2023 ODAV Pavement Evaluation Program Ken Jernstedt Airfield

Hood River, Oregon

December 29, 2023

Prepared for

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1 OVERVIEW

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

Ken Jernstedt Airfield is located in Hood River, Oregon, and is owned and operated by the Port of Hood River. The airport consists of a single runway, two primary taxiways, and multiple connector taxiways and aprons that serve a variety of general aviation aircraft and military aircraft. The general location of the airport is shown below on the Ken Jernstedt Airfield Location Map, Figure 2.1.

Figure 2.1: KEN JERNSTEDT AIRFIELD LOCATION MAP

The airside pavements at the Ken Jernstedt Airfield are comprised of asphalt concrete (AC), AC overlaid with AC (AAC), and portland cement concrete (PCC). The airport pavements, delineated by surface type and branch use, are shown on the Ken Jernstedt Airfield Percent of Pavement Area by Surface Type, Figure 2.2, and on the Ken Jernstedt 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 Ken Jernstedt Airfield 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.

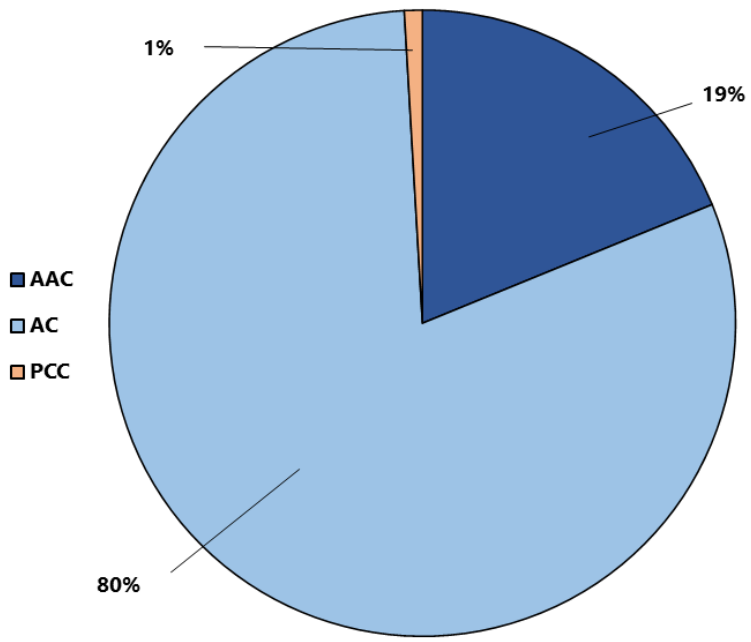


Figure 2.2: KEN JERNSTEDT AIRFIELD PERCENT OF PAVEMENT AREA BY SURFACE TYPE

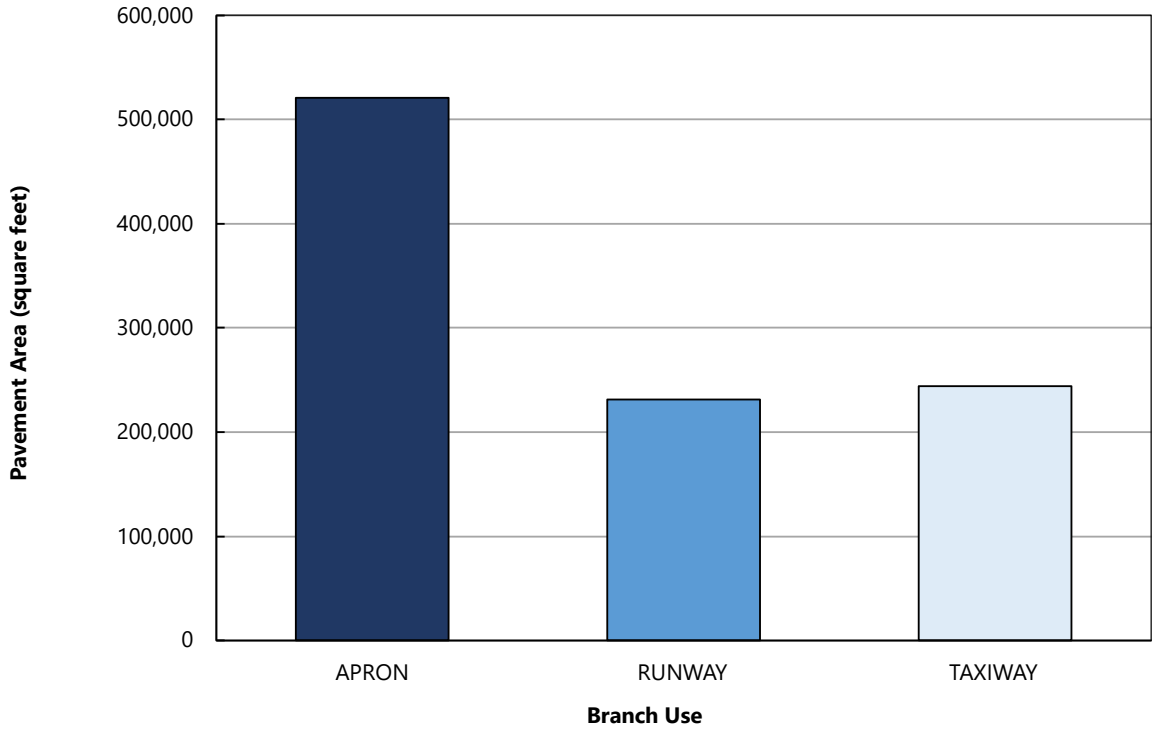
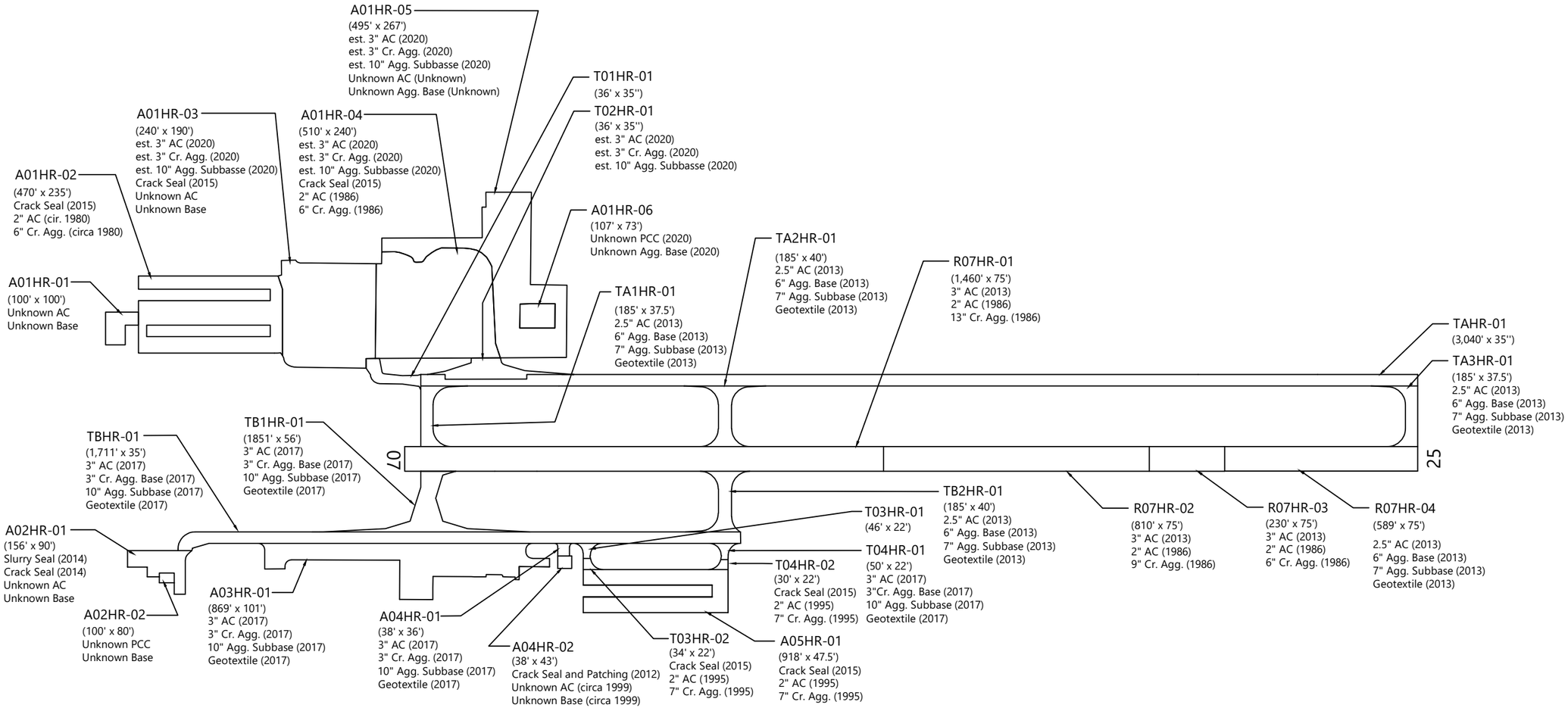


Figure 2.3: KEN JERNSTEDT AIRFIELD PAVEMENT AREA BY BRANCH USE



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

N

0 350 700 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

KEN JERNSTEDT AIRFIELD 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 Ken Jernstedt Airfield in July 2023. The 2023 survey work was performed on sections last inspected in 2017 in order to update the Ken Jernstedt Airfield inspection data. GRI performed the 2023 PCI survey in accordance with the methods described in FAA Advisory Circular 150/5380-6C and ASTM D5340 and further discussed in Appendix B of this report.

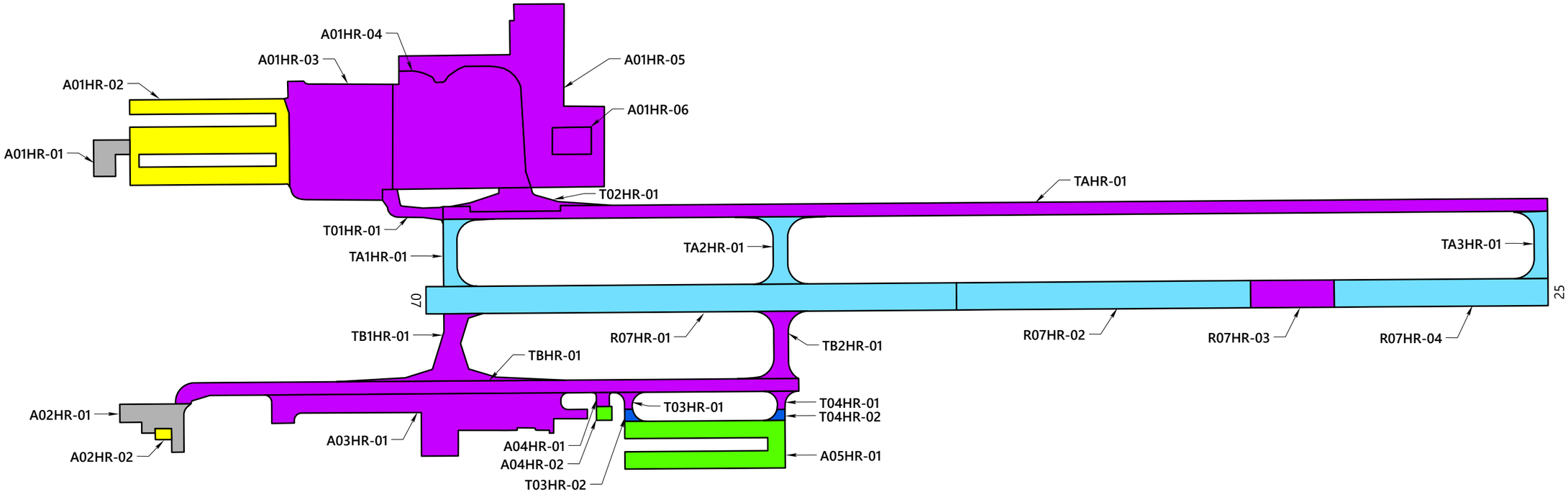
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category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

Table 3-1: ASTM PCI RATING SCALE

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

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Ken Jernstedt Airfield is approximately 81. The section PCIs ranged from a low of 14 to a high of 94. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, block cracking, and patching on AC-surfaced pavements, and linear cracking, corner spalls, and shattered slabs on PCC pavements. Section PCIs following our pavement survey are displayed below spatially on the Ken Jernstedt Airfield 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

0 300 600 Feet

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KEN JERNSTEDT AIRFIELD
2023 PCI SURVEY RESULTS

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The condition distribution of the network by percent of total pavement area is provided on the Ken Jernstedt Airfield 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.

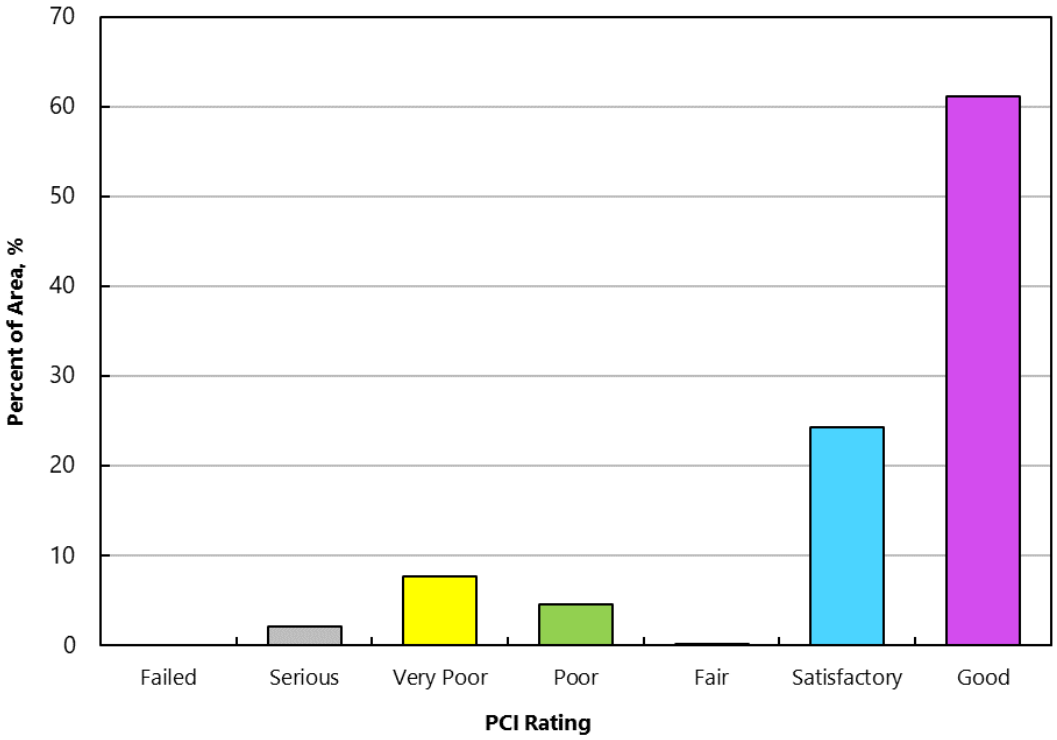


Figure 3.2: KEN JERNSTEDT AIRFIELD PAVEMENT CONDITION RATING BY PERCENT OF AREA

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 Ken Jernstedt Airfield are displayed on Figures 1C through 4C 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 81 to a value of 75 in 2028 and 71 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 Ken Jernstedt Airfield is displayed spatially on the Ken Jernstedt Airfield 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.

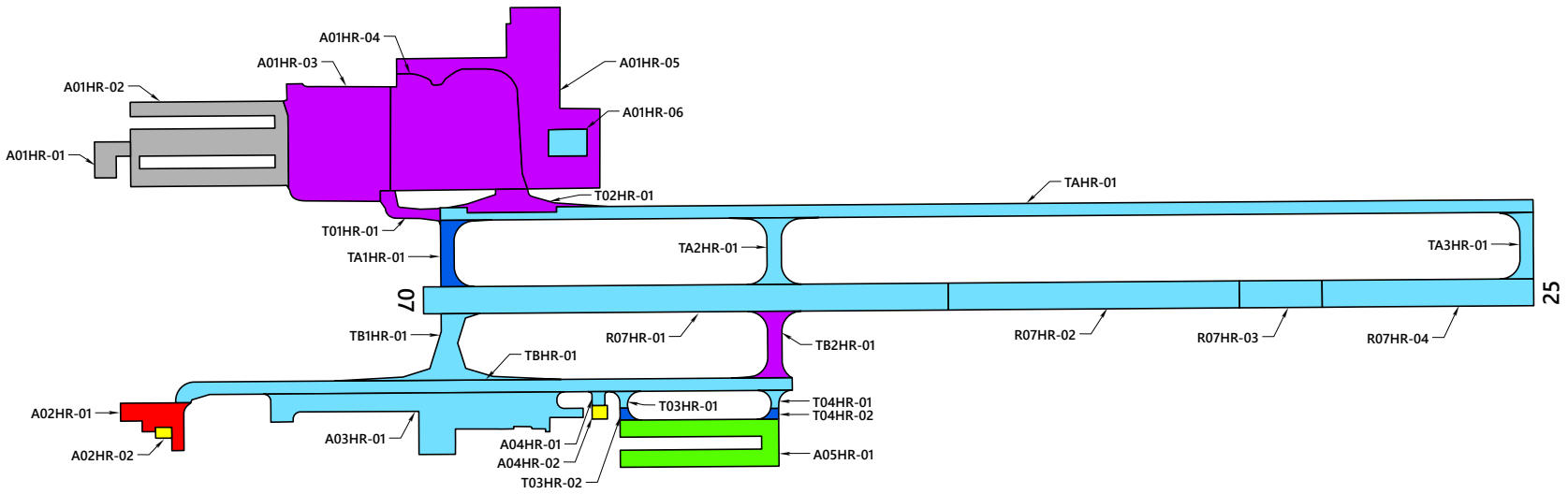
4.3 Functional Remaining Life

The 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.

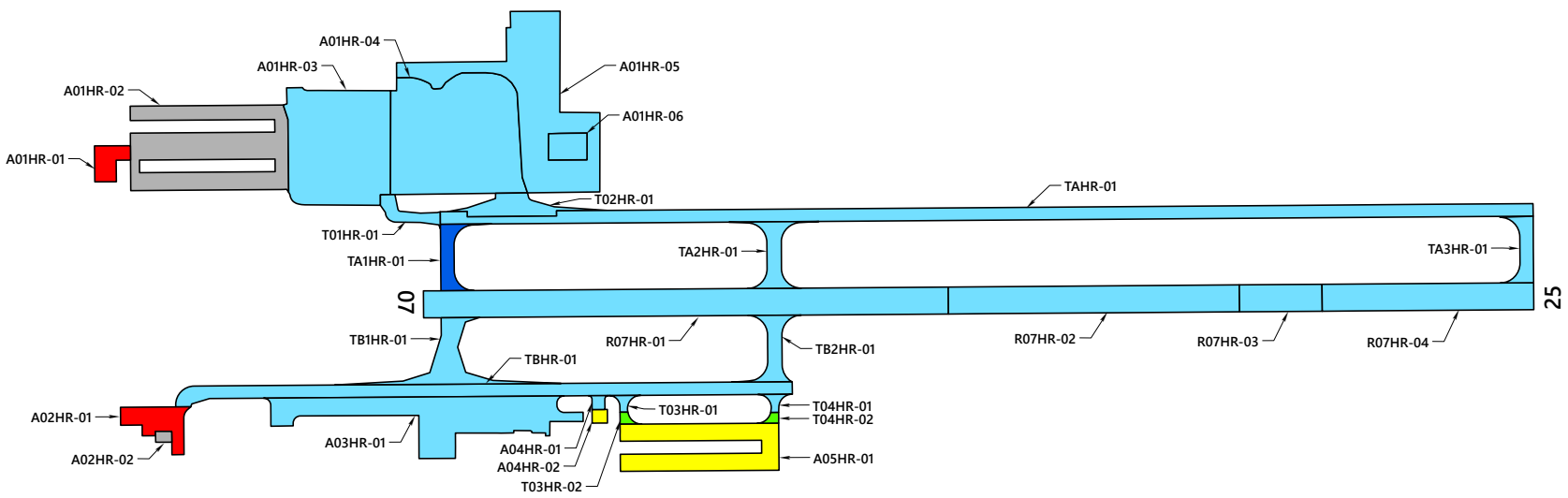
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Ken Jernstedt Airfield. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3 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 Ken Jernstedt Airfield are summarized in Table 2C in Appendix C.

PREDICTED CONDITION IN 2028

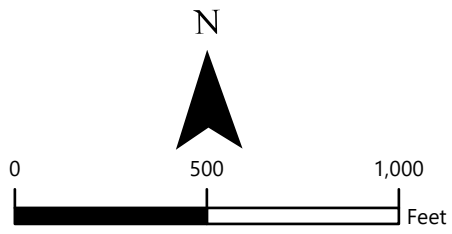


PREDICTED CONDITION IN 2033



SECTION PCI

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



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KEN JERNSTEDT AIRFIELD
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

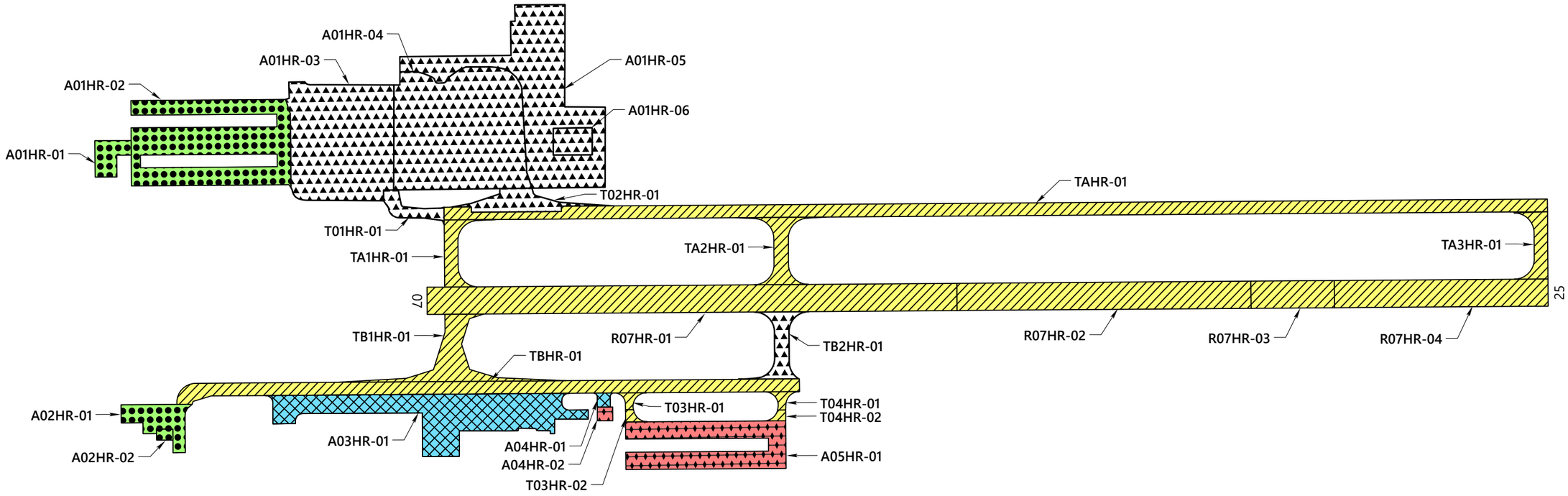
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	13,641 linear feet
Asphalt Concrete Wide Crack Sealing	1,046 linear feet
Portland Cement Concrete Crack Sealing	425 linear feet
Asphalt Concrete Full-Depth Patching	10,826 square feet
Portland Cement Concrete Full Depth Patching	1,350 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 5-Year Pavement Management Plan Ken Jernstedt Airfield, 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	97,826
Overlay	45,190
Fog Seal	71,541
Slurry Seal	446,467



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

N

0 300 600 Feet

GRI OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

KEN JERNSTEDT AIRFIELD

5-YEAR PAVEMENT MANAGEMENT PLAN

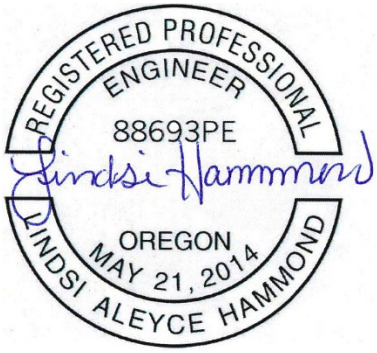
DEC. 2023 JOB NO. 6593-F FIG. 5.1

6 LIMITATIONS

This report has been prepared to assist the Oregon Department of Aviation (ODAV) with pavement-related project planning for the Ken Jernstedt Airfield. 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 Ken Jernstedt Airfield would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,



RENEWS: 06/2025

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This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Ken Jernstedt Airfield is located in Hood River, Oregon, and is owned and operated by the Port of Hood River. The pavement network/facilities at Ken Jernstedt Airfield serve a variety of general aviation aircraft and some military aircraft. Ken Jernstedt Airfield consists of a single runway, two primary taxiways, and multiple connector taxiways and aprons. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC (AAC), and portland cement concrete (PCC).

The current airport pavement management system (APMS) network at Ken Jernstedt Airfield has an approximate area of 996,595 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 Ken Jernstedt Airfield contains 17 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 Ken Jernstedt Airfield contains 29 sections that are managed by the Port of Hood River, 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 Ken Jernstedt Airfield PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible and rigid 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 Ken Jernstedt Airfield 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: KEN JERNSTEDT AIRFIELD PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01HR	Apron 01 Hood River	6	389,726
A02HR	Apron 02 Hood River	2	14,549
A03HR	Apron 03 Hood River	1	70,119
A04HR	Apron 04 Hood River	2	3,033
A05HR	Apron 05 Hood River	1	43,579
R07HR	Rwy 07/25 Hood River	4	231,647
T01HR	Taxiway 01 Hood River	1	6,360
T02HR	Taxiway 02 Hood River	1	12,758
T03HR	Taxiway 03 Hood River	2	2,526
T04HR	Taxiway 04 Hood River	2	2,595
TA1HR	Taxiway A1 Hood River	1	8,435
TA2HR	Taxiway A2 Hood River	1	10,396
TA3HR	Taxiway A3 Hood River	1	8,435
TAHR	Taxiway A Hood River	1	102,742
TB1HR	Taxiway B1 Hood River	1	18,883
TB2HR	Taxiway B2 Hood River	1	10,004
TBHR	Taxiway B Hood River	1	60,808

Table 2A: KEN JERNSTEDT AIRFIELD CURRENT PAVEMENT INVENTORY

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
A01HR	Apron 01 Hood River	APRON	01	A01-02	W End	S	100	100	7,600	1/1/1980	AC	0	0	0
A01HR	Apron 01 Hood River	APRON	02	A01-01	Hangars	P	430	235	75,677	1/1/1986	AC	0	0	0
A01HR	Apron 01 Hood River	APRON	03	A01-02	A01-04	P	285	315	90,258	9/1/2020	AC	0	0	0
A01HR	Apron 01 Hood River	APRON	04	A01-03	T02	P	510	214	115,303	9/1/2020	AC	0	0	0
A01HR	Apron 01 Hood River	APRON	05	A01HR-04	A01HR-06	P	500	150	93,011	9/1/2020	AC	0	0	0
A01HR	Apron 01 Hood River	APRON	06	A01HR-05	A01HR-05	P	107	73	7,877	9/1/2020	PCC	12	12	54
A02HR	Apron 02 Hood River	APRON	01	TaxiwayB	Section 02	S	176	80	13,199	1/1/1970	AC	0	0	0
A02HR	Apron 02 Hood River	APRON	02	See Map	-	S	45	30	1,350	1/1/1999	PCC	45	30	7
A03HR	Apron 03 Hood River	APRON	01	TB	South End	P	869	101	70,119	8/4/2017	AC	0	0	0
A04HR	Apron 04 Hood River	APRON	01	TB	A04-02	S	38	36	1,422	8/4/2017	AC	0	0	0
A04HR	Apron 04 Hood River	APRON	02	A04-01	South End	S	38	43	1,611	9/2/1999	AC	0	0	0
A05HR	Apron 05 Hood River	APRON	01	T05-01	T06-01	S	918	48	43,579	9/2/1995	AC	0	0	0
R07HR	Rwy 07/25 Hood River	RUNWAY	01	07 End	R07-02	P	1,460	75	109,500	7/1/2013	AAC	0	0	0
R07HR	Rwy 07/25 Hood River	RUNWAY	02	R07HR-01	R07HR-03	P	810	75	60,750	7/1/2013	AAC	0	0	0
R07HR	Rwy 07/25 Hood River	RUNWAY	03	R07HR-02	R07HR-04	P	230	75	17,250	7/1/2013	AAC	0	0	0
R07HR	Rwy 07/25 Hood River	RUNWAY	04	R07HR-03	R25 End	P	589	75	44,147	7/4/2013	AC	0	0	0
T01HR	Taxiway 01 Hood River	TAXIWAY	01	TAHR	A02HR	S	200	35	6,360	9/1/2020	AC	0	0	0
T02HR	Taxiway 02 Hood River	TAXIWAY	01	TAHR	A02HR	S	65	200	12,758	9/1/2020	AC	0	0	0
T03HR	Taxiway 03 Hood River	TAXIWAY	01	TB	T03-02	P	46	22	1,472	8/4/2017	AC	0	0	0
T03HR	Taxiway 03 Hood River	TAXIWAY	02	T03-01	A05	S	34	22	1,054	9/1/1995	AC	0	0	0
T04HR	Taxiway 04 Hood River	TAXIWAY	01	TB	T04-02	P	50	22	1,643	8/4/2017	AC	0	0	0
T04HR	Taxiway 04 Hood River	TAXIWAY	02	T04-01	A05	S	30	22	952	9/1/1995	AC	0	0	0
TA1HR	Taxiway A1 Hood River	TAXIWAY	01	TAHR	R07HR	P	185	38	8,435	7/4/2013	AC	0	0	0
TA2HR	Taxiway A2 Hood River	TAXIWAY	01	TAHR	R07HR	P	185	40	10,396	7/4/2013	AC	0	0	0
TA3HR	Taxiway A3 Hood River	TAXIWAY	01	TAHR	R07HR	P	185	38	8,435	7/4/2013	AC	0	0	0
TAHR	Taxiway A Hood River	TAXIWAY	01	TA1HR-01	TA3HR-01	P	3,040	35	102,742	7/4/2013	AC	0	0	0
TB1HR	Taxiway B1 Hood River	TAXIWAY	01	R07HR	T03HR	P	185	56	18,883	8/4/2017	AC	0	0	0
TB2HR	Taxiway B2 Hood River	TAXIWAY	01	R07HR	T05HR	P	185	40	10,004	7/4/2013	AC	0	0	0
TBHR	Taxiway B Hood River	TAXIWAY	01	A02	TB2	P	1,711	35	60,808	8/4/2017	AC	0	0	0

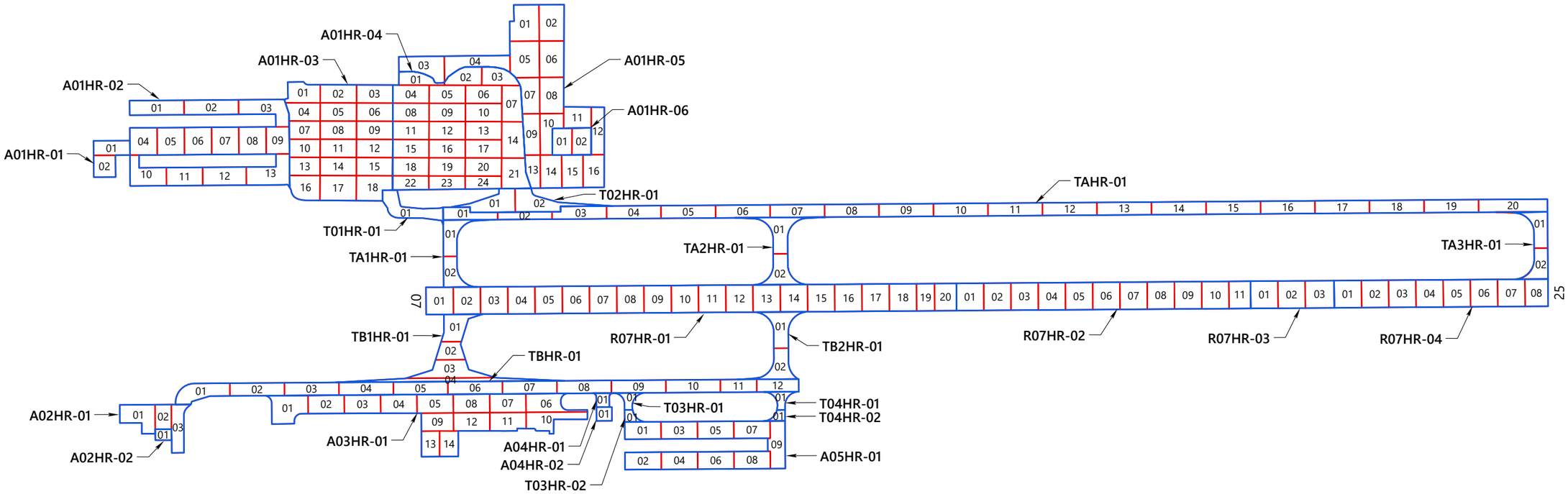
Abbreviations:
P = Primary pavement, S = Secondary pavement
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)
AC = Asphalt Concrete, AAC = AC overlaid AC, PCC = Portland Cement Concrete

Table 3A: EXAMPLE SAMPLE RATES FOR AC AND PCC 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
PCC = Portland Cement Concrete

PCC Sampling Rate	
Total Number of Sample Units, N	**Sample Units to Survey, n**
1	1
2	2
3-4	3
5-6	4
7-8	5
9-11	6
12-14	7
15-19	8
20-27	9
28-38	10
39-58	11
59-104	12
105-313	13
314+	14



LEGEND

SECTION

SAMPLE UNIT

N

0 300 600

Feet

GRI

KEN JERNSTEDT AIRFIELD
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) and rigid pavement (e.g., PCC) 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 AND RIGID 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

Rigid Pavement		
PAVER Code	Pavement Distress	Related Cause
61	Blow-Up	Load
62	Corner Break	Load
63	Longitudinal, Transverse, & Diagonal Cracks	Climate/ Durability
64	Durability Cracking	Climate/ Durability
65	Joint Seal Damage	Other
66	Small Patch	Other
67	Large Patch	Other
68	Pop Outs	Other
69	Pumping	Other
70	Scaling	Other
71	Faulting	Other
72	Shattered Slab	Load

Flexible Pavement		
PAVER Code	Pavement Distress	Related Cause
53	Rutting	Load
54	Shoving	Other
55	Slippage Cracking	Other
56	Swelling	Other
57	Weathering	Climate/ Durability

Rigid Pavement		
PAVER Code	Pavement Distress	Related Cause
73	Shrinkage Cracking	Other
74	Joint Spalls	Other
75	Corner Spalls	Other
76	Alkali-Silica Reactivity (ASR)	Other

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. Rigid

pavement distresses include corner breaks, longitudinal cracking, divided slabs, polished aggregate, pumping, and joint spalling.

- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering. Rigid pavement distresses include blow-ups, durability cracking, longitudinal cracking, pop-outs, pumping, scaling, shrinkage cracks, and joint and corner spalling.

- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/fatigue cracking, depressions, potholes, and swelling. Rigid pavement distress includes corner breaks, divided slabs, and pumping.

- **Other factors:** Includes oil spillage, jet blast erosion, bleeding, patching, and concrete slab joint faulting.

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 Ken Jernstedt Airfield pavement network consists of 17 branches and 29 sections. A total of 82 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 Ken Jernstedt Airfield is approximately 81, 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 Ken Jernstedt Airfield pavement sections is outlined in Table 4B in this appendix.

Table 2B: KEN JERNSTEDT AIRFIELD CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01HR	6	389,726	APRON	80	Satisfactory
A02HR	2	14,549	APRON	16	Serious
A03HR	1	70,119	APRON	87	Good
A04HR	2	3,033	APRON	64	Fair
A05HR	1	43,579	APRON	51	Poor
R07HR	4	231,647	RUNWAY	83	Satisfactory
T01HR	1	6,360	TAXIWAY	94	Good
T02HR	1	12,758	TAXIWAY	93	Good
T03HR	2	2,526	TAXIWAY	81	Satisfactory
T04HR	2	2,595	TAXIWAY	80	Satisfactory
TA1HR	1	8,435	TAXIWAY	73	Satisfactory
TA2HR	1	10,396	TAXIWAY	76	Satisfactory
TA3HR	1	8,435	TAXIWAY	83	Satisfactory
TAHR	1	102,742	TAXIWAY	89	Good
TB1HR	1	18,883	TAXIWAY	88	Good
TB2HR	1	10,004	TAXIWAY	92	Good
TBHR	1	60,808	TAXIWAY	89	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	12	521,006	76
RUNWAY	4	231,647	83
TAXIWAY	13	243,942	88
ALL	**29**	**996,595**	**81**

Abbreviation: PCI = Pavement Condition Index

Table 3B: KEN JERNSTEDT AIRFIELD 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
A01HR	01	1/1/1980	AC	APRON	7/1/2023	44	19	Serious	36	64	0
A01HR	02	1/1/1986	AC	APRON	7/1/2023	38	31	Very Poor	44	56	0
A01HR	03	9/1/2020	AC	APRON	7/1/2023	3	94	Good	100	0	0
A01HR	04	9/1/2020	AC	APRON	7/1/2023	3	93	Good	100	0	0
A01HR	05	9/1/2020	AC	APRON	7/1/2023	3	93	Good	100	0	0
A01HR	06	9/1/2020	PCC	APRON	7/1/2023	3	89	Good	0	94	6
A02HR	01	1/1/1970	AC	APRON	7/1/2023	54	14	Serious	42	58	0
A02HR	02	1/1/1999	PCC	APRON	7/1/2023	25	33	Very Poor	0	100	0
A03HR	01	8/4/2017	AC	APRON	7/1/2023	6	87	Good	100	0	0
A04HR	01	8/4/2017	AC	APRON	7/1/2023	6	88	Good	100	0	0
A04HR	02	9/2/1999	AC	APRON	7/1/2023	24	43	Poor	53	47	0
A05HR	01	9/2/1995	AC	APRON	7/1/2023	28	51	Poor	68	32	0
R07HR	01	7/1/2013	AAC	RUNWAY	7/1/2023	10	83	Satisfactory	100	0	0
R07HR	02	7/1/2013	AAC	RUNWAY	7/1/2023	10	79	Satisfactory	100	0	0
R07HR	03	7/1/2013	AAC	RUNWAY	7/1/2023	10	90	Good	100	0	0
R07HR	04	7/4/2013	AC	RUNWAY	7/1/2023	10	85	Satisfactory	100	0	0
T01HR	01	9/1/2020	AC	TAXIWAY	7/1/2023	3	94	Good	100	0	0
T02HR	01	9/1/2020	AC	TAXIWAY	7/1/2023	3	93	Good	100	0	0
T03HR	01	8/4/2017	AC	TAXIWAY	7/1/2023	6	89	Good	100	0	0
T03HR	02	9/1/1995	AC	TAXIWAY	7/1/2023	28	70	Fair	100	0	0
T04HR	01	8/4/2017	AC	TAXIWAY	7/1/2023	6	86	Good	100	0	0
T04HR	02	9/1/1995	AC	TAXIWAY	7/1/2023	28	70	Fair	68	32	0
TA1HR	01	7/4/2013	AC	TAXIWAY	7/1/2023	10	73	Satisfactory	100	0	0
TA2HR	01	7/4/2013	AC	TAXIWAY	7/1/2023	10	76	Satisfactory	100	0	0
TA3HR	01	7/4/2013	AC	TAXIWAY	7/1/2023	10	83	Satisfactory	100	0	0
TAHR	01	7/4/2013	AC	TAXIWAY	7/1/2023	10	89	Good	100	0	0
TB1HR	01	8/4/2017	AC	TAXIWAY	7/1/2023	6	88	Good	100	0	0
TB2HR	01	7/4/2013	AC	TAXIWAY	7/1/2023	10	92	Good	100	0	0
TBHR	01	8/4/2017	AC	TAXIWAY	7/1/2023	6	89	Good	100	0	0

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

Table 4B: KEN JERNSTEDT AIRFIELD COMPARISON OF PREVIOUS INSPECTION AND 2023 RESULTS

Branch ID	Section ID	Surface Type[1]	Approximate Area, square feet	LCD[2]	2017 Survey			2023 Survey		Age[4]	Δ PCI/yr[5]	Rate of Deterioration
					PCI[3]	PCI Category	Inspection Date	PCI	PCI Category			
A01HR	01	AC	7,600	1/1/80	43	Poor	6/8/2017	19	Serious	37	-3.96	NORMAL
A01HR	02	AC	75,677	1/1/86	47	Poor	6/8/2017	31	Very Poor	31	-3	NORMAL
A01HR	03	AC	90,258	9/1/20	65	Fair	6/8/2017	94	Good	-3	4.78	NONE
A01HR	04	AC	115,303	9/1/20	74	Satisfactory	6/8/2017	93	Good	-3	3	NONE
A01HR	05	AC	93,011	9/1/20	-	-	-	93	Good	-	-	N/A[6]
A01HR	06	PCC	7,877	9/1/20	-	-	-	89	Good	-	-	N/A
A02HR	01	AC	13,199	1/1/70	54	Poor	6/8/2017	14	Serious	47	-6.59	HIGH
A02HR	02	PCC	1,350	1/1/99	0	Failed	6/8/2017	33.2	Very Poor	18	5	NONE
A03HR	01	AC	70,119	8/4/17	100	Good	6/8/2017	87	Good	0	-2.14	NORMAL
A04HR	01	AC	1,422	8/4/17	100	Good	6/8/2017	88	Good	0	-2	NORMAL
A04HR	02	AC	1,611	9/2/99	55	Poor	6/8/2017	43	Poor	18	-1.98	NORMAL
A05HR	01	AC	43,579	9/2/95	79	Satisfactory	6/8/2017	51	Poor	22	-5	HIGH
R07HR	01	AAC	109,500	7/1/13	99	Good	6/8/2017	83	Satisfactory	4	-2.64	NORMAL
R07HR	02	AAC	60,750	7/1/13	98	Good	6/8/2017	79	Satisfactory	4	-3	NORMAL
R07HR	03	AAC	17,250	7/1/13	90	Good	6/8/2017	90	Good	4	0.00	NONE
R07HR	04	AC	44,147	7/4/13	100	Good	6/8/2017	85	Satisfactory	4	-2	NORMAL
T01HR	01	AC	6,360	9/1/20	93	Good	6/8/2017	94	Good	-3	0.16	NONE
T02HR	01	AC	12,758	9/1/20	93	Good	6/8/2017	93	Good	-3	0	NONE
T03HR	01	AC	1,472	8/4/17	100	Good	6/8/2017	89	Good	0	-1.81	NORMAL
T03HR	02	AC	1,054	9/1/95	81	Satisfactory	6/8/2017	70	Fair	22	-2	NORMAL
T04HR	01	AC	1,643	8/4/17	100	Good	6/8/2017	86	Good	0	-2.31	NORMAL
T04HR	02	AC	952	9/1/95	76	Satisfactory	6/8/2017	70	Fair	22	-1	NORMAL
TA1HR	01	AC	8,435	7/4/13	89	Good	6/8/2017	73	Satisfactory	4	-2.64	NORMAL
TA2HR	01	AC	10,396	7/4/13	86	Good	6/8/2017	76	Satisfactory	4	-2	NORMAL
TA3HR	01	AC	8,435	7/4/13	94	Good	6/8/2017	83	Satisfactory	4	-1.81	NORMAL
TAHR	01	AC	102,742	7/4/13	100	Good	6/8/2017	89	Good	4	-2	NORMAL
TB1HR	01	AC	18,883	8/4/17	100	Good	6/8/2017	88	Good	0	-1.98	NORMAL
TB2HR	01	AC	10,004	7/4/13	98	Good	6/8/2017	92	Good	4	-1	NORMAL
TBHR	01	AC	60,808	8/4/17	100	Good	6/8/2017	89	Good	0	-1.81	NORMAL

Abbreviations:

[1] AC = Asphalt Concrete, AAC = Asphalt Overlay AC, PCC = Portland Cement Concrete

[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 2017

[5] Δ PCI/yr = Change in PCI points per year between 2017 survey and 2023 survey

[6] N/A = Not applicable due to changes in sectioning

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 Ken Jernstedt Airfield. The delineation is based on branch use, surface type, section rank, and structural design life. We use four distinct models for the following "families" of pavements at Ken Jernstedt Airfield. For each model, we reviewed the data in order to filter out any inconsistent or inaccurate data or any data that fell outside boundary values set by PAVER. After outliers are removed and the data are checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" are provided on Figures 1C through 4C below.

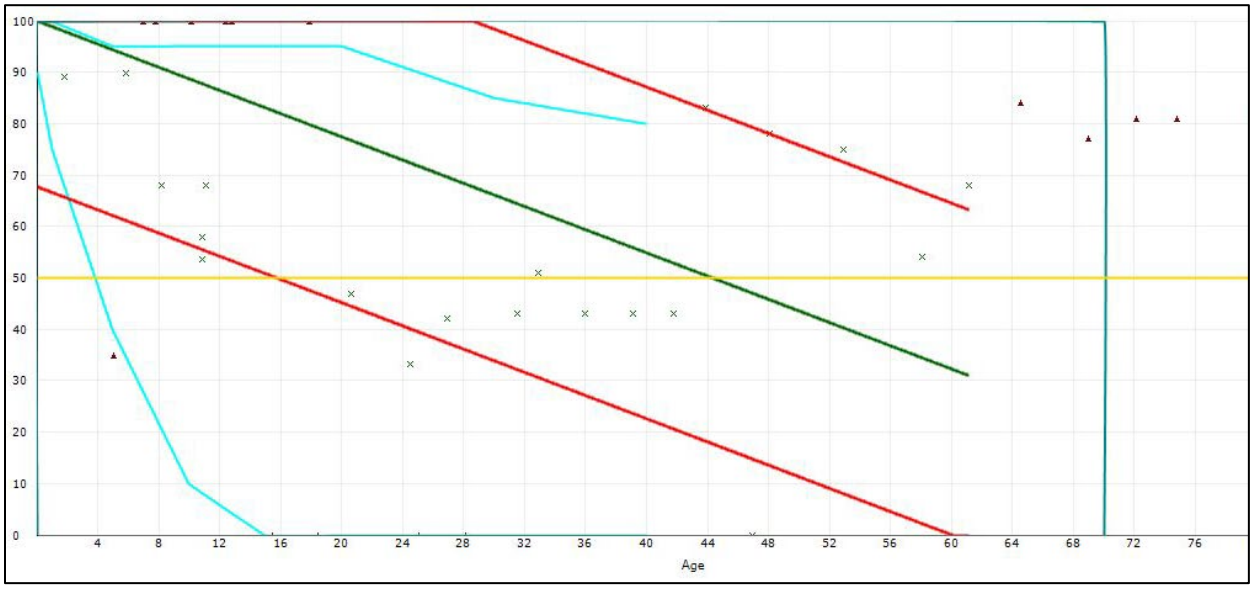


Figure 1C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 PCC RUNWAYS, TAXIWAYS, AND APRONS

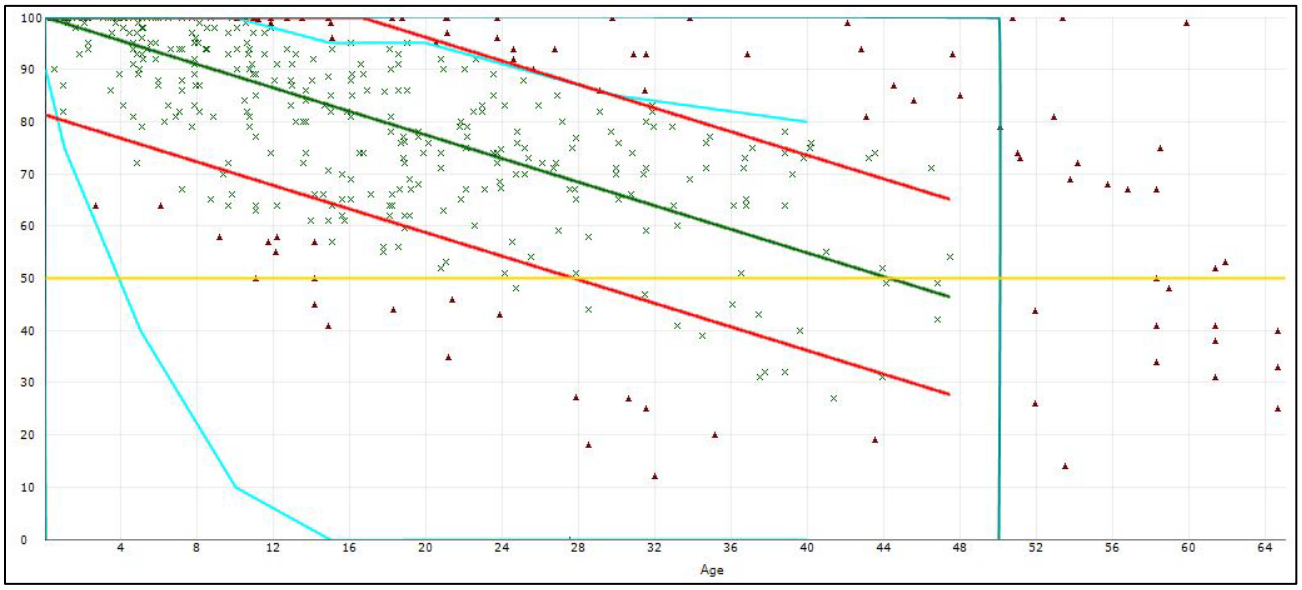


Figure 2C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC APRONS

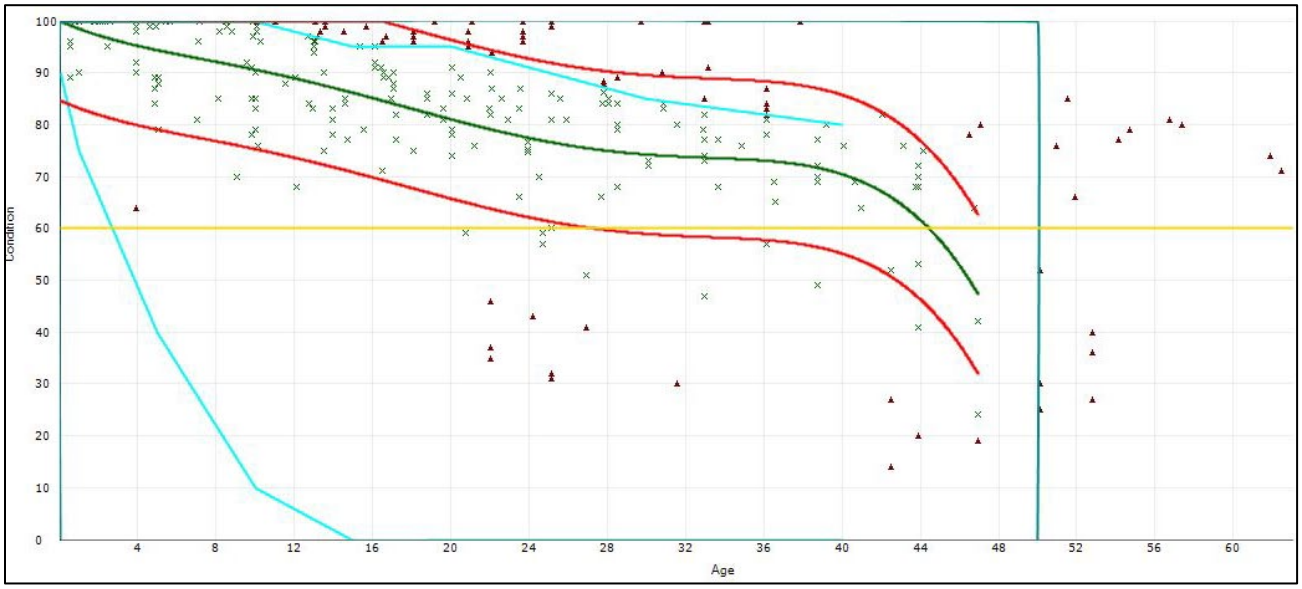


Figure 3C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC RUNWAYS

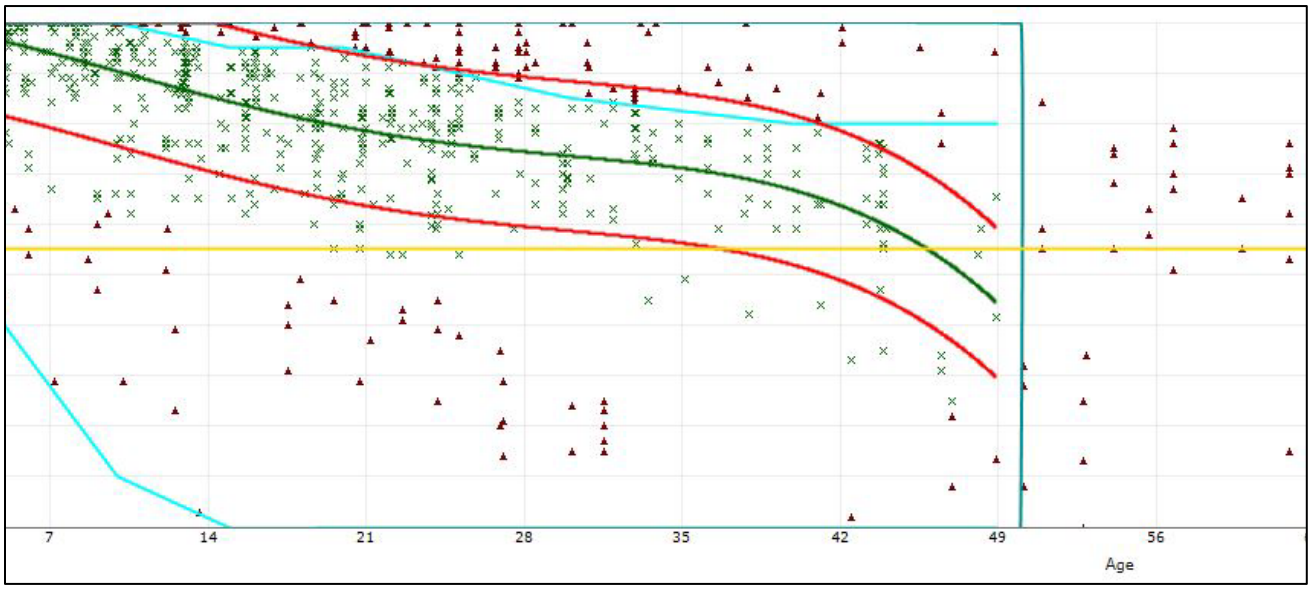


Figure 4C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC TAXIWAYS

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 Ken Jernstedt Airfield:

- 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 Ken Jernstedt Airfield, 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 Ken Jernstedt Airfield, 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	2017	2023	2028	2033
A01HR	01	43	19	13	8
A01HR	02	47	31	25	20
A01HR	03	65	94	88	83
A01HR	04	74	93	87	82
A01HR	05	-	93	87	82
A01HR	06	-	89	83	78
A02HR	01	54	14	8	3
A02HR	02	0	33	28	22
A03HR	01	100	87	81	76
A04HR	01	100	88	82	77
A04HR	02	55	43	37	32
A05HR	01	79	51	45	40
R07HR	01	99	83	78	75
R07HR	02	98	79	75	74
R07HR	03	90	90	85	80
R07HR	04	100	85	80	76
T01HR	01	93	94	88	82
T02HR	01	93	93	87	81
T03HR	01	100	89	83	78
T03HR	02	81	70	64	53
T04HR	01	100	86	81	77
T04HR	02	76	70	64	53
TA1HR	01	89	73	70	65
TA2HR	01	86	76	74	71
TA3HR	01	94	83	78	75
TAHR	01	100	89	83	78
TB1HR	01	100	88	82	78
TB2HR	01	98	92	86	81
TBHR	01	100	89	83	78

Abbreviation: PCI = Pavement Condition Index

Table 2C: KEN JERNSTEDT AIRFIELD 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
A01HR	01	AC	19	0 - 5	50	0 - 5
A01HR	02	AC	31	0 - 5	50	0 - 5
A01HR	03	AC	94	> 20	50	> 20
A01HR	04	AC	93	> 20	50	> 20
A01HR	05	AC	93	> 20	50	> 20
A01HR	06	PCC	89	> 20	50	> 20
A02HR	01	AC	14	0 - 5	50	0 - 5
A02HR	02	PCC	33.2	0 - 5	50	0 - 5
A03HR	01	AC	87	> 20	50	> 20
A04HR	01	AC	88	> 20	50	> 20
A04HR	02	AC	43	0 - 5	50	0 - 5
A05HR	01	AC	51	0 - 5	50	6 - 10
R07HR	01	AAC	83	> 20	60	> 20
R07HR	02	AAC	79	> 20	60	> 20
R07HR	03	AAC	90	> 20	60	> 20
R07HR	04	AC	85	> 20	60	> 20
T01HR	01	AC	94	> 20	55	> 20
T02HR	01	AC	93	> 20	55	> 20
T03HR	01	AC	89	> 20	55	> 20
T03HR	02	AC	70	6 - 10	55	11 - 15
T04HR	01	AC	86	> 20	55	> 20
T04HR	02	AC	70	6 - 10	55	11 - 15
TA1HR	01	AC	73	11 - 15	55	> 20
TA2HR	01	AC	76	> 20	55	> 20
TA3HR	01	AC	83	> 20	55	> 20
TAHR	01	AC	89	> 20	55	> 20
TB1HR	01	AC	88	> 20	55	> 20
TB2HR	01	AC	92	> 20	55	> 20
TBHR	01	AC	89	> 20	55	> 20

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

[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 Ken Jernstedt Airfield 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 costs to PCI. We reviewed the unit costs from the 2017 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Ken Jernstedt Airfield 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 Ken Jernstedt Airfield. 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: KEN JERNSTEDT AIRFIELD NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01HR	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	10	Ft	$51.48	$515	
A01HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	48	Ft	$3.12	$150	
A01HR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	712	Ft	$3.12	$2,221	$75,474
A01HR	01	Alligator Cracking	High	Patching - AC Deep	174	SqFt	$78.00	$13,572	
A01HR	01	Alligator Cracking	Medium	Patching - AC Deep	757	SqFt	$78.00	$59,016	
A01HR	02	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	606	Ft	$51.48	$31,197	
A01HR	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	500	Ft	$3.12	$1,559	
A01HR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	2,060	Ft	$3.12	$6,427	$527,289
A01HR	02	Alligator Cracking	High	Patching - AC Deep	375	SqFt	$78.00	$29,180	
A01HR	02	Alligator Cracking	Medium	Patching - AC Deep	5,884	SqFt	$78.00	$458,925	
A01HR	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	60	Ft	$3.12	$187	$187
A01HR	05	Long. & Trans. Cracking	Low	Crack Sealing - AC	114	Ft	$3.12	$357	$357
A01HR	06	Linear Cracking	Low	Crack Sealing - PCC	162	Ft	$23.40	$3,791	$3,791
A02HR	01	Block Cracking	Medium	Crack Sealing - AC	669	Ft	$3.12	$2,087	
A02HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	256	Ft	$3.12	$799	
A02HR	01	Block Cracking	Low	Crack Sealing - AC	669	Ft	$3.12	$2,087	$230,953
A02HR	01	Alligator Cracking	Medium	Patching - AC Deep	2,198	SqFt	$78.00	$171,435	
A02HR	01	Alligator Cracking	High	Patching - AC Deep	700	SqFt	$78.00	$54,546	
A02HR	02	Linear Cracking	Low	Crack Sealing - PCC	188	Ft	$23.40	$4,388	
A02HR	02	Shattered Slab	Low	Crack Sealing - PCC	75	Ft	$23.40	$1,755	$216,743
A02HR	02	Shattered Slab	High	Patching - PCC Full Depth	1,350	SqFt	$156.00	$210,600	
A03HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	692	Ft	$3.12	$2,159	$2,159
A04HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	26	Ft	$3.12	$81	$81
A04HR	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	47	Ft	$3.12	$147	
A04HR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	2	Ft	$3.12	$7	$3,898
A04HR	02	Alligator Cracking	Medium	Patching - AC Deep	48	SqFt	$78.00	$3,745	
A05HR	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	284	Ft	$51.48	$14,641	
A05HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	727	Ft	$3.12	$2,268	$72,737
A05HR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	924	Ft	$3.12	$2,884	
A05HR	01	Alligator Cracking	Medium	Patching - AC Deep	679	SqFt	$78.00	$52,943	
R07HR	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	142	Ft	$51.48	$7,309	
R07HR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	771	Ft	$3.12	$2,405	$11,613
R07HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	609	Ft	$3.12	$1,899	
R07HR	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	880	Ft	$3.12	$2,746	$5,139
R07HR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	767	Ft	$3.12	$2,392	
R07HR	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	159	Ft	$3.12	$498	$498
R07HR	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	173	Ft	$3.12	$539	$1,414
R07HR	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	281	Ft	$3.12	$875	
T03HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	13	Ft	$3.12	$41	$41
T03HR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	9	Ft	$3.12	$26	$44
T03HR	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	6	Ft	$3.12	$18	
T04HR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	9	Ft	$3.12	$28	$28

Table 3D: KEN JERNSTEDT AIRFIELD NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
T04HR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	12	Ft	$3.12	$39	$930
T04HR	02	Alligator Cracking	Medium	Patching - AC Deep	12	SqFt	$78.00	$891	
TA1HR	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	4	Ft	$51.48	$206	$777
TA1HR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	148	Ft	$3.12	$462	
TA1HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	35	Ft	$3.12	$109	
TA2HR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	270	Ft	$3.12	$842	$961
TA2HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	38	Ft	$3.12	$119	
TA3HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	4	Ft	$3.12	$12	$312
TA3HR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	96	Ft	$3.12	$300	
TAHR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	664	Ft	$3.12	$2,073	$2,725
TAHR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	209	Ft	$3.12	$652	
TB1HR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	11	Ft	$3.12	$32	$655
TB1HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	199	Ft	$3.12	$622	
TB2HR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	39	Ft	$3.12	$122	$122
TBHR	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	735	Ft	$3.12	$2,293	$2,293

Abbreviations:

Long. = Longitudinal; Trans. = Transverse; AC = Asphalt Concrete; PCC = Portland Cement 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	A04HR	02	APRON	AC	43	Overlay	1,611	$7.64	$12,308
	A05HR	01	APRON	AC	51	Overlay	43,579	$7.64	$332,944
2025	R07HR	01	RUNWAY	AAC	83	Slurry Seal	109,500	$0.52	$56,940
	R07HR	02	RUNWAY	AAC	79	Slurry Seal	60,750	$0.52	$31,590
	R07HR	03	RUNWAY	AAC	90	Slurry Seal	17,250	$0.52	$8,970
	R07HR	04	RUNWAY	AC	85	Slurry Seal	44,147	$0.52	$22,956
	T03HR	01	TAXIWAY	AC	89	Slurry Seal	1,472	$0.52	$765
	T03HR	02	TAXIWAY	AC	70	Slurry Seal	1,054	$0.52	$548
	T04HR	01	TAXIWAY	AC	86	Slurry Seal	1,643	$0.52	$854
	T04HR	02	TAXIWAY	AC	70	Slurry Seal	952	$0.52	$495
	TA1HR	01	TAXIWAY	AC	73	Slurry Seal	8,435	$0.52	$4,386
	TA2HR	01	TAXIWAY	AC	76	Slurry Seal	10,396	$0.52	$5,406
	TA3HR	01	TAXIWAY	AC	83	Slurry Seal	8,435	$0.52	$4,386
	TAHR	01	TAXIWAY	AC	89	Slurry Seal	102,742	$0.52	$53,426
	TB1HR	01	TAXIWAY	AC	88	Slurry Seal	18,883	$0.52	$9,819
	TBHR	01	TAXIWAY	AC	89	Slurry Seal	60,808	$0.52	$31,620
2026	A01HR	01	APRON	AC	19	Reconstruction	7,600	$17.32	$131,631
	A01HR	02	APRON	AC	31	Reconstruction	75,677	$17.32	$1,310,719
	A02HR	01	APRON	AC	14	Reconstruction	13,199	$17.32	$228,606
	A02HR	02	APRON	PCC	33	Reconstruction	1,350	$17.32	$23,382
2027	A03HR	01	APRON	AC	87	Fog Seal	70,119	$0.31	$21,737
	A04HR	01	APRON	AC	88	Fog Seal	1,422	$0.31	$441

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

Cost Summary	
2024 Total Project Cost	$345,252
2025 Total Project Cost	$232,161
2026 Total Project Cost	$1,694,338
2027 Total Project Cost	$22,178
2028 Total Project Cost	$0
Total 5-Year Project Cost	**$2,293,929**

APPENDIX E

Reinspection Report

Re-Inspection Report

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

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A01HR **Name:** Apron 01 Hood River **Use:** APRON **Area:** 389,726 SqFt

Section: 02 of 6 **From:** A01-01 **To:** Hangars **Last Const.:** 1/1/1986

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 75,677 SqFt **Length:** 430 Ft **Width:** 235 Ft

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

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

Section Comments:

Work Date: 9/1/1980	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1980	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1986	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 13 **Surveyed:** 5

Conditions: **PCI:** 31

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 6594.00 SqFt **PCI:** 26

Sample Comments:

41	ALLIGATOR CR	M	398.00	SqFt
48	L & T CR	L	128.00	Ft
48	L & T CR	M	102.00	Ft
48	L & T CR	H	75.00	Ft
50	PATCHING	L	125.00	SqFt
50	PATCHING	M	19.00	SqFt
57	WEATHERING	L	6594.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5628.00 SqFt **PCI:** 27

Sample Comments:

41	ALLIGATOR CR	M	280.00	SqFt
41	ALLIGATOR CR	M	100.00	SqFt
41	ALLIGATOR CR	H	21.00	SqFt
48	L & T CR	M	385.00	Ft
48	L & T CR	H	16.00	Ft
57	WEATHERING	L	5628.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5625.00 SqFt **PCI:** 19

Sample Comments:

41	ALLIGATOR CR	M	935.00	SqFt
41	ALLIGATOR CR	H	92.00	SqFt
50	PATCHING	L	491.00	SqFt
50	PATCHING	M	114.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5625.00 SqFt **PCI:** 31

Sample Comments:

41	ALLIGATOR CR	M	329.00	SqFt
48	L & T CR	M	86.00	Ft
48	L & T CR	H	137.00	Ft
50	PATCHING	M	30.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

41	ALLIGATOR CR	M	57.00	SqFt
48	L & T CR	L	17.00	Ft
48	L & T CR	L	43.00	Ft
48	L & T CR	M	185.00	Ft
48	L & T CR	M	17.00	Ft
50	PATCHING	L	224.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A01HR **Name:** Apron 01 Hood River **Use:** APRON **Area:** 389,726 SqFt

Section: 04 of 6 **From:** A01-03 **To:** T02 **Last Const.:** 9/2/1986

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 115,303 SqFt **Length:** 510 Ft **Width:** 214 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1986	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 24 **Surveyed:** 6

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 17 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 18 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 21 **Type:** R **Area:** 5862.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	5862.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A01HR **Name:** Apron 01 Hood River **Use:** APRON **Area:** 389,726 SqFt

Section: 03 of 6 **From:** A01-02 **To:** A01-04 **Last Const.:** 9/2/1980

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 90,258 SqFt **Length:** 285 Ft **Width:** 315 Ft

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

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

Section Comments:

Work Date: 9/2/1980	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 4247.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4247.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 14 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 18 **Type:** R **Area:** 6090.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6090.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A01HR **Name:** Apron 01 Hood River **Use:** APRON **Area:** 389,726 SqFt

Section: 01 of 6 **From:** A01-02 **To:** W End **Last Const.:** 1/1/1980

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 7,600 SqFt **Length:** 100 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1980 **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:** 19

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4000.00 SqFt **PCI:** 13

Sample Comments:

41	ALLIGATOR CR	M	504.00	SqFt
41	ALLIGATOR CR	H	90.00	SqFt
48	L & T CR	L	48.00	Ft
48	L & T CR	M	452.00	Ft
57	WEATHERING	L	4000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3600.00 SqFt **PCI:** 26

Sample Comments:

41	ALLIGATOR CR	M	146.00	SqFt
41	ALLIGATOR CR	H	35.00	SqFt
48	L & T CR	M	151.00	Ft
48	L & T CR	M	109.00	Ft
48	L & T CR	H	10.00	Ft
57	WEATHERING	L	3600.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A01HR **Name:** Apron 01 Hood River **Use:** APRON **Area:** 389,726 SqFt

Section: 06 of 6 **From:** A01HR-05 **To:** A01HR-05 **Last Const.:** 9/1/2021

Surface: PCC **Family:** 2023_Region1_Cat3/4/5_AllPCC **Zone:** **Category:** **Rank:** P

Area: 7,877 SqFt **Length:** 107 Ft **Width:** 73 Ft

Slabs: 54 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 1,320 Ft

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

Section Comments:

Work Date: 9/1/2021 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

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

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 24.00 Slabs **PCI:** 78

Sample Comments:

63	LINEAR CR	L	12.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A01HR **Name:** Apron 01 Hood River **Use:** APRON **Area:** 389,726 SqFt

Section: 05 of 6 **From:** A01HR-04 **To:** A01HR-06 **Last Const.:** 9/1/2021

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

Area: 93,011 SqFt **Length:** 500 Ft **Width:** 150 Ft

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

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

Section Comments:

Work Date: 9/1/2021 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7568.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	7568.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6732.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6732.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5230.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	5230.00	SqFt

Sample Number: 11 **Type:** R **Area:** 4413.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4413.00	SqFt

Sample Number: 14 **Type:** R **Area:** 5351.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5351.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A02HR **Name:** Apron 02 Hood River **Use:** APRON **Area:** 14,549 SqFt

Section: 02 of 2 **From:** See Map **To:** - **Last Const.:** 1/1/1999

Surface: PCC **Family:** 2023_Region1_Cat3/4/5_AllPCC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 1,350 SqFt **Length:** 45 Ft **Width:** 30 Ft

Slabs: 7 **Slab Length:** 45 Ft **Slab Width:** 30 Ft **Joint Length:** 525 Ft

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

Section Comments:

Work Date: 1/1/1999 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

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

Conditions: **PCI:** 33

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7.00 Slabs **PCI:** 33

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A02HR **Name:** Apron 02 Hood River **Use:** APRON **Area:** 14,549 SqFt

Section: 01 of 2 **From:** TaxiwayB **To:** Section 02 **Last Const.:** 1/1/1970

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 13,199 SqFt **Length:** 176 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: 1/1/1970 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 5/15/2014 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 5/16/2014 **Work Type:** Surface Treatment - Slurry Seal **Code:** ST-SS **Is Major M&R:** False

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

Conditions: **PCI:** 14

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5961.00 SqFt **PCI:** 19

Sample Comments:

41	ALLIGATOR CR	M	1008.00	SqFt
43	BLOCK CR	L	1500.00	SqFt
43	BLOCK CR	M	1500.00	SqFt
50	PATCHING	L	170.00	SqFt
57	WEATHERING	L	5961.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3060.00 SqFt **PCI:** 4

Sample Comments:

41	ALLIGATOR CR	M	368.00	SqFt
41	ALLIGATOR CR	H	408.00	SqFt
48	L & T CR	L	175.00	Ft
50	PATCHING	L	144.00	SqFt
52	RAVELING	H	90.00	SqFt
57	WEATHERING	L	3060.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A03HR **Name:** Apron 03 Hood River **Use:** APRON **Area:** 70,119 SqFt

Section: 01 of 1 **From:** TB **To:** South End **Last Const.:** 8/4/2017

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 70,119 SqFt **Length:** 869 Ft **Width:** 101 Ft

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

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

Section Comments:

Work Date: 8/1/2017	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 8/2/2017	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/3/2017	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/4/2017	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 14 **Surveyed:** 5

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5047.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	1547.00	SqFt
57	WEATHERING	M	3500.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5119.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	51.00	Ft
57	WEATHERING	L	5119.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5119.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	46.00	Ft
57	WEATHERING	L	5119.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5010.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	96.00	Ft
57	WEATHERING	L	5010.00	SqFt

Sample Number: 13 **Type:** R **Area:** 3520.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	42.00	Ft
57	WEATHERING	L	3520.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A04HR **Name:** Apron 04 Hood River **Use:** APRON **Area:** 3,033 SqFt

Section: 02 of 2 **From:** A04-01 **To:** South End **Last Const.:** 9/2/1999

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 1,611 SqFt **Length:** 38 Ft **Width:** 43 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:** Base Course - Unknown (Major MR)	**Code:** BA-UN	**Is Major M&R:** True
Work Date: 9/2/1999	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

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

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4592.00 SqFt **PCI:** 43

Sample Comments:

41	ALLIGATOR CR	M	69.00	SqFt
48	L & T CR	L	134.00	Ft
48	L & T CR	M	6.00	Ft
50	PATCHING	L	225.00	SqFt
50	PATCHING	L	126.00	SqFt
57	WEATHERING	L	4241.00	SqFt
57	WEATHERING	M	351.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A04HR **Name:** Apron 04 Hood River **Use:** APRON **Area:** 3,033 SqFt

Section: 01 of 2 **From:** TB **To:** A04-02 **Last Const.:** 8/4/2017

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 1,422 SqFt **Length:** 38 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 8/1/2017	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 8/2/2017	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/3/2017	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/4/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1422.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	26.00	Ft
57	WEATHERING	L	1422.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: A05HR **Name:** Apron 05 Hood River **Use:** APRON **Area:** 43,579 SqFt

Section: 01 of 1 **From:** T05-01 **To:** T06-01 **Last Const.:** 9/2/1995

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 43,579 SqFt **Length:** 918 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: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4750.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	M	170.00	Ft
48	L & T CR	H	55.00	Ft
57	WEATHERING	M	4750.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4750.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	14.00	Ft
48	L & T CR	M	22.00	Ft
48	L & T CR	M	85.00	Ft
48	L & T CR	H	69.00	Ft
50	PATCHING	L	35.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 06 **Type:** R **Area:** 4750.00 SqFt **PCI:** 42

Sample Comments:

41	ALLIGATOR CR	M	120.00	SqFt
48	L & T CR	L	223.00	Ft
48	L & T CR	M	20.00	Ft
50	PATCHING	L	47.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 08 **Type:** R **Area:** 4750.00 SqFt **PCI:** 40

Sample Comments:

41	ALLIGATOR CR	M	132.00	SqFt
48	L & T CR	L	80.00	Ft
48	L & T CR	M	106.00	Ft
50	PATCHING	L	46.00	SqFt
50	PATCHING	L	20.00	SqFt
50	PATCHING	M	14.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: R07HR **Name:** Rwy 07/25 Hood River **Use:** RUNWAY **Area:** 231,647 SqFt

Section: 02 of 4 **From:** R07HR-01 **To:** R07HR-03 **Last Const.:** 7/1/2013

Surface: AAC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 60,750 SqFt **Length:** 810 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 9/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1986	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 7/1/2013	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	74.00	Ft
48	L & T CR	M	130.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5625.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	19.00	Ft
48	L & T CR	M	89.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5625.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	41.00	Ft
48	L & T CR	L	108.00	Ft
48	L & T CR	M	40.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5625.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	84.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	5625.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: R07HR **Name:** Rwy 07/25 Hood River **Use:** RUNWAY **Area:** 231,647 SqFt

Section: 03 of 4 **From:** R07HR-02 **To:** R07HR-04 **Last Const.:** 7/1/2013

Surface: AAC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 17,250 SqFt **Length:** 230 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 9/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1986	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 7/1/2013	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	18.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	30.00	Ft
48	L & T CR	L	56.00	Ft
57	WEATHERING	L	5625.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: R07HR **Name:** Rwy 07/25 Hood River **Use:** RUNWAY **Area:** 231,647 SqFt

Section: 01 of 4 **From:** 07 End **To:** R07-02 **Last Const.:** 7/1/2013

Surface: AAC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 109,500 SqFt **Length:** 1,460 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 9/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1986	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 7/1/2013	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	20.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5625.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	40.00	Ft
48	L & T CR	L	24.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5625.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	M	75.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 15 **Type:** R **Area:** 5625.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	23.00	Ft
48	L & T CR	M	68.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 20 **Type:** R **Area:** 4492.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	43.00	Ft
48	L & T CR	M	47.00	Ft
48	L & T CR	H	35.00	Ft
57	WEATHERING	L	4492.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: R07HR **Name:** Rwy 07/25 Hood River **Use:** RUNWAY **Area:** 231,647 SqFt

Section: 04 of 4 **From:** R07HR-03 **To:** R25 End **Last Const.:** 7/4/2013

Surface: AC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 44,147 SqFt **Length:** 589 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: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	62.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5625.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	20.00	Ft
48	L & T CR	M	20.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5625.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	15.00	Ft
48	L & T CR	M	48.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5625.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	46.00	Ft
48	L & T CR	M	20.00	Ft
57	WEATHERING	L	5625.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: T01HR **Name:** Taxiway 01 Hood River **Use:** TAXIWAY **Area:** 6,360 SqFt

Section: 01 of 1 **From:** TAHR **To:** A02HR **Last Const.:** 7/4/2013

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 6,360 SqFt **Length:** 200 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**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:** 6360.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6360.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: T02HR **Name:** Taxiway 02 Hood River **Use:** TAXIWAY **Area:** 12,758 SqFt

Section: 01 of 1 **From:** TAHR **To:** A02HR **Last Const.:** 7/4/2013

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 12,758 SqFt **Length:** 65 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**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:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6162.00 SqFt **PCI:** 92

Sample Comments:

50	PATCHING	L	15.00	SqFt
57	WEATHERING	L	6162.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6596.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6596.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: T03HR **Name:** Taxiway 03 Hood River **Use:** TAXIWAY **Area:** 2,526 SqFt

Section: 02 of 2 **From:** T03-01 **To:** A05 **Last Const.:** 9/1/1995

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 1,054 SqFt **Length:** 34 Ft **Width:** 22 Ft

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

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

Section Comments:

Work Date: 8/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**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:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2517.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	14.00	Ft
48	L & T CR	M	20.00	Ft
50	PATCHING	L	90.00	SqFt
57	WEATHERING	M	2517.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: T03HR **Name:** Taxiway 03 Hood River **Use:** TAXIWAY **Area:** 2,526 SqFt

Section: 01 of 2 **From:** TB **To:** T03-02 **Last Const.:** 8/4/2017

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 1,472 SqFt **Length:** 46 Ft **Width:** 22 Ft

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

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

Section Comments:

Work Date: 8/1/2017	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 8/2/2017	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/3/2017	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/4/2017	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1472.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	13.00	Ft
57	WEATHERING	L	1472.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: T04HR **Name:** Taxiway 04 Hood River **Use:** TAXIWAY **Area:** 2,595 SqFt

Section: 02 of 2 **From:** T04-01 **To:** A05 **Last Const.:** 9/1/1995

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** S

Area: 952 SqFt **Length:** 30 Ft **Width:** 22 Ft

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

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

Section Comments:

Work Date: 8/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**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:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2517.00 SqFt **PCI:** 70

Sample Comments:

41	ALLIGATOR CR	M	5.00	SqFt
48	L & T CR	M	33.00	Ft
57	WEATHERING	M	2517.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: T04HR **Name:** Taxiway 04 Hood River **Use:** TAXIWAY **Area:** 2,595 SqFt

Section: 01 of 2 **From:** TB **To:** T04-02 **Last Const.:** 8/4/2017

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 1,643 SqFt **Length:** 50 Ft **Width:** 22 Ft

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

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

Section Comments:

Work Date: 8/1/2017	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 8/2/2017	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/3/2017	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/4/2017	**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:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1643.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	M	9.00	Ft
57	WEATHERING	L	1643.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: TA1HR **Name:** Taxiway A1 Hood River **Use:** TAXIWAY **Area:** 8,435 SqFt

Section: 01 of 1 **From:** TAHR **To:** R07HR **Last Const.:** 7/4/2013

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 8,435 SqFt **Length:** 185 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**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:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4598.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	14.00	Ft
48	L & T CR	M	45.00	Ft
48	L & T CR	H	4.00	Ft
50	PATCHING	L	156.00	SqFt
57	WEATHERING	L	4598.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3836.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	21.00	Ft
48	L & T CR	M	103.00	Ft
57	WEATHERING	L	3836.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: TA2HR **Name:** Taxiway A2 Hood River **Use:** TAXIWAY **Area:** 10,396 SqFt

Section: 01 of 1 **From:** TAHR **To:** R07HR **Last Const.:** 7/4/2013

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 10,396 SqFt **Length:** 185 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**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:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5698.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	10.00	Ft
48	L & T CR	M	103.00	Ft
57	WEATHERING	L	5698.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4698.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	28.00	Ft
48	L & T CR	M	96.00	Ft
48	L & T CR	M	71.00	Ft
57	WEATHERING	L	4698.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: TA3HR **Name:** Taxiway A3 Hood River **Use:** TAXIWAY **Area:** 8,435 SqFt

Section: 01 of 1 **From:** TAHR **To:** R07HR **Last Const.:** 7/4/2013

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 8,435 SqFt **Length:** 185 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**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:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4598.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	4.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	4598.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3836.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	M	46.00	Ft
57	WEATHERING	L	3836.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: TAHR **Name:** Taxiway A Hood River **Use:** TAXIWAY **Area:** 102,742 SqFt

Section: 01 of 1 **From:** TA1HR-01 **To:** TA3HR-01 **Last Const.:** 7/4/2013

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 102,742 SqFt **Length:** 3,040 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4128.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	144.00	Ft
57	WEATHERING	L	3927.00	SqFt
57	WEATHERING	M	201.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5250.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5250.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5250.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 15 **Type:** R **Area:** 5250.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5250.00	SqFt

Sample Number: 20 **Type:** R **Area:** 4706.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	9.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	4706.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: TB1HR **Name:** Taxiway B1 Hood River **Use:** TAXIWAY **Area:** 18,883 SqFt

Section: 01 of 1 **From:** R07HR **To:** T03HR **Last Const.:** 8/4/2017

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 18,883 SqFt **Length:** 185 Ft **Width:** 56 Ft

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

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

Section Comments:

Work Date: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2017	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 8/2/2017	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/3/2017	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/4/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4794.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	54.00	Ft
48	L & T CR	M	8.00	Ft
57	WEATHERING	L	4794.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3370.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	21.00	Ft
48	L & T CR	L	36.00	Ft
57	WEATHERING	L	3370.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6414.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	43.00	Ft
57	WEATHERING	L	6414.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: TB2HR **Name:** Taxiway B2 Hood River **Use:** TAXIWAY **Area:** 10,004 SqFt

Section: 01 of 1 **From:** R07HR **To:** T05HR **Last Const.:** 7/4/2013

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 10,004 SqFt **Length:** 185 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 7/1/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 7/2/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/3/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/4/2013	**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:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5298.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	39.00	Ft
57	WEATHERING	L	5298.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4706.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4706.00	SqFt

Network: KenJernste **Name:** Ken Jernstedt Airfield

Branch: TBHR **Name:** Taxiway B Hood River **Use:** TAXIWAY **Area:** 60,808 SqFt

Section: 01 of 1 **From:** A02 **To:** TB2 **Last Const.:** 8/4/2017

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 4S2 **Category:** E **Rank:** P

Area: 60,808 SqFt **Length:** 1,711 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 8/1/2017	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 8/2/2017	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/3/2017	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/4/2017	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6024.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	41.00	Ft
57	WEATHERING	L	6024.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5250.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	37.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5250.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	69.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5250.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	26.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 12 **Type:** R **Area:** 4040.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	139.00	Ft
57	WEATHERING	L	4040.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_2023Survey_MASTER DB-12-15-2023-11am

Network: Ken Jernstedt Airfield **Branch:** A01HR Apron 01 Hood Ri **Section:** 01 **Surface:** AC

L.C.D. 1/1/1980 **Use:** APRON **Rank:** S **Length:** 100.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 7600 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1980	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Ken Jernstedt Airfield **Branch:** A01HR Apron 01 Hood Ri **Section:** 02 **Surface:** AC

L.C.D. 1/1/1986 **Use:** APRON **Rank:** P **Length:** 430.00 (Ft) **Width:** 235.00 (Ft) **True Area:** 75677 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
1/1/1986	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/2/1980	NC-AC	New Construction - AC	0.00	2.00	☑	circa 1980
9/1/1980	BA-AG	Base Course - Aggregate	0.00	6.00	☐	circa 1980

Network: Ken Jernstedt Airfield **Branch:** A01HR Apron 01 Hood Ri **Section:** 03 **Surface:** AC

L.C.D. 9/1/2020 **Use:** APRON **Rank:** P **Length:** 285.00 (Ft) **Width:** 315.00 (Ft) **True Area:** 90258 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2020	BA-AG	Base Course - Aggregate	0.00	3.00	☐	Estimated Thickness
9/1/2020	CR-AC	Complete Reconstruction - AC	451,290.00	3.00	☑	Estimated Thickness
9/1/2020	SB-AG	Subbase - Aggregate	0.00	10.00	☐	Estimated Thickness
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/2/1980	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Ken Jernstedt Airfield **Branch:** A01HR Apron 01 Hood Ri **Section:** 04 **Surface:** AC

L.C.D. 9/1/2020 **Use:** APRON **Rank:** P **Length:** 510.00 (Ft) **Width:** 214.00 (Ft) **True Area:** 115303 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2020	BA-AG	Base Course - Aggregate	0.00	3.00	☐	Estimated Thickness
9/1/2020	CR-AC	Complete Reconstruction - AC	576,515.00	3.00	☑	Estimated Thickness
9/1/2020	SB-AG	Subbase - Aggregate	0.00	10.00	☐	Estimated Thickness
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 1998
9/2/1986	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1986	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
1/1/1986	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Ken Jernstedt Airfield **Branch:** A01HR Apron 01 Hood Ri **Section:** 05 **Surface:**AC
L.C.D. 9/1/2020 **Use:** APRON **Rank:** P **Length:** 500.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 93011 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2020	NC-AC	New Construction - AC	0.00	3.00	☑	Estimated Thickness
9/1/2020	BA-AG	Base Course - Aggregate	0.00	3.00	☐	Estimated Thickness
9/1/2020	SB-AG	Subbase - Aggregate	0.00	10.00	☐	Estimated Thickness

Network: Ken Jernstedt Airfield **Branch:** A01HR Apron 01 Hood Ri **Section:** 06 **Surface:**PCC
L.C.D. 9/1/2020 **Use:** APRON **Rank:** P **Length:** 107.00 (Ft) **Width:** 73.00 (Ft) **True Area:** 7877 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2020	NC-PC	New Construction - PCC	63,016.00	0.00	☑	Unknown Thickness
9/1/2020	BA-AG	Base Course - Aggregate	0.00	3.00	☐	Estimated Thickness
9/1/2020	SB-AG	Subbase - Aggregate	0.00	10.00	☐	Estimated Thickness

Network: Ken Jernstedt Airfield **Branch:** A02HR Apron 02 Hood Ri **Section:** 01 **Surface:**AC
L.C.D. 1/1/1970 **Use:** APRON **Rank:** S **Length:** 176.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 13199 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/16/2014	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
5/15/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1970	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Ken Jernstedt Airfield **Branch:** A02HR Apron 02 Hood Ri **Section:** 02 **Surface:**PCC
L.C.D. 1/1/1999 **Use:** APRON **Rank:** S **Length:** 45.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 1350 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	NC-PC	New Construction - PCC	0.00	0.00	☑	Unknown date and thickness

Network: Ken Jernstedt Airfield **Branch:** A03HR Apron 03 Hood Ri **Section:** 01 **Surface:**AC
L.C.D. 8/4/2017 **Use:** APRON **Rank:** P **Length:** 869.00 (Ft) **Width:** 101.00 (Ft) **True Area:** 70119 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/4/2017	NC-AC	New Construction - AC	0.00	3.00	☑	P401
8/3/2017	BA-AG	Base Course - Aggregate	0.00	3.00	☐	P209
8/2/2017	SB-AG	Subbase - Aggregate	0.00	10.00	☐	P154
8/1/2017	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** A04HR Apron 04 Hood Ri **Section:** 01 **Surface:**AC
L.C.D. 8/4/2017 **Use:** APRON **Rank:** S **Length:** 38.50 (Ft) **Width:** 36.00 (Ft) **True Area:** 1422 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/4/2017	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	P401
8/3/2017	BA-AG	Base Course - Aggregate	0.00	3.00	☐	P209
8/2/2017	SB-AG	Subbase - Aggregate	0.00	10.00	☐	P154
8/1/2017	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** A04HR Apron 04 Hood Ri **Section:** 02 **Surface:**AC
L.C.D. 9/2/1999 **Use:** APRON **Rank:** S **Length:** 38.00 (Ft) **Width:** 43.00 (Ft) **True Area:** 1611 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2008
9/2/1999	NC-AC	New Construction - AC	0.00	0.00	☑	circa 1999, unk. thickness
9/1/1999	BA-UN	Base Course - Unknown (Major MR)	0.00	0.00	☑	circa 1999, unk. thickness

Network: Ken Jernstedt Airfield **Branch:** A05HR Apron 05 Hood Ri **Section:** 01 **Surface:**AC
L.C.D. 9/2/1995 **Use:** APRON **Rank:** S **Length:** 918.00 (Ft) **Width:** 47.50 (Ft) **True Area:** 43579 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/2/1995	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Ken Jernstedt Airfield **Branch:** R07HR Rwy 07/25 Hood R **Section:** 01 **Surface:**AAC
L.C.D. 7/1/2013 **Use:** RUNWAY **Rank:** P **Length:** 1,460.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 109500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2013	OL-AS	Overlay - AC Structural	0.00	3.00	☑	P401
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1995	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1986	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1986	BA-AG	Base Course - Aggregate	0.00	13.00	☐	

Network: Ken Jernstedt Airfield **Branch:** R07HR Rwy 07/25 Hood R **Section:** 02 **Surface:**AAC
L.C.D. 7/1/2013 **Use:** RUNWAY **Rank:** P **Length:** 810.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 60750 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2013	OL-AS	Overlay - AC Structural	0.00	3.00	☑	P401
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1995	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1986	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1986	BA-AG	Base Course - Aggregate	0.00	9.00	☐	

Pavement Database: ODA_2023Survey_MASTER DB-12-15-2023-11am

Network: Ken Jernstedt Airfield **Branch:** R07HR Rwy 07/25 Hood R **Section:** 03 **Surface:** AAC

L.C.D. 7/1/2013 **Use:** RUNWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 17250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2013	OL-AS	Overlay - AC Structural	0.00	3.00	☑	P401
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1995	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1986	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1986	BA-AG	Base Course - Aggregate	0.00	6.00	☐	

Network: Ken Jernstedt Airfield **Branch:** R07HR Rwy 07/25 Hood R **Section:** 04 **Surface:** AC

L.C.D. 7/4/2013 **Use:** RUNWAY **Rank:** P **Length:** 589.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 44147 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** T01HR Taxiway 01 Hood **Section:** 01 **Surface:** AC

L.C.D. 9/1/2020 **Use:** TAXIWAY **Rank:** S **Length:** 200.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6360 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2020	NC-AC	New Construction - AC	0.00	3.00	☑	Estimated Thickness
9/1/2020	BA-AG	Base Course - Aggregate	0.00	3.00	☐	Estimated Thickness
9/1/2020	SB-AG	Subbase - Aggregate	0.00	10.00	☐	
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** T02HR Taxiway 02 Hood **Section:** 01 **Surface:** AC

L.C.D. 9/1/2020 **Use:** TAXIWAY **Rank:** S **Length:** 65.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 12758 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2020	BA-AG	Base Course - Aggregate	0.00	3.00	☐	Estimated Thickness
9/1/2020	CR-AC	Complete Reconstruction - AC	63,790.00	3.00	☑	Estimated Thickness
9/1/2020	SB-AG	Subbase - Aggregate	0.00	10.00	☐	Estimated Thickness
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** T03HR Taxiway 03 Hood **Section:** 01 **Surface:** AC
L.C.D. 8/4/2017 **Use:** TAXIWAY **Rank:** P **Length:** 46.00 (Ft) **Width:** 22.00 (Ft) **True Area:** 1472 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/4/2017	NC-AC	New Construction - AC	0.00	3.00	☑	P401
8/3/2017	BA-AG	Base Course - Aggregate	0.00	3.00	☐	P209
8/2/2017	SB-AG	Subbase - Aggregate	0.00	10.00	☐	P154
8/1/2017	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** T03HR Taxiway 03 Hood **Section:** 02 **Surface:** AC
L.C.D. 9/1/1995 **Use:** TAXIWAY **Rank:** S **Length:** 34.00 (Ft) **Width:** 22.00 (Ft) **True Area:** 1054 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/1995	NC-IN	New Construction - Initial	0.00	0.00	☑	
8/2/1995	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Ken Jernstedt Airfield **Branch:** T04HR Taxiway 04 Hood **Section:** 01 **Surface:** AC
L.C.D. 8/4/2017 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 22.00 (Ft) **True Area:** 1643 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/4/2017	NC-AC	New Construction - AC	0.00	3.00	☑	P401
8/3/2017	BA-AG	Base Course - Aggregate	0.00	3.00	☐	P209
8/2/2017	SB-AG	Subbase - Aggregate	0.00	10.00	☐	P154
8/1/2017	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** T04HR Taxiway 04 Hood **Section:** 02 **Surface:** AC
L.C.D. 9/1/1995 **Use:** TAXIWAY **Rank:** S **Length:** 30.00 (Ft) **Width:** 22.00 (Ft) **True Area:** 952 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/1/1995	NC-IN	New Construction - Initial	0.00	0.00	☑	
8/2/1995	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Ken Jernstedt Airfield **Branch:** TA1HR Taxiway A1 Hood **Section:** 01 **Surface:** AC
L.C.D. 7/4/2013 **Use:** TAXIWAY **Rank:** P **Length:** 185.00 (Ft) **Width:** 37.50 (Ft) **True Area:** 8435 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** TA2HR Taxiway A2 Hood **Section:** 01 **Surface:** AC
L.C.D. 7/4/2013 **Use:** TAXIWAY **Rank:** P **Length:** 185.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 10396 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** TA3HR Taxiway A3 Hood **Section:** 01 **Surface:** AC
L.C.D. 7/4/2013 **Use:** TAXIWAY **Rank:** P **Length:** 185.00 (Ft) **Width:** 37.50 (Ft) **True Area:** 8435 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** TAHR Taxiway A Hood **Section:** 01 **Surface:** AC
L.C.D. 7/4/2013 **Use:** TAXIWAY **Rank:** P **Length:** 3,040.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 102742 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** TB1HR Taxiway B1 Hood **Section:** 01 **Surface:** AC
L.C.D. 8/4/2017 **Use:** TAXIWAY **Rank:** P **Length:** 185.00 (Ft) **Width:** 56.00 (Ft) **True Area:** 18883 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/4/2017	CR-AC	Complete Reconstruction - AC	94,415.00	3.00	☑	P401
8/3/2017	BA-AG	Base Course - Aggregate	0.00	3.00	☐	P209
8/2/2017	SB-AG	Subbase - Aggregate	0.00	10.00	☐	P154
8/1/2017	FB-TX	Geotextile	0.00	0.00	☐	
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** TB2HR Taxiway B2 Hood **Section:** 01 **Surface:** AC
L.C.D. 7/4/2013 **Use:** TAXIWAY **Rank:** P **Length:** 185.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 10004 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/4/2013	NC-AC	New Construction - AC	0.00	2.50	☑	P401
7/3/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P208
7/2/2013	SB-AG	Subbase - Aggregate	0.00	7.00	☐	P154
7/1/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ken Jernstedt Airfield **Branch:** TBHR Taxiway B Hood R **Section:** 01 **Surface:** AC
L.C.D. 8/4/2017 **Use:** TAXIWAY **Rank:** P **Length:** 1,711.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 60808 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/4/2017	NC-AC	New Construction - AC	0.00	3.00	☑	P401
8/3/2017	BA-AG	Base Course - Aggregate	0.00	3.00	☐	P209
8/2/2017	SB-AG	Subbase - Aggregate	0.00	10.00	☐	P154
8/1/2017	FB-TX	Geotextile	0.00	0.00	☐	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Unknown (Major MR)	1	1,611.00	0.00	0.00
Base Course - Aggregate	29	1,126,139.00	5.21	2.28
Complete Reconstruction - AC	5	238,624.00	3.00	0.00
Crack Seal - Wide Cracks	4	231,079.00	0.00	0.00
Crack Sealing - AC	27	1,525,765.00	0.05	0.05
Geotextile	15	376,507.00	0.00	0.00
New Construction - AC	27	992,306.00	2.09	0.94
New Construction - Initial	4	192,986.00	0.00	0.00
New Construction - PCC	2	9,227.00	0.00	0.00
Overlay - AC Structural	3	187,500.00	3.00	0.00
Patching - AC Deep	1	1,611.00	0.00	0.00
Subbase - Aggregate	21	702,074.00	8.71	1.48
Surface Treatment - Slurry Seal	4	200,699.00	0.38	0.22