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

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1 OVERVIEW

GRI assisted with updating the Oregon Department of Aviation (ODAV) airport pavement management system and developing a five-year plan comprised of maintenance, surface treatment, rehabilitation, and reconstruction projects for the 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.

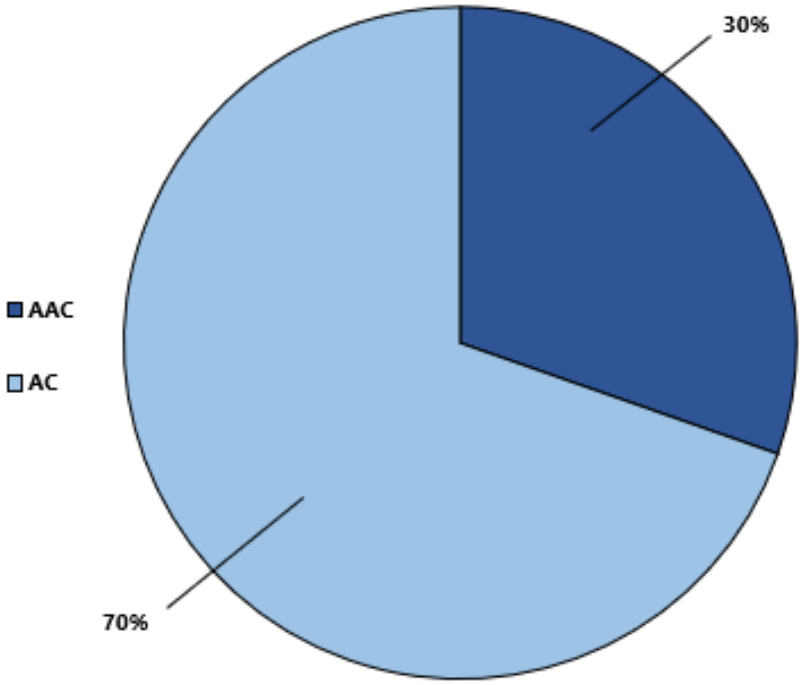


Figure 2.2: INDEPENDENCE STATE AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

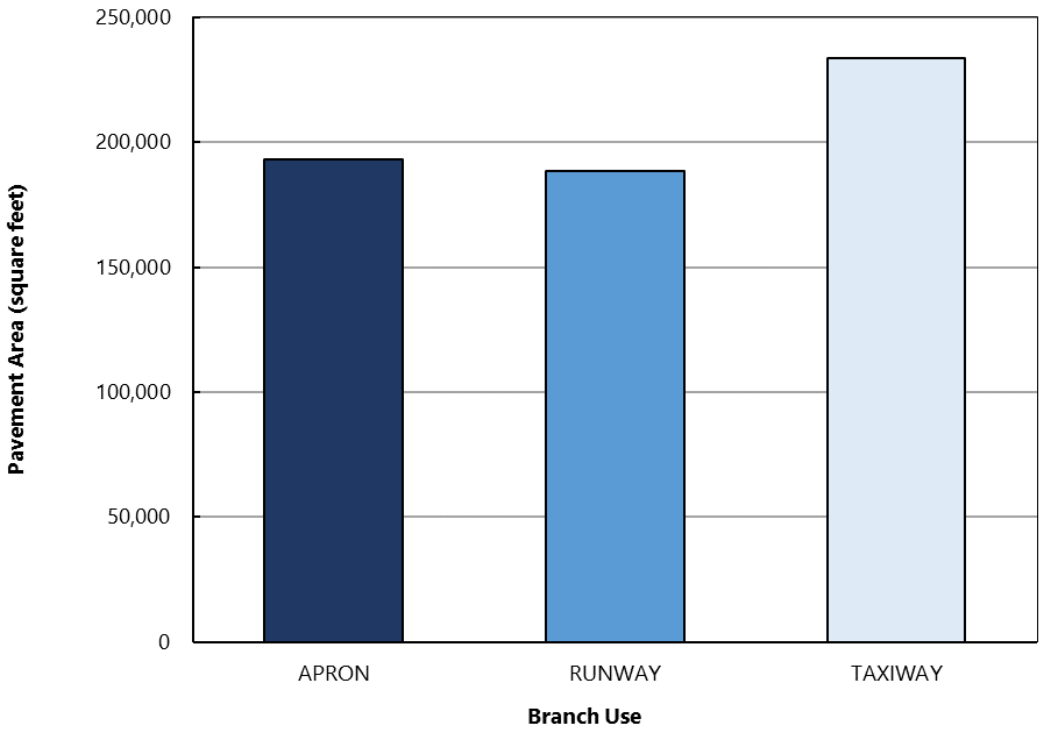
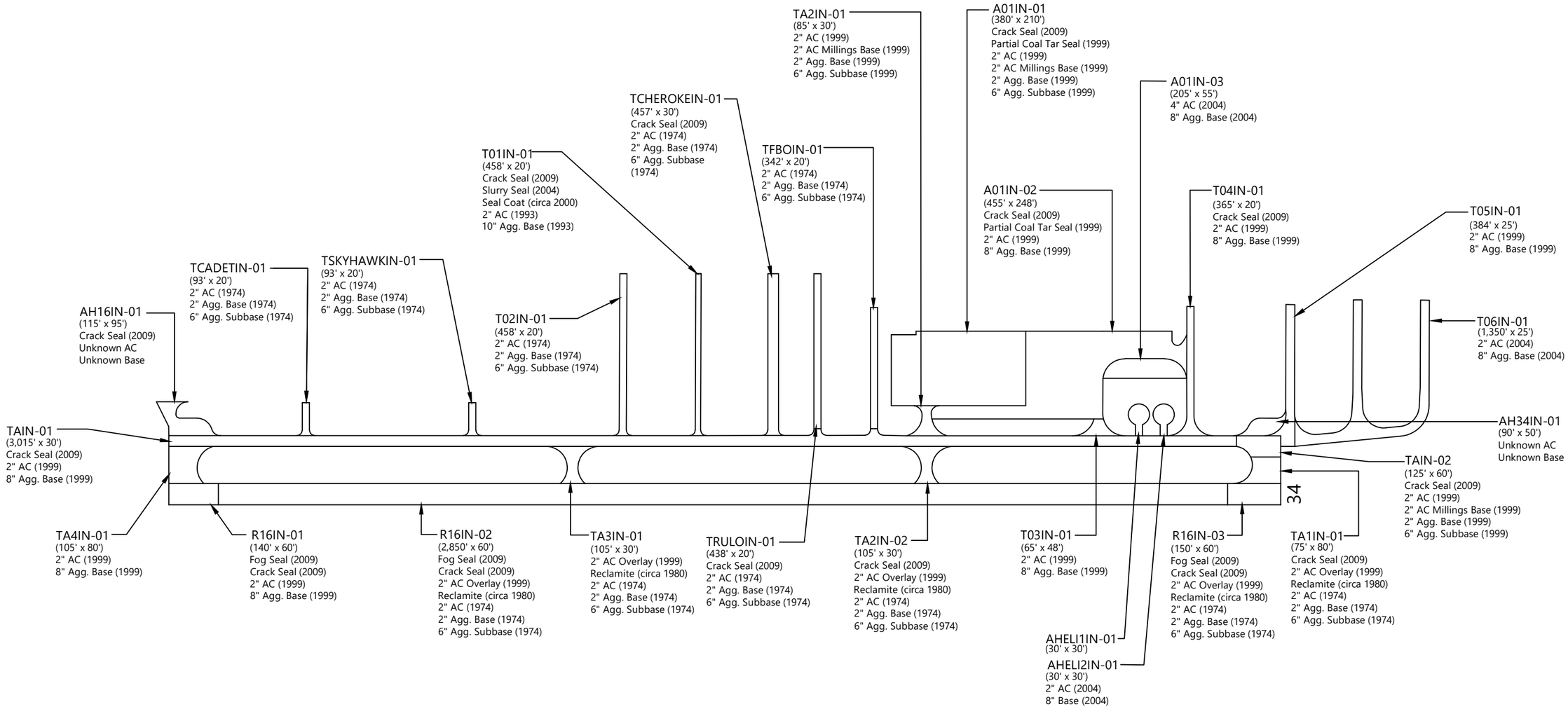


Figure 2.3: INDEPENDENCE STATE AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; Agg. = AGGREGATE

N

0 300 600 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

INDEPENDENCE STATE AIRPORT PAVEMENT INVENTORY

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

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at 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.

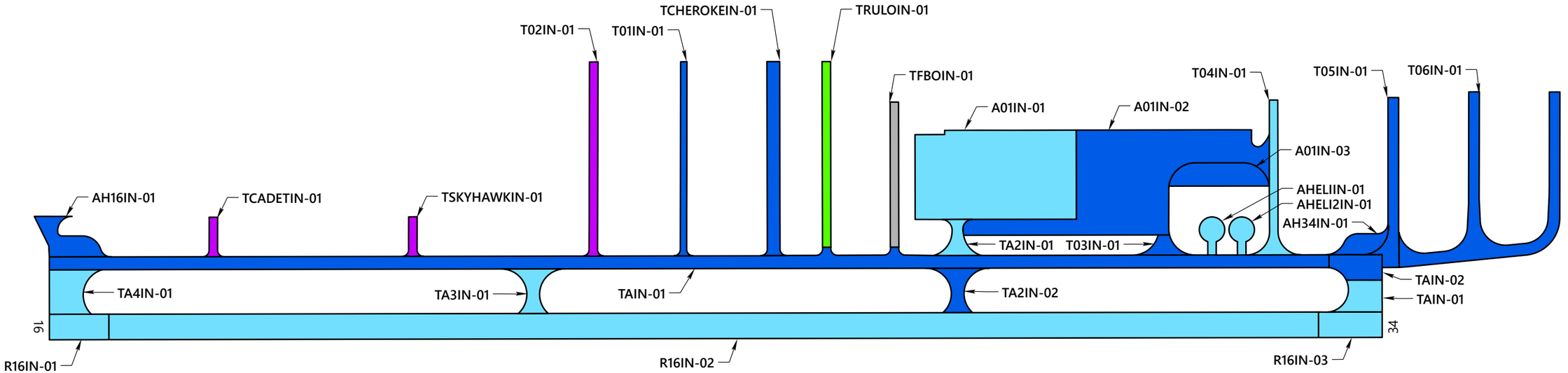
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category rating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

Table 3-1: ASTM PCI RATING SCALE

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

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at 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.



SECTION PCI

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

N

0 250 500 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

INDEPENDENCE STATE AIRPORT
2023 PCI SURVEY RESULTS

DEC. 2023 JOB NO. 6593-F FIG. 3.1

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 re-inspection report that includes inspection details for individual sample units is provided in Table 1E in Appendix E.

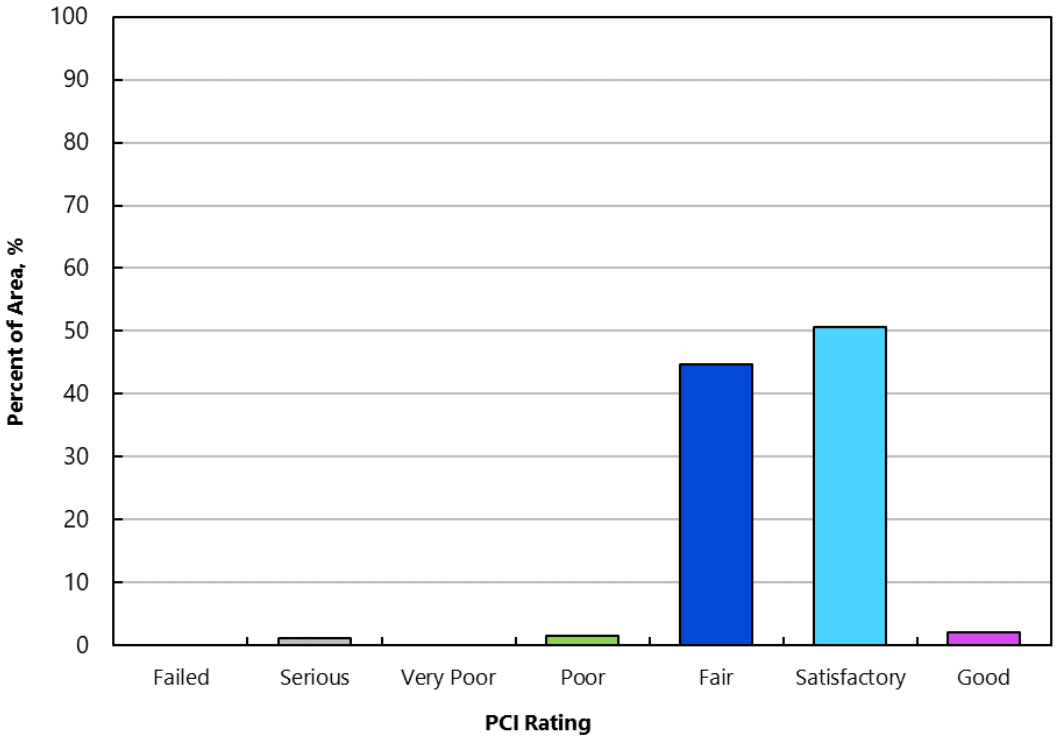


Figure 3.2: INDEPENDENCE STATE AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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.

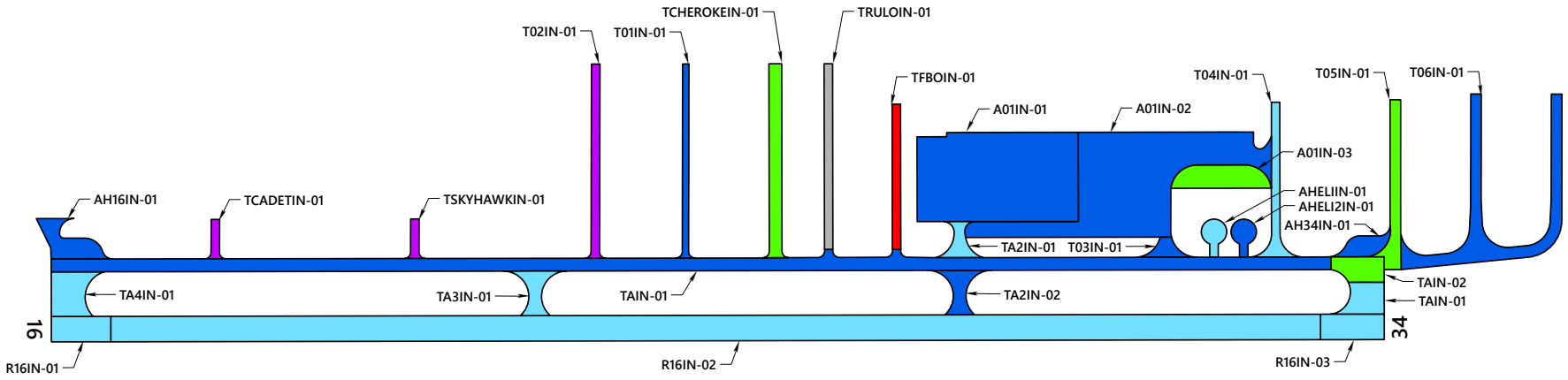
4.3 Functional Remaining Life

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.

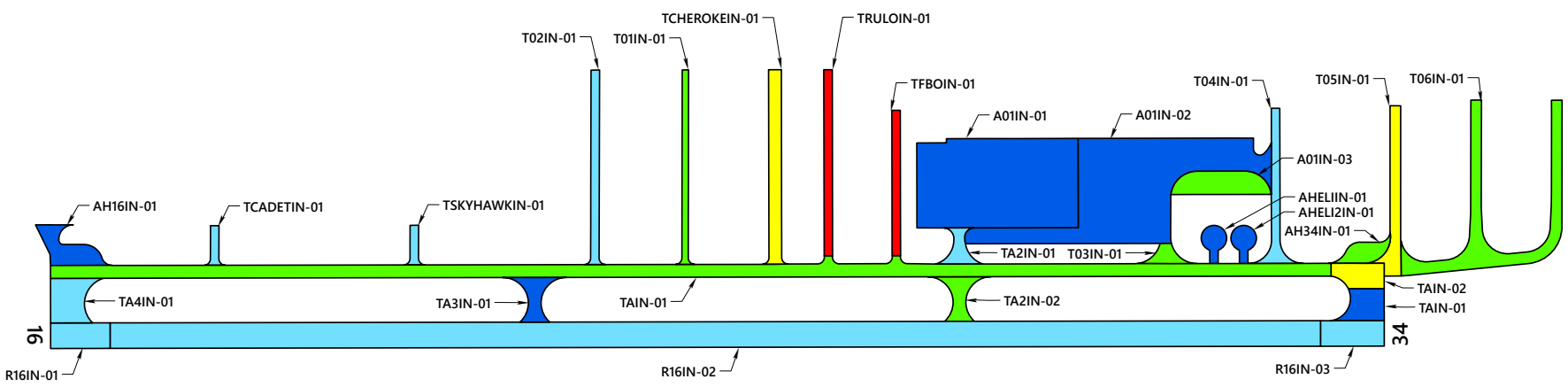
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Independence State Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section 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



PREDICTED CONDITION IN 2033



SECTION PCI

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

N

0 400 800 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

INDEPENDENCE STATE AIRPORT
FUTURE PAVEMENT CONDITION

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

5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

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

5.2 Recommended Localized Maintenance

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

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

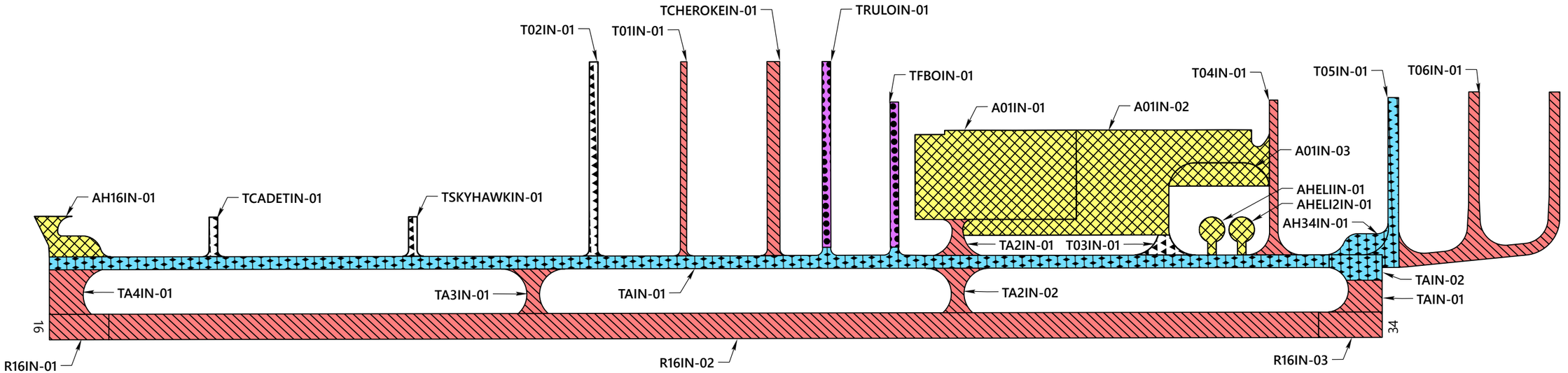
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	33,064 linear feet
Asphalt Concrete Wide Crack Sealing	12 linear feet
Asphalt Concrete Full-Depth Patching	2,257 square feet

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



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

N

0 250 500 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

INDEPENDENCE STATE AIRPORT

5-YEAR PAVEMENT MANAGEMENT PLAN

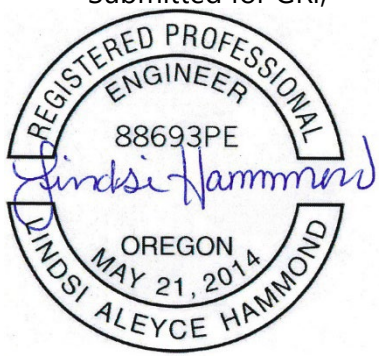
DEC. 2023 JOB NO. 6593-F FIG. 5.1

6 LIMITATIONS

This report has been prepared to assist the 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,



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 ± 2,000 square feet and 20 slabs ± 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:

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

where:

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

For the 2023 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 (Branch ID)	Branch Name	Number of Sections	Approximate Area, 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

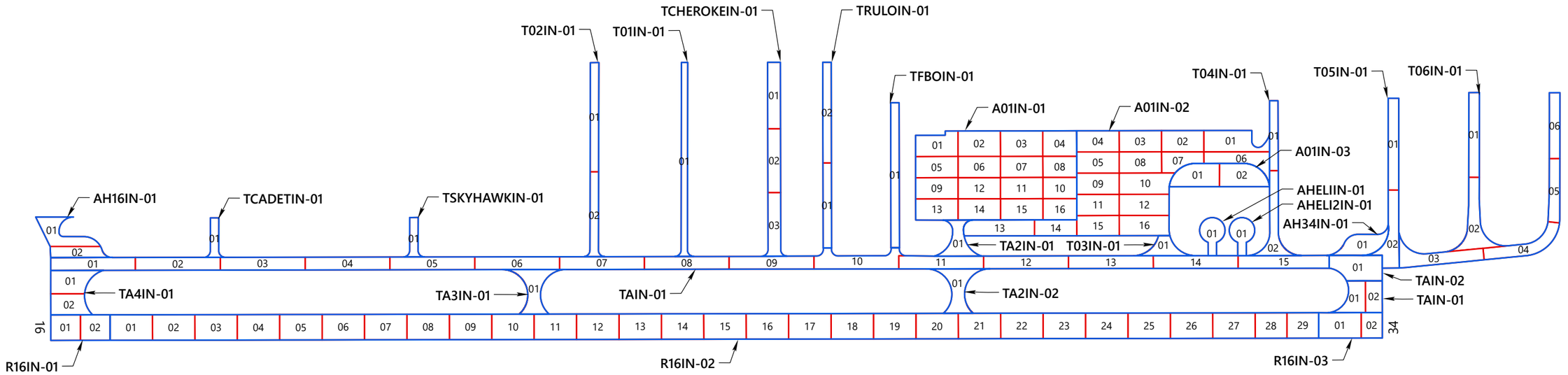
BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01IN	Apron 01 Independence	APRON	01	Taxiway A2	Section 02	P	380	210	79,100	8/4/1999	AC
A01IN	Apron 01 Independence	APRON	02	Section 01	Taxiway 04	P	455	248	82,651	8/2/1999	AC
A01IN	Apron 01 Independence	APRON	03	Section 02	Taxiway 04	P	205	55	11,388	9/2/2004	AC
AH16IN	Hold Apron 16 Independence	APRON	01	Taxiway A	Hangars	P	115	95	8,201	9/1/1999	AC
AH34IN	H Apr 34 Independence	APRON	01	Taxiway A	Taxiway 05	P	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	P	140	60	8,400	8/2/1999	AC
R16IN	RW 16/34 Independence	RUNWAY	02	Section 01	Section 03	P	2,850	60	171,000	8/1/1999	AAC
R16IN	RW 16/34 Independence	RUNWAY	03	Section 02	Runway 34 End	P	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	P	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	P	80	75	6,586	8/1/1999	AAC
TA2IN	Taxiway A2 Independence	TAXIWAY	01	Taxiway A	Apron 01	P	85	30	4,019	8/4/1999	AC
TA2IN	Taxiway A2 Independence	TAXIWAY	02	Runway 16/34	Taxiway A	P	105	30	5,256	8/1/1999	AC
TA3IN	Taxiway A3 Independence	TAXIWAY	01	Runway 16/34	Taxiway A	P	105	30	5,256	8/1/1999	AC
TA4IN	Taxiway A4 Independence	TAXIWAY	01	Runway 16/34	Taxiway A	P	105	80	9,370	8/2/1999	AC
TAIN	Taxiway A Independence	TAXIWAY	01	TA4IN	TA1IN-02	P	3,015	30	92,537	8/2/1999	AC
TAIN	Taxiway A Independence	TAXIWAY	02	TA1IN-01	T08IN	P	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

- SECTION
- SAMPLE UNIT

N

0 250 500 Feet

GRI

INDEPENDENCE STATE AIRPORT
SAMPLE UNIT LAYOUT

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

APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

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

Table 1B: PAVER DISTRESS CODES FOR FLEXIBLE PAVEMENT

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

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

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

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

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

B.2 DISTRESS TYPES

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

- **Load-related:** Flexible pavement distresses include alligator/fatigue cracking, corrugation, depression, polished aggregate, rutting, and slippage cracking.
- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering.
- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/fatigue cracking, depressions, potholes, and swelling.
- **Other factors:** 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	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01IN	01	8/4/1999	AC	APRON	7/1/2023	24	75	Satisfactory	100	0	0
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

Abbreviations:

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

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

					2018 Survey			2023 Survey				
Branch ID	Section ID	Surface Type[1]	Approximate Area, square feet	LCD[2]	PCI[3]	PCI Category	Inspection Date	PCI	PCI Category	Age[4]	Δ PCI/yr[5]	Rate of 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:

[1] AC = Asphalt Concrete, AAC = Asphalt Overlay AC

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

[3] PCI = Pavement Condition Index

[4] Age = Pavement age in years at the time of the PCI survey in 2018

[5] Δ 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.

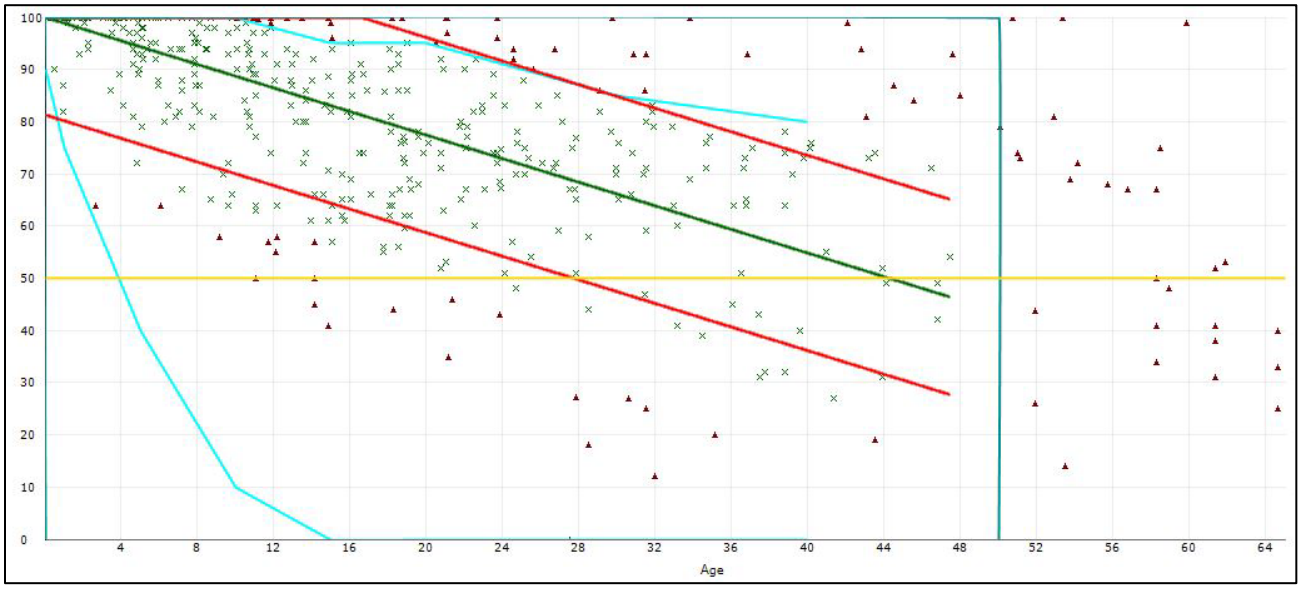


Figure 1C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC APRONS

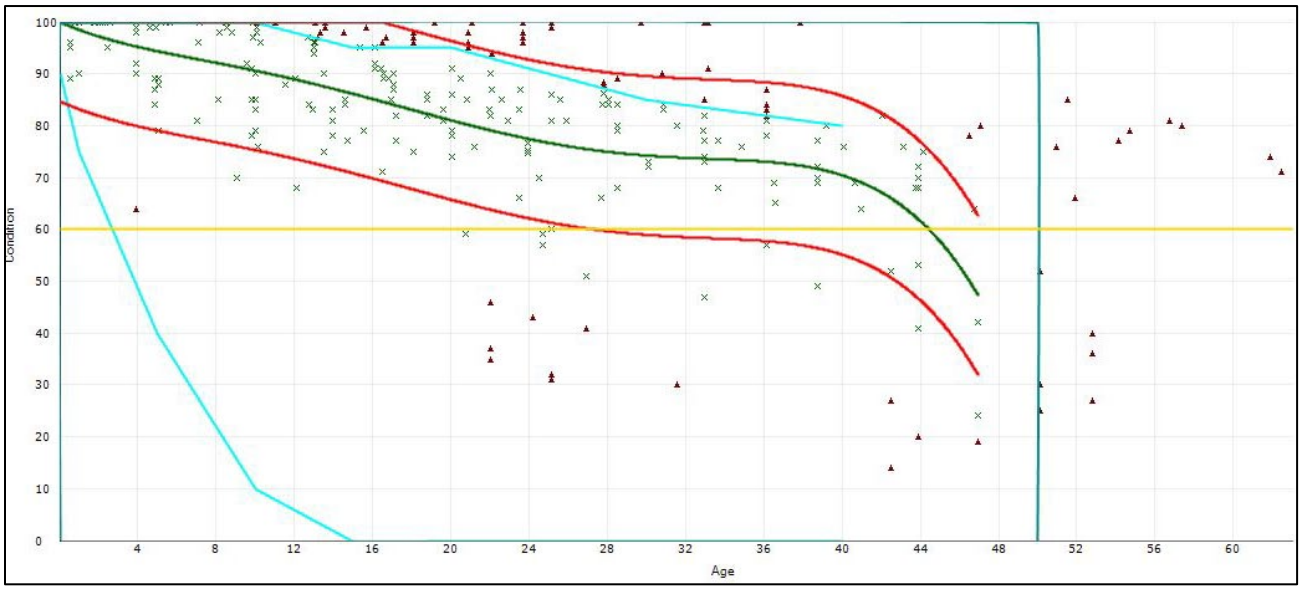


Figure 2C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC RUNWAYS

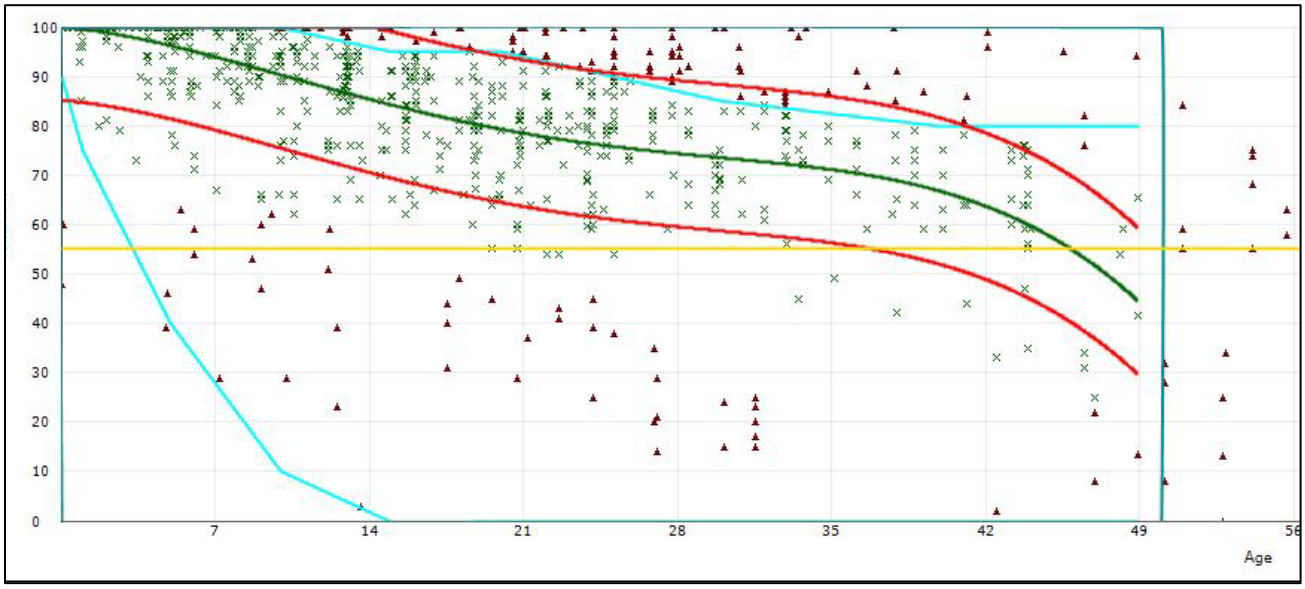


Figure 3C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC TAXIWAYS

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

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service Life
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,
[1] Major M&R (Maintenance and Rehabilitation) Trigger PCI = Critical PCI

APPENDIX D

Unit Cost Data and Maintenance and Rehabilitation Plan

APPENDIX D

UNIT COST DATA AND MAINTENANCE AND REHABILITATION PLAN

D.1 ANALYSIS METHODOLOGY

We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop project recommendations for the next five years. The purpose of this analysis is to determine the M&R needs of the 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

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

D.2 MAINTENANCE POLICIES AND UNIT COSTS

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

Although our work scope does not include budget analysis, we did assign construction costs to the maintenance work so that PAVER would allocate M&R projects that were approximately equal in costs for each year of the five-year period. The anticipated cost of performing M&R is based on cost tables that relate M&R work type 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 M&R	Complete Reconstruction with AC	$17.32	Sq Ft
	Cold Mill and Overlay – 2 Inches Thick	$7.64	Sq Ft
Surface Treatment (Global) M&R	Surface Treatment - Slurry Seal	$0.52	Sq Ft
	Surface Treatment - Fog Seal	$0.31	Sq Ft
Localized Preventive M&R	Crack Sealing - AC	$3.12	Ft
	Crack Sealing - PCC	$23.4	Ft
	Crack Sealing – Wide Cracks	$51.48	Ft
	Joint Sealing – PCC	$7.80	Ft
	AC Patching – Full Depth	$78.00	Sq Ft
	PCC Patching – Full Depth	$156.00	Sq Ft

D.3 RECOMMENDED LOCALIZED MAINTENANCE

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

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

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

Table 3D: 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	$12,320
A01IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,357	Ft	$3.12	$4,234	
A01IN	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,794	Ft	$3.12	$5,598	$38,594
A01IN	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,113	Ft	$3.12	$9,712	
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	$7,069
A01IN	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	256	Ft	$3.12	$799	
A01IN	03	Alligator Cracking	Low	Crack Sealing - AC	14	Ft	$3.12	$43	
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	$3,562
AH16IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	294	Ft	$3.12	$917	
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	$5,348
AH34IN	01	Alligator Cracking	Medium	Patching - AC Deep	56	SqFt	$78.00	$4,372	
AHELI1IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	226	Ft	$3.12	$705	$830
AHELI1IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	40	Ft	$3.12	$125	
AHELI2IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	10	Ft	$3.12	$31	$303
AHELI2IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	87	Ft	$3.12	$271	
R16IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	131	Ft	$3.12	$409	$1,310
R16IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	289	Ft	$3.12	$902	
R16IN	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	8,453	Ft	$3.12	$26,374	$32,598
R16IN	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,995	Ft	$3.12	$6,224	
R16IN	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	476	Ft	$3.12	$1,485	$1,875
R16IN	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	125	Ft	$3.12	$390	
T01IN	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	12	Ft	$51.48	$618	$3,812
T01IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	367	Ft	$3.12	$1,145	
T01IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	30	Ft	$3.12	$94	
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	$490
T03IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	97	Ft	$3.12	$303	
T04IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	187	Ft	$3.12	$583	$830
T04IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	79	Ft	$3.12	$246	
T05IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	44	Ft	$3.12	$137	$20,079
T05IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	528	Ft	$3.12	$1,647	
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	$5,406
T06IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	935	Ft	$3.12	$2,918	
TA1IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	120	Ft	$3.12	$374	$1,351
TA1IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	313	Ft	$3.12	$977	
TA2IN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	200	Ft	$3.12	$624	$699
TA2IN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	24	Ft	$3.12	$75	
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	
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	
TAIN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	423	Ft	$3.12	$1,318	$58,492
TAIN	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,850	Ft	$3.12	$12,013	
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	
TCHEROKEIN	01	Alligator Cracking	Low	Crack Sealing - AC	19	Ft	$3.12	$58	$2,948
TCHEROKEIN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	173	Ft	$3.12	$539	
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	$70,159
TFBOIN	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	180	Ft	$3.12	$562	
TFBOIN	01	Alligator Cracking	High	Patching - AC Deep	597	SqFt	$78.00	$46,587	
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	

Abbreviations:

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

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

Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	Area, square feet	Unit Cost per square foot	Total Cost
2024	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
	T06IN	01	TAXIWAY	AC	79	Slurry Seal	8,650	$0.52	$4,498
	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
2025	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
	A01IN	03	APRON	AC	60	Fog Seal	11,388	$0.31	$3,530
	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
2027	AH34IN	01	APRON	AC	65	Overlay	4,714	$7.64	$36,017
	T05IN	01	TAXIWAY	AC	60	Overlay	10,888	$7.64	$83,188
	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
	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

Re-Inspection Report

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

Network: Independen **Name:** Independence State

Branch: A01IN **Name:** Apron 01 Independence **Use:** APRON **Area:** 173,139 SqFt

Section: 01 of 3 **From:** Taxiway A2 **To:** Section 02 **Last Const.:** 8/4/1999

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 79,100 SqFt **Length:** 380 Ft **Width:** 210 Ft

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

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

Section Comments:

Work Date: 8/1/1999	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1999	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1999	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 8/4/1999	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/5/1999	**Work Type:** Surface Seal - Coal Tar	**Code:** SS-CT	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 16 **Surveyed:** 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	M	22.00	Ft
57	WEATHERING	L	5300.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	281.00	Ft
48	L & T CR	M	90.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 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	L	5000.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	9.00	Ft
48	L & T CR	M	125.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

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 Independence **Use:** APRON **Area:** 173,139 SqFt

Section: 02 of 3 **From:** Section 01 **To:** Taxiway 04 **Last Const.:** 8/2/1999

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 82,651 SqFt **Length:** 455 Ft **Width:** 248 Ft

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

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

Section Comments:

Work Date: 8/1/1999	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1999	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/3/1999	**Work Type:** Surface Seal - Coal Tar	**Code:** SS-CT	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 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	M	30.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

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 **PCI:** 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 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	107.00	Ft
48	L & T CR	L	75.00	Ft
48	L & T CR	M	75.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5888.00 SqFt **PCI:** 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
50	PATCHING	L	30.00	SqFt
57	WEATHERING	L	5888.00	SqFt

Network: Independen **Name:** Independence State

Branch: A01IN **Name:** Apron 01 Independence **Use:** APRON **Area:** 173,139 SqFt

Section: 03 of 3 **From:** Section 02 **To:** Taxiway 04 **Last Const.:** 9/2/2004

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 11,388 SqFt **Length:** 205 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 9/1/2004 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

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

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5705.00 SqFt **PCI:** 52

Sample Comments:

41	ALLIGATOR CR	M	30.00	SqFt
45	DEPRESSION	L	36.00	SqFt
45	DEPRESSION	M	9.00	SqFt
48	L & T CR	L	366.00	Ft
48	L & T CR	M	105.00	Ft
57	WEATHERING	L	5705.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5683.00 SqFt **PCI:** 67

Sample Comments:

41	ALLIGATOR CR	L	22.00	SqFt
48	L & T CR	L	68.00	Ft
48	L & T CR	L	161.00	Ft
48	L & T CR	M	151.00	Ft
57	WEATHERING	L	5683.00	SqFt

Network: Independen **Name:** Independence State

Branch: AH16IN **Name:** Hold Apron 16 Independence **Use:** APRON **Area:** 8,201 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangars **Last Const.:** 9/1/1999

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 8,201 SqFt **Length:** 115 Ft **Width:** 95 Ft

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

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

Section Comments:

Work Date: 9/1/1999 **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 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4920.00 SqFt **PCI:** 68

Sample Comments:

41	ALLIGATOR CR	M	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 **Type:** R **Area:** 3280.00 SqFt **PCI:** 69

Sample Comments:

45	DEPRESSION	M	7.00	SqFt
48	L & T CR	L	133.00	Ft
48	L & T CR	M	67.00	Ft
57	WEATHERING	L	3280.00	SqFt

Network: Independen **Name:** Independence State

Branch: AH34IN **Name:** H Apr 34 Independence **Use:** APRON **Area:** 4,714 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Taxiway 05 **Last Const.:** 9/1/2001

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 4,714 SqFt **Length:** 90 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/2001 **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:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4714.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CR	M	30.00	SqFt
48	L & T CR	L	75.00	Ft
48	L & T CR	L	238.00	Ft
57	WEATHERING	L	4714.00	SqFt

Network: Independen **Name:** Independence State

Branch: AHELI1IN **Name:** Helipad 1 Independence **Use:** HELIPAD **Area:** 3,421 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** End **Last Const.:** 9/2/2004

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 3,421 SqFt **Length:** 30 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/2004 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2004 **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:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3421.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	226.00	Ft
48	L & T CR	M	40.00	Ft
57	WEATHERING	L	3421.00	SqFt

Network: Independen **Name:** Independence State

Branch: AHELI2IN **Name:** Helipad 2 Independence **Use:** HELIPAD **Area:** 3,429 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** End **Last Const.:** 9/2/2004

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 3,429 SqFt **Length:** 30 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/2004 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2004 **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:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3429.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	87.00	Ft
48	L & T CR	M	10.00	Ft
50	PATCHING	M	1.00	SqFt
57	WEATHERING	L	3429.00	SqFt

Network: Independen **Name:** Independence State

Branch: R16IN **Name:** RW 16/34 Independence **Use:** RUNWAY **Area:** 188,400 SqFt

Section: 02 of 3 **From:** Section 01 **To:** Section 03 **Last Const.:** 8/1/1999

Surface: AAC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 171,000 SqFt **Length:** 2,850 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1980	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False
Work Date: 8/1/1999	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2009	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 29 **Surveyed:** 5

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	290.00	Ft
48	L & T CR	M	66.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	136.00	Ft
48	L & T CR	L	247.00	Ft
48	L & T CR	M	22.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 10 **Type:** R **Area:** 6000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	351.00	Ft
48	L & T CR	M	122.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 20 **Type:** R **Area:** 6000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	180.00	Ft
48	L & T CR	M	70.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 27 **Type:** R **Area:** 6000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	55.00	Ft
48	L & T CR	L	224.00	Ft
48	L & T CR	M	70.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: Independen **Name:** Independence State

Branch: R16IN **Name:** RW 16/34 Independence **Use:** RUNWAY **Area:** 188,400 SqFt

Section: 01 of 3 **From:** Runway 16 End **To:** Section 02 **Last Const.:** 8/2/1999

Surface: AC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 8,400 SqFt **Length:** 140 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 8/1/1999	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1999	**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
Work Date: 9/2/2009	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False

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

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	131.00	Ft
48	L & T CR	M	131.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2400.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	158.00	Ft
57	WEATHERING	L	2400.00	SqFt

Network: Independen **Name:** Independence State

Branch: R16IN **Name:** RW 16/34 Independence **Use:** RUNWAY **Area:** 188,400 SqFt

Section: 03 of 3 **From:** Section 02 **To:** Runway 34 End **Last Const.:** 8/1/1999

Surface: AAC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 9,000 SqFt **Length:** 150 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1980	**Work Type:** Surface Treatment - Rejuvenat (Localized MR)	**Code:** ST-RJ	**Is Major M&R:** False
Work Date: 8/1/1999	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2009	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False

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

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 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 **Type:** R **Area:** 3000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	73.00	Ft
57	WEATHERING	L	3000.00	SqFt

Network: Independen **Name:** Independence State

Branch: T01IN **Name:** Taxiway 01 Independence **Use:** TAXIWAY **Area:** 6,954 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangars **Last Const.:** 8/2/1993

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **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:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/1/1993	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1993	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Surface Treatment - Seal Coat (Global MR)	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/28/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6954.00 SqFt **PCI:** 69

Sample Comments:

41	ALLIGATOR CR	M	9.00	SqFt
48	L & T CR	L	367.00	Ft
48	L & T CR	M	30.00	Ft
48	L & T CR	H	12.00	Ft
57	WEATHERING	L	6954.00	SqFt

Network: Independen **Name:** Independence State

Branch: T02IN **Name:** Taxiway 02 Independence **Use:** TAXIWAY **Area:** 9,240 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Property Line **Last Const.:** 9/3/1974

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 9,240 SqFt **Length:** 458 Ft **Width:** 20 Ft

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:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5145.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5145.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4094.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4094.00	SqFt

Network: Independen **Name:** Independence State

Branch: T03IN **Name:** Taxiway 03 Independence **Use:** TAXIWAY **Area:** 2,759 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Apron 01 **Last Const.:** 8/2/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 2,759 SqFt **Length:** 65 Ft **Width:** 48 Ft

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

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

Section Comments:

Work Date: 8/1/1999 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/2/1999 **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:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2759.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	60.00	Ft
48	L & T CR	M	97.00	Ft
57	WEATHERING	L	2759.00	SqFt

Network: Independen **Name:** Independence State

Branch: T04IN **Name:** Taxiway 04 Independence **Use:** TAXIWAY **Area:** 8,650 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangars **Last Const.:** 8/2/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 8,650 SqFt **Length:** 365 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 8/1/1999	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1999	**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 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3313.00 SqFt **PCI:** 82

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 **Type:** R **Area:** 5337.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	119.00	Ft
48	L & T CR	M	62.00	Ft
57	WEATHERING	L	5337.00	SqFt

Network: Independen **Name:** Independence State

Branch: T05IN **Name:** Taxiway 05 Independence **Use:** TAXIWAY **Area:** 10,888 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Taxiway 06 **Last Const.:** 8/2/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 10,888 SqFt **Length:** 384 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 8/1/1999 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/2/1999 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

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

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	126.00	Ft
48	L & T CR	M	6.00	Ft
50	PATCHING	L	64.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5888.00 SqFt **PCI:** 44

Sample Comments:

41	ALLIGATOR CR	M	177.00	SqFt
48	L & T CR	L	402.00	Ft
48	L & T CR	M	38.00	Ft
57	WEATHERING	L	5888.00	SqFt

Network: Independen **Name:** Independence State

Branch: T06IN **Name:** Taxiway 06 Independence **Use:** TAXIWAY **Area:** 31,944 SqFt

Section: 01 of 1 **From:** Taxiway 05 **To:** Hangars **Last Const.:** 9/2/2004

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 31,944 SqFt **Length:** 1,350 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2004 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 6237.00 SqFt **PCI:** 72

Sample Comments:

45	DEPRESSION	M	6.00	SqFt
48	L & T CR	L	172.00	Ft
48	L & T CR	M	83.00	Ft
57	WEATHERING	L	6237.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6392.00 SqFt **PCI:** 59

Sample Comments:

45	DEPRESSION	M	30.00	SqFt
48	L & T CR	L	120.00	Ft
48	L & T CR	M	230.00	Ft
50	PATCHING	L	92.00	SqFt
57	WEATHERING	L	6392.00	SqFt

Sample Number: 05 **Type:** R **Area:** 3833.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	190.00	Ft
48	L & T CR	M	98.00	Ft
57	WEATHERING	L	3833.00	SqFt

Network: Independen **Name:** Independence State

Branch: TA1IN **Name:** Taxiway A1 Independence **Use:** TAXIWAY **Area:** 6,586 SqFt

Section: 01 of 1 **From:** Runway 34 End **To:** Taxiway A **Last Const.:** 8/1/1999

Surface: AAC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 6,586 SqFt **Length:** 80 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1980	**Work Type:** Surface Treatment - Rejuvenat (Localized MR)	**Code:** ST-RJ	**Is Major M&R:** False
Work Date: 8/1/1999	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**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 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3586.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	276.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	3586.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	37.00	Ft
48	L & T CR	M	20.00	Ft
57	WEATHERING	L	3000.00	SqFt

Network: Independen **Name:** Independence State

Branch: TA2IN **Name:** Taxiway A2 Independence **Use:** TAXIWAY **Area:** 9,275 SqFt

Section: 02 of 2 **From:** Runway 16/34 **To:** Taxiway A **Last Const.:** 8/1/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 5,256 SqFt **Length:** 105 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1980	**Work Type:** Surface Treatment - Rejuvenat (Localized MR)	**Code:** ST-RJ	**Is Major M&R:** False
Work Date: 8/1/1999	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**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 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5256.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	200.00	Ft
57	WEATHERING	L	5256.00	SqFt

Network: Independen **Name:** Independence State

Branch: TA2IN **Name:** Taxiway A2 Independence **Use:** TAXIWAY **Area:** 9,275 SqFt

Section: 01 of 2 **From:** Taxiway A **To:** Apron 01 **Last Const.:** 8/4/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 4,019 SqFt **Length:** 85 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1999	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1999	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1999	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 8/4/1999	**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:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4019.00 SqFt **PCI:** 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	L	4019.00	SqFt

Network: Independen **Name:** Independence State

Branch: TA3IN **Name:** Taxiway A3 Independence **Use:** TAXIWAY **Area:** 5,256 SqFt

Section: 01 of 1 **From:** Runway 16/34 **To:** Taxiway A **Last Const.:** 8/1/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 5,256 SqFt **Length:** 105 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1980	**Work Type:** Surface Treatment - Rejuvenat (Localized MR)	**Code:** ST-RJ	**Is Major M&R:** False
Work Date: 8/1/1999	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True

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

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5256.00 SqFt **PCI:** 75

Sample Comments:

41	ALLIGATOR CR	L	4.00	SqFt
45	DEPRESSION	L	40.00	SqFt
48	L & T CR	L	100.00	Ft
50	PATCHING	L	39.00	SqFt
57	WEATHERING	L	5256.00	SqFt

Network: Independen **Name:** Independence State

Branch: TA4IN **Name:** Taxiway A4 Independence **Use:** TAXIWAY **Area:** 9,370 SqFt

Section: 01 of 1 **From:** Runway 16/34 **To:** Taxiway A **Last Const.:** 8/2/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 9,370 SqFt **Length:** 105 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 8/1/1999 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/2/1999 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

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

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4200.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	199.00	Ft
48	L & T CR	M	35.00	Ft
57	WEATHERING	L	4200.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5170.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	88.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	L	5170.00	SqFt

Network: Independen **Name:** Independence State

Branch: TAIN **Name:** Taxiway A Independence **Use:** TAXIWAY **Area:** 99,210 SqFt

Section: 01 of 2 **From:** TA4IN **To:** TA1IN-02 **Last Const.:** 8/2/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 92,537 SqFt **Length:** 3,015 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1999	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1999	**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 **TotalSamples:** 15 **Surveyed:** 5

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 53

Sample Comments:

41	ALLIGATOR CR	M	48.00	SqFt
48	L & T CR	L	376.00	Ft
48	L & T CR	M	11.00	Ft
50	PATCHING	L	24.00	SqFt
50	PATCHING	M	3.00	SqFt
57	WEATHERING	L	6000.00	SqFt

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

Sample Comments:

48	L & T CR	L	60.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 49

Sample 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

Sample Number: 11 **Type:** R **Area:** 6000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	338.00	Ft
48	L & T CR	M	19.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 15 **Type:** R **Area:** 6450.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	237.00	Ft
48	L & T CR	M	71.00	Ft
57	WEATHERING	L	6450.00	SqFt

Network: Independen **Name:** Independence State

Branch: TAIN **Name:** Taxiway A Independence **Use:** TAXIWAY **Area:** 99,210 SqFt

Section: 02 of 2 **From:** TA1IN-01 **To:** T08IN **Last Const.:** 8/4/1999

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** P

Area: 6,673 SqFt **Length:** 125 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 8/1/1999	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1999	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1999	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 8/4/1999	**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 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6673.00 SqFt **PCI:** 62

Sample Comments:

41	ALLIGATOR CR	M	60.00	SqFt
48	L & T CR	L	103.00	Ft
57	WEATHERING	L	6673.00	SqFt

Network: Independen **Name:** Independence State

Branch: TCADETIN **Name:** Cadet Taxiway Independence **Use:** TAXIWAY **Area:** 1,955 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Property Line **Last Const.:** 9/2/1974

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 1,955 SqFt **Length:** 93 Ft **Width:** 20 Ft

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: 9/2/1974	**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:** 94

Inspection Comments:

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

Sample Comments:

57	WEATHERING	L	1955.00	SqFt

Network: Independen **Name:** Independence State

Branch: TCHEROKEIN **Name:** Cherokee Taxilane Independence **Use:** TAXIWAY **Area:** 13,803 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangars **Last Const.:** 8/3/1974

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 13,803 SqFt **Length:** 457 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 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 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4500.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CR	L	25.00	SqFt
45	DEPRESSION	M	3.00	SqFt
48	L & T CR	L	220.00	Ft
48	L & T CR	M	74.00	Ft
57	WEATHERING	L	4500.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5649.00 SqFt **PCI:** 66

Sample Comments:

45	DEPRESSION	M	7.00	SqFt
48	L & T CR	L	334.00	Ft
48	L & T CR	M	53.00	Ft
50	PATCHING	L	24.00	SqFt
57	WEATHERING	L	5649.00	SqFt

Network: Independen **Name:** Independence State

Branch: TFBOIN **Name:** FBO Taxilane Independence **Use:** TAXIWAY **Area:** 6,835 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangars **Last Const.:** 8/3/1974

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 6,835 SqFt **Length:** 342 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 8/1/1974 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 8/2/1974 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/3/1974 **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:** 13

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6835.00 SqFt **PCI:** 13

Sample Comments:

41	ALLIGATOR CR	M	222.00	SqFt
41	ALLIGATOR CR	H	503.00	SqFt
48	L & T CR	L	226.00	Ft
48	L & T CR	M	180.00	Ft
52	RAVELING	M	3417.00	SqFt
57	WEATHERING	M	3418.00	SqFt

Network: Independen **Name:** Independence State

Branch: TRULOIN **Name:** RULO Taxiway Independence **Use:** TAXIWAY **Area:** 8,752 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Hangars **Last Const.:** 8/3/1974

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 8,752 SqFt **Length:** 438 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 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 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4000.00 SqFt **PCI:** 38

Sample Comments:

48	L & T CR	L	281.00	Ft
48	L & T CR	M	30.00	Ft
50	PATCHING	L	198.00	SqFt
52	RAVELING	M	2000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4752.00 SqFt **PCI:** 45

Sample Comments:

48	L & T CR	L	200.00	Ft
48	L & T CR	M	148.00	Ft
52	RAVELING	M	1759.00	SqFt
57	WEATHERING	L	1188.00	SqFt
57	WEATHERING	M	1805.00	SqFt

Network: Independen **Name:** Independence State

Branch: TSKYHAWKIN **Name:** Sky Hawk Taxiway Independence **Use:** TAXIWAY **Area:** 1,955 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Property Line **Last Const.:** 9/3/1974

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 7S5 **Category:** F **Rank:** S

Area: 1,955 SqFt **Length:** 93 Ft **Width:** 20 Ft

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:** 94

Inspection Comments:

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

Sample Comments:

57	WEATHERING	L	1955.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_2023Survey_MASTER DB-12-14-2023-4pm

Network: Independence State **Branch:** A01IN Apron 01 Independ **Section:** 01 **Surface:**AC
L.C.D. 8/4/1999 **Use:** APRON **Rank:** P **Length:** 380.00 (Ft) **Width:** 210.00 (Ft) **True Area:** 79100 (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	☐	
8/5/1999	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 Independ **Section:** 02 **Surface:**AC
L.C.D. 8/2/1999 **Use:** APRON **Rank:** P **Length:** 455.00 (Ft) **Width:** 248.00 (Ft) **True Area:** 82651 (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	☐	
8/3/1999	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 Independ **Section:** 03 **Surface:**AC
L.C.D. 9/2/2004 **Use:** APRON **Rank:** P **Length:** 205.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 11388 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	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
L.C.D. 9/1/1999 **Use:** APRON **Rank:** P **Length:** 115.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 8201 (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	☐	
9/1/1999	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown LCD and thickness

Network: Independence State **Branch:** AH34IN H Apr 34 Independ **Section:** 01 **Surface:**AC
L.C.D. 9/1/2001 **Use:** APRON **Rank:** P **Length:** 90.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4714 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown LCD and thickness

Network: Independence State **Branch:** AHELI1IN Helipad 1 Indepen **Section:** 01 **Surface:**AC
L.C.D. 9/2/2004 **Use:** HELIPAD **Rank:** S **Length:** 30.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 3421 (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: Independence State **Branch:** AHELI2IN Helipad 2 Indepen **Section:** 01 **Surface:** AC
L.C.D. 9/2/2004 **Use:** HELIPAD **Rank:** S **Length:** 30.00 (Ft) **Width:** 30.00 (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: Independence State **Branch:** R16IN RW 16/34 Indepen **Section:** 01 **Surface:** AC
L.C.D. 8/2/1999 **Use:** RUNWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 8400 (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	☐	
8/2/1999	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:** R16IN RW 16/34 Indepen **Section:** 02 **Surface:** AAC
L.C.D. 8/1/1999 **Use:** RUNWAY **Rank:** P **Length:** 2,850.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 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: Independence State **Branch:** R16IN RW 16/34 Indepen **Section:** 03 **Surface:** AAC
L.C.D. 8/1/1999 **Use:** RUNWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 60.00 (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	☐	

Network: Independence State **Branch:** T01IN Taxiway 01 Indepe **Section:** 01 **Surface:** AC
L.C.D. 8/2/1993 **Use:** TAXIWAY **Rank:** S **Length:** 458.00 (Ft) **Width:** 20.00 (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	☐	

Network: Independence State **Branch:** T02IN Taxiway 02 Indepe **Section:** 01 **Surface:** AC
L.C.D. 9/3/1974 **Use:** TAXIWAY **Rank:** S **Length:** 458.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 9240 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/1974	NC-AC	New Construction - AC	0.00	2.00	☑	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

Network: Independence State **Branch:** T03IN Taxiway 03 Indepe **Section:** 01 **Surface:** AC
L.C.D. 8/2/1999 **Use:** TAXIWAY **Rank:** P **Length:** 65.00 (Ft) **Width:** 48.00 (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: Independence State **Branch:** T04IN Taxiway 04 Indepe **Section:** 01 **Surface:** AC
L.C.D. 8/2/1999 **Use:** TAXIWAY **Rank:** S **Length:** 365.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 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: Independence State **Branch:** T05IN Taxiway 05 Indepe **Section:** 01 **Surface:** AC
L.C.D. 8/2/1999 **Use:** TAXIWAY **Rank:** S **Length:** 384.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 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	☑	
8/1/1999	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Independence State **Branch:** T06IN Taxiway 06 Indepe **Section:** 01 **Surface:** AC
L.C.D. 9/2/2004 **Use:** TAXIWAY **Rank:** S **Length:** 1,350.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 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	☑	
9/1/2004	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Independence State **Branch:** TA1IN Taxiway A1 Indep **Section:** 01 **Surface:**AAC
L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 6586 (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	☐	
8/1/1999	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, 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: Independence State **Branch:** TA2IN Taxiway A2 Indep **Section:** 01 **Surface:**AC
L.C.D. 8/4/1999 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 4019 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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:** TA2IN Taxiway A2 Indep **Section:** 02 **Surface:**AC
L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 105.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 5256 (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	☐	
8/1/1999	OL-ACTH	Overlay - Thin	0.00	2.00	☑	
8/1/1980	ST-RJ	Surface Treatment - Rejuvenat (Localized MR)	0.00	0.10	☐	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: Independence State **Branch:** TA3IN Taxiway A3 Indep **Section:** 01 **Surface:**AC
L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 105.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 5256 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1999	OL-ACTH	Overlay - Thin	0.00	2.00	☑	
8/1/1980	ST-RJ	Surface Treatment - Rejuvenat (Localized MR)	0.00	0.10	☐	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: Independence State **Branch:** TA4IN Taxiway A4 Indep **Section:** 01 **Surface:** AC

L.C.D. 8/2/1999 **Use:** TAXIWAY **Rank:** P **Length:** 105.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 9370 (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: Independence State **Branch:** TAIN Taxiway A Indepe **Section:** 01 **Surface:** AC

L.C.D. 8/2/1999 **Use:** TAXIWAY **Rank:** P **Length:** 3,015.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 92537 (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: Independence State **Branch:** TAIN Taxiway A Indepe **Section:** 02 **Surface:** AC

L.C.D. 8/4/1999 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 6673 (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	☐	
8/4/1999	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:** TCADETIN Cadet Taxiway Ind **Section:** 01 **Surface:** AC

L.C.D. 9/2/1974 **Use:** TAXIWAY **Rank:** S **Length:** 93.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 1955 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/1974	NC-AC	New Construction - AC	0.00	2.00	☑	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

Network: Independence State **Branch:** TCHEROKEI Cherokee Taxilane **Section:** 01 **Surface:** AC

L.C.D. 8/3/1974 **Use:** TAXIWAY **Rank:** S **Length:** 457.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 13803 (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	☐	
8/3/1974	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: Independence State **Branch:** TFBOIN FBO Taxilane Inde **Section:** 01 **Surface:** AC

L.C.D. 8/3/1974 **Use:** TAXIWAY **Rank:** S **Length:** 342.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 6835 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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: Independence State **Branch:** TRULOIN RULO Taxiway In **Section:** 01 **Surface:** AC
L.C.D. 8/3/1974 **Use:** TAXIWAY **Rank:** S **Length:** 438.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 8752 (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	☐	
8/3/1974	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: Independence State **Branch:** TSKYHAWKISky Hawk Taxiwa **Section:** 01 **Surface:** AC
L.C.D. 9/3/1974 **Use:** TAXIWAY **Rank:** S **Length:** 93.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 1955 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/1974	NC-AC	New Construction - AC	0.00	2.00	☑	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

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