2		Surveyed:	2		
Sample Number: 01	Type:	R	Area:	6000	0.00 SqFt	PCI: 72		
Sample Comments:								
48 L & T CR		L	403.00 Ft					
48 L & T CR		M	125.00 Ft					
57 WEATHERING		L	6000.00 SqFt					
Sample Number: 02 Sample Comments:	Type:	R	Area:	3000	0.00 SqFt	<b>PCI:</b> 86		
-								
48 L&TCR		L	73.00 Ft					
57 WEATHERING		L	3000.00 SqFt					

Network: Independe	en	Name:	Independence	State		
Branch: T01IN	Name:	Taxiway 01 Independ	dence Use	: TAXIWAY	Area:	5,954 SqFt
Section: 01	of 1	From: Taxiway A		To: Hangars		Last Const.: 8/2/1993
Surface: AC	Family: 2023_Region way_AC	_Cat4_Taxi Zone:	785	Category: F		Rank: S
Area:	6,954 SqFt Length:	458 Ft	Width:	20 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Grad	le: 0		Lanes: 0	
Section Comments:						
Work Date: 8/1/1993	Work Type: Base	e Course - Aggregate		Code: BA-AG	Is Major Mo	&R: False
Work Date: 8/2/1993	Work Type: Nev	Construction - AC		Code: NC-AC	Is Major M	&R: True
Work Date: 8/1/2000	Work Type: Surf	ace Treatment - Seal Coat	(Global MR)	Code: ST-SC	Is Major M	&R: False
Work Date: 9/28/2004	Work Type: Surf	ace Treatment - Slurry Sea	ıl	Code: ST-SS	Is Major M	&R: False
Work Date: 9/1/2009	Work Type: Crae	ck Sealing - AC		Code: CS-AC	Is Major M	&R: False
Last Insp. Date: 7/1/20	023 Totals	Samples: 1	Surve	eyed: 1		
Conditions: PCI:	69					
Inspection Comments:						
Sample Number: 01	Type: R	Area:	6954.00 SqFt	PCI: 69	)	
Sample Comments:						
41 ALLIGATOR CR	R M	9.00 SqFt				
48 L & T CR	L	367.00 Ft				
48 L & T CR	M	30.00 Ft				

H 12.00 Ft L 6954.00 SqFt

L & T CR

WEATHERING

48 57

Network:	Independe	n				Name	e: Inde	pendence S	State					
Branch:	T02IN		N	ame:	Taxiwa	y 02 Inc	lependence	Use:	TA	XIWAY	Area:		9,240 SqFt	
Section:	01	О	f 1	F	rom:	Гахіwау	A			To: Prop	erty Line		Last Const.:	9/3/1974
Surface:	AC	Family:	2023_ way		Cat4_Taxi	Zone	: 7S5		,	Category:	F		Rank: S	
Area:	Ģ	,240 SqFt	]	Length:		458 Ft		Width:		20 F	:			
Slabs:		Slab Ler	gth:		Ft		Slab Width:			Ft	Joint	Length:	F	t
Shoulder:		Street T	ype:				Grade: 0				Lane	s: 0		
Section Cor	mments:													
Work Date:	: 9/1/1974	W	ork Ty	pe: Subba	se - Aggre	gate			Code:	SB-AG	I	s Major N	<b>1&amp;R:</b> False	
Work Date:	: 9/2/1974	W	ork Ty	pe: Base (	Course - Ag	ggregate			Code:	BA-AG	I	s Major N	<b>1&amp;R:</b> False	
Work Date:	: 9/3/1974	W	ork Ty	pe: New (	Constructio	n - AC		ı	Code:	NC-AC	I	s Major N	<b>1&amp;R:</b> True	
Last Insp. I	Date: 7/1/20	23		TotalSa	mples: 2	2		Surve	yed: 2					
Conditions:	: <b>PCI</b> : 9	14												
Inspection (	Comments:													
Sample Nui	mber: 01	Tyj	oe:	R	A	rea:	5145	5.00 SqFt		PCI:	94			
Sample Cor	mments:													
57 WE	ATHERING		L		5145.00	SqFt								
Sample Nui	mber: 02	Tyl	pe:	R	A	rea:	4094	1.00 SqFt		PCI:	94			
Sample Cor	mments:													
	ATHERING		L		4094.00									

Network: Independen Name: Independence State **Branch:** T03IN Taxiway 03 Independence Use: TAXIWAY 2,759 SqFt Name: Area: Section: 01 of 1 From: To: Apron 01 Taxiway A Last Const.: 8/2/1999 Surface: ACFamily: 2023\_Region1\_Cat4\_Taxi Zone: 7S5 Category: F Rank: P Width: 2,759 SqFt Length: 65 Ft 48 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: Grade: **Section Comments:** Work Type: Base Course - Aggregate Work Date: 8/1/1999 Code: BA-AG Is Major M&R: False Code: NC-AC Work Date: 8/2/1999 Work Type: New Construction - AC Is Major M&R: True **Last Insp. Date:** 7/1/2023 TotalSamples: 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI**: 69 Sample Number: 01 R 2759.00 SqFt Type: Area: **Sample Comments:** 

48

48 57 L & T CR

L & T CR

WEATHERING

L

M

L

60.00 Ft

97.00 Ft

2759.00 SqFt

Network: Independ	en		Name:	Inde	pendence Sta	ite		
Branch: T04IN		Name:	Taxiway 04 Inde	pendence	Use:	TAXIWAY	Area:	8,650 SqFt
Section: 01	of	1	From: Taxiway A			To: Hangar	s	Last Const.: 8/2/1999
Surface: AC		2023_Region1 way_AC	_Cat4_Taxi <b>Zone:</b>	7S5		Category: F		Rank: S
Area:	8,650 SqFt	Length:	365 Ft		Width:	20 Ft		
Slabs:	Slab Lengt	h:	Ft SI	ab Width:		Ft	Joint Len	gth: Ft
Shoulder:	Street Type	e:	G	rade: 0			Lanes:	0
<b>Section Comments:</b>								
Work Date: 8/1/1999	Wor	k Type: Base	e Course - Aggregate		C	ode: BA-AG	Is Ma	njor M&R: False
Work Date: 8/2/1999	Wor	k Type: New	Construction - AC		C	ode: NC-AC	Is Ma	njor M&R: True
Work Date: 9/1/2009	Wor	k Type: Crac	k Sealing - AC		C	ode: CS-AC	Is Ma	njor M&R: False
Last Insp. Date: 7/1/2	023	TotalS	Samples: 2		Surveye	<b>d:</b> 2		
Conditions: PCI:	79							
<b>Inspection Comments:</b>								
Sample Number: 01	Туре:	R	Area:	3313	3.00 SqFt	PCI: 8	32	
Sample Comments:								
48 L & T CR		L	68.00 Ft					
48 L & T CR		M	17.00 Ft					
57 WEATHERING		L	3313.00 SqFt					
Sample Number: 02	Туре:	R	Area:	5337	7.00 SqFt	PCI: 7	78	
Sample Comments:								
48 L & T CR		L	119.00 Ft					
48 L & T CR		M	62.00 Ft					
57 WEATHERING								

Network:	Independen				Name:	Inde	pendence Sta	ate				
Branch:	T05IN		Name:	Taxiwa	y 05 Inde	pendence	Use:	TAXIW	AY	Area:	10,888 SqFt	
Section:	01	of 1	F	rom:	Гахіway <i>А</i>	1		To:	Taxiway (	06	Last Const.	: 8/2/1999
Surface:	AC	•	3_Region1_ y_AC	_Cat4_Taxi	Zone:	7S5		Cate	gory: F		Rank: S	
Area:	10,88	88 SqFt	Length:		384 Ft		Width:		25 Ft			
Slabs:		Slab Length:		Ft	Sl	lab Width:		Ft		Joint Length	;	Ft
Shoulder:		Street Type:			G	rade: 0				Lanes: 0		
Section Co	mments:											
Work Date	<b>8/1/1999</b>	Work 7	Type: Base	Course - Ag	ggregate		C	ode: BA-	·AG	Is Major	M&R: False	
Work Date	e: 8/2/1999	Work T	Type: New	Constructio	n - AC		C	ode: NC-	·AC	Is Major	M&R: True	
Last Insp. I	Date: 7/1/2023		TotalSa	amples:	2		Surveye	ed: 2				
Conditions	: <b>PCI</b> : 60											
Inspection	Comments:											
Sample Nu	mber: 01	Туре:	R	A	rea:	5000	0.00 SqFt		PCI: 78			
Sample Co	mments:											
48 L&	TCR		L	126.00	Ft							
48 L&	T CR		M	6.00								
	ГСНING		L	64.00	-							
57 WE	ATHERING		L	5000.00	SqFt							
Sample Nu	mber: 02	Type:	R	A	rea:	5888	3.00 SqFt		PCI: 44			
Sample Co	mments:											
41 ALL	LIGATOR CR	-	M	177.00	SqFt							
	TCR		L	402.00								
48 L&	TCR		M	38.00	Ft							

Network:	Independen			Namo	e: Inde	pendence Sta	te			
Branch:	T06IN		Name:	Taxiway 06 Inc	lependence	Use:	TAXIWAY	Area:	31,944 SqFt	
Section:	01	of 1	F	rom: Taxiway	05		To: Hang	ars	Last Const.:	9/2/2004
Surface:	AC		023_Region1_ ay_AC	_Cat4_Taxi <b>Zone</b>	<b>:</b> 7S5		Category:	F	Rank: S	
Area:	31,94	4 SqFt	Length:	1,350 Ft		Width:	25 Ft			
Slabs:		Slab Length	:	Ft	Slab Width:		Ft	Joi	nt Length: Ft	t
Shoulder:		Street Type:	:		Grade: 0			Lai	nes: 0	
Section Co	mments:									
Work Date	: 9/1/2004	Work	Type: Base	Course - Aggregate		Co	ode: BA-AG		Is Major M&R: False	
Work Date	: 9/2/2004	Work	Type: New	Construction - AC		Co	ode: NC-AC		Is Major M&R: True	
Last Insp. I	Date: 7/1/2023		TotalSa	imples: 6		Surveye	d: 3			
Conditions:				_		-				
Inspection	Comments:									
Sample Nu	mber: 02	Type:	R	Area:	6237	.00 SqFt	PCI:	72		
Sample Co	mments:									
45 DEP	PRESSION		M	6.00 SqFt						
	T CR		L	172.00 Ft						
48 L &	T CR		M	83.00 Ft						
57 WE	ATHERING		L	6237.00 SqFt						
Sample Nu	mber: 03	Type:	R	Area:	6392	.00 SqFt	PCI:	59		
Sample Co	mments:									
45 DEP	PRESSION		M	30.00 SqFt						
48 L&	T CR		L	120.00 Ft						
	T CR		M	230.00 Ft						
50 PAT	TCHING		L	92.00 SqFt						
57 WE	ATHERING		L	6392.00 SqFt						
57 WE										
Sample Nu	mber: 05	Type:	R	Area:	3833	.00 SqFt	PCI:	72		

190.00 Ft 98.00 Ft 3833.00 SqFt

L M L

48

48

57

L & T CR

L & T CR

Network:	Independe	en				Nam	e: Inde	ependence	State						
Branch:	TA1IN		N	ame:	Taxiwa	ay A1 In	dependence	Use	: TA	AXIW.	AY	Area:		6,586 SqFt	
Section: 0	01	C	of 1	Fro	m:	Runway	34 End			To:	Taxiway	A		Last Const.: 8	3/1/1999
Surface: A	AAC	Family:	2023_ way_A	Region1_C AC	at4_Taxi	Zone	<b>:</b> 7S5			Cate	gory: F			Rank: P	
Area:		6,586 SqFt	I	ength:		80 Ft		Width:			75 Ft				
Slabs:		Slab Le	ngth:		Ft		Slab Width:			Ft		Join	t Length:	Ft	
Shoulder:		Street T	ype:				Grade: 0					Lan	<b>es:</b> 0		
Section Con	nments:														
Work Date:	8/1/1974	W	ork Typ	e: Subbase	e - Aggre	gate			Code:	SB-	AG		Is Major	M&R: False	
Work Date:	8/2/1974	W	ork Typ	e: Base Co	ourse - A	ggregate			Code:	BA-	AG		Is Major	M&R: False	
Work Date:	8/3/1974	W	ork Typ	e: New Co	nstructio	on - AC			Code:	NC-	AC		Is Major	M&R: True	
Work Date:	8/1/1980	W	ork Typ	e: Surface MR)	Treatme	nt - Reju	venat (Locali	zed	Code:	ST-I	RJ		Is Major	M&R: False	
Work Date:	8/1/1999	W	ork Typ	e: Overlay	- AC St	ructural			Code:	OL-	AS		Is Major	M&R: True	
Work Date:	9/1/2009	W	ork Typ	e: Crack S	ealing - A	AC			Code:	CS-	AC		Is Major	M&R: False	
Last Insp. D	Date: 7/1/20	023		TotalSam	ples:	2		Surv	eyed:	2					
Conditions:	PCI:	75													
Inspection (	Comments:														
Sample Nun	nber: 01	Ту	pe:	R	A	rea:	358	6.00 SqFt			PCI: 70				
Sample Con	nments:														
48 L&7	T CR		L		276.00	Ft									
48 L&7	T CR		M		100.00										
57 WEA	ATHERING		L	3	3586.00	SqFt									
Sample Nun	nber: 02	Ту	pe:	R	A	rea:	300	0.00 SqFt			<b>PCI</b> : 81				
Sample Con	nments:														
48 L&7	T CR		L		37.00	Ft									
	T. CD				20.00	т.									
48 L&7	T CR		M		20.00	Ft									

Network:	Independ	len			Nai	ne: Inde	ependence St	tate				
Branch:	TA2IN		Nam	e: Tax	iway A2	Independence	Use:	TA	XIWAY	Area:	9,275 SqFt	
Section:	02	0	f 2	From:	Runwa	y 16/34			To: Taxiway	y A	Last Const.:	8/1/1999
Surface:	AC	Family:	2023_Reway_AC	gion1_Cat4_T	axi Zoi	ne: 7S5			Category: F		Rank: P	
Area:		5,256 SqFt	Len	gth:	105	Ft	Width:		30 Ft			
Slabs:		Slab Len	igth:	1	Ft	Slab Width:			Ft	Joint Lengtl	n: Ft	
Shoulder:		Street Ty	ype:			Grade: 0				Lanes: 0	)	
Section Co	mments:											
Work Date	e: 8/1/1974	W	ork Type:	Subbase - Ag	gregate		(	Code:	SB-AG	Is Majo	r M&R: False	
Work Date	e: 8/2/1974	W	ork Type:	Base Course	- Aggrega	te	(	Code:	BA-AG	Is Major	r M&R: False	
Work Date	e: 8/3/1974	W	ork Type:	New Constru	ction - AC	•	(	Code:	NC-AC	Is Major	r M&R: True	
Work Date	e: 8/1/1980	W	ork Type:	Surface Treat MR)	ment - Re	juvenat (Localiz	zed (	Code:	ST-RJ	Is Majo	r M&R: False	
Work Date	e: 8/1/1999	W	ork Type:	Overlay - Thi	n		(	Code:	OL-ACTH	Is Major	r M&R: True	
Work Date	e: 9/1/2009	W	ork Type:	Crack Sealing	g - AC		(	Code:	CS-AC	Is Major	r M&R: False	
Last Insp. 1	Date: 7/1/2	2023	T	otalSamples:	1		Survey	<b>ed:</b> 1	l			
Conditions	s: PCI:	83										
Inspection	Comments:											
Sample Nu	ımber: 01	Туг	e: R		Area:	5250	5.00 SqFt		PCI: 83	3		
Sample Co	mments:											
48 L&	T CR		L	200.0	00 Ft							

WEATHERING

L 5256.00 SqFt

Network: Independ	len			Name:	Inde	pendence St	ate				
Branch: TA2IN		Name:	Taxiwa	y A2 Indep	endence	Use:	TAXIW	AY	Area:	9,275	5 SqFt
Section: 01	0:	f 2	From: T	axiway A			To:	Apron 01		Las	t Const.: 8/4/199
Surface: AC	Family:	2023_Regio way_AC	n1_Cat4_Taxi	Zone:	7S5		Cate	gory: F		Rar	ık: P
Area:	4,019 SqFt	Lengtl	ı:	85 Ft		Width:		30 Ft			
Slabs:	Slab Len	gth:	Ft	Sla	b Width:		Ft		Joint Ler	igth:	Ft
Shoulder:	Street Ty	ype:		Gr	ade: 0				Lanes:	0	
Section Comments:											
Work Date: 8/1/1999	W	ork Type: Su	bbase - Aggreg	gate		C	Code: SB-	AG	Is Ma	ajor M&R:	False
Work Date: 8/2/1999	W	ork Type: Ba	se Course - Ag	gregate		C	Code: BA	-AG	Is Ma	ajor M&R:	False
Work Date: 8/3/1999	W	ork Type: Ba	se Course - Bit	tuminous		C	Code: BA	-BI	Is Ma	ajor M&R:	False
Work Date: 8/4/1999	W	ork Type: No	ew Construction	n - AC		C	Code: NC	-AC	Is Ma	ajor M&R:	True
Last Insp. Date: 7/1/2	2023	Tota	lSamples: 1			Surveyo	e <b>d:</b> 1				
Conditions: PCI:	70										
Inspection Comments:											
Sample Number: 01	Туг	oe: R	A	rea:	4019	0.00 SqFt		<b>PCI:</b> 70			
Sample Comments:											
45 DEPRESSION		M	3.00	SqFt							
48 L & T CR		L	200.00	Ft							
48 L & T CR		M	24.00	Ft							
57 WEATHERING	1	L	4019.00	CaEt							

Network:	Independe	n			Na	me: Inde	ependence S	State			
Branch:	TA3IN		Nan	ne: Ta	xiway A3	Independence	Use	: TA	XIWAY	Area:	5,256 SqFt
Section:	01	o	f 1	From:	Runw	ay 16/34			To: Taxiw	ay A	Last Const.: 8/1/1999
Surface:	AC	Family:	2023_Re way_AC	gion1_Cat4_	Taxi <b>Zo</b>	ne: 7S5			Category: F	7	Rank: P
Area:	5	5,256 SqFt	Lei	ngth:	105	Ft	Width:		30 Ft		
Slabs:		Slab Lei	igth:		Ft	Slab Width:			Ft	Joint Length:	Ft
Shoulder:		Street T	ype:			Grade: 0				Lanes: 0	
Section Cor	nments:										
Work Date	: 8/1/1974	W	ork Type:	Subbase - A	ggregate			Code:	SB-AG	Is Major	M&R: False
Work Date	: 8/2/1974	W	ork Type:	Base Course	- Aggrega	nte		Code:	BA-AG	Is Major	M&R: False
Work Date	: 8/3/1974	W	ork Type:	New Constr	uction - A	C		Code:	NC-AC	Is Major	M&R: True
Work Date	: 8/1/1980	W	ork Type:	Surface Trea	ntment - Ro	ejuvenat (Locali	zed	Code:	ST-RJ	Is Major	M&R: False
Work Date	: 8/1/1999	W	ork Type:	Overlay - Th	nin			Code:	OL-ACTH	Is Major	M&R: True
Last Insp. I	Date: 7/1/20	23	Т	otalSamples	: 1		Surve	yed:	1		
Conditions	PCI: 7	75									
Inspection (	Comments:										
Sample Nu	mber: 01	Ty	pe: R		Area:	5250	6.00 SqFt		PCI:	75	
Sample Co	mments:										
41 ALL	IGATOR CR		L	4	.00 SqFt						
45 DEP	RESSION		L	40	.00 SqFt						
48 L &	T CR		L	100	.00 Ft						
50 PAT	CHING		L	39	.00 SqFt						
57 WE	ATHERING		L	5256	.00 SqFt						

Network: Indep	enden		Name:	Independence Sta	nte		
Branch: TA41	N	Name:	Taxiway A4 Indepe	endence Use:	TAXIWAY A	Area:	9,370 SqFt
Section: 01	(	of 1	From: Runway 16/3	34	To: Taxiway A		Last Const.: 8/2/1999
Surface: AC	Family:	2023_Region way_AC	1_Cat4_Taxi <b>Zone:</b>	785	Category: F		Rank: P
Area:	9,370 SqFt	Length	: 105 Ft	Width:	80 Ft		
Slabs:	Slab Le	ngth:	Ft Slat	b Width:	Ft	Joint Length:	Ft
Shoulder:	Street T	ype:	Gra	nde: 0		Lanes: 0	
Section Comments:							
<b>Work Date:</b> 8/1/19	99 <b>v</b>	Vork Type: Bas	se Course - Aggregate	C	ode: BA-AG	Is Major M	<b>1&amp;R:</b> False
<b>Work Date:</b> 8/2/19	99 <b>V</b>	Vork Type: Ne	w Construction - AC	C	ode: NC-AC	Is Major M	<b>1&amp;R:</b> True
Last Insp. Date: 7	7/1/2023	Total	Samples: 2	Surveye	ed: 2		
Conditions: PCI	: 80						
Inspection Comme	nts:						
	01 <b>Ty</b>	pe: R	Area:	4200.00 SqFt	<b>PCI:</b> 76		
Sample Number:	•	rpe: R	Area:	4200.00 SqFt	<b>PCI:</b> 76		
Sample Number: Sample Comments:	•	r <b>pe:</b> R	Area:	4200.00 SqFt	PCI: 76		
Sample Number: Sample Comments:	•	•		4200.00 SqFt	<b>PCI</b> : 76		
Sample Number: Sample Comments:	:	L L	199.00 Ft	4200.00 SqFt	<b>PCI:</b> 76		
Sample Number: Sample Comments: 48 L & T CR 48 L & T CR	NG	L M	199.00 Ft 35.00 Ft	4200.00 SqFt 5170.00 SqFt	PCI: 76		
Sample Number: Sample Comments: 48 L&TCR 48 L&TCR 57 WEATHERI	NG 02 Ty	L M L	199.00 Ft 35.00 Ft 4200.00 SqFt				
Sample Number: Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERI Sample Number:	NG 02 Ty	L M L	199.00 Ft 35.00 Ft 4200.00 SqFt				
Sample Number: Sample Comments: 48  L & T CR 48  L & T CR 57  WEATHER! Sample Number: Sample Comments:	NG 02 Ty	L M L	199.00 Ft 35.00 Ft 4200.00 SqFt <b>Area:</b>				

Netwo	ork: Independen			Nam	e: Indepe	endence Sta	nte		
Branc			Name:	Taxiway A Inc		Use:	TAXIWAY	Area:	99,210 SqFt
Sectio	<b>n:</b> 01	of 2		From: TA4IN			To: TA1IN	-02	Last Const.: 8/2/1999
Surfac	ce: AC		23_Region y_AC	n1_Cat4_Taxi <b>Zono</b>	e: 7S5		Category: F		Rank: P
Area:	92,53	7 SqFt	Length	3,015 F	t V	Vidth:	30 Ft		
Slabs:		Slab Length:	:	Ft	Slab Width:		Ft	Joint Leng	th: Ft
Shoul	der:	Street Type:			Grade: 0			Lanes:	0
Sectio	n Comments:								
Work	<b>Date:</b> 8/1/1999	Work	Type: Ba	se Course - Aggregate	2	C	ode: BA-AG	Is Maj	or M&R: False
Work	<b>Date:</b> 8/2/1999	Work	Type: Ne	w Construction - AC		C	ode: NC-AC	Is Maj	or M&R: True
Work	<b>Date:</b> 9/1/2009	Work	Type: Cra	ack Sealing - AC		C	ode: CS-AC	Is Maj	or M&R: False
Last I	nsp. Date: 7/1/2023		Tota	Samples: 15		Surveye	<b>d:</b> 5		
Condi	tions: PCI: 69								
Inspec	ction Comments:								
Sampl	le Number: 01	Type:	R	Area:	6000.0	0 SqFt	PCI: 5	53	
_	le Comments:	••				•			
41	ALLIGATOR CR		M	48.00 SqFt					
48	L & T CR		L	376.00 Ft					
48 50	L & T CR PATCHING		M L	11.00 Ft 24.00 SqFt					
50	PATCHING		M	3.00 SqFt					
57	WEATHERING		L	6000.00 SqFt					
Sampl	le Number: 04	Type:	R	Area:	6000.0	0 SqFt	PCI: 8	39	
Sampl	le Comments:								
48	L & T CR		L	60.00 Ft					
57	WEATHERING		L	6000.00 SqFt					
Sampl	le Number: 07	Type:	R	Area:	6000.0	0 SqFt	PCI: 4	19	
Sampl	le Comments:								
41	ALLIGATOR CR		M	112.00 SqFt					
48	L & T CR		L	256.00 Ft					
48	L & T CR		M	38.00 Ft					
57	WEATHERING		L	6000.00 SqFt		.O. G. 5:	T-CT -	7.4	
_	le Number: 11	Type:	R	Area:	6000.0	0 SqFt	PCI: 7	/4	
Sampl	le Comments:								
48	L & T CR		L	338.00 Ft					
48	L & T CR		M	19.00 Ft					
57	WEATHERING	70°	L	6000.00 SqFt	(450.0	0 C-F	DOI: 5	10	
_	le Number: 15 le Comments:	Туре:	R	Area:	6450.0	0 SqFt	PCI: 7	78	
48	L & T CR		L	237.00 Ft					
48	L & T CR		M	71.00 Ft					
57	WEATHERING		L	6450.00 SqFt					

Network:	Independe	en			Name:	Inde	pendence S	State				
Branch:	TAIN		Name:	Taxiwa	y A Indepe	ndence	Use	: TA	XIWAY	Area:	99,210 SqFt	
Section: 0	)2	0:	f 2	From:	TA1IN-01				To: T08IN		Last Const.:	8/4/1999
Surface: A	AC	Family:	2023_Region way_AC	11_Cat4_Taxi	Zone:	7S5			Category: F		Rank: P	
Area:	1	6,673 SqFt	Length	:	125 Ft		Width:		60 Ft			
Slabs:		Slab Len	igth:	Ft	Sla	b Width:			Ft	Joint Lengt	th: Ft	
Shoulder:		Street Ty	ype:		Gr	ade: 0				Lanes:	0	
Section Con	nments:											
Work Date:	8/1/1999	W	ork Type: Sub	base - Aggreg	gate			Code:	SB-AG	Is Majo	or M&R: False	
Work Date:	8/2/1999	W	ork Type: Bas	se Course - Ag	ggregate			Code:	BA-AG	Is Majo	or M&R: False	
Work Date:	8/3/1999	W	ork Type: Bas	se Course - Bi	tuminous			Code:	BA-BI	Is Majo	or M&R: False	
Work Date:	8/4/1999	W	ork Type: Ne	w Construction	n - AC			Code:	NC-AC	Is Majo	or M&R: True	
Work Date:	9/1/2009	W	ork Type: Cra	ck Sealing - A	АC			Code:	CS-AC	Is Majo	or M&R: False	
Last Insp. D		023	Total	Samples: 1			Surve	yed:	1			
Inspection C		02										
Sample Nun	nber: 01	Туг	pe: R	A	rea:	6673	3.00 SqFt		PCI: 62	2		
Sample Con	nments:											
41 ALLI	IGATOR CR	<b>\</b>	M	60.00	SqFt							
48 L&7			L	103.00								
57 WEA	THERING		L	6673.00	SqFt							

Network:	Independen					Name	: Iı	dependenc	e State								
Branch:	TCADETIN	-	Name	e:	Cadet T	axiway l	Independe	nce U	se:	ΓAXIW	AY	Ar	ea:		1,955 Sq	Ft	
Section: (	01	o	f 1	Fron	n: T	axiway .	A			To:	Proper	rty Line			Last Co	nst.:	9/2/1974
Surface: A	AC	Family:	2023_Reg way_AC	ion1_Ca	t4_Taxi	Zone:	7S5			Cate	egory: I	7			Rank:	S	
Area:	1,9	955 SqFt	Len	gth:		93 Ft		Width	:		20 Ft						
Slabs:		Slab Lei	igth:		Ft	S	lab Widtl	ı:		Ft			Joint 1	Length:		Ft	
Shoulder:		Street T	ype:			(	Grade:	0					Lanes	: 0			
Section Con	nments:																
Work Date:	: 9/1/1974	W	ork Type:	Subbase ·	- Aggreg	ate			Code	e: SB-	-AG		Is	Major	M&R: Fal	lse	
Work Date:	: 9/2/1974	W	ork Type:	Base Cou	ırse - Ag	gregate			Code	e: BA	-AG		Is	Major	M&R: Fal	lse	
Work Date:	: 9/2/1974	W	ork Type:	New Con	struction	ı - AC			Code	e: NC	-AC		Is	Major	M&R: Tru	ıe	
Last Insp. D	Date: 7/1/2023	3	To	talSamp	oles: 1			Sur	veyed:	1							
Conditions:	PCI: 94																
Inspection (	Comments:																
Sample Nun	mber: 01	Ty	pe: R		Aı	ea:	19	955.00 SqF	't		PCI:	94					
Sample Con	mments:																

WEATHERING

L 1955.00 SqFt

	work: Indepen	den				Name:	Indep	endence St	ate						
Bran	nch: TCHER	OKEIN	1	Name:	Cheroke	e Taxilar	e Independen	ce Use:	TA	XIWAY	Area	:	13,80	3 SqFt	
Secti	ion: 01		of 1	F	rom: T	axiway A			-	Γο: Hanga	ars		Las	st Const.:	8/3/1974
Surfa	ace: AC	Family:	2023 way_		_Cat4_Taxi	Zone:	7S5		(	Category:	F		Ra	nk: S	
Area	ı:	13,803 SqFt		Length:		457 Ft	,	Width:		30 Ft					
Slabs	s:	Slab Le	ength:		Ft	SI	ab Width:		]	₹t		Joint Len	gth:	F	į.
Shou	ılder:	Street 7	Гуре:			G	rade: 0					Lanes:	0		
Secti	ion Comments:														
Wor	k Date: 8/1/1974	V	Vork T	ype: Subba	ase - Aggreg	ate		C	ode:	SB-AG		Is Ma	jor M&R	: False	
Wor	k Date: 8/2/1974	V	Vork T	ype: Base	Course - Ag	gregate		C	ode:	BA-AG		Is Ma	jor M&R	: False	
Wor	k Date: 8/3/1974	V	Vork T	ype: New	Construction	- AC		C	ode:	NC-AC		Is Ma	jor M&R	: True	
Wor	k Date: 9/1/2009	V	Vork T	ype: Crack	Sealing - A	С		C	ode:	CS-AC		Is Ma	jor M&R	: False	
Last	Insp. Date: 7/1	/2023		TotalSa	imples: 3			Surveye	ed: 2						
Conc	ditions: PCI:	65													
Inspe	ection Comments	:													
Samj	ple Number: 02	Ty	ype:	R	Ar	ea:	4500.0	00 SqFt		PCI:	65				
	pic ivalliber. 02														
Samj	ple Comments:	·													
	-	·	L		25.00 \$	SqFt									
41	ple Comments:	·	L M		25.00 S 3.00 S										
41 45 48	ple Comments:  ALLIGATOR OF DEPRESSION L & T CR	·		Л	3.00 S 220.00 I	SqFt Et									
41 45 48 48	ALLIGATOR O DEPRESSION L & T CR L & T CR	CR	M L M	Л Л	3.00 S 220.00 I 74.00 I	SqFt Et Et									
41 45 48 48	ple Comments:  ALLIGATOR OF DEPRESSION L & T CR	CR	M L	Л Л	3.00 S 220.00 I	SqFt Et Et									
41 45 48 48 57	ALLIGATOR O DEPRESSION L & T CR L & T CR	CR G	M L M	Л Л	3.00 S 220.00 I 74.00 I 4500.00 S	SqFt Et Et	5649.0	00 SqFt		PCI:	66				
41 45 48 48 57 Samp	ALLIGATOR O DEPRESSION L & T CR L & T CR WEATHERING	CR G	M L M L	Л Л	3.00 S 220.00 I 74.00 I 4500.00 S	SqFt Ft Ft SqFt	5649.0	00 SqFt		PCI:	66				
41 45 48 48 57 Samp	ALLIGATOR OF DEPRESSION L & T CR L & T CR WEATHERING DIE Number: 03	CR G	M L M L	Л Л R	3.00 S 220.00 I 74.00 I 4500.00 S	SqFt Ft Ft SqFt	5649.0	00 SqFt		PCI:	66				
41 45 48 48 57 Samp Samp	ple Comments:  ALLIGATOR OF The DEPRESSION L & T CR L & T CR WEATHERING Ple Number: 03 ple Comments:	CR G	M L M L ype:	Л Л R	3.00 S 220.00 I 74.00 I 4500.00 S	SqFt Ft SqFt ea:	5649.(	00 SqFt		PCI:	66				
41 45 48 48 57 Samp	ple Comments:  ALLIGATOR OF DEPRESSION L & T CR L & T CR WEATHERING Ple Number: 03 ple Comments:  DEPRESSION	CR G	M L M L ype:	A R	3.00 S 220.00 I 74.00 I 4500.00 S Ar	SqFt Ft SqFt ea: SqFt Ft	5649.0	00 SqFt		PCI:	66				
41 45 48 48 57 <b>Sam</b> j 45 48	ple Comments:  ALLIGATOR OF DEPRESSION L & T CR L & T CR WEATHERING ple Number: 03 ple Comments:  DEPRESSION L & T CR	CR G	M L M L ype:	A R	3.00 \$ 220.00 \$ 1 4500.00 \$ \$ Ar	SqFt Ft SqFt ea: SqFt Ft	5649.0	00 SqFt		PCI:	66				

Network:	Independen	·			Name:	Inde	ependence S	tate		·		
Branch:	TFBOIN		Name:	FBO T	axilane In	dependence	Use:	TAXIV	VAY	Area:	6,835 SqFt	
Section:	01	0:	f 1	From:	Taxiway A	<b>L</b>		To:	Hangars		Last Const.:	8/3/1974
Surface:	AC	Family:	2023_Region way_AC	l_Cat4_Taxi	Zone:	7S5		Cat	egory: F		Rank: S	
Area:	6,83	35 SqFt	Length:		342 Ft		Width:		20 Ft			
Slabs:		Slab Len	gth:	Ft	SI	ab Width:		Ft		Joint Length:	: I	t
Shoulder:		Street Ty	ype:		G	rade: 0				Lanes: 0		
Section Cor	mments:											
Work Date	: 8/1/1974	W	ork Type: Sub	base - Aggre	gate		(	Code: SB	-AG	Is Major	M&R: False	
Work Date	: 8/2/1974	W	ork Type: Base	e Course - A	ggregate		(	Code: BA	-AG	Is Major	M&R: False	
Work Date	: 8/3/1974	W	ork Type: New	Construction	on - AC		(	Code: NO	C-AC	Is Major	M&R: True	
Last Insp. I	Date: 7/1/2023		Totals	Samples:	1		Survey	<b>ed:</b> 1				
Conditions	: <b>PCI</b> : 13											
Inspection	Comments:											
Sample Nu	mber: 01	Туг	oe: R	A	rea:	6835	5.00 SqFt		<b>PCI:</b> 13			
Sample Cor	mments:											
41 ALL	LIGATOR CR		M	222.00	SqFt							
41 ALL	LIGATOR CR		Н	503.00								
48 L &	T CR		L	226.00	Ft							
48 L&	T CR		M	180.00	Ft							
					~ -							

3417.00 SqFt 3418.00 SqFt

M

M

52

57

RAVELING

<b>Network:</b> Independen			Name: Indep	pendence State			
Branch: TRULOIN	Nam	e: RULO Ta	axiway Independence	e Use: TA	AXIWAY	Area:	8,752 SqFt
Section: 01	of 1	From: Tax	xiway A		To: Hang	ars	Last Const.: 8/3/
Surface: AC	Family: 2023_Reg way_AC	gion1_Cat4_Taxi	<b>Zone:</b> 7S5		Category:	F	Rank: S
Area: 8,7	752 SqFt Len	gth: 4	138 Ft	Width:	20 Ft		
Slabs:	Slab Length:	Ft	Slab Width:		Ft	Joi	nt Length: Ft
Shoulder:	Street Type:		Grade: 0			La	nes: 0
<b>Section Comments:</b>							
<b>Work Date:</b> 8/1/1974	Work Type:	Subbase - Aggregat	te	Code:	SB-AG		Is Major M&R: False
<b>Work Date:</b> 8/2/1974	Work Type:	Base Course - Aggr	regate	Code:	BA-AG		Is Major M&R: False
<b>Work Date:</b> 8/3/1974	Work Type:	New Construction -	- AC	Code:	NC-AC		Is Major M&R: True
Work Date: 9/1/2009	Work Type:	Crack Sealing - AC		Code:	CS-AC		Is Major M&R: False
Last Insp. Date: 7/1/2023	3 To	otalSamples: 2		Surveyed:	2		
Conditions: PCI: 42							
Conditions: PCI: 42 Inspection Comments:							
Inspection Comments:	Type: R	Are	a: 4000	.00 SqFt	PCI:	38	
Inspection Comments:		Are	a: 4000	.00 SqFt	PCI:	38	
Inspection Comments: Sample Number: 01		Are 281.00 Ft		.00 SqFt	PCI:	38	
Inspection Comments:  Sample Number: 01  Sample Comments:  48 L & T CR  48 L & T CR	Type: R  L  M	281.00 Ft 30.00 Ft	t t	.00 SqFt	PCI:	38	
Inspection Comments:  Sample Number: 01  Sample Comments:  48  L & T CR 48  L & T CR 50  PATCHING	Type: R  L  M  L	281.00 Ft 30.00 Ft 198.00 So	t t qFt	.00 SqFt	PCI:	38	
Inspection Comments:  Sample Number: 01  Sample Comments:  48    L & T CR 48    L & T CR 50    PATCHING 52    RAVELING	Type: R  L  M  L  M	281.00 Ft 30.00 Ft 198.00 Sc 2000.00 Sc	t t qFt qFt	.00 SqFt	PCI:	38	
Inspection Comments:  Sample Number: 01  Sample Comments:  48    L & T CR 48    L & T CR 50    PATCHING	Type: R  L  M  L	281.00 Ft 30.00 Ft 198.00 So	t t qFt qFt	.00 SqFt			
Sample Number: 01 Sample Comments:  48  L & T CR 48  L & T CR 50  PATCHING 52  RAVELING 57  WEATHERING	Type: R  L  M  L  M	281.00 Ft 30.00 Ft 198.00 Sc 2000.00 Sc 2000.00 Sc	t t qFt qFt qFt	.00 SqFt	PCI:		
Inspection Comments:  Sample Number: 01 Sample Comments:  48    L & T CR 48    L & T CR 50    PATCHING 52    RAVELING 57    WEATHERING  Sample Number: 02	Type: R  L M L M M M	281.00 Ft 30.00 Ft 198.00 Sc 2000.00 Sc 2000.00 Sc	t t qFt qFt qFt				
Inspection Comments:  Sample Number: 01 Sample Comments:  48    L & T CR 48    L & T CR 50    PATCHING 52    RAVELING 57    WEATHERING  Sample Number: 02	Type: R  L M L M M M	281.00 Ft 30.00 Ft 198.00 Sc 2000.00 Sc 2000.00 Sc	t t qFt qFt qFt a: 4752				
Inspection Comments:  Sample Number: 01 Sample Comments:  48    L & T CR 48    L & T CR 50    PATCHING 52    RAVELING 57    WEATHERING  Sample Number: 02 Sample Comments:	Type: R  L M L M M Type: R	281.00 Ft 30.00 Ft 198.00 Sc 2000.00 Sc 2000.00 Sc	t t qFt qFt qFt <b>a:</b> 4752				
Inspection Comments:  Sample Number: 01 Sample Comments:  48    L & T CR 48    L & T CR 50    PATCHING 52    RAVELING 57    WEATHERING  Sample Number: 02 Sample Comments:  48    L & T CR	Type: R  L M L M M Type: R	281.00 Ft 30.00 Ft 198.00 Sc 2000.00 Sc 2000.00 Sc Are	t t qFt qFt qFt a: 4752				
Inspection Comments:  Sample Number: 01 Sample Comments:  48    L & T CR 48    L & T CR 50    PATCHING 52    RAVELING 57    WEATHERING  Sample Number: 02 Sample Comments:  48    L & T CR 48    L & T CR	Type: R  L M L M M Type: R	281.00 Ft 30.00 Ft 198.00 Sc 2000.00 Sc 2000.00 Sc Are	t t qFt qFt qFt a: 4752 t t				

Network: Independence State Independen Name: 1,955 SqFt Branch: TSKYHAWKIN Name: Sky Hawk Taxiway Use: TAXIWAY Area: Independence Section: 01 of 1 Taxiway A To: Property Line Last Const.: 9/3/1974 From: Rank: S Surface: ACFamily: 2023\_Region1\_Cat4\_Taxi Zone: 7S5 Category: F way\_AC 1,955 SqFt Length: 93 Ft Width: 20 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Date: 9/1/1974 Work Type: Subbase - Aggregate Code: SB-AG Is Major M&R: False Work Date: 9/2/1974 Work Type: Base Course - Aggregate Code: BA-AG Is Major M&R: False Work Date: 9/3/1974 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: **Inspection Comments:** 

1955.00 SqFt **PCI:** 94 Sample Number: 01 Type: R Area:

**Sample Comments:** 

WEATHERING L 1955.00 SqFt



# **APPENDIX F**

Work History Report

Page 1 of 7

Pavement Database: ODA\_2023Survey\_MASTER DB-12-14-2023-4pm

Network: Independence State Branch: A01IN Apron 01 Indep	pend Section: 01 Surface:AC
<b>L.C.D.</b> 8/4/1999 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 380.00 (Ft)	<b>Width:</b> 210.00 (Ft) <b>True Area:</b> 79100 (SqFt)
Work Date   Work   Work Description   Cost   Thicks (in)	Comments
9/1/2009 CS-AC Crack Sealing - AC 0.00	0.00
8/5/1999 SS-CT Surface Seal - Coal Tar 0.00	0.50 PARTIAL
8/4/1999 NC-AC New Construction - AC 0.00	2.00
8/3/1999 BA-BI Base Course - Bituminous 0.00	2.00 AC MILLINGS BASE
8/2/1999 BA-AG Base Course - Aggregate 0.00	2.00
8/1/1999 SB-AG Subbase - Aggregate 0.00	6.00
Network: Independence State Branch: A01IN Apron 01 Indep	`
L.C.D. 8/2/1999 Use: APRON Rank: P Length: 455.00 (Ft)	<b>Width:</b> 248.00 (Ft) <b>True Area:</b> 82651 (SqFt)
Work Date   Work Code   Work Description   Cost   Thicks (in)	Comments
9/1/2009 CS-AC Crack Sealing - AC 0.00	0.00
8/3/1999 SS-CT Surface Seal - Coal Tar 0.00	0.50 PARTIAL
8/2/1999 NC-AC New Construction - AC 0.00	2.00
8/1/1999 BA-AG Base Course - Aggregate 0.00	8.00
Network: Independence State Branch: A01IN Apron 01 Indep	pend Section: 03 Surface:AC
<b>L.C.D.</b> 9/2/2004 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 205.00 (Ft)	<b>Width:</b> 55.00 (Ft) <b>True Area:</b> 11388 (SqFt)
Work Date   Work   Work Description   Cost   Thick (in	Comments
9/2/2004 NC-AC New Construction - AC 0.00	4.00
9/1/2004 BA-AG Base Course - Aggregate 0.00	8.00
Network: Independence State Branch: AH16IN Hold Apron 16	Ind Section: 01 Surface:AC
<b>L.C.D.</b> 9/1/1999 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 115.00 (Ft)	<b>Width:</b> 95.00 (Ft) <b>True Area:</b> 8201 (SqFt)
Work Date   Work   Work Description   Cost   Thick (in)	Comments
9/1/2009 CS-AC Crack Sealing - AC 0.00	0.00
9/1/1999 NC-AC New Construction - AC 0.00	0.00 Unknown LCD and thickness
Network: Independence State Branch: AH34IN H Apr 34 Indep	pend Section: 01 Surface:AC
<b>L.C.D.</b> 9/1/2001 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 90.00 (Ft)	<b>Width:</b> 50.00 (Ft) <b>True Area:</b> 4714 (SqFt)
Work Date   Work   Work Description   Cost   Thicks (in)	ness Major Comments
Work Date         Work Code         Work Description         Cost (in)           9/1/2001         NC-AC         New Construction - AC         0.00	ness Major Comments
Work Date Code Work Description Cost (in)	ness Major Comments
Work Date Code Work Description Cost (in)	mess Major Comments 0.00 Unknown LCD and thickness
Work Date   Code   Work Description   Cost   (in   9/1/2001   NC-AC   New Construction - AC   0.00	mess Major Comments 0.00 Unknown LCD and thickness  pen Section: 01 Surface:AC
Work Date   Code   Work Description   Cost   (in)	mess Major Comments  0.00 Unknown LCD and thickness  pen Section: 01 Surface:AC  Width: 30.00 (Ft) True Area: 3421 (SqFt)  mess Major Comments
Work Date   Code   Work Description   Cost   (in)	mess Major Comments  0.00 Unknown LCD and thickness  pen Section: 01 Surface:AC  Width: 30.00 (Ft) True Area: 3421 (SqFt)  mess Major Comments

Page 2 of 7

Pavement Database: ODA\_2023Survey\_MASTER DB-12-14-2023-4pm

Network:	Independe	nce State Branch: AHELI	2IN Helipa	d 2 Indepen	Section:	01 Surface:AC
L.C.D. 9/2/20	004 Us	se: HELIPAD Rank: S L	ength: 30	.00 (Ft) Wie	dth: 30.0	0 (Ft) True Area: 3429 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2004	NC-AC	New Construction - AC	0.00	2.00		
9/1/2004	BA-AG	Base Course - Aggregate	0.00	8.00		
Network:	Independe	nce State <b>Branch:</b> R16IN	RW 16	5/34 Indepen	Section:	01 Surface:AC
L.C.D. 8/2/19	•			•		0 (Ft) True Area: 8400 (SqFt)
	Work			Thickness	Major	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Work Date	Code	Work Description	Cost	(in)	M&R	Comments
9/2/2009	SS-FS	Surface Seal - Fog Seal	0.00	0.00		
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00		
8/2/1999	NC-AC	New Construction - AC	0.00	2.00		
8/1/1999	BA-AG	Base Course - Aggregate	0.00	8.00		
Network:	Independe	nce State <b>Branch:</b> R16IN	RW 16	5/34 Indepen	Section:	02 Surface:AAC
<b>L.C.D.</b> 8/1/19	999 Us	se: RUNWAY Rank: P L	ength: 2,850	.00 (Ft) Wi	<b>dth:</b> 60.0	0 (Ft) <b>True Area:</b> 171000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2009	SS-FS	Surface Seal - Fog Seal	0.00	0.00		
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00		
8/1/1999	OL-AT	Overlay - AC Thin	0.00	2.00		
8/1/1980	SS-RE	Surface Seal - Rejuvenating	0.00	0.50		Date Approximate, Reclamite
8/3/1974	NC-AC	New Construction - AC	0.00	2.00		
8/2/1974	BA-AG	Base Course - Aggregate	0.00	2.00		
8/1/1974	SB-AG	Subbase - Aggregate	0.00	6.00		
Network:	Independe	nce State <b>Branch:</b> R16IN	RW 16	5/34 Indepen	Section:	03 Surface:AAC
<b>L.C.D.</b> 8/1/1		se: RUNWAY Rank: P L	ength: 150	.00 (Ft) Wi	dth: 60.0	0 (Ft) True Area: 9000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2009	SS-FS	Surface Seal - Fog Seal	0.00	0.00		
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00		
8/1/1999	OL-AT	Overlay - AC Thin	0.00	2.00		
8/1/1980	ST-RJ	Surface Treatment - Rejuvenat (Localized MR)	0.00	0.50		DATE APPROXIMATE, RECLAMITE
8/3/1974	NC-AC	New Construction - AC	0.00	2.00		
8/2/1974	BA-AG	Base Course - Aggregate	0.00	2.00		
8/1/1974	SB-AG	Subbase - Aggregate	0.00	6.00		

Page 3 of 7

Pavement Database: ODA\_2023Survey\_MASTER DB-12-14-2023-4pm

Network:	Independe	nce State Branch: T01IN	Taxiwa	ay 01 Indepe	Section:	01 Surface:AC
<b>L.C.D.</b> 8/2/1	993 Us	se: TAXIWAY Rank: S L	ength: 458	.00 (Ft) Wie	dth: 20.0	0 (Ft) True Area: 6954 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00		
9/28/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	:	
8/1/2000	ST-SC	Surface Treatment - Seal Coat (Global MR)	0.00	0.10		UNKNOWN DATE, after 1998 insp.
8/2/1993	NC-AC	New Construction - AC	0.00	2.00		
8/1/1993	BA-AG	Base Course - Aggregate	0.00	10.00		
Notworks	In doman da	nce State <b>Branch:</b> T02IN	Toving	ay 02 Indepe	Section:	01 Surface:AC
Network: L.C.D. 9/3/1	•					0 (Ft) True Area: 9240 (SqFt)
L.C.D. 9/3/1	Work	Re: TAATWAT Kalik: 5 L	lengui: 436	Thickness	Major	(Sqrt)
Work Date	Code	Work Description	Cost	(in)	M&R	Comments
9/3/1974	NC-AC	New Construction - AC	0.00	2.00	<b>~</b> :	Assumed
9/2/1974	BA-AG	Base Course - Aggregate	0.00	2.00		Assumed
9/1/1974	SB-AG	Subbase - Aggregate	0.00	6.00		Assumed
N		G	<b></b>	02.1	G	
Network:				ay 03 Indepe	Section:	
<b>L.C.D.</b> 8/2/1		se: TAXIWAY Rank: P L	ength: 65	· /		0 (Ft) True Area: 2759 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/2/1999	NC-AC	New Construction - AC	0.00	2.00		
8/1/1999	BA-AG	Base Course - Aggregate	0.00	8.00		
Network:	Independe	nce State <b>Branch:</b> T04IN	Taxiw	ay 04 Indepe	Section:	01 Surface:AC
<b>L.C.D.</b> 8/2/1	999 Us	se: TAXIWAY Rank: S L	ength: 365	.00 (Ft) Wie	dth: 20.0	0 (Ft) <b>True Area:</b> 8650 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00		
8/2/1999	NC-AC	New Construction - AC	0.00	2.00		
8/1/1999	BA-AG	Base Course - Aggregate	0.00	8.00		
Network:	Independe	nce State <b>Branch:</b> T05IN	Taxiwa	ay 05 Indepe	Section:	01 Surface:AC
<b>L.C.D.</b> 8/2/1	999 Us	se: TAXIWAY Rank: S L	ength: 384	` '	dth: 25.0	0 (Ft) <b>True Area:</b> 10888 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/2/1999	NC-AC	New Construction - AC	0.00	2.00	<b>\</b>	
8/1/1999	BA-AG	Base Course - Aggregate	0.00	8.00		
Network:				ay 06 Indepe	Section:	
<b>L.C.D.</b> 9/2/2		se: TAXIWAY Rank: S L	ength: 1,350	` '		0 (Ft) <b>True Area:</b> 31944 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2004	NC-AC	New Construction - AC	0.00	2.00	<b>Y</b>	
9/1/2004	BA-AG	Base Course - Aggregate	0.00	8.00		

Page 4 of 7

Pavement Database: ODA\_2023Survey\_MASTER DB-12-14-2023-4pm

Network:	Independe	nce State Branch: TA1IN	Taxiwa	ay A1 Indep	Section:	01	Surface:AAC
<b>L.C.D.</b> 8/1/1	999 Us	se: TAXIWAY Rank: P L	ength: 80	.00 (Ft) Wid	dth: 75.0	0 (Ft) True Area:	6586 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comm	nents
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00			
8/1/1999	OL-AS	Overlay - AC Structural	0.00	2.00			
8/1/1980	ST-RJ	Surface Treatment - Rejuvenat (Localized MR)	0.00	0.10		Date Approximate, I	Reclamite
8/3/1974	NC-AC	New Construction - AC	0.00	2.00			
8/2/1974	BA-AG	Base Course - Aggregate	0.00	2.00			
8/1/1974	SB-AG	Subbase - Aggregate	0.00	6.00			
Network:	_			ay A2 Indep	Section:		Surface: AC
<b>L.C.D.</b> 8/4/1		se: TAXIWAY Rank: P L	ength: 85	.00 (Ft) Wid		0 (Ft) True Area:	4019 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comm	nents
8/4/1999	NC-AC	New Construction - AC	0.00	2.00			
8/3/1999	BA-BI	Base Course - Bituminous	0.00	2.00		AC MILLINGS BAS	SE
8/2/1999	BA-AG	Base Course - Aggregate	0.00	2.00			
8/1/1999	SB-AG	Subbase - Aggregate	0.00	6.00			
N		G		127.1	g	02	G 4 4 G
Network:	1			ay A2 Indep	Section:		Surface: AC
<b>L.C.D.</b> 8/1/1		se: TAXIWAY Rank: P L	ength: 105	.00 (Ft) Wid		0 (Ft) True Area:	5256 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comm	nents
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00			
8/1/1999	OL- ACTH	Overlay - Thin	0.00	2.00			
8/1/1980			1				
	ST-RJ	Surface Treatment - Rejuvenat (Localized MR)	0.00	0.10		Date Approximate, I	Reclamite
8/3/1974	ST-RJ NC-AC	3				Date Approximate, I	Reclamite
8/3/1974 8/2/1974		(Localized MR)	0.00	0.10		Date Approximate, I	Reclamite
	NC-AC	(Localized MR) New Construction - AC	0.00	0.10 2.00		Date Approximate, I	Reclamite
8/2/1974	NC-AC BA-AG	(Localized MR) New Construction - AC Base Course - Aggregate	0.00 0.00 0.00	0.10 2.00 2.00		Date Approximate, I	Reclamite
8/2/1974	NC-AC BA-AG SB-AG	(Localized MR) New Construction - AC Base Course - Aggregate Subbase - Aggregate	0.00 0.00 0.00 0.00	0.10 2.00 2.00		,	Reclamite Surface:AC
8/2/1974 8/1/1974	NC-AC BA-AG SB-AG	(Localized MR) New Construction - AC Base Course - Aggregate Subbase - Aggregate nce State  Branch: TA3IN	0.00 0.00 0.00 0.00	0.10 2.00 2.00 6.00	Section:	,	
8/2/1974 8/1/1974 Network:	NC-AC BA-AG SB-AG	(Localized MR) New Construction - AC Base Course - Aggregate Subbase - Aggregate nce State  Branch: TA3IN	0.00 0.00 0.00 0.00	0.10 2.00 2.00 6.00 ay A3 Indep	Section:	01	Surface:AC 5256 (SqFt)
8/2/1974 8/1/1974 Network: L.C.D. 8/1/1	NC-AC BA-AG SB-AG Independe	(Localized MR) New Construction - AC Base Course - Aggregate Subbase - Aggregate nce State Branch: TA3IN se: TAXIWAY Rank: P	0.00 0.00 0.00 0.00 Taxiw:	0.10 2.00 2.00 6.00  ay A3 Indep .00 (Ft) Wid	Section: dth: 30.0	01 0 (Ft) True Area:	Surface:AC 5256 (SqFt)
8/2/1974 8/1/1974 Network: L.C.D. 8/1/1 Work Date	NC-AC BA-AG SB-AG Independe 999 Us Work Code OL-	(Localized MR) New Construction - AC Base Course - Aggregate Subbase - Aggregate  nce State Branch: TA3IN se: TAXIWAY Rank: P L Work Description	0.00 0.00 0.00 0.00 Taxiwa ength: 105	0.10 2.00 2.00 6.00  ay A3 Indep .00 (Ft) Wic Thickness (in)	Section: dth: 30.0 Major M&R	01 0 (Ft) True Area:	Surface:AC 5256 (SqFt) nents
8/2/1974 8/1/1974 Network: L.C.D. 8/1/1 Work Date 8/1/1999	NC-AC BA-AG SB-AG Independe 999 Us Work Code OL- ACTH	(Localized MR) New Construction - AC Base Course - Aggregate Subbase - Aggregate  nce State Branch: TA3IN se: TAXIWAY Rank: P L Work Description  Overlay - Thin  Surface Treatment - Rejuvenat	0.00 0.00 0.00 0.00 Taxiwa ength: 105 Cost 0.00	0.10 2.00 2.00 6.00  ay A3 Indep .00 (Ft) Wic Thickness (in) 2.00	Section: dth: 30.0 Major M&R	01 0 (Ft) True Area:	Surface:AC 5256 (SqFt) nents
8/2/1974 8/1/1974 Network: L.C.D. 8/1/1 Work Date 8/1/1999 8/1/1980	NC-AC BA-AG SB-AG Independe 999 Us Work Code OL- ACTH ST-RJ	(Localized MR) New Construction - AC Base Course - Aggregate Subbase - Aggregate  nce State Branch: TA3IN se: TAXIWAY Rank: P I Work Description  Overlay - Thin  Surface Treatment - Rejuvenat (Localized MR)	0.00 0.00 0.00 0.00 Taxiwa ength: 105 Cost 0.00 0.00	0.10 2.00 2.00 6.00  ay A3 Indep 00 (Ft) Wic  Thickness (in) 2.00 0.10	Section: dth: 30.0 Major M&R	01 0 (Ft) True Area:	Surface:AC 5256 (SqFt) nents

Page 5 of 7

Pavement Database: ODA\_2023Survey\_MASTER DB-12-14-2023-4pm

Network:	Independe	nce State Branch: TA4IN	Taxiw	ay A4 Indep	Section:	01 Surface:AC				
<b>L.C.D.</b> 8/2/19	999 U:	se: TAXIWAY Rank: P	Length: 105	.00 (Ft) Wid	dth: 80.00	0 (Ft) True Area: 9370 (SqI				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
8/2/1999	NC-AC	New Construction - AC	0.00	2.00	<b>&gt;</b>					
8/1/1999	BA-AG	Base Course - Aggregate	0.00	8.00						
Network:	Independe	nce State Branch: TAIN	Taxiw	ay A Indepe	Section:	O1 Surface:AC				
<b>L.C.D.</b> 8/2/19	999 U:	se: TAXIWAY Rank: P	<b>Length:</b> 3,015	.00 (Ft) Wid	dth: 30.00	0 (Ft) <b>True Area:</b> 92537 (SqI				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00						
8/2/1999	NC-AC	New Construction - AC	0.00	2.00	<b>~</b>					
8/1/1999	BA-AG	Base Course - Aggregate	0.00	8.00						
	l e e e e e e e e e e e e e e e e e e e									
Network:	Independe	nce State Branch: TAIN	Taxiw	ay A Indepe	Section:	O2 Surface: AC				
<b>L.C.D.</b> 8/4/19	999 U	se: TAXIWAY Rank: P	Length: 125	.00 (Ft) Wid	dth: 60.00	O (Ft) True Area: 6673 (SqF				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00						
8/4/1999	NC-AC	New Construction - AC	0.00	2.00						
8/3/1999	BA-BI	Base Course - Bituminous	0.00	2.00		AC MILLINGS BASE				
8/2/1999	BA-AG	Base Course - Aggregate	0.00	2.00						
8/1/1999	SB-AG	Subbase - Aggregate	0.00	6.00						
	•									
Network:				•	Section:					
Network: L.C.D. 9/2/1	974 U:			.00 (Ft) <b>Wi</b> c	dth: 20.00	01 Surface: AC O (Ft) True Area: 1955 (SqI				
		work Description		•						
<b>L.C.D.</b> 9/2/19	974 U: Work	se: TAXIWAY Rank: S I	Length: 93	.00 (Ft) Wic	dth: 20.00	O (Ft) True Area: 1955 (Sql				
Work Date 9/2/1974 9/2/1974	974 Us Work Code	Work Description  New Construction - AC  Base Course - Aggregate	Cost 0.00 0.00	.00 (Ft) Wid Thickness (in) 2.00 2.00	dth: 20.00 Major M&R	Comments 1955 (SqI				
<b>L.C.D.</b> 9/2/19 <b>Work Date</b> 9/2/1974	974 U: Work Code NC-AC	work Description  New Construction - AC	Cost 0.00	.00 (Ft) Wid Thickness (in)	dth: 20.00 Major M&R	Comments  Comments  Assumed				
Work Date 9/2/1974 9/2/1974 9/1/1974	Work Code NC-AC BA-AG SB-AG	Work Description  New Construction - AC  Base Course - Aggregate Subbase - Aggregate	Cost 0.00 0.00 0.00	.00 (Ft) Wid Thickness (in) 2.00 2.00 6.00	Major M&R	Comments  Assumed Assumed Assumed				
Work Date 9/2/1974 9/2/1974 9/1/1974  Network:	Work Code NC-AC BA-AG SB-AG	Work Description  New Construction - AC  Base Course - Aggregate Subbase - Aggregate  subbase - Branch: TCHE	Cost 0.00 0.00 0.00 ROKEI Cherol	.00 (Ft) Wich Thickness (in) 2.00 2.00 6.00	Major M&R	Comments  Assumed Assumed Assumed Surface: AC				
Work Date 9/2/1974 9/2/1974 9/1/1974	Work Code NC-AC BA-AG SB-AG	Work Description  New Construction - AC  Base Course - Aggregate Subbase - Aggregate  subbase - Branch: TCHE	Cost 0.00 0.00 0.00 ROKEI Cherol	.00 (Ft) Wich Thickness (in) 2.00 2.00 6.00 cee Taxilane .00 (Ft) Wich Wich Thickness (in) 2.00 6.00 cee Taxilane .00 (Ft) Wich Thickness (in) 2.00 (Ft) Wic	Major M&R	Comments  Assumed Assumed Assumed				
Work Date 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19	Work Code NC-AC BA-AG SB-AG Independe 974 U: Work Code	Work Description  New Construction - AC Base Course - Aggregate Subbase - Aggregate  see: TAXIWAY Rank: S  Work Description	Cost 0.00 0.00 0.00  ROKEI Cherol ength: 457	Thickness (in)  2.00 2.00 6.00  cee Taxilane .00 (Ft) Wic  Thickness (in)	Major M&R	Comments  Assumed Assumed Assumed Surface: AC				
Work Date 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19 Work Date 9/1/2009	Work Code NC-AC BA-AG SB-AG Independe 974 U: Work Code CS-AC	Work Description  New Construction - AC  Base Course - Aggregate Subbase - Aggregate  Subbase - Aggregate  Branch: TCHE  See: TAXIWAY Rank: S  Work Description  Crack Sealing - AC	Cost  0.00 0.00 0.00  ROKEI Cherol ength: 457  Cost 0.00	.00 (Ft) Wich Thickness (in) 2.00 2.00 6.00 cee Taxilane .00 (Ft) Wich Thickness (in) 0.00	Major M&R  Section: dth: 30.00  Major M&R	Comments  Assumed Assumed Assumed Office Surface: AC Office True Area: 13803 (SqI				
Work Date 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19 Work Date 9/1/2009 8/3/1974	Work Code NC-AC BA-AG SB-AG Independe 974 Work Code CS-AC NC-AC	Work Description  New Construction - AC Base Course - Aggregate Subbase - Aggregate  nce State Branch: TCHE se: TAXIWAY Rank: S  Work Description  Crack Sealing - AC New Construction - AC	Cost  0.00 0.00 0.00  ROKEI Cherol ength: 457  Cost  0.00 0.00	.00 (Ft) Wich Thickness (in) 2.00 (2.00 6.00 Excee Taxilane .00 (Ft) Wich Thickness (in) 0.00 2.00	Major M&R  W Section: 0  Major	Comments  Assumed Assumed Assumed Office Surface: AC Office True Area: 13803 (SqI				
Work Date 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19 Work Date 9/1/2009 8/3/1974 8/2/1974	Work Code NC-AC BA-AG SB-AG Independe 974 Us Work Code CS-AC NC-AC BA-AG	Work Description  New Construction - AC Base Course - Aggregate Subbase - Aggregate  see: TAXIWAY Rank: S  Work Description  Crack Sealing - AC New Construction - AC Base Course - Aggregate	Cost  0.00 0.00 0.00 0.00  ROKEI Cherol Length: 457  Cost  0.00 0.00 0.00	.00 (Ft) Wich Thickness (in) 2.00 (5	Major M&R  Section: dth: 30.00  Major M&R	Comments  Assumed Assumed Assumed Office Surface: AC Office True Area: 13803 (SqI				
Work Date 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19 Work Date 9/1/2009 8/3/1974	Work Code NC-AC BA-AG SB-AG Independe 974 Work Code CS-AC NC-AC	Work Description  New Construction - AC Base Course - Aggregate Subbase - Aggregate  nce State Branch: TCHE se: TAXIWAY Rank: S  Work Description  Crack Sealing - AC New Construction - AC	Cost  0.00 0.00 0.00  ROKEI Cherol ength: 457  Cost  0.00 0.00	.00 (Ft) Wich Thickness (in) 2.00 (2.00 6.00 Excee Taxilane .00 (Ft) Wich Thickness (in) 0.00 2.00	Major M&R  Section: dth: 30.00  Major M&R	Comments  Assumed Assumed Assumed Office Surface: AC Office True Area: 13803 (SqI				
Network: L.C.D. 8/3/19 Network: L.C.D. 8/3/19 Work Date 9/1/2009 8/3/1974 8/2/1974	974 U: Work Code NC-AC BA-AG SB-AG Independe 974 U: Work Code CS-AC NC-AC BA-AG SB-AG	Work Description  New Construction - AC  Base Course - Aggregate Subbase - Aggregate  Subbase - Aggregate  TCHE  Se: TAXIWAY Rank: S  Work Description  Crack Sealing - AC  New Construction - AC  Base Course - Aggregate  Subbase - Aggregate	Cost  0.00 0.00 0.00  ROKEI Cherol ength: 457  Cost  0.00 0.00 0.00 0.00	.00 (Ft) Wich Thickness (in) 2.00 (5	Major M&R  Section: dth: 30.00  Major M&R	Comments  Assumed Assumed Of (Ft) True Area: 1955 (SqI				
Work Date 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19 Work Date 9/1/2009 8/3/1974 8/2/1974	Work Code NC-AC BA-AG SB-AG Independe 974 Us Work Code CS-AC NC-AC BA-AG SB-AG	Work Description  New Construction - AC Base Course - Aggregate Subbase - Aggregate  Subbase - Aggregate  TCHE Se: TAXIWAY Rank: S  Work Description  Crack Sealing - AC New Construction - AC Base Course - Aggregate Subbase - Aggregate  Subbase - Aggregate  Subbase - Aggregate  Subbase - Aggregate	Cost  0.00 0.00 0.00 0.00 Cost  Cost  0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	.00 (Ft) Wich Thickness (in) 2.00 (a.00 (b.00 (b	Section: 0	Comments  Assumed Assumed Offer True Area: 1955 (SqI				
Work Date 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19 Work Date 9/1/2009 8/3/1974 8/2/1974 8/1/1974  Network:	Work Code NC-AC BA-AG SB-AG Independe 974 U: Work Code CS-AC NC-AC BA-AG SB-AG Independe	Work Description  New Construction - AC Base Course - Aggregate Subbase - Aggregate  Subbase - Aggregate  TCHE Se: TAXIWAY Rank: S  Work Description  Crack Sealing - AC New Construction - AC Base Course - Aggregate Subbase - Aggregate  Subbase - Aggregate  Subbase - Aggregate  Subbase - Aggregate	Cost  0.00 0.00 0.00 0.00 Cost  Cost  0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	.00 (Ft) Wid  Thickness (in)  2.00 2.00 6.00  kee Taxilane .00 (Ft) Wid  Thickness (in)  0.00 2.00 2.00 6.00  Faxilane Inde .00 (Ft) Wid  Thickness	Section:  Section:  Section:  Gith: 20.00  Major M&R  Section:  Gith: 20.00  Major M&R	Comments  Assumed Assumed O (Ft) True Area: 1955 (SqI  Comments  Assumed O1 Surface: AC O (Ft) True Area: 13803 (SqI  Comments  O1 Surface: AC				
Work Date 9/2/1974 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19 Work Date 9/1/2009 8/3/1974 8/2/1974 8/1/1974  Network: L.C.D. 8/3/19	Work Code  NC-AC BA-AG SB-AG  Independe 974 U: Work Code CS-AC NC-AC BA-AG SB-AG  Independe 974 U: Work Code CS-AC NC-AC CODE CS-AC NC-AC CODE CS-AC CODE	Work Description  New Construction - AC Base Course - Aggregate Subbase - Aggregate  Subbase - Aggregate  Ree: TAXIWAY Rank: S  Work Description  Crack Sealing - AC New Construction - AC Base Course - Aggregate Subbase - Aggregate Subbase - Aggregate  Subbase - Aggregate  Subbase - Aggregate  Subbase - Aggregate  Subbase - Aggregate	Cost  0.00 0.00 0.00 0.00  ROKEI Cherol cength: 457  Cost  0.00 0.00 0.00 0.00 0.00 IN FBO 1 cength: 342	.00 (Ft) Wid  Thickness (in)  2.00 2.00 6.00  kee Taxilane .00 (Ft) Wid  Thickness (in)  0.00 2.00 2.00 6.00  Faxilane Inde .00 (Ft) Wid	Section: 0  Section: 0  Major M&R  Section: 0  Major M&R  Section: 0  Major M&R  Section: 0  Major M&R	Comments  Assumed Assumed Offer True Area: 1955 (SqI  Comments  Surface: AC Offer True Area: 13803 (SqI  Comments  Offer Surface: AC Offer True Area: 6835 (SqI				
Network: L.C.D. 8/3/19 Work Date 9/2/1974 9/2/1974 9/1/1974  Network: L.C.D. 8/3/19 Work Date 9/1/2009 8/3/1974 8/2/1974 8/1/1974  Network: L.C.D. 8/3/19 Work Date	Work Code NC-AC BA-AG SB-AG Independe 974 U: Work Code CS-AC NC-AC BA-AG SB-AG Independe	Work Description  New Construction - AC Base Course - Aggregate Subbase - Aggregate Subbase - Aggregate  TCHE Se: TAXIWAY Rank: S  Work Description  Crack Sealing - AC New Construction - AC Base Course - Aggregate Subbase - Aggregate	Cost    0.00	Continue	Section:  Section:  Section:  Gith: 20.00  Major M&R  Section:  Gith: 20.00  Major M&R	Comments  Assumed Assumed Offer True Area: 1955 (SqI  Comments  Surface: AC Offer True Area: 13803 (SqI  Comments  Offer Surface: AC Offer True Area: 6835 (SqI				

Page 6 of 7

Pavement Database: ODA\_2023Survey\_MASTER DB-12-14-2023-4pm

Network: Independence State Branch: TRULOIN RULO Taxiway In Section: 01 Surface:AC								
<b>L.C.D.</b> 8/3/1	974 Us	se: TAXIWAY Rank: S	dth: 20.0	0 (Ft) True Area:	8752 (SqFt)			
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comr	nents	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00				
8/3/1974	NC-AC	New Construction - AC	0.00	2.00				
8/2/1974	BA-AG	Base Course - Aggregate	0.00	2.00				
0/1/1074	CD AC	Subbase - Aggregate	0.00	6.00				
8/1/1974	SB-AG	Subbase - Aggregate	0.00	0.00	Ш.			
8/1/19/4	SB-AG	Subbase - Aggregate	0.00	0.00	·			
Network:					Section:	01	Surface:AC	
	Independe	nce State Branch: TSKY	HAWKISky H	awk Taxiwa		01 0 (Ft) True Area:	Surface:AC 1955 (SqFt)	
Network:	Independe	nce State Branch: TSKY	HAWKISky H	awk Taxiwa			1955 (SqFt)	
Network: L.C.D. 9/3/1	Independer 974 Us Work Code	nce State Branch: TSKY se: TAXIWAY Rank: S I	HAWKISky H Length: 93	awk Taxiwa .00 (Ft) Wi Thickness (in)	dth: 20.0 Major	0 (Ft) True Area:	1955 (SqFt)	
Network: L.C.D. 9/3/1 Work Date	Independer 974 Us Work Code NC-AC	nce State Branch: TSKY se: TAXIWAY Rank: S I Work Description	HAWKISky H. Length: 93	awk Taxiwa .00 (Ft) Wi Thickness (in) 2.00	dth: 20.0 Major M&R	0 (Ft) True Area:	1955 (SqFt)	

Page 7 of 7

Pavement Database: ODA\_2023Survey\_MASTER DB-12-14-2023-4pm

## **Summary:**

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	26	601,821.01	4.85	3.10
Base Course - Bituminous	3	89,792.00	2.00	0.00
Crack Sealing - AC	14	507,563.01	0.00	0.00
New Construction - AC	28	614,736.01	1.93	0.65
Overlay - AC Structural	1	6,586.00	2.00	0.00
Overlay - AC Thin	2	180,000.00	2.00	0.00
Overlay - Thin	2	10,512.00	2.00	0.00
Subbase - Aggregate	14	329,430.00	6.00	0.00
Surface Seal - Coal Tar	2	161,751.00	0.50	0.00
Surface Seal - Fog Seal	3	188,400.00	0.00	0.00
Surface Seal - Rejuvenating	1	171,000.00	0.50	0.00
Surface Treatment - Rejuvenat (Localized MR)	4	26,098.00	0.20	0.17
Surface Treatment - Seal Coat (Global MR)	1	6,954.00	0.10	0.00
Surface Treatment - Slurry Seal	1	6,954.00	0.50	0.00