2023 ODAV Pavement Evaluation Program Warrenton-Astoria Regional Airport

Astoria, Oregon

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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 5-year plan comprised of maintenance, surface treatment, rehabilitation, and reconstruction projects for the Warrenton-Astoria Regional Airport in Astoria, 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 Warrenton-Astoria Regional Airport in 2023 in accordance with the procedures of Advisory Circular 150/5380-7B and ASTM International (ASTM) D5340. We uploaded the survey data into the PAVER database and used the software to provide a rapid calculation of the pavement condition index (PCI) rating. The PCI is a numerical indicator that defines the functional condition of the pavement based on visual inspection. The scale ranges from zero to 100, where zero represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

2 PAVEMENT INVENTORY

Warrenton-Astoria Regional Airport is located in Astoria, Oregon, and is owned and operated by the Port of Astoria. The airport consists of two runways, multiple primary taxiways, and multiple connector taxiways, taxilanes, and aprons that serve a variety of general aviation, air taxi, and military aircraft. The general location of the airport is shown below on the Warrenton-Astoria Regional Airport Location Map, Figure 2.1.





Figure 2.1: WARRENTON-ASTORIA REGIONAL AIRPORT LOCATION MAP

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



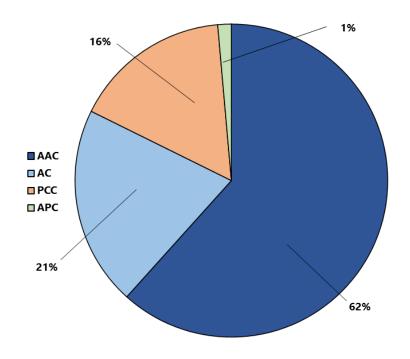


Figure 2.2: WARRENTON-ASTORIA REGIONAL AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

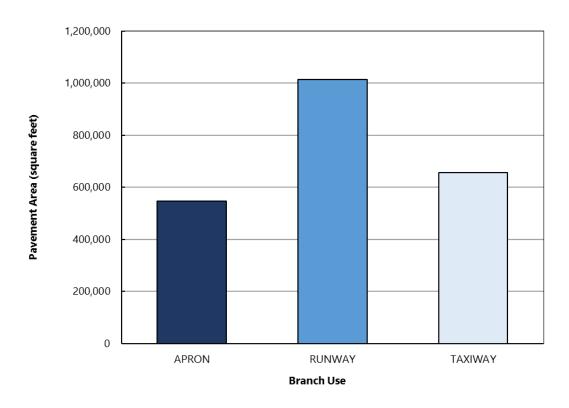
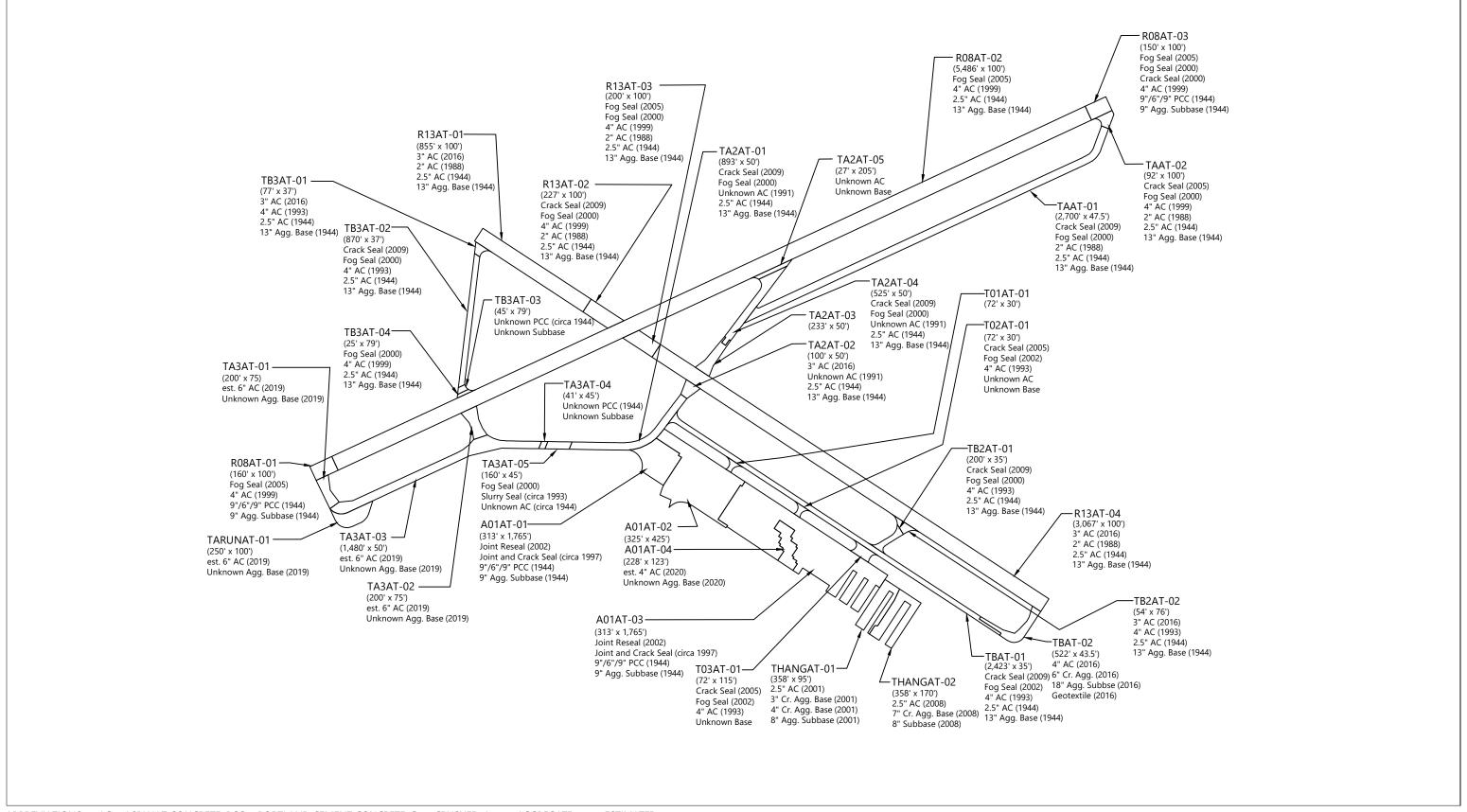


Figure 2.3: WARRENTON-ASTORIA REGIONAL AIRPORT PAVEMENT AREA BY BRANCH USE



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

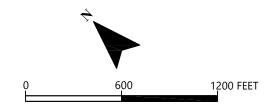




FIG. 2.4



3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Warrenton-Astoria Regional Airport in July 2023. The 2023 survey work was performed on sections last inspected in 2018 in order to update the Warrenton-Astoria Regional Airport inspection data. GRI performed the 2023 PCI survey in accordance with the methods described in FAA Advisory Circular 150/5380-6C and ASTM D5340 and further discussed in Appendix B of this report.

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

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

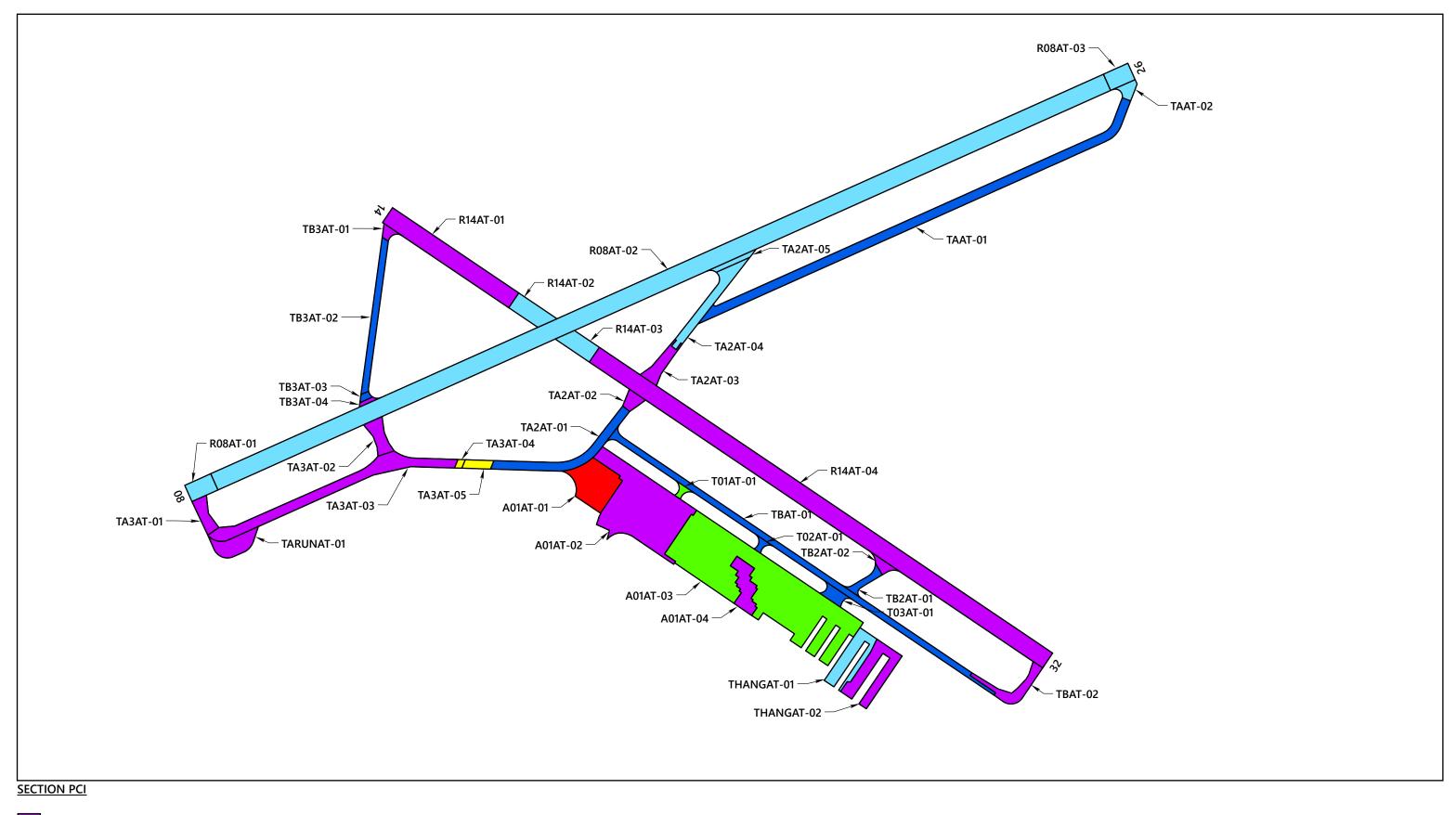
Table 3-1: ASTM PCI RATING SCALE

3.2 **Pavement Condition Index Survey Results**

The area-weighted average PCI for all airport pavements at Warrenton-Astoria Regional Airport is approximately 77. The section PCIs ranged from a low of 8 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, depression, block cracking, and patching on AC-surfaced pavements; and linear cracking, corner and joint spalling, shattered slabs, joint seal damage, and patching on PCC pavements. Section PCIs following our pavement survey are displayed



below spatially on the Warrenton-Astoria Regional Airport 2023 PCI Survey Results, Figure 3.1.



(86 - 100) GOOD

(71 - 85) SATISFACTORY

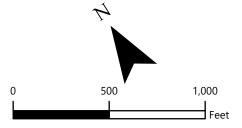
(56 - 70) FAIR

(41 - 55) POOR

(26 - 40) VERY POOR

(11 - 25) SERIOUS

(0 - 10) FAILED





WARRENTON-ASTORIA REGIONAL AIRPORT 2023 PCI SURVEY RESULTS

FIG. 3.1

2023 PCI SURVEY RESULTS

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

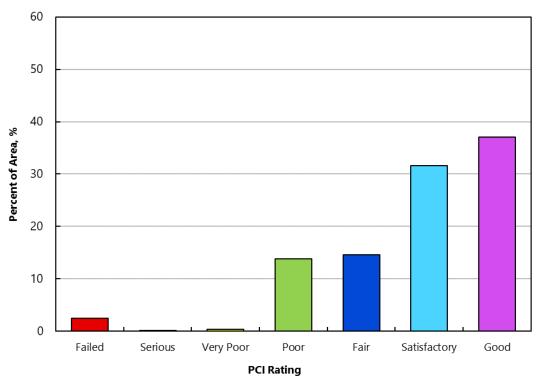


Figure 3.2: WARRENTON-ASTORIA REGIONAL AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA



4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy the future condition. Additional details regarding our future pavement condition analysis, including pavement condition prediction models, are provided in Appendix C. PCI performance curves developed for Warrenton-Astoria Regional Airport are displayed on Figures 1C through 4C in Appendix C.

4.2 Future Condition Analysis

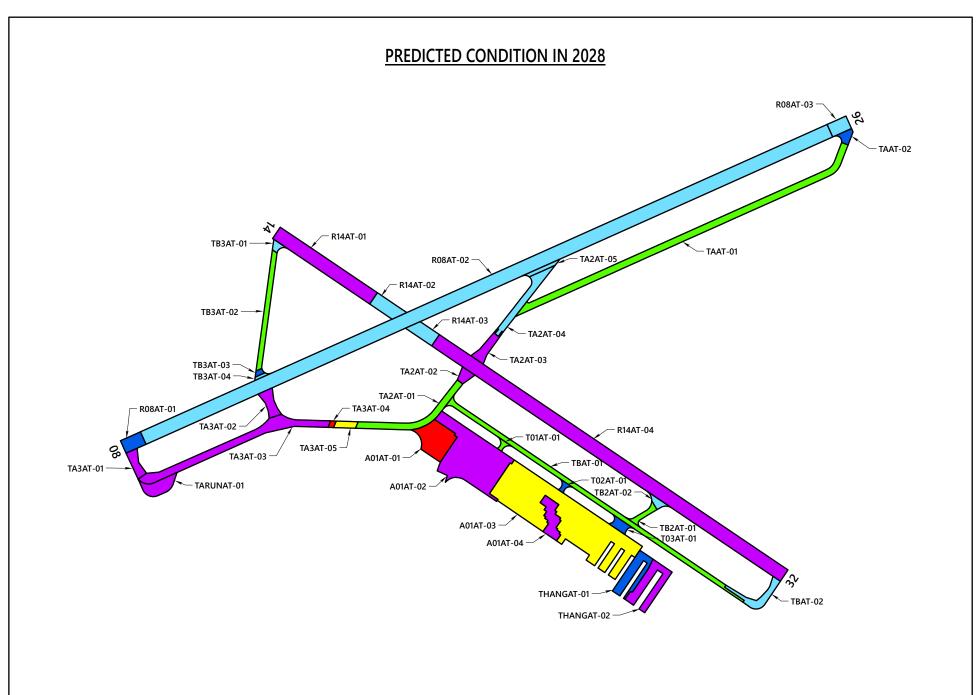
Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 77 to a value of 71 in 2028 and 66 in 2033 if no maintenance or rehabilitation work is performed. The projected pavement condition in 5 years and 10 years for each pavement section at Warrenton-Astoria Regional Airport is displayed spatially on the Warrenton-Astoria Regional Airport Future Pavement Condition, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

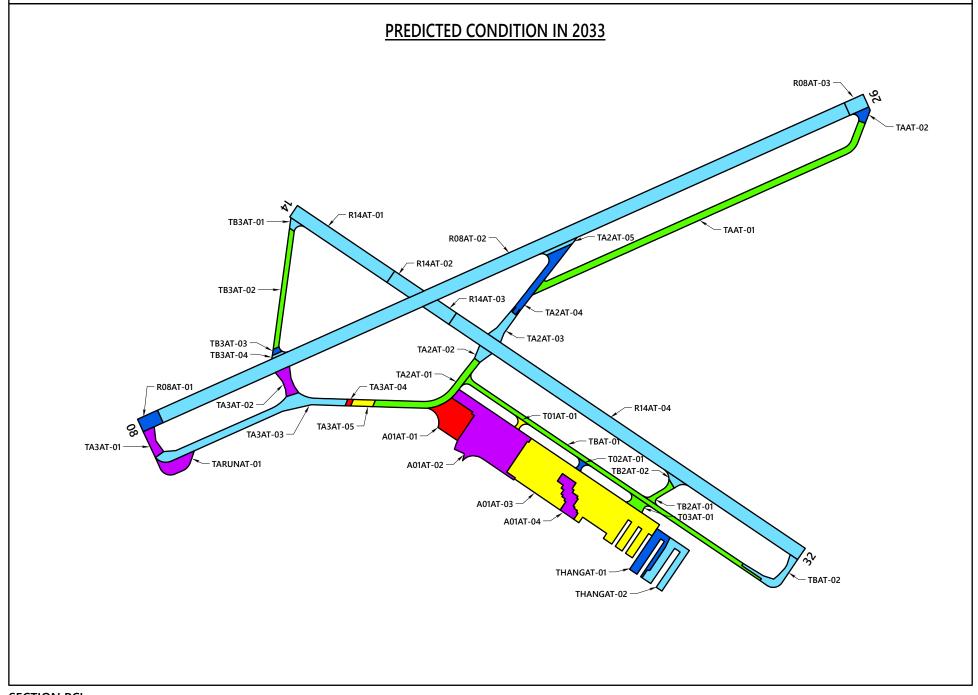
4.3 Functional Remaining Life

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

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

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

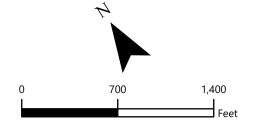




SECTION PCI



(0 - 10) FAILED





WARRENTON-ASTORIA REGIONAL AIRPORT **FUTURE PAVEMENT CONDITION**

FIG. 4.1

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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 | 122,179 linear feet |
| Portland Cement Concrete Crack Sealing | 24,976 linear feet |
| Asphalt Concrete Full-Depth Patching | 580 square feet |
| Portland Cement Concrete Partial Depth Patching | 119 square feet |
| Portland Cement Concrete Full-Depth Patching | 9,520 square feet |
| Joint Sealing | 8,760 linear feet |

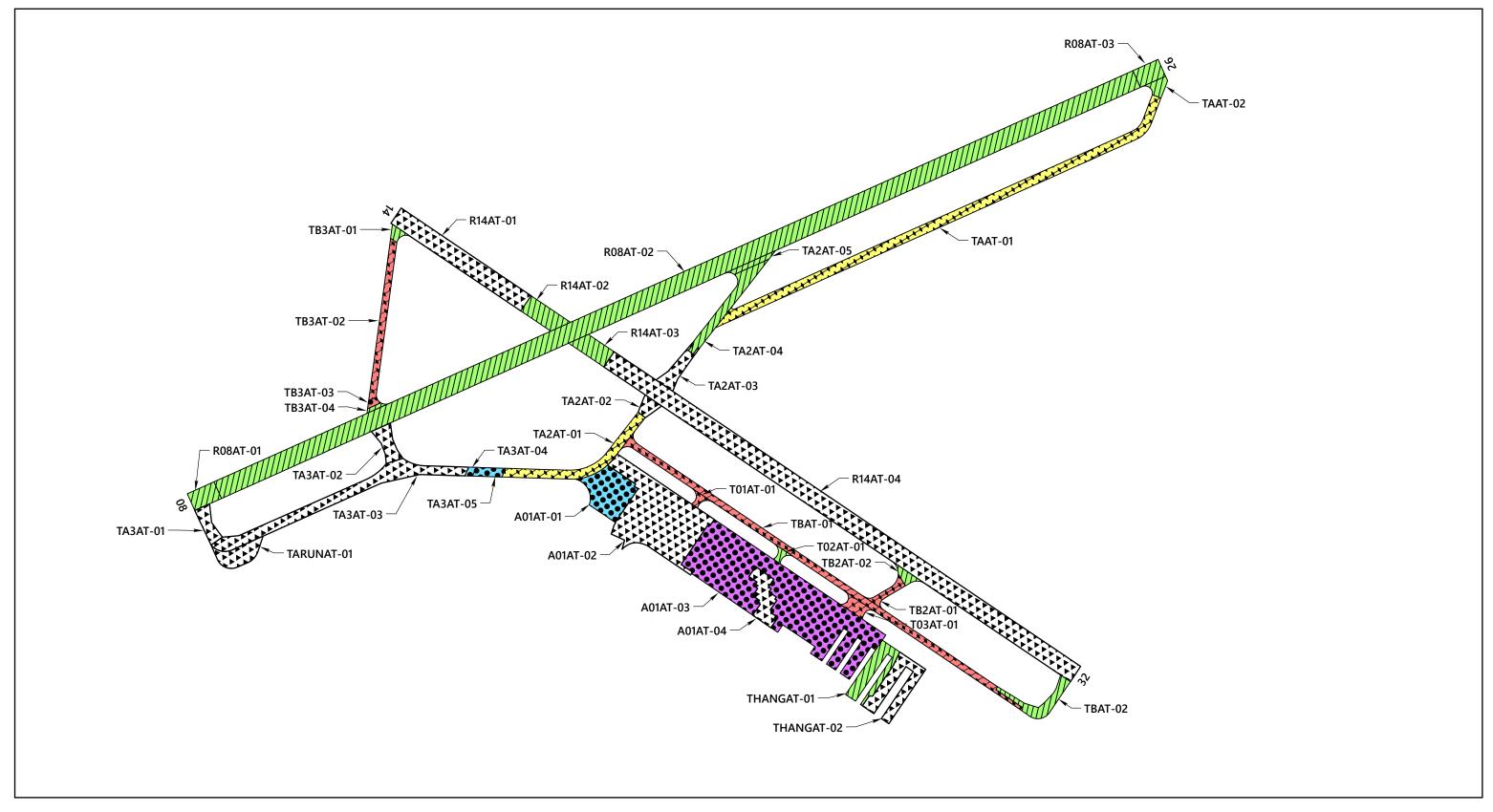
5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

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 Warrenton-Astoria Regional Airport 5-Year Pavement Management Plant, 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 | 369,313 |
| Overlay | 320,476 |
| Fog Seal | 0 |
| Slurry Seal | 739,539 |







WARRENTON-ASTORIA REGIONAL AIRPORT
5-YEAR PAVEMENT MANAGEMENT PLAN



6 LIMITATIONS

This report has been prepared to assist the ODAV with pavement-related project planning for the Warrenton-Astoria Regional Airport. The scope is limited to the specific pavement areas described within this report. The conclusions and recommendations provided in this report are based on information provided by the 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 Warrenton-Astoria Regional Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,

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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

Warrenton-Astoria Regional Airport is located in Astoria, Oregon, and is owned and operated by the Port of Astoria. The pavement network/facilities at Warrenton-Astoria Regional Airport serve a variety of general aviation, air taxi, and military aircraft. Warrenton-Astoria Regional Airport consists of two runways, two primary parallel taxiways, and multiple connector taxiways, taxilanes, and aprons. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC (AAC), portland cement concrete (PCC), and portland cement concrete overlaid with AC (APC).

The current airport pavement management system (APMS) network at Warrenton-Astoria Regional Airport has an approximate area of 2,218,275 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 Warrenton-Astoria Regional Airport contains 14 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 Warrenton-Astoria Regional Airport contains 37 sections that are managed by the Port of Astoria, which are tabulated in Table 2A and shown spatially on Figure 1A.

PAVER assigns a rank, which designates that pavement's prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, and terminal aprons, are ranked *Primary*, while the surrounding aprons and shoulders are



ranked *Secondary* and low-use areas are ranked *Tertiary*. The ranks for all sections are shown on Table 2A.

To facilitate the visual survey of the airport pavement, each section is further subdivided into smaller areas called sample units. Similar sizing of these units is critical, and studies have found that maintaining the size of the sample units to within 40% of the established normal distribution reduces the standard error of the average pavement condition index (PCI) values. To meet this criterion, the ASTM method recommends sample units for flexible pavements be $5,000 \pm 2,000$ square feet and 20 slabs \pm 8 slabs for rigid pavements. The delineation of sample units for each section is displayed on Figure 1A.

A.4 SAMPLE UNIT DELINEATION

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

$$n = \frac{N \times s^2}{\left(e^2/4\right)(N-1)+s^2}$$
 (Equation 1)

where:

n = number of sample units to be inspected

N = total number of samples in the pavement sections

e = allowable error

s = section standard deviation

For the 2023 Warrenton-Astoria Regional Airport 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 Warrenton-Astoria Regional Airport were selected using a systematic random sampling model method. This technique is implemented by first determining the number of sample units needed based on the confidence interval calculated using Equation 1. The first sample unit is randomly placed in the section and then the remaining sample units are systematically spaced throughout the section at an equal distance apart.

Table 1A: WARRENTON-ASTORIA REGIONAL AIRPORT PAVEMENT BRANCHES

| Facility Designation | Burch Nove | N. alas affective | Approximate Area, |
|----------------------|------------------------|--------------------|-------------------|
| (Branch ID) | Branch Name | Number of Sections | square feet |
| A01AT | Apron 01 Astoria | 4 | 546,073 |
| R08AT | Runway 08/26 Astoria | 3 | 579,600 |
| R14AT | Runway 14/32 Astoria | 4 | 434,994 |
| T01AT | Taxiway 01 Astoria | 1 | 3,396 |
| T02AT | Taxiway 02 Astoria | 1 | 3,355 |
| T03AT | Taxiway 03 Astoria | 1 | 9,227 |
| TA2AT | Taxiway A2 Astoria | 5 | 107,325 |
| TA3AT | Taxiway A3 Astoria | 5 | 126,641 |
| TAAT | Taxiway A Astoria | 2 | 143,421 |
| TARUNAT | Taxiway A Run-Up Apron | 1 | 22,810 |
| TB2AT | Taxiway B2 Astoria | 2 | 14,770 |
| TB3AT | Taxiway B3 Astoria | 4 | 41,037 |
| TBAT | Taxiway B Astoria | 2 | 108,601 |
| THANGAT | Hangar Taxiway Astoria | 2 | 77,025 |



Table 2A: WARRENTON-ASTORIA REGIONAL AIRPORT CURRENT PAVEMENT INVENTORY

| | | | | | | | | | Approximate | | | | | |
|----------|------------------------|------------|-----------|----------------------|------------------------|------|--------------|-------------|--------------|-----------|--------------|-------------------|-------------|-----------|
| | | | | | | | | | Area, square | | | Approximate | Approximate | Number of |
| BranchID | Branch Name | Branch Use | SectionID | From | То | Rank | Length, feet | Width, feet | feet | LCD | Surface Type | Slab Length, feet | | Slabs |
| A01AT | Apron 01 Astoria | APRON | 01 | US Coast Guard Ramp | Office, FBO, T-Hangars | Р | 250 | 240 | 55,558 | 8/2/1944 | PCC | 15 | 12.5 | 296 |
| A01AT | Apron 01 Astoria | APRON | 02 | US Coast Guard Ramp | Office, FBO, T-Hangars | Р | 410 | 325 | 162,373 | 9/1/2021 | AC | 0 | 0 | 0 |
| A01AT | Apron 01 Astoria | APRON | 03 | US Coast Guard Ramp | Office, FBO, T-Hangars | Р | 1,140 | 268 | 301,741 | 8/2/1994 | PCC | 15 | 12.5 | 1708 |
| A01AT | Apron 01 Astoria | APRON | 04 | A01AT-03 | A01AT-03 | Р | 120 | 220 | 26,401 | 9/1/2020 | AC | 0 | 0 | 0 |
| R08AT | Runway 08/26 Astoria | RUNWAY | 01 | Runway 08 End (West) | Section 02 | Р | 160 | 100 | 16,000 | 9/13/1999 | APC | 0 | 0 | 0 |
| R08AT | Runway 08/26 Astoria | RUNWAY | 02 | Section 01 | Section 03 | Р | 5,486 | 100 | 548,600 | 9/13/1999 | AAC | 0 | 0 | 0 |
| R08AT | Runway 08/26 Astoria | RUNWAY | 03 | Section 02 | Runway 26 End (East) | Р | 150 | 100 | 15,000 | 9/13/1999 | APC | 0 | 0 | 0 |
| R14AT | Runway 14/32 Astoria | RUNWAY | 01 | Runway 13 End | Section 02 | Р | 855 | 100 | 85,500 | 8/29/2016 | AAC | 0 | 0 | 0 |
| R14AT | Runway 14/32 Astoria | RUNWAY | 02 | Section 01 | Runway 08/26 | Р | 227 | 100 | 22,732 | 9/13/1999 | AAC | 0 | 0 | 0 |
| R14AT | Runway 14/32 Astoria | RUNWAY | 03 | Runway 08/26 | Section 04 | Р | 200 | 100 | 19,993 | 9/13/1999 | AAC | 0 | 0 | 0 |
| R14AT | Runway 14/32 Astoria | RUNWAY | 04 | Section 03 | Section 05 | Р | 3,067 | 100 | 306,769 | 9/1/2016 | AAC | 0 | 0 | 0 |
| T01AT | Taxiway 01 Astoria | TAXIWAY | 01 | Taxiway B | US Coast Guard Ramp | Р | 72 | 30 | 3,396 | 8/1/1993 | AC | 0 | 0 | 0 |
| T02AT | Taxiway 02 Astoria | TAXIWAY | 01 | Taxiway B | Apron 01 | Р | 72 | 30 | 3,355 | 8/1/1993 | AC | 0 | 0 | 0 |
| T03AT | Taxiway 03 Astoria | TAXIWAY | 01 | Taxiway B | Apron 01 | Р | 72 | 115 | 9,227 | 8/1/1993 | AC | 0 | 0 | 0 |
| TA2AT | Taxiway A2 Astoria | TAXIWAY | 01 | Taxiway A3 | Runway 13/31 | Р | 893 | 50 | 43,925 | 8/1/1991 | AAC | 0 | 0 | 0 |
| TA2AT | Taxiway A2 Astoria | TAXIWAY | 02 | Section 01 | Runway | Р | 100 | 50 | 8,087 | 8/29/2016 | AAC | 0 | 0 | 0 |
| TA2AT | Taxiway A2 Astoria | TAXIWAY | 03 | Runway | Section 04 | Р | 233 | 50 | 16,832 | 8/29/2016 | AAC | 0 | 0 | 0 |
| TA2AT | Taxiway A2 Astoria | TAXIWAY | 04 | PCC | Section 05 | Р | 525 | 50 | 31,854 | 8/1/1991 | AAC | 0 | 0 | 0 |
| TA2AT | Taxiway A2 Astoria | TAXIWAY | 05 | Runway 8/26 | Section 04 | Р | 27 | 205 | 6,627 | 9/13/1999 | AC | 0 | 0 | 0 |
| TA3AT | Taxiway A3 Astoria | TAXIWAY | 01 | Runway 08/26 | Section 03 | Р | 200 | 75 | 13,782 | 9/1/2019 | AC | 0 | 0 | 0 |
| TA3AT | Taxiway A3 Astoria | TAXIWAY | 02 | Runway 08 | Section 03 | Р | 200 | 75 | 16,070 | 9/1/2019 | AC | 0 | 0 | 0 |
| TA3AT | Taxiway A3 Astoria | TAXIWAY | 03 | Section 02 | Section 04 | Р | 1,480 | 50 | 87,104 | 9/1/2019 | AC | 0 | 0 | 0 |
| TA3AT | Taxiway A3 Astoria | TAXIWAY | 04 | Section 03 | Section 05 | Р | 41 | 45 | 1,981 | 8/1/1944 | PCC | 11.5 | 15.0 | 12 |
| TA3AT | Taxiway A3 Astoria | TAXIWAY | 05 | Section 04 | Taxiway A2 | Р | 160 | 45 | 7,704 | 8/1/1944 | AC | 0.0 | 0.0 | 0 |
| TAAT | Taxiway A Astoria | TAXIWAY | 01 | Taxiway A2 | Runway 26 End (East) | Р | 2,700 | 48 | 136,063 | 8/1/1988 | AAC | 0.0 | 0.0 | 0 |
| TAAT | Taxiway A Astoria | TAXIWAY | 02 | Section 01 | Runway 26 End (East) | Р | 92 | 100 | 7,358 | 9/13/1999 | AAC | 0.0 | 0.0 | 0 |
| TARUNAT | Taxiway A Run-Up Apron | TAXIWAY | 01 | TA3AT-03 | End | Р | 250 | 100 | 22,810 | 9/1/2019 | AC | 0.0 | 0.0 | 0 |
| TB2AT | Taxiway B2 Astoria | TAXIWAY | 01 | Runway 13/31 | Taxiway B | Р | 200 | 35 | 8,740 | 8/1/1993 | AAC | 0.0 | 0.0 | 0 |
| TB2AT | Taxiway B2 Astoria | TAXIWAY | 02 | TB-01 | Runway 13-31 | Р | 54 | 76 | 6,030 | 8/29/2016 | AAC | 0.0 | 0.0 | 0 |
| TB3AT | Taxiway B3 Astoria | TAXIWAY | 01 | Runway | Section 02 | Р | 77 | 37 | 4,346 | 8/29/2016 | AAC | 0.0 | 0.0 | 0 |
| TB3AT | Taxiway B3 Astoria | TAXIWAY | 02 | Section 01 | Section 03 | Р | 870 | 37 | 32,262 | 8/1/1993 | AAC | 0.0 | 0.0 | 0 |
| TB3AT | Taxiway B3 Astoria | TAXIWAY | 03 | Section 02 | Section 04 | Р | 45 | 79 | 2,329 | 8/1/1944 | PCC | 11.5 | 15.0 | 20 |
| TB3AT | Taxiway B3 Astoria | TAXIWAY | 04 | Section 03 | Runway 08/26 | Р | 25 | 79 | 2,100 | 9/13/1999 | AAC | 0 | 0 | 0 |
| TBAT | Taxiway B Astoria | TAXIWAY | 01 | Taxiway A2 | Section 02 | Р | 2,423 | 35 | 86,863 | 8/1/1993 | AAC | 0 | 0 | 0 |
| TBAT | Taxiway B Astoria | TAXIWAY | 02 | Section 01 | Runway End | Р | 522 | 44 | 21,738 | 8/29/2016 | AC | 0 | 0 | 0 |
| THANGAT | Hangar Taxiway Astoria | TAXIWAY | 01 | Apron 01 | T-Hangars | S | 355 | 115 | 33,806 | 10/4/2001 | AC | 0 | 0 | 0 |
| THANGAT | Hangar Taxiway Astoria | TAXIWAY | 02 | THANGAT-01 | T-Hangars | S | 358 | 170 | 43,219 | 8/3/2008 | 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





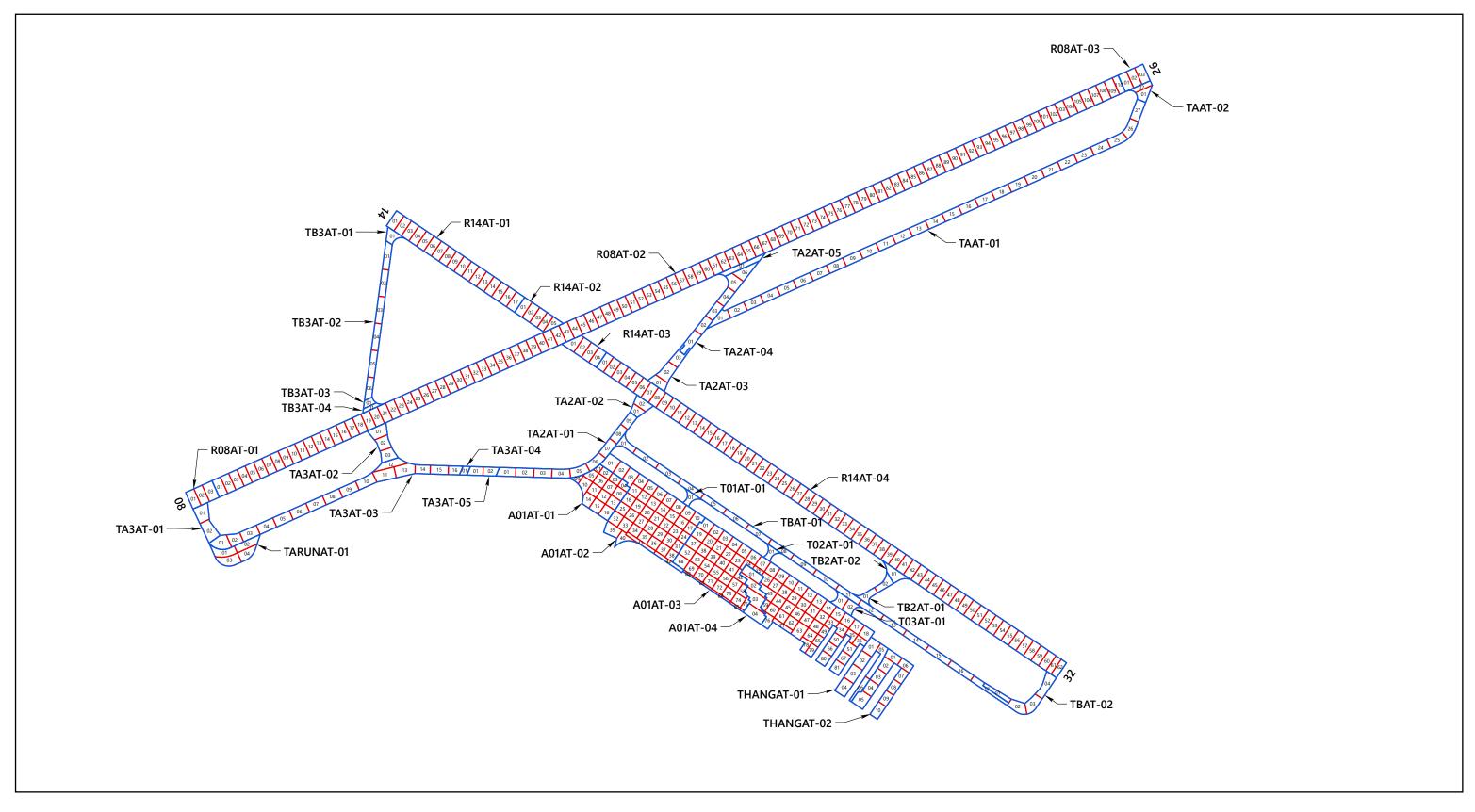
Table 3A: EXAMPLE SAMPLE RATES FOR AC AND PCC PAVEMENTS

| 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

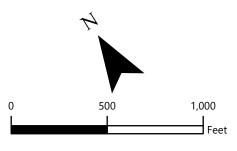
PCC = Portland Cement Concrete

| 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 | | | | | |
| | | | | | | |











WARRENTON-ASTORIA REGIONAL AIRPORT
SAMPLE UNIT LAYOUT

DEC. 2023 JOB NO. 6593-F



APPENDIX B

Pavement Condition Index Survey Results



APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. The results are displayed using a seven-category rating scale in accordance with ASTM D5340. Flexible pavement (e.g., AC and AAC) 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 distress includes 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 distresses include 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 Warrenton-Astoria Regional Airport pavement network consists of 14 branches and 37 sections. A total of 113 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 Warrenton-Astoria Regional Airport is approximately 77, 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 Warrenton-Astoria Regional Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: WARRENTON-ASTORIA REGIONAL AIRPORT CURRENT BRANCH CONDITION REPORT

| Branch ID | Number of Sections | Approximate Area, square feet | Use | Area Weighted Average Branch PCI | PCI Category |
|-----------|--------------------|----------------------------------|---------|-------------------------------------|--------------|
| A01AT | 4 | 546,073 | APRON | 59 | Fair |
| R08AT | 3 | 579,600 | RUNWAY | 85 | Satisfactory |
| R14AT | 4 | 434,994 | RUNWAY | 91 | Good |
| T01AT | 1 | 3,396 | TAXIWAY | 50 | Poor |
| T02AT | 1 | 3,355 | TAXIWAY | 68 | Fair |
| T03AT | 1 | 9,227 | TAXIWAY | 61 | Fair |
| TA2AT | 5 | 107,325 | TAXIWAY | 73 | Satisfactory |
| TA3AT | 5 | 126,641 | TAXIWAY | 92 | Good |
| TAAT | 2 | 143,421 | TAXIWAY | 60 | Fair |
| TARUNAT | 1 | 22,810 | TAXIWAY | 100 | Good |
| TB2AT | 2 | 14,770 | TAXIWAY | 72 | Satisfactory |
| TB3AT | 4 | 41,037 | TAXIWAY | 65 | Fair |
| TBAT | 2 | 108,601 | TAXIWAY | 65 | Fair |
| THANGAT | 2 | 77,025 | TAXIWAY | 85 | Satisfactory |

| Use Category | Number of Sections | Total Area, square feet | Area Weighted Average PCI |
|--------------|--------------------|----------------------------|------------------------------|
| APRON | 4 | 546,073 | 59 |
| RUNWAY | 7 | 1,014,594 | 88 |
| TAXIWAY | 26 | 657,608 | 74 |
| ALL | 37 | 2,218,275 | 77 |

Abbreviation: PCI = Pavement Condition Index



Table 3B: WARRENTON-ASTORIA REGIONAL AIRPORT 2023 PAVEMENT CONDITION INDEX SURVEY RESULTS

| BranchID | SectionID | Last Construction Date | Surface Type | Use | Last Inspection Date | Age at Inspection | PCI | PCI Category | PCI % Climate | PCI % Load | PCI % Other |
|----------|-----------|-------------------------------|--------------|---------|----------------------|-------------------|-----|--------------|---------------|------------|-------------|
| A01AT | 01 | 8/2/1944 | PCC | APRON | 7/1/2023 | 79 | 8 | Failed | 8 | 90 | 2 |
| A01AT | 02 | 9/1/2021 | AC | APRON | 7/1/2023 | 2 | 100 | Good | 0 | 0 | 0 |
| A01AT | 03 | 8/2/1994 | PCC | APRON | 7/1/2023 | 29 | 43 | Poor | 8 | 83 | 9 |
| A01AT | 04 | 9/1/2020 | AC | APRON | 7/1/2023 | 3 | 100 | Good | 0 | 0 | 0 |
| R08AT | 01 | 9/13/1999 | APC | RUNWAY | 7/1/2023 | 24 | 74 | Satisfactory | 100 | 0 | 0 |
| R08AT | 02 | 9/13/1999 | AAC | RUNWAY | 7/1/2023 | 24 | 85 | Satisfactory | 100 | 0 | 0 |
| R08AT | 03 | 9/13/1999 | APC | RUNWAY | 7/1/2023 | 24 | 85 | Satisfactory | 100 | 0 | 0 |
| R14AT | 01 | 8/29/2016 | AAC | RUNWAY | 7/1/2023 | 7 | 93 | Good | 100 | 0 | 0 |
| R14AT | 02 | 9/13/1999 | AAC | RUNWAY | 7/1/2023 | 24 | 82 | Satisfactory | 100 | 0 | 0 |
| R14AT | 03 | 9/13/1999 | AAC | RUNWAY | 7/1/2023 | 24 | 83 | Satisfactory | 92 | 0 | 8 |
| R14AT | 04 | 9/1/2016 | AAC | RUNWAY | 7/1/2023 | 7 | 92 | Good | 100 | 0 | 0 |
| T01AT | 01 | 8/1/1993 | AC | TAXIWAY | 7/1/2023 | 30 | 50 | Poor | 89 | 0 | 11 |
| T02AT | 01 | 8/1/1993 | AC | TAXIWAY | 7/1/2023 | 30 | 68 | Fair | 100 | 0 | 0 |
| T03AT | 01 | 8/1/1993 | AC | TAXIWAY | 7/1/2023 | 30 | 61 | Fair | 100 | 0 | 0 |
| TA2AT | 01 | 8/1/1991 | AAC | TAXIWAY | 7/1/2023 | 32 | 58 | Fair | 100 | 0 | 0 |
| TA2AT | 02 | 8/29/2016 | AAC | TAXIWAY | 7/1/2023 | 7 | 92 | Good | 100 | 0 | 0 |
| TA2AT | 03 | 8/29/2016 | AAC | TAXIWAY | 7/1/2023 | 7 | 93 | Good | 86 | 0 | 14 |
| TA2AT | 04 | 8/1/1991 | AAC | TAXIWAY | 7/1/2023 | 32 | 76 | Satisfactory | 100 | 0 | 0 |
| TA2AT | 05 | 9/13/1999 | AC | TAXIWAY | 7/1/2023 | 24 | 82 | Satisfactory | 73 | 0 | 27 |
| TA3AT | 01 | 9/1/2019 | AC | TAXIWAY | 7/1/2023 | 4 | 100 | Good | 0 | 0 | 0 |
| TA3AT | 02 | 9/1/2019 | AC | TAXIWAY | 7/1/2023 | 4 | 100 | Good | 0 | 0 | 0 |
| TA3AT | 03 | 9/1/2019 | AC | TAXIWAY | 7/1/2023 | 4 | 96 | Good | 100 | 0 | 0 |
| TA3AT | 04 | 8/1/1944 | PCC | TAXIWAY | 7/1/2023 | 79 | 12 | Serious | 9 | 88 | 3 |
| TA3AT | 05 | 8/1/1944 | AC | TAXIWAY | 7/1/2023 | 79 | 39 | Very Poor | 47 | 53 | 0 |
| TAAT | 01 | 8/1/1988 | AAC | TAXIWAY | 7/1/2023 | 35 | 59 | Fair | 100 | 0 | 0 |
| TAAT | 02 | 9/13/1999 | AAC | TAXIWAY | 7/1/2023 | 24 | 75 | Satisfactory | 99 | 0 | 1 |
| TARUNAT | 01 | 9/1/2019 | AC | TAXIWAY | 7/1/2023 | 4 | 100 | Good | 0 | 0 | 0 |
| TB2AT | 01 | 8/1/1993 | AAC | TAXIWAY | 7/1/2023 | 30 | 59 | Fair | 100 | 0 | 0 |
| TB2AT | 02 | 8/29/2016 | AAC | TAXIWAY | 7/1/2023 | 7 | 90 | Good | 100 | 0 | 0 |
| TB3AT | 01 | 8/29/2016 | AAC | TAXIWAY | 7/1/2023 | 7 | 89 | Good | 100 | 0 | 0 |
| TB3AT | 02 | 8/1/1993 | AAC | TAXIWAY | 7/1/2023 | 30 | 60 | Fair | 94 | 0 | 6 |
| TB3AT | 03 | 8/1/1944 | PCC | TAXIWAY | 7/1/2023 | 79 | 64 | Fair | 24 | 72 | 4 |
| TB3AT | 04 | 9/13/1999 | AAC | TAXIWAY | 7/1/2023 | 24 | 87 | Good | 100 | 0 | 0 |
| TBAT | 01 | 8/1/1993 | AAC | TAXIWAY | 7/1/2023 | 30 | 59 | Fair | 100 | 0 | 0 |
| TBAT | 02 | 8/29/2016 | AC | TAXIWAY | 7/1/2023 | 7 | 89 | Good | 50 | 0 | 50 |
| THANGAT | 01 | 10/4/2001 | AC | TAXIWAY | 7/1/2023 | 22 | 75 | Satisfactory | 100 | 0 | 0 |
| THANGAT | 02 | 8/3/2008 | AC | TAXIWAY | 7/1/2023 | 15 | 92 | Good | 100 | 0 | 0 |

Abbreviations:

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



Table 4B: WARRENTON-ASTORIA REGIONAL AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2023 RESULTS

| | | | Approximate | | | 2018 Su | ırvey | 2 | 2023 Survey | | | D. (|
|-----------|------------|---------------------------|----------------------|------------------|------------------|--------------|-----------------|-----|--------------|------------------|-----------------------|--------------------------|
| Branch ID | Section ID | Surface Type ¹ | Area, square feet | LCD ² | PCI ³ | PCI Category | Inspection Date | PCI | PCI Category | Age ⁴ | Δ PCI/yr ⁵ | Rate of Deterioration |
| A01AT | 01 | PCC | 55,558 | 8/2/1944 | - | - | - | 8 | Failed | - | - | N/A ⁶ |
| A01AT | 02 | AC | 162,373 | 9/1/2021 | - | - | - | 100 | Good | - | - | N/A |
| A01AT | 03 | PCC | 301,741 | 8/2/1994 | 65 | Fair | 5/10/2018 | 43 | Poor | 24 | -4.20 | HIGH |
| A01AT | 04 | AC | 26,401 | 9/1/2020 | - | - | - | 100 | Good | - | - | N/A |
| R08AT | 01 | APC | 16,000 | 9/13/1999 | 74 | Satisfactory | 5/10/2018 | 74 | Satisfactory | 19 | 0.00 | NONE |
| R08AT | 02 | AAC | 548,600 | 9/13/1999 | 83 | Satisfactory | 5/10/2018 | 85 | Satisfactory | 19 | 0 | NONE |
| R08AT | 03 | APC | 15,000 | 9/13/1999 | 80 | Satisfactory | 5/10/2018 | 85 | Satisfactory | 19 | 0.97 | NONE |
| R14AT | 01 | AAC | 85,500 | 8/29/2016 | 100 | Good | 5/10/2018 | 93 | Good | 2 | -1 | NORMAL |
| R14AT | 02 | AAC | 22,732 | 9/13/1999 | 90 | Good | 5/10/2018 | 82 | Satisfactory | 19 | -1.55 | NORMAL |
| R14AT | 03 | AAC | 19.993 | 9/13/1999 | 90 | Good | 5/10/2018 | 83 | Satisfactory | 19 | -1 | NORMAL |
| R14AT | 04 | AAC | 306,769 | 9/1/2016 | 100 | Good | 5/10/2018 | 92 | Good | 2 | -1.55 | NORMAL |
| T01AT | 01 | AC | 3,396 | 8/1/1993 | 66 | Fair | 5/10/2018 | 50 | Poor | 25 | -3 | NORMAL |
| T02AT | 01 | AC | 3,355 | 8/1/1993 | 66 | Fair | 5/10/2018 | 68 | Fair | 25 | 0.39 | NONE |
| T03AT | 01 | AC | 9,227 | 8/1/1993 | 60 | Fair | 5/10/2018 | 61 | Fair | 25 | 0.55 | NONE |
| TA2AT | 01 | AAC | 43,925 | 8/1/1991 | 55 | Poor | 5/10/2018 | 58 | Fair | 27 | 0.58 | NONE |
| TA2AT | 02 | AAC | 8.087 | 8/29/2016 | 100 | Good | 5/10/2018 | 92 | Good | 2 | -2 | NORMAL |
| TA2AT | 03 | AAC | 16,832 | 8/29/2016 | 100 | Good | 5/10/2018 | 93 | Good | 2 | -1.36 | NORMAL |
| TA2AT | 04 | AAC | 31,854 | 8/1/1991 | 81 | Satisfactory | 5/10/2018 | 76 | Satisfactory | 27 | -1 | NORMAL |
| TA2AT | 05 | AC | 6,627 | 9/13/1999 | 83 | Satisfactory | 5/10/2018 | 82 | Satisfactory | 19 | -0.19 | NORMAL |
| TA3AT | 01 | AC | 13,782 | 9/1/2019 | 91 | Good | 5/10/2018 | 100 | Good | -1 | 2 | NONE |
| TA3AT | 02 | AC | 16,070 | 9/1/2019 | 93 | Good | 5/10/2018 | 100 | Good | -1 | 1.36 | NONE |
| TA3AT | 03 | AC | 87,104 | 9/1/2019 | 56 | Fair | 5/10/2018 | 96 | Good | -1 | 8 | NONE |
| TA3AT | 04 | PCC | 1,981 | 8/1/1944 | 36 | Very Poor | 5/10/2018 | 12 | Serious | 74 | -4.66 | HIGH |
| TA3AT | 05 | AC | 7,704 | 8/1/1944 | 56 | Fair | 5/10/2018 | 39 | Very Poor | 74 | -3 | NORMAL |
| TAAT | 01 | AAC | 136,063 | 8/1/1988 | 52 | Poor | 5/10/2018 | 59 | Fair | 30 | 1.36 | NONE |
| TAAT | 02 | AAC | 7,358 | 9/13/1999 | 87 | Good | 5/10/2018 | 75 | Satisfactory | 19 | -2 | NORMAL |
| TARUNAT | 01 | AC | 22,810 | 9/1/2019 | - | - | - | 100 | Good | - | - | N/A |
| TB2AT | 01 | AAC | 8,740 | 8/1/1993 | 59 | Fair | 5/10/2018 | 59 | Fair | 25 | 0 | NONE |
| TB2AT | 02 | AAC | 6,030 | 8/29/2016 | 100 | Good | 5/10/2018 | 90 | Good | 2 | -1.94 | NORMAL |
| TB3AT | 01 | AAC | 4,346 | 8/29/2016 | 100 | Good | 5/10/2018 | 89 | Good | 2 | -2 | NORMAL |
| TB3AT | 02 | AAC | 32,262 | 8/1/1993 | 65 | Fair | 5/10/2018 | 60 | Fair | 25 | -0.97 | NORMAL |
| TB3AT | 03 | PCC | 2,329 | 8/1/1944 | 65 | Fair | 5/10/2018 | 64 | Fair | 74 | 0 | NORMAL |
| TB3AT | 04 | AAC | 2,100 | 9/13/1999 | 96 | Good | 5/10/2018 | 87 | Good | 19 | -1.75 | NORMAL |
| TBAT | 01 | AAC | 86,863 | 8/1/1993 | 62 | Fair | 5/10/2018 | 59 | Fair | 25 | -1 | NORMAL |
| TBAT | 02 | AC | 21,738 | 8/29/2016 | 100 | Good | 5/10/2018 | 89 | Good | 2 | -2.14 | NORMAL |
| THANGAT | 01 | AC | 33,806 | 10/4/01 | 90 | Good | 5/10/2018 | 75 | Satisfactory | 17 | -3 | NORMAL |
| THANGAT | 02 | AC | 43,219 | 8/3/08 | 100 | Good | 5/10/2018 | 92 | Good | 10 | -1.55 | NORMAL |

Abbreviations



 $^{^{1}}$ AC = Asphalt Concrete, AAC = Asphalt Overlay AC, PCC = Portland Cement Concrete

 $^{^{\}rm 2}$ LCD = Last construction date. The date of the last major pavement rehabilitation (e.g. AC overlay)

³ PCI = Pavement Condition Index

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

 $^{^{5}}$ Δ PCI/yr = Change in PCI points per year between 2018 survey and 2023 survey

 $^{^{6}}$ 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 Warrenton-Astoria Regional Airport. 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 Warrenton-Astoria Regional Airport. For each model, we reviewed the data in order to filter out any inconsistent or inaccurate data or any data that fell outside boundary values set by PAVER. After outliers are removed and the data are checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" are provided on Figures 1C through 4C below.



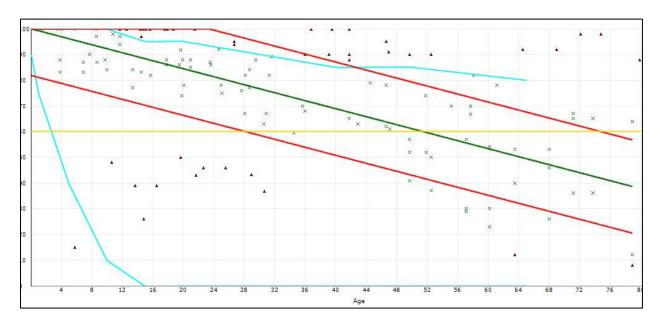


Figure 1C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 1/2 PCC RUNWAYS, TAXIWAYS, AND APRONS

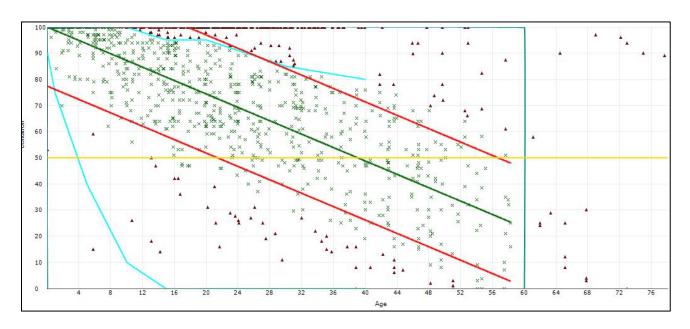


Figure 2C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 1/2 AC APRONS



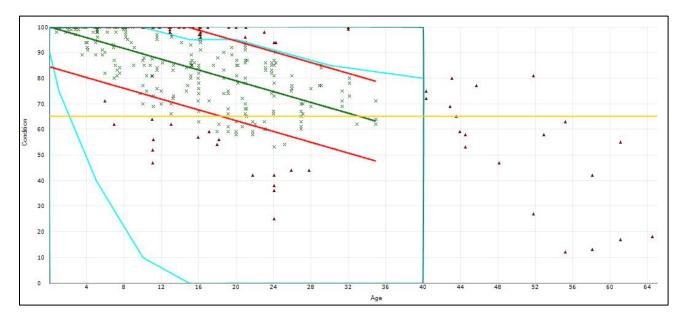


Figure 3C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 1/2 AC RUNWAYS

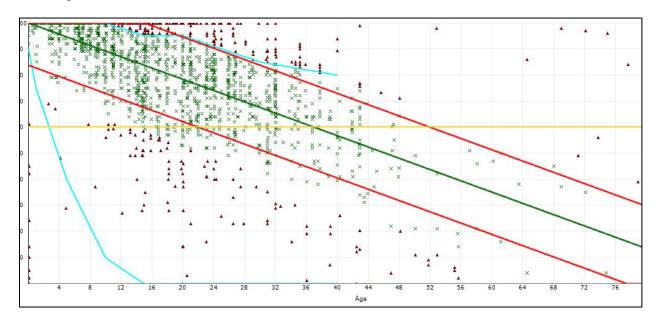


Figure 4C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 1/2 AC TAXIWAYS

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 Warrenton-Astoria Regional Airport:

- Runways 65
- Taxiways/Taxilanes 60
- 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 Warrenton-Astoria Regional Airport, along with the conditions at the previous inspection, are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

As mentioned above, functional remaining life is the practical amount of time a pavement is in service before requiring rehabilitation, as estimated based solely on visual condition. This is not to be confused with structural remaining life, which requires analysis of the structural capacity of a pavement.

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

Table 1C: PAST, PRESENT AND FUTURE PCI

| | | Past Inspection PCI | Current PCI | Predicted | Predicted Future PCI | | |
|----------|-----------|---------------------|-------------|-----------|----------------------|--|--|
| BranchID | SectionID | 2018 | 2023 | 2028 | 2033 | | |
| A01AT | 01 | - | 8 | 4 | 0 | | |
| A01AT | 02 | - | 100 | 94 | 87 | | |
| A01AT | 03 | 65 | 43 | 40 | 36 | | |
| A01AT | 04 | - | 100 | 94 | 87 | | |
| R08AT | 01 | 74 | 74 | 69 | 63 | | |
| R08AT | 02 | 83 | 85 | 80 | 74 | | |
| R08AT | 03 | 80 | 85 | 80 | 74 | | |
| R14AT | 01 | 100 | 93 | 88 | 82 | | |
| R14AT | 02 | 90 | 82 | 77 | 71 | | |
| R14AT | 03 | 90 | 83 | 78 | 72 | | |
| R14AT | 04 | 100 | 92 | 87 | 81 | | |
| T01AT | 01 | 66 | 50 | 45 | 39 | | |
| T02AT | 01 | 66 | 68 | 63 | 57 | | |
| T03AT | 01 | 60 | 61 | 56 | 50 | | |
| TA2AT | 01 | 55 | 58 | 53 | 47 | | |
| TA2AT | 02 | 100 | 92 | 87 | 81 | | |
| TA2AT | 03 | 100 | 93 | 88 | 82 | | |
| TA2AT | 04 | 81 | 76 | 71 | 65 | | |
| TA2AT | 05 | 83 | 82 | 77 | 71 | | |
| TA3AT | 01 | 91 | 100 | 95 | 89 | | |
| TA3AT | 02 | 93 | 100 | 95 | 89 | | |
| TA3AT | 03 | 56 | 96 | 90 | 85 | | |
| TA3AT | 04 | 36 | 12 | 8 | 4 | | |
| TA3AT | 05 | 56 | 39 | 34 | 28 | | |
| TAAT | 01 | 52 | 59 | 54 | 48 | | |
| TAAT | 02 | 87 | 75 | 70 | 64 | | |
| TARUNAT | 01 | - | 100 | 94 | 87 | | |
| TB2AT | 01 | 59 | 59 | 54 | 48 | | |
| TB2AT | 02 | 100 | 90 | 85 | 79 | | |
| TB3AT | 01 | 100 | 89 | 84 | 78 | | |
| TB3AT | 02 | 65 | 60 | 55 | 49 | | |
| TB3AT | 03 | 65 | 64 | 60 | 56 | | |
| TB3AT | 04 | 96 | 87 | 82 | 76 | | |
| TBAT | 01 | 62 | 59 | 54 | 48 | | |
| TBAT | 02 | 100 | 89 | 84 | 78 | | |
| THANGAT | 01 | 90 | 75 | 70 | 64 | | |
| THANGAT | 02 | 100 | 92 | 87 | 81 | | |

Abbreviation: PCI = Pavement Condition Index



Table 2C: WARRENTON-ASTORIA REGIONAL AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

| Branch ID Section ID Type PCI M&R Trigger PCI Life A01AT 01 PCC 8 0 - 5 50 0 - 5 A01AT 02 AC 100 > 20 50 > 20 A01AT 03 PCC 43.4 0 - 5 50 0 - 5 A01AT 04 AC 100 > 20 50 > 20 R08AT 01 APC 74 6 - 10 65 > 20 R08AT 02 AAC 85 16 - 20 65 > 20 R08AT 03 APC 85 16 - 20 65 > 20 R08AT 01 AAC 85 16 - 20 65 > 20 R08AT 01 AAC 85 16 - 20 65 > 20 R14AT 01 AAC 83 16 - 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 < | | | | | | | Years to End of |
|--|-----------|------------|---------|---------|----------------|--------------------------|--------------------|
| A01AT 01 PCC 8 0 -5 50 0-5 A01AT 02 AC 100 > 20 50 > 20 A01AT 03 PCC 43.4 0-5 50 0-5 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 | | | Surface | Current | Years to Major | Major M&R | Functional Service |
| A01AT 01 PCC 8 0 -5 50 0-5 A01AT 02 AC 100 > 20 50 > 20 A01AT 03 PCC 43.4 0-5 50 0-5 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 > 20 50 > 20 A01AT 04 AC 100 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 16 - 20 65 > 20 A01AT 05 AC 85 | Branch ID | Section ID | Туре | PCI | M&R | Trigger PCI ¹ | Life |
| A01AT 03 PCC 43.4 0 - 5 50 0 - 5 A01AT 04 AC 100 > 20 50 > 20 R08AT 01 APC 74 6 - 10 65 > 20 R08AT 02 AAC 85 16 - 20 65 > 20 R08AT 03 APC 85 16 - 20 65 > 20 R08AT 01 AAC 85 16 - 20 65 > 20 R08AT 01 AAC 83 16 - 20 65 > 20 R14AT 01 AAC 82 16 - 20 65 > 20 R14AT 03 AAC 83 16 - 20 65 > 20 R14AT 04 AAC 82 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 60 6-10 < | A01AT | 01 | PCC | 8 | 0 - 5 | | 0 - 5 |
| A01AT 04 AC 100 > 20 50 > 20 R08AT 01 APC 74 6 - 10 65 > 20 R08AT 02 AAC 85 16 - 20 65 > 20 R08AT 03 APC 85 16 - 20 65 > 20 R14AT 01 AAC 93 > 20 65 > 20 R14AT 02 AAC 82 16 - 20 65 > 20 R14AT 03 AAC 83 16 - 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R03AT 01 AC 68 6 - 10 60 > 20 T2AT | A01AT | 02 | AC | 100 | > 20 | 50 | > 20 |
| R08AT 01 APC 74 6-10 65 > 20 R08AT 02 AAC 85 16-20 65 > 20 R08AT 03 APC 85 16-20 65 > 20 R14AT 01 AAC 93 > 20 65 > 20 R14AT 02 AAC 82 16-20 65 > 20 R14AT 03 AAC 83 16-20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 T01AT 01 AC 50 0-5 60 6-10 0 T02AT 01 AC 68 6-10 60 > 20 0 T03AT 01 AC 61 0-5 60 16-20 16-20 17 17 17 17 17 17 17 18< | A01AT | 03 | PCC | 43.4 | 0 - 5 | 50 | 0 - 5 |
| R08AT 02 AAC 85 16 - 20 65 > 20 R08AT 03 APC 85 16 - 20 65 > 20 R14AT 01 AAC 93 > 20 65 > 20 R14AT 02 AAC 82 16 - 20 65 > 20 R14AT 03 AAC 83 16 - 20 65 > 20 R14AT 03 AAC 83 16 - 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 01 AC 60 0 - 5 60 60 60 20 R14AT 01 AC 68 6 - 10 60 > 20 60 > 20 R14AT 01 AC 68 6 - 10 60 > 20 60 > 20 60 > 20 60 > 2 | A01AT | 04 | AC | 100 | > 20 | 50 | |
| R08AT 03 APC 85 16 - 20 65 > 20 R14AT 01 AAC 93 > 20 65 > 20 R14AT 02 AAC 82 16 - 20 65 > 20 R14AT 03 AAC 83 16 - 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 T01AT 01 AC 68 6 - 10 60 > 20 T03AT 01 AC 68 6 - 10 60 > 20 TA2AT 01 AAC 58 0 - 5 60 16 - 20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT </td <td>R08AT</td> <td>01</td> <td>APC</td> <td>74</td> <td>6 - 10</td> <td>65</td> <td></td> | R08AT | 01 | APC | 74 | 6 - 10 | 65 | |
| R14AT 01 AAC 93 > 20 65 > 20 R14AT 02 AAC 82 16 - 20 65 > 20 R14AT 03 AAC 83 16 - 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 T01AT 01 AC 50 0 - 5 60 6 - 10 T02AT 01 AC 68 6 - 10 60 > 20 T03AT 01 AC 58 0 - 5 60 16 - 20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 83 0 - 5 60 16 - 20 TA2AT 04 AAC 92 > 20 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA2AT 06 AAC 93 > 20 60 > 20 TA2AT 07 AAC 58 0 - 5 60 16 - 20 TA2AT 08 AAC 93 > 20 60 > 20 TA2AT 09 AAC 93 > 20 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AAC 99 0 - 5 60 0 - 5 TAAT 02 AAC 99 0 - 5 60 16 - 20 TA3AT 01 AAC 59 0 - 5 60 16 - 20 TA3AT 02 AAC 90 > 20 TA3AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 02 AAC 90 > 20 TB3AT 03 PCC 64 0 - 5 60 16 - 20 TB3AT 04 AAC 89 > 20 60 > 20 TB3AT 05 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 02 AAC 90 > 20 60 > 20 TB3AT 03 PCC 64 0 - 5 60 16 - 20 TB3AT 04 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 02 AAC 80 0 - 5 60 16 - 20 TB3AT 03 PCC 64 0 - 5 60 16 - 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 04 AAC 89 > 20 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 04 AAC 89 > 20 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 04 AAC 89 > 20 60 > 20 TB3AT 04 AAC 89 & 20 60 > 20 TB3AT 04 AAC 89 & 20 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 04 AAC 89 & 20 60 > 20 TB3AT 04 AAC 89 & 20 60 > 20 TB3AT 04 AAC 89 & 20 60 > 20 TB3AT 05 AAC 89 & 20 60 > 20 TB3AT 06 AAC 89 & 20 60 > 20 TB3AT 07 AAC 89 & 20 60 > 20 TB3AT 09 AAC 89 & 20 60 > 20 TB3AT 09 AAC 89 & 20 60 > 20 | R08AT | 02 | AAC | 85 | 16 - 20 | 65 | |
| R14AT 02 AAC 82 16 - 20 65 > 20 R14AT 03 AAC 83 16 - 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 T01AT 01 AC 50 0 - 5 60 6 - 10 T02AT 01 AC 68 6 - 10 60 > 20 T03AT 01 AC 61 0 - 5 60 16 - 20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 92 > 20 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 06 AC 76 11 - 15 60 > 20 TA3AT 07 AC 100 > 20 60 > 20 TA3AT 07 AC 100 > 20 60 > 20 TA3AT 07 AC 100 > 20 60 > 20 TA3AT 07 AC 100 > 20 60 > 20 TA3AT 07 AC 100 > 20 60 > 20 TA3AT 07 AC 100 > 20 60 > 20 TA3AT 07 AC 100 > 20 60 > 20 TA3AT 08 AC 100 > 20 60 > 20 TA3AT 09 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 16 - 20 TAAT 05 AC 39 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 > 20 TB3AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 02 AAC 90 > 20 60 > 20 TB3AT 03 PCC 64 0 - 5 60 16 - 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 05 AC 89 CC 64 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 04 AAC 87 > 20 60 > 20 TB3AT 05 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 TB3AT 02 AC 89 0 - 5 60 16 - 20 | R08AT | 03 | APC | 85 | 16 - 20 | 65 | > 20 |
| R14AT 03 AAC 83 16 - 20 65 > 20 R14AT 04 AAC 92 > 20 65 > 20 T01AT 01 AC 50 0 - 5 60 6 - 10 T02AT 01 AC 68 6 - 10 60 > 20 T03AT 01 AC 58 0 - 5 60 16 - 20 TA2AT 01 AAC 58 0 - 5 60 16 - 20 TA2AT 01 AAC 58 0 - 5 60 16 - 20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 20 TA3AT 05 AC 39 0 - 5 60 0 - 20 TA3AT 01 AAC 59 0 - 5 TAAT 01 AAC 59 0 - 5 TAAT 01 AAC 59 0 - 5 TBAT 01 AAC 59 0 - 5 TBAT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 59 0 - 5 TB3AT 02 AAC 60 0 - 5 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 01 AAC 59 0 - 5 TB3AT 01 AAC 89 > 20 | R14AT | 01 | AAC | 93 | > 20 | 65 | > 20 |
| R14AT 04 AAC 92 > 20 65 > 20 T01AT 01 AC 50 0 -5 60 6-10 T02AT 01 AC 68 6-10 60 > 20 T03AT 01 AC 61 0 -5 60 > 20 T3AT 01 AC 58 0 -5 60 16 -20 TA2AT 01 AAC 58 0 -5 60 16 -20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA3AT 01 AC 100 > 20 TA3AT 02 AC 100 > 20 TA3AT 03 AC 95.6 > 20 TA3AT 04 PCC 12 0 -5 60 0 -5 TA3AT 05 AC 39 0 -5 60 0 -20 TA3AT 05 AC 39 0 -5 TA3AT 01 AC 100 > 20 TA3AT 04 AC 95.6 > 20 TA3AT 05 AC 39 0 -5 TAAT 01 AC 59 0 -5 TAAT 01 AC 100 > 20 TB3AT 02 AAC 75 TB2AT 02 AAC 90 > 20 TB3AT 02 AAC 60 0 -5 TB3AT 02 AAC 60 0 -5 TB3AT 03 PCC 64 0 -5 TB3AT 04 AAC 59 0 -5 TB3AT 04 AAC 87 > 20 TB3AT 05 AC 89 > 20 TB3AT 01 AAC 89 > 20 TB3AT 01 AAC 87 > 20 TB3AT 02 AAC 60 0 -5 TB3AT 04 AAC 87 > 20 TB3AT 04 AAC 87 > | R14AT | 02 | AAC | 82 | 16 - 20 | 65 | > 20 |
| T01AT 01 AC 50 0 - 5 60 6 - 10 T02AT 01 AC 68 6 - 10 60 > 20 T03AT 01 AC 61 0 - 5 60 > 20 TA2AT 01 AAC 58 0 - 5 60 16 - 20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TAAT </td <td>R14AT</td> <td>03</td> <td>AAC</td> <td>83</td> <td>16 - 20</td> <td>65</td> <td>> 20</td> | R14AT | 03 | AAC | 83 | 16 - 20 | 65 | > 20 |
| T02AT 01 AC 68 6 - 10 60 > 20 T03AT 01 AC 61 0 - 5 60 > 20 TA2AT 01 AAC 58 0 - 5 60 16 - 20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 0 - 5 TAAT <td>R14AT</td> <td>04</td> <td>AAC</td> <td>92</td> <td>> 20</td> <td>65</td> <td>> 20</td> | R14AT | 04 | AAC | 92 | > 20 | 65 | > 20 |
| T03AT 01 AC 61 0 - 5 60 > 20 TA2AT 01 AAC 58 0 - 5 60 16 - 20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TAAT 04 PCC 12 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT </td <td>T01AT</td> <td>01</td> <td>AC</td> <td>50</td> <td>0 - 5</td> <td>60</td> <td>6 - 10</td> | T01AT | 01 | AC | 50 | 0 - 5 | 60 | 6 - 10 |
| TA2AT 01 AAC 58 0 - 5 60 16 - 20 TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TAAT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TB2AT | T02AT | 01 | AC | 68 | 6 - 10 | 60 | > 20 |
| TA2AT 02 AAC 92 > 20 60 > 20 TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT 01 AC 100 > 20 60 > 20 TB2AT <td>T03AT</td> <td>01</td> <td>AC</td> <td>61</td> <td>0 - 5</td> <td>60</td> <td>> 20</td> | T03AT | 01 | AC | 61 | 0 - 5 | 60 | > 20 |
| TA2AT 03 AAC 93 > 20 60 > 20 TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 01 AAC 90 > 20 60 > 20 TB3AT< | TA2AT | 01 | AAC | 58 | 0 - 5 | 60 | 16 - 20 |
| TA2AT 04 AAC 76 11 - 15 60 > 20 TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TA4T 01 AAC 59 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3 | TA2AT | 02 | AAC | 92 | > 20 | 60 | > 20 |
| TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 20 TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 02 AAC 60 0 - 5 60 16 - 20 TB3 | TA2AT | 03 | AAC | 93 | > 20 | 60 | > 20 |
| TA2AT 05 AC 82 > 20 60 > 20 TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 20 TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 02 AAC 60 0 - 5 60 16 - 20 TB3 | TA2AT | 04 | AAC | 76 | 11 - 15 | 60 | > 20 |
| TA3AT 01 AC 100 > 20 60 > 20 TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TATAT 02 AAC 75 11 - 15 60 > 20 TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 02 AAC 90 > 20 60 > 20 TB3AT 02 AAC 60 0 - 5 60 16 - 20 TB3AT 03 PCC 64 0 - 5 60 > 20 <t< td=""><td>TA2AT</td><td>05</td><td>AC</td><td>82</td><td></td><td></td><td></td></t<> | TA2AT | 05 | AC | 82 | | | |
| TA3AT 02 AC 100 > 20 60 > 20 TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 > 20 TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB2AT 02 AAC 90 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 03 PCC 64 0 - 5 60 16 - 20 TBAT 04 AAC 87 > 20 60 > 20 T | | | | | | | |
| TA3AT 03 AC 95.6 > 20 60 > 20 TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 > 20 TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB2AT 02 AAC 90 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 02 AAC 60 0 - 5 60 16 - 20 TB3AT 04 AAC 87 > 20 60 > 20 TBAT 01 AAC 59 0 - 5 60 16 - 20 < | | | | | | | |
| TA3AT 04 PCC 12 0 - 5 60 0 - 5 TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 > 20 TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 02 AAC 90 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 03 PCC 64 0 - 5 60 16 - 20 TB3AT 04 AAC 87 > 20 60 > 20 TBAT 01 AAC 59 0 - 5 60 16 - 20 TBAT 01 AAC 89 > 20 60 > 20 <td< td=""><td></td><td></td><td></td><td></td><td></td><td>60</td><td>> 20</td></td<> | | | | | | 60 | > 20 |
| TA3AT 05 AC 39 0 - 5 60 0 - 5 TAAT 01 AAC 59 0 - 5 60 16 - 20 TAAT 02 AAC 75 11 - 15 60 > 20 TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB3AT 02 AAC 90 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 03 PCC 64 0 - 5 60 16 - 20 TB3AT 04 AAC 87 > 20 60 > 20 TBAT 01 AAC 59 0 - 5 60 16 - 20 TBAT 02 AC 89 > 20 60 > 20 THANGAT 01 AC 75 11 - 15 60 > 20 | | | | | | 60 | |
| TAAT 02 AAC 75 11 - 15 60 > 20 TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB2AT 02 AAC 90 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 02 AAC 60 0 - 5 60 16 - 20 TB3AT 03 PCC 64 0 - 5 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TBAT 01 AAC 59 0 - 5 60 16 - 20 TBAT 02 AC 89 > 20 60 > 20 THANGAT 01 AC 75 11 - 15 60 > 20 | | 05 | AC | 39 | 0 - 5 | 60 | 0 - 5 |
| TARUNAT 01 AC 100 > 20 60 > 20 TB2AT 01 AAC 59 0 - 5 60 16 - 20 TB2AT 02 AAC 90 > 20 60 > 20 TB3AT 01 AAC 89 > 20 60 > 20 TB3AT 02 AAC 60 0 - 5 60 16 - 20 TB3AT 03 PCC 64 0 - 5 60 > 20 TB3AT 04 AAC 87 > 20 60 > 20 TBAT 01 AAC 59 0 - 5 60 16 - 20 TBAT 02 AC 89 > 20 60 > 20 THANGAT 01 AC 75 11 - 15 60 > 20 | TAAT | 01 | AAC | 59 | 0 - 5 | 60 | 16 - 20 |
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| THANGAT 01 AC 75 11 - 15 60 > 20 | | | | | | | |
| | | | | | | | |
| | | | AC | | > 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 Warrenton-Astoria Regional Airport pavement network condition over time. We used PAVER v7.1.1 software to develop network-level project recommendations for the next five years.

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

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

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

D.1.1 Pavement Rank and Use Prioritization

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



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

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

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

D.2 MAINTENANCE POLICIES AND UNIT COSTS

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

Although our work scope does not include budget analysis, we did assign construction costs to the maintenance work so that PAVER would allocate M&R projects that were approximately equal in costs for each year of the five-year period. The anticipated cost of performing M&R is based on cost tables that relate M&R work type costs to PCI. We reviewed the unit costs from the 2018 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Warrenton-Astoria Regional Airport and information provided by the ODAV Pavement Maintenance Program (PMP) project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Warrenton-Astoria Regional Airport. The costs represent the fully-loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D below.



Table 2D: REGION 1 UNIT COST DATA

| Type of M&R | Work Type | Unit Cost | Work Unit |
|--------------------------------|--|-----------|-----------|
| Major MARD | Complete Reconstruction with AC | \$28.86 | Sq Ft |
| Major M&R | Cold Mill and Overlay – 3 Inches Thick | \$11.39 | Sq Ft |
| Confere Treatment (Clabel) MOD | Surface Treatment - Slurry Seal | \$0.52 | Sq Ft |
| Surface Treatment (Global) M&R | Surface Treatment - Fog Seal | \$0.31 | Sq Ft |
| | Crack Sealing - AC | \$3.12 | Ft |
| | Crack Sealing - PCC | \$23.4 | Ft |
| Landina d Dunination MOID | Crack Sealing – Wide Cracks | \$51.48 | Ft |
| Localized Preventive M&R | Joint Sealing – PCC | \$7.80 | Ft |
| | AC Patching – Full Depth | \$78.00 | Sq Ft |
| | PCC Patching – Full Depth | \$156.00 | Sq Ft |

D.3 RECOMMENDED LOCALIZED MAINTENANCE

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

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

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

Table 3D: WARRENTON-ASTORIA REGIONAL AIRPORT NETWORK MAINTENANCE REPORT

| Branch ID | Section ID | Distress | Severity | Action | Work Quantity | Unit | Unit Cost | Work Cost | Section Total |
|-----------|------------|---------------------------|----------|------------------------------|----------------------|------|---------------------------------------|-----------------|---------------|
| A01AT | 01 | Linear Cracking | Low | Crack Sealing - PCC | 370 | Ft | \$23.40 | \$8,658 | |
| A01AT | 01 | Linear Cracking | Medium | Crack Sealing - PCC | 46 | Ft | \$23.40 | \$1,082 | |
| A01AT | 01 | Shattered Slab | Low | Crack Sealing - PCC | 3,608 | Ft | \$23.40 | \$84,416 | \$1,584,841 |
| A01AT | 01 | Shattered Slab | Medium | Crack Sealing - PCC | 2,128 | Ft | \$23.40 | \$49,784 | \$1,504,041 |
| A01AT | 01 | Joint Seal Damage | High | Joint Sealing | 8,140 | Ft | \$7.80 | \$63,492 | |
| A01AT | 01 | Shattered Slab | High | Patching - PCC Full Depth | 8,830 | SqFt | \$156.00 | \$1,377,409 | |
| A01AT | 03 | Corner Break | Low | Crack Sealing - PCC | 487 | Ft | \$23.40 | \$11,402 | |
| A01AT | 03 | Shattered Slab | Medium | Crack Sealing - PCC | 2,042 | Ft | \$23.40 | \$47,787 | |
| A01AT | 03 | Linear Cracking | Medium | Crack Sealing - PCC | 2,042 | Ft | \$23.40 | \$47,787 | # 4FF 410 |
| A01AT | 03 | Linear Cracking | Low | Crack Sealing - PCC | 7,965 | Ft | \$23.40 | \$186,369 | \$455,410 |
| A01AT | 03 | Shattered Slab | Low | Crack Sealing - PCC | 6,127 | Ft | \$23.40 | \$143,361 | |
| A01AT | 03 | Joint Spall | High | Patching - PCC Partial Depth | 119 | SqFt | \$156.00 | \$18,704 | |
| R08AT | 01 | Long. & Trans. Cracking | Medium | Crack Sealing - AC | 112 | Ft | \$3.12 | \$349 | 40.740 |
| R08AT | 01 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 1,090 | Ft | \$3.12 | \$3,400 | \$3,749 |
| R08AT | 02 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 16,129 | Ft | \$3.12 | \$50,322 | \$50,322 |
| R08AT | 03 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 462 | Ft | \$3.12 | \$1,441 | \$1,441 |
| R14AT | 01 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 72 | Ft | \$3.12 | \$224 | \$224 |
| R14AT | 02 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 947 | Ft | \$3.12 | \$2,955 | \$2,955 |
| R14AT | 03 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 596 | Ft | \$3.12 | \$1,859 | \$1,859 |
| R14AT | 04 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 440 | Ft | \$3.12 | \$1,372 | \$1,372 |
| T01AT | 01 | Block Cracking | Low | Crack Sealing - AC | 1,035 | Ft | \$3.12 | \$3,230 | \$3,230 |
| T02AT | 01 | Block Cracking | Low | Crack Sealing - AC | 376 | Ft | \$3.12 | \$1,174 | |
| T02AT | 01 | Joint reflection cracking | Low | Crack Sealing - AC | 20 | Ft | \$3.12 | \$62 | \$1,236 |
| T03AT | 01 | Block Cracking | Low | Crack Sealing - AC | 2,538 | Ft | \$3.12 | \$7,920 | \$7,920 |
| TA2AT | 01 | Block Cracking | Low | Crack Sealing - AC | 13,388 | Ft | \$3.12 | \$41,772 | |
| TA2AT | 01 | Patching | High | Patching - AC Deep | 42 | SqFt | \$78.00 | \$3,276 | \$45,048 |
| TA2AT | 02 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 10 | Ft | \$3.12 | \$31 | \$31 |
| TA2AT | 04 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 1,670 | Ft | \$3.12 | \$5,211 | \$5,211 |
| TA2AT | 05 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 100 | Ft | \$3.12 | \$312 | \$312 |
| TA3AT | 03 | Block Cracking | Low | Crack Sealing - AC | 2,854 | Ft | \$3.12 | \$8,905 | \$8,905 |
| TA3AT | 04 | Corner Break | Medium | Crack Sealing - PCC | 6 | Ft | \$23.40 | \$128 | 40/303 |
| TA3AT | 04 | Linear Cracking | Medium | Crack Sealing - PCC | 18 | Ft | \$23.40 | \$413 | |
| TA3AT | 04 | Shattered Slab | Medium | Crack Sealing - PCC | 35 | Ft | \$23.40 | \$827 | \$110,548 |
| TA3AT | 04 | Joint Seal Damage | High | Joint Sealing | 198 | Ft | \$7.80 | \$1,540 | ψ : . σ/3 . σ |
| TASAT | 04 | Shattered Slab | High | Patching - PCC Full Depth | 690 | SqFt | \$156.00 | \$107,640 | |
| TA3AT | 05 | Block Cracking | Low | Crack Sealing - AC | 677 | Ft | \$3.12 | \$2,113 | |
| TASAT | 05 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 335 | Ft | \$3.12 | \$1,045 | \$45,126 |
| TA3AT | 05 | Alligator Cracking | Medium | Patching - AC Deep | 538 | SqFt | \$78.00 | \$41,968 | ¥ 15,120 |
| TAAT | 03 | Block Cracking | Low | Crack Sealing - AC | 41,472 | Ft | \$3.12 | \$129,392 | \$129,392 |
| TAAT | 02 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 513 | Ft | \$3.12 | \$1,601 | \$1,601 |
| TB2AT | 02 | Block Cracking | Low | Crack Sealing - AC | 2,664 | Ft | \$3.12 | \$8,312 | \$8,312 |
| TB2AT | 02 | | | <u> </u> | 23 | Ft | · · · · · · · · · · · · · · · · · · · | \$0,312 \$72 | \$72 |
| IBZAI | UZ | Long. & Trans. Cracking | Low | Crack Sealing - AC | 25 | Ft | \$3.12 | \$12 | \$12 |



| Branch ID | Section ID | Distress | Severity | Action | Work Quantity | Unit | Unit Cost | Work Cost | Section Total |
|-----------|------------|-------------------------|----------|---------------------|---------------|------|-----------|-----------|---------------|
| TB3AT | 01 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 60 | Ft | \$3.12 | \$187 | \$187 |
| TB3AT | 02 | Block Cracking | Low | Crack Sealing - AC | 7,087 | Ft | \$3.12 | \$22,112 | \$22,112 |
| TB3AT | 03 | Shattered Slab | Low | Crack Sealing - PCC | 30 | Ft | \$23.40 | \$689 | _ |
| TB3AT | 03 | Linear Cracking | Medium | Crack Sealing - PCC | 15 | Ft | \$23.40 | \$345 | \$5,704 |
| TB3AT | 03 | Linear Cracking | Low | Crack Sealing - PCC | 59 | Ft | \$23.40 | \$1,378 | \$3,704 |
| TB3AT | 03 | Joint Seal Damage | High | Joint Sealing | 422 | Ft | \$7.80 | \$3,293 | |
| TB3AT | 04 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 45 | Ft | \$3.12 | \$140 | \$140 |
| TBAT | 01 | Block Cracking | Low | Crack Sealing - AC | 26,476 | Ft | \$3.12 | \$82,604 | \$82,604 |
| THANGAT | 01 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 928 | Ft | \$3.12 | \$2,896 | \$2,896 |
| THANGAT | 02 | Long. & Trans. Cracking | Low | Crack Sealing - AC | 60 | Ft | \$3.12 | \$188 | \$188 |

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 |
|-------------|-----------|------------|------------|--------------|-------------|----------------|----------------------|---------------------------|-------------|
| Action real | | | | | | | | - | |
| | T01AT | 01 | TAXIWAY | AC | 50 | Overlay | 3,396 | \$11.39 | \$38,680 |
| | T03AT | 01 | TAXIWAY | AC | 61 | Overlay | 9,227 | \$11.39 | \$105,095 |
| 2024 | TB2AT | 01 | TAXIWAY | AAC | 59 | Overlay | 8,740 | \$11.39 | \$99,548 |
| | TB3AT | 02 | TAXIWAY | AAC | 60 | Overlay | 32,262 | \$11.39 | \$367,461 |
| | TB3AT | 03 | TAXIWAY | PCC | 64 | Reconstruction | 2,329 | \$28.86 | \$67,215 |
| | TBAT | 01 | TAXIWAY | AAC | 59 | Overlay | 86,863 | \$11.39 | \$989,362 |
| 2025 | TA2AT | 01 | TAXIWAY | AAC | 58 | Overlay | 43,925 | \$11.39 | \$500,302 |
| | TAAT | 01 | TAXIWAY | AAC | 59 | Overlay | 136,063 | \$11.39 | \$1,549,746 |
| | R08AT | 01 | RUNWAY | APC | 74 | Slurry Seal | 16,000 | \$0.52 | \$8,320 |
| | R08AT | 02 | RUNWAY | AAC | 85 | Slurry Seal | 548,600 | \$0.52 | \$285,270 |
| | R08AT | 03 | RUNWAY | APC | 85 | Slurry Seal | 15,000 | \$0.52 | \$7,800 |
| | R14AT | 02 | RUNWAY | AAC | 82 | Slurry Seal | 22,732 | \$0.52 | \$11,821 |
| | R14AT | 03 | RUNWAY | AAC | 83 | Slurry Seal | 19,993 | \$0.52 | \$10,396 |
| | T02AT | 01 | TAXIWAY | AC | 68 | Slurry Seal | 3,355 | \$0.52 | \$1,745 |
| 2026 | TA2AT | 04 | TAXIWAY | AAC | 76 | Slurry Seal | 31,854 | \$0.52 | \$16,564 |
| 2020 | TA2AT | 05 | TAXIWAY | AC | 82 | Slurry Seal | 6,627 | \$0.52 | \$3,446 |
| | TAAT | 02 | TAXIWAY | AAC | 75 | Slurry Seal | 7,358 | \$0.52 | \$3,826 |
| | TB2AT | 02 | TAXIWAY | AAC | 90 | Slurry Seal | 6,030 | \$0.52 | \$3,136 |
| | TB3AT | 01 | TAXIWAY | AAC | 89 | Slurry Seal | 4,346 | \$0.52 | \$2,260 |
| | TB3AT | 04 | TAXIWAY | AAC | 87 | Slurry Seal | 2,100 | \$0.52 | \$1,092 |
| | TBAT | 02 | TAXIWAY | AC | 89 | Slurry Seal | 21,738 | \$0.52 | \$11,304 |
| | THANGAT | 01 | TAXIWAY | AC | 75 | Slurry Seal | 33,806 | \$0.52 | \$17,579 |
| | A01AT | 01 | APRON | PCC | 8 | Reconstruction | 55,558 | \$28.86 | \$1,603,422 |
| 2027 | TA3AT | 04 | TAXIWAY | PCC | 12 | Reconstruction | 1,981 | \$28.86 | \$57,172 |
| | TA3AT | 05 | TAXIWAY | AC | 39 | Reconstruction | 7,704 | \$28.86 | \$222,340 |
| 2028 | A01AT | 03 | APRON | PCC | 43 | Reconstruction | 301,741 | \$28.86 | \$8,708,245 |

Abbreviations:

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

| Cost Summary | |
|---------------------------|-------------|
| 2024 Total Project Cost | \$1,667,361 |
| 2025 Total Project Cost | \$2,050,048 |
| 2026 Total Project Cost | \$384,558 |
| 2027 Total Project Cost | \$1,882,934 |
| 2028 Total Project Cost | \$8,708,245 |
| Total E-Voor Project Cost | ¢14 602 147 |





APPENDIX E

Reinspection Report

| _ | _2025Survey_11-2 ated Date | 21-23 | 12/ | 5/2023 | | | | | | | | | | Page 1 of 37 |
|----------|-------------------------------|-------------|--------|---------|------------------|----------------|-------------|------------|---------|-----------|---------------|-------------|------------|--------------|
| Netwo | | | | | | Name | : War | renton-Ast | oria Re | gional | | | | |
| Branc | | | | Name: | Apron | 01 Astor | | Use | | PRON | Area: | 53 | 8,112 SqFt | |
| Sectio | | | of 3 | - (unic | | | Guard Ramp | | | | ce, FBO, T-Ha | | | .: 8/2/1944 |
| Surfac | | Family: | | 2 D:- | | | • | , | | Category: | | ngars | Rank: P | .: 6/2/1944 |
| Suria | ce: PCC | гашпу: | PCC | | n1_Cat1/2_A | n Zone: | KASI | | | Category: | A | | Kalik: F | |
| Area: | 4 | 55,558 SqFt | | Lengtl | h: | 250 Ft | | Width: | | 240 F | t | | | |
| Slabs: | 296 | Slab Le | ength: | | 15 Ft | 5 | Slab Width: | | 13 | Ft | Jo | int Length: | 8,140 | Ft |
| Shoule | der: | Street 1 | Гуре: | | | (| Grade: 0 | | | | La | nes: 0 | | |
| Sectio | n Comments: | | | | | | | | | | | | | |
| Work | Date: 8/1/1944 | V | Vork T | ype: Su | bbase - Aggre | egate | | | Code: | SB-AG | | Is Major M | &R: False | |
| Work | Date: 8/2/1944 | v | Vork T | ype: Ne | ew Constructi | on - PCC | | | Code: | NC-PC | | Is Major M | &R: True | |
| Work | Date: 8/1/1997 | V | Vork T | ype: Cr | ack Sealing - | PCC | | | Code: | CS-PC | | Is Major M | &R: False | |
| Work | Date: 8/1/1997 | v | Vork T | ype: Jo | int Sealing - H | Bituminou | s | | Code: | JS-BI | | Is Major M | &R: False | |
| | Date: 8/1/2002 | | | | int Seal - Silic | | | | | JS-SI | | Is Major M | | |
| | nsp. Date: 7/1/2 | | | | alSamples: | | | Surve | yed: 5 | | | | | |
| Condi | | 8 | | | F | | | / / • | | | | | | |
| | ction Comments: | | | | | | | | | | | | | |
| | le Number: 03 | | ype: | R | | Area: | 14 | 5.00 Slabs | | PCI: | 1 | | | |
| _ | le Comments: | 13 | ype. | K | I | uca. | 1. | 0.00 Slaus | | i ci. | 1 | | | |
| _ | | | | | | | | | | | | | | |
| 65 | JT SEAL DMG | | | H | | Slabs | | | | | | | | |
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| 72 | SHAT. SLAB | | | M | 4.00 | Slabs | | | | | | | | |
| 72 | SHAT. SLAB | | | M | 1.00 | Slabs | | | | | | | | |
| | SHAT. SLAB | | | vi H | | Slabs | | | | | | | | |
| 72 72 | SHAT. SLAB | | | n H | | Slabs | | | | | | | | |
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| 72 | SHAT. SLAB | | | M | | Slabs | | | | | | | | |
| 72 | SHAT. SLAB | | | M | | Slabs | | | | | | | | |
| 72 | SHAT. SLAB | | | Н | | Slabs | | | | | | | | |
| 72 | SHAT. SLAB | | | Н | | Slabs | | | | | | | | |
| 74 | JOINT SPALL | | | M | | Slabs | | | | | | | | |
| Sampl | le Number: 11 | Ty | ype: | R | | Area: | 20 | 0.00 Slabs | | PCI: | 9 | | | |
| Sampl | le Comments: | | | | | | | | | | | | | |
| 63 | LINEAR CR | | | L | | Slabs | | | | | | | | |
| 63 | LINEAR CR | | | L | | Slabs | | | | | | | | |
| 65 | JT SEAL DMG | | | H | | Slabs | | | | | | | | |
| 72 | SHAT. SLAB | | | L | | Slabs | | | | | | | | |
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| 72 | SHAT. SLAB | | | M | | Slabs | | | | | | | | |
| 72 72 | SHAT. SLAB SHAT. SLAB | | | M H | | Slabs Slabs | | | | | | | | |
| | le Number: 12 | Ty | ype: | R | | Area: | 20 | 0.00 Slabs | | PCI: | 5 | | | |
| Sampl | le Comments: | | | | | | | | | | | | | |
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| 63 | LINEAR CR LINEAR CR | | | M | | Slabs | | | | | | | | |
| 65 | JT SEAL DMG | | | vi H | | Slabs | | | | | | | | |
| 72 | SHAT. SLAB | | | Ĺ | | Slabs | | | | | | | | |
| | - · · · · | | - | | 2.00 | | | | | | | | | |

| 72 | SHAT. SLAB | L | 3.00 Slabs | | | |
|-----|----------------|---------|-------------|-------------|---------|--|
| 72 | SHAT. SLAB | L | 5.00 Slabs | | | |
| 72 | SHAT. SLAB | M | 5.00 Slabs | | | |
| 72 | SHAT. SLAB | Н | 2.00 Slabs | | | |
| Sam | ple Number: 16 | Type: R | Area: | 20.00 Slabs | PCI: 21 | |
| Sam | ple Comments: | | | | | |
| 63 | LINEAR CR | L | 3.00 Slabs | | | |
| 65 | JT SEAL DMG | Н | 20.00 Slabs | | | |
| 66 | SMALL PATCH | M | 3.00 Slabs | | | |
| 72 | SHAT. SLAB | L | 15.00 Slabs | | | |
| 72 | SHAT. SLAB | M | 1.00 Slabs | | | |
| 72 | SHAT. SLAB | M | 1.00 Slabs | | | |
| | | | | | | |

| | | | | <u> </u> | *** | · p · · | |
|--------------|-------------------------------|--------------|-------------|--------------------------|----------------|--------------|---|
| Netwo | | | | Name: | Warrenton-Asto | | |
| Branc | h: A01AT | | Name: | Apron 01 Astoria | Use: | APRON | Area: 538,112 SqFt |
| Section | n: 03 | of 3 |] | From: US Coast Gua | ard Ramp | To: Offic | e, FBO, T-Hangars Last Const.: 8/2/1994 |
| Surfac | ce: PCC | | | _Cat1/2_All Zone: | | Category: | Rank: P |
| | 220 101 | PC | | 1 140 F: | **** | 260 F | |
| Area: | 320,181 | - | Length: | 1,140 Ft | Width: | 268 Ft | |
| Slabs: | · · | Slab Length: | | | Width: | 12 Ft | Joint Length: 46,970 Ft |
| Should | | Street Type: | | Grad | le: 0 | | Lanes: 0 |
| Section | n Comments: | | | | | | |
| Work | Date: 8/1/1944 | Work ' | Type: Subb | oase - Aggregate | • | Code: SB-AG | Is Major M&R: False |
| Work | Date: 8/2/1994 | Work ' | Type: New | Construction - PCC | | Code: NC-PC | Is Major M&R: True |
| Work | Date: 8/1/1997 | Work ' | Type: Crac | k Sealing - PCC | | Code: CS-PC | Is Major M&R: False |
| Work | Date: 8/1/1997 | Work | Type: Joint | Sealing - Bituminous | • | Code: JS-BI | Is Major M&R: False |
| Work | Date: 8/1/2002 | Work ' | Type: Joint | Seal - Silicon | | Code: JS-SI | Is Major M&R: False |
| Last I | nsp. Date: 7/1/2023 | | TotalS | amples: 83 | Survey | ed: 6 | |
| | tions: PCI: 43 | | | | | | |
| Inspec | ction Comments: | | | | | | |
| Sampl | le Number: 19 | Type: | R | Area: | 20.00 Slabs | PCI: | 40 |
| Sampl | le Comments: | | | | | | |
| 63 | LINEAR CR | | L | 3.00 Slabs | | | |
| 63 | LINEAR CR | | L | 3.00 Slabs | | | |
| 63 | LINEAR CR | | L | 3.00 Slabs | | | |
| 63 | LINEAR CR | | M | 1.00 Slabs | | | |
| 63 | LINEAR CR | | M | 1.00 Slabs | | | |
| 65 | JT SEAL DMG | | M | 20.00 Slabs | | | |
| 66 | SMALL PATCH SMALL PATCH | | L L | 3.00 Slabs 1.00 Slabs | | | |
| 66 66 | SMALL PATCH | | L | 1.00 Slabs | | | |
| 72 | SHAT. SLAB | | L | 1.00 Slabs | | | |
| 72 | SHAT. SLAB | | M | 1.00 Slabs | | | |
| 72 | SHAT. SLAB | | M | 1.00 Slabs | | | |
| Sampl | le Number: 20 | Type: | R | Area: | 20.00 Slabs | PCI: | 39 |
| _ | le Comments: | • • | | | | | |
| - | | | | 1.00 (1.1 | | | |
| 62 63 | CORNER BREAK LINEAR CR | | L L | 1.00 Slabs 2.00 Slabs | | | |
| 63 63 | LINEAR CR LINEAR CR | | L L | 2.00 Slabs | | | |
| 63 | LINEAR CR | | M | 1.00 Slabs | | | |
| 65 | JT SEAL DMG | | M | 20.00 Slabs | | | |
| 67 | LARGE PATCH | | L | 2.00 Slabs | | | |
| 72 | SHAT. SLAB | | L | 5.00 Slabs | | | |
| 72 | SHAT. SLAB | | L | 1.00 Slabs | | | |
| 73 | SHRINKAGE CR | | N | 1.00 Slabs | | | |
| 74 Sample | JOINT SPALL | | M | 1.00 Slabs | 20.00.01.1 | DCI | 40 |
| _ | le Number: 21 le Comments: | Type: | R | Area: | 20.00 Slabs | PCI: | 40 |
| 63 | LINEAR CR | | L | 1.00 Slabs | | | |
| 63 | LINEAR CR | | L | 4.00 Slabs | | | |
| 63 | LINEAR CR | | M | 3.00 Slabs | | | |
| 65 | JT SEAL DMG | | M | 20.00 Slabs | | | |
| 66 | SMALL PATCH | | L | 3.00 Slabs | | | |
| 67 | LARGE PATCH | | L | 1.00 Slabs | | | |
| 72 | SHAT. SLAB | | L | 1.00 Slabs | | | |
| 74 | JOINT SPALL | | H | 1.00 Slabs | | | |
| _ | le Number: 34 | Type: | R | Area: | 15.00 Slabs | PCI: | 59 |
| - | le Comments: | | T | 1.00 01-1 | | | |
| 62 | CORNER BREAK | | L | 1.00 Slabs | | | |

| 62 | CORNER BREAK | L | 1.00 Slabs | | | |
|------|----------------|---------|-------------|-------------|---------|--|
| 63 | LINEAR CR | L | 3.00 Slabs | | | |
| 63 | LINEAR CR | L | 1.00 Slabs | | | |
| 63 | LINEAR CR | L | 1.00 Slabs | | | |
| 63 | LINEAR CR | M | 1.00 Slabs | | | |
| 65 | JT SEAL DMG | M | 15.00 Slabs | | | |
| 74 | JOINT SPALL | M | 1.00 Slabs | | | |
| 75 | CORNER SPALL | L | 1.00 Slabs | | | |
| Samj | ple Number: 46 | Type: R | Area: | 20.00 Slabs | PCI: 36 | |
| Samı | ple Comments: | | | | | |
| 63 | LINEAR CR | L | 8.00 Slabs | | | |
| 63 | LINEAR CR | L | 1.00 Slabs | | | |
| 63 | LINEAR CR | M | 2.00 Slabs | | | |
| 65 | JT SEAL DMG | M | 20.00 Slabs | | | |
| 72 | SHAT. SLAB | L | 1.00 Slabs | | | |
| 72 | SHAT. SLAB | L | 2.00 Slabs | | | |
| 72 | SHAT. SLAB | M | 2.00 Slabs | | | |
| Samj | ple Number: 47 | Type: R | Area: | 20.00 Slabs | PCI: 42 | |
| Samı | ple Comments: | | | | | |
| 62 | CORNER BREAK | L | 1.00 Slabs | | | |
| 63 | LINEAR CR | L | 2.00 Slabs | | | |
| 63 | LINEAR CR | L | 4.00 Slabs | | | |
| 63 | LINEAR CR | M | 1.00 Slabs | | | |
| 65 | JT SEAL DMG | M | 20.00 Slabs | | | |
| 66 | SMALL PATCH | L | 1.00 Slabs | | | |
| 72 | SHAT. SLAB | L | 2.00 Slabs | | | |
| 72 | SHAT. SLAB | L | 2.00 Slabs | | | |
| 72 | SHAT. SLAB | M | 1.00 Slabs | | | |
| | | | | | | |

| Network: Astoria | a | | Name: | Warrenton-Astor | ria Regional | | |
|---------------------------|--------------|--------------------------|------------------------|-----------------|--------------|-------------------|-----------------------|
| Branch: A01A | Γ | Name: | Apron 01 Astoria | Use: | APRON | Area: | 538,112 SqFt |
| Section: 02 | of | f 3 Fro | om: US Coast Guar | rd Ramp | To: Offic | e, FBO, T-Hangars | Last Const.: 9/1/2021 |
| Surface: AC | Family: | 2023_Region1_C ron_AC | at1/2_Ap Zone: | | Category: | | Rank: P |
| Area: | 162,373 SqFt | Length: | 410 Ft | Width: | 325 Ft | t | |
| Slabs: | Slab Len | gth: | Ft Slab V | Width: | Ft | Joint L | ength: Ft |
| Shoulder: | Street Ty | pe: | Grade | e: 0 | | Lanes: | 0 |
| Section Comments: | | | | | | | |
| Work Date: 9/1/202 | 1 W | ork Type: Comple | te Reconstruction - AC | C | Code: CR-AC | Is N | Major M&R: True |
| Last Insp. Date: 7/ | 1/2023 | TotalSam | ples: 42 | Surveye | ed: 7 | | |
| Conditions: PCI: | 100 | | | | | | |
| Inspection Comment | ts: | | | | | | |
| Sample Number: 1 | 1 Typ | e: R | Area: | 3598.00 SqFt | PCI: | 100 | |
| Sample Comments: | | | | | | | |
| <no distress=""></no> | | | | | | | |
| Sample Number: 1 | 2 Typ | e: R | Area: | 3729.00 SqFt | PCI: | 100 | |
| Sample Comments: | | | | | | | |
| <no distress=""></no> | | | | | | | |
| Sample Number: 1 | 3 Typ | e: R | Area: | 3759.00 SqFt | PCI: | 100 | |
| Sample Comments: | | | | | | | |
| <no distress=""></no> | | | | | | | |
| Sample Number: 1 | 4 Typ | e: R | Area: | 3750.00 SqFt | PCI: | 100 | |
| Sample Comments: | | | | | | | |
| <no distress=""></no> | | | | | | | |
| Sample Number: 1 | 5 Typ | oe: R | Area: | 3745.00 SqFt | PCI: | 100 | |
| Sample Comments: | | | | | | | |
| <no distress=""></no> | | | | | | | |
| Sample Number: 1 | 6 Typ | oe: R | Area: | 3750.00 SqFt | PCI: | 100 | |
| Sample Comments: | | | | | | | |
| <no distress=""></no> | | | | | | | |
| Sample Number: 1 | 7 Typ | oe: R | Area: | 2986.00 SqFt | PCI: | 100 | |
| Sample Comments: | | | | | | | |

<No Distress>

| Network: Astoria | | Name: | Warrenton-Ast | oria Regional | | |
|----------------------------------|-------------------------------|-------------------------|---------------|---------------|---------------|-------------------------------|
| Branch: R08AT | Name: | Runway 08/26 Aste | oria Use | : RUNWAY | Area: | 579,600 SqFt |
| Section: 03 | | From: Section 02 | | • | 26 End (East) | Last Const.: 9/13/1999 |
| Surface: APC | Family: 2023_Region I nway_AC | _Cat1/2_Ru Zone: | KAST | Category: A | | Rank: P |
| Area: 15,00 | 00 SqFt Length: | 150 Ft | Width: | 100 Ft | | |
| Slabs: | Slab Length: | Ft Slal | b Width: | Ft | Joint Length: | Ft |
| Shoulder: | Street Type: | Gra | nde: 0 | | Lanes: 0 | |
| Section Comments: | | | | | | |
| Work Date: 8/1/1944 | Work Type: Subl | pase - Aggregate | | Code: SB-AG | Is Major | M&R: False |
| Work Date: 8/2/1944 | Work Type: New | Construction - PCC | | Code: NC-PC | Is Major | M&R: True |
| Work Date: 8/1/1980 | Work Type: Ove | rlay - AC Thin | | Code: OL-AT | Is Major | M&R: True |
| Work Date: 9/12/1999 | Work Type: Cold | Milling | | Code: MI-CO | Is Major | M&R: False |
| Work Date: 9/13/1999 | Work Type: Ove | rlay - AC Structural | | Code: OL-AS | Is Major | M&R: True |
| Work Date: 8/1/2000 | Work Type: Crac | k Sealing - AC | | Code: CS-AC | Is Major | M&R: False |
| Work Date: 8/2/2000 | Work Type: Surf | ace Seal - Fog Seal | | Code: SS-FS | Is Major | M&R: False |
| Work Date: 5/2/2005 | Work Type: Surf | ace Seal - Fog Seal | | Code: SS-FS | Is Major | M&R: False |
| Last Insp. Date: 7/1/2023 | TotalS | samples: 3 | Surve | yed: 2 | | |
| Conditions: PCI: 85 | | | | | | |
| Inspection Comments: | | | | | | |
| Sample Number: 01 | Type: R | Area: | 5000.00 SqFt | PCI: 86 | 5 | |
| Sample Comments: | | | | | | |
| 48 L & T CR | L | 124.00 Ft | | | | |
| 57 WEATHERING | L | 5000.00 SqFt | | | | |
| Sample Number: 02 | Type: R | Area: | 5000.00 SqFt | PCI: 83 | 3 | |
| Sample Comments: | | | | | | |
| 48 L & T CR | L | 108.00 Ft | | | | |
| 48 L & T CR | L | 76.00 Ft | | | | |
| 57 WEATHERING | L | 5000.00 SqFt | | | | |

| Netwo | ork: Astoria | ı | | | | | Nai | ne: Wa | rrenton-As | toria Re | gional | | | | |
|----------|-------------------------------|---------|-----------|--------------|---------------|-------------|----------------|-------------|------------|----------|-----------|--------|---------------|------------|-----------|
| Branc | h: R08AT | 7 | | 1 | Name: | Run | way 08/2 | 6 Astoria | Use | : RU | JNWAY | Aı | rea: 579, | 600 SqFt | |
| Sectio | n: 02 | | 0: | f 3 | | From: | Section | n 01 | | | To: Sect | ion 03 | I | ast Const. | 9/13/1999 |
| Surfac | ce: AAC | | Family: | 2023 nway | | n1_Cat1/2_ | Ru Zo r | ne: KAST | | | Category: | A | F | ank: P | |
| Area: | | 548,600 |) SqFt | | Length | : | 5,486 | Ft | Width: | | 100 F | t | | | |
| Slabs: | : | | Slab Len | gth: | | F | it . | Slab Width: | | | Ft | | Joint Length: |] | Ft |
| Shoul | der: | | Street Ty | pe: | | | | Grade: 0 | | | | | Lanes: 0 | | |
| Sectio | n Comments: | | | | | | | | | | | | | | |
| Work | Date: 8/1/1944 | 1 | W | ork Ty | pe: Ba | se Course - | Aggrega | te | | Code: | BA-AG | | Is Major M& | R: False | |
| Work | Date: 8/2/1944 | 1 | W | ork Ty | pe: Ne | w Construc | ction - AC | , | | Code: | NC-AC | | Is Major M& | R: True | |
| Work | Date: 8/1/1980 |) | W | ork Ty | pe: Ov | erlay - AC | Thin | | | Code: | OL-AT | | Is Major M& | R: True | |
| Work | Date: 9/12/199 | 99 | W | ork Ty | pe: Co | ld Milling | | | | Code: | MI-CO | | Is Major M& | R: False | |
| | Date: 9/13/199 | | | | | erlay - AC | | | | | OL-AS | | Is Major M& | | |
| | Date: 5/2/2005 | | W | ork Ty | | face Seal - | | | | | SS-FS | | Is Major M& | R: False | |
| | nsp. Date: 7/1 | | | | Tota | Samples: | 110 | | Surve | eyed: (| 5 | | | | |
| | itions: PCI: | 85 | | | | | | | | | | | | | |
| Inspec | ction Comments | s: | | | | | | | | | | | | | |
| Sampl | le Number: 00 | 03 | Тур | e: | R | | Area: | 500 | 0.00 SqFt | | PCI: | 85 | | | |
| Sampl | le Comments: | | | | | | | | | | | | | | |
| 48 | L & T CR | | | L | | 97.0 | 0 Ft | | | | | | | | |
| 48 | L & T CR | | | L | | 50.0 | 0 Ft | | | | | | | | |
| 57 | WEATHERIN | G | | L | | 5000.0 | 0 SqFt | | | | | | | | |
| Sampl | le Number: 01 | 15 | Тур | e: | R | | Area: | 500 | 0.00 SqFt | | PCI: | 89 | | | |
| Sampl | le Comments: | | | | | | | | | | | | | | |
| 48 | L & T CR | | | L | | 75.0 | 0 Ft | | | | | | | | |
| 57 | WEATHERIN | G | | L | | 5000.0 | 0 SqFt | | | | | | | | |
| Sampl | le Number: 03 | 36 | Тур | e: | R | | Area: | 500 | 0.00 SqFt | | PCI: | 82 | | | |
| Sampl | le Comments: | | | | | | | | | | | | | | |
| 48 | L & T CR | | | L | | 60.0 | 0 Ft | | | | | | | | |
| 48 | L & T CR | | | L | | 155.0 | 0 Ft | | | | | | | | |
| 57 | WEATHERIN | | | L | | 5000.0 | 0 SqFt | | | | | | | | |
| Sampl | le Number: 06 | 54 | Тур | e: | R | | Area: | 500 | 0.00 SqFt | | PCI: | 89 | | | |
| Sampl | le Comments: | | | | | | | | | | | | | | |
| 48 | L & T CR | | | L | | 65.0 | 0 Ft | | | | | | | | |
| 57 | WEATHERIN | G | | L | | | 0 SqFt | | | | | | | | |
| Sampl | le Number: 08 | 85 | Тур | e: | R | | Area: | 500 | 0.00 SqFt | | PCI: | 85 | | | |
| Samp | le Comments: | | | | | | | | | | | | | | |
| 48 | L & T CR | | | L | | | 0 Ft | | | | | | | | |
| 48 57 | L & T CR | C | | L | | | 0 Ft | | | | | | | | |
| 57 | WEATHERIN 16 | | | L | | 5000.0 | 0 SqFt | 500 | 0.00 C E: | | BOT | 0.1 | | | |
| _ | le Number: 10 le Comments: | JY | Тур | e: | R | | Area: | 500 | 0.00 SqFt | | PCI: | 81 | | | |
| 48 | L & T CR | | | L | | 87 N | 0 Ft | | | | | | | | |
| 48 | L & T CR | | | L | | | 0 Ft | | | | | | | | |
| 57 | WEATHERIN | G | | L | | | 0 SqFt | | | | | | | | |

| Network: Astoria | | Name: | Warrenton-Astor | ria Regional | |
|----------------------------------|-----------------------------|-----------------------|-----------------|----------------|-------------------------------|
| Branch: R08AT | Name: | Runway 08/26 Asto | ria Use: | RUNWAY A | Area: 579,600 SqFt |
| Section: 01 | of 3 | From: Runway 08 E | and (West) | To: Section 02 | Last Const.: 9/13/1999 |
| Surface: APC | Family: 2023_Region nway_AC | 1_Cat1/2_Ru Zone: | KAST | Category: A | Rank: P |
| Area: 16,00 | 00 SqFt Length | : 160 Ft | Width: | 100 Ft | |
| Slabs: | Slab Length: | Ft Slab | Width: | Ft | Joint Length: Ft |
| Shoulder: | Street Type: | Gra | de: 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 8/1/1944 | Work Type: Sub | base - Aggregate | C | Code: SB-AG | Is Major M&R: False |
| Work Date: 8/2/1944 | Work Type: New | w Construction - PCC | C | Code: NC-PC | Is Major M&R: True |
| Work Date: 8/1/1980 | Work Type: Ove | erlay - AC Thin | C | Code: OL-AT | Is Major M&R: True |
| Work Date: 9/12/1999 | Work Type: Col | d Milling | C | Code: MI-CO | Is Major M&R: False |
| Work Date: 9/13/1999 | Work Type: Ove | erlay - AC Structural | C | Code: OL-AS | Is Major M&R: True |
| Work Date: 5/2/2005 | Work Type: Sur | face Seal - Fog Seal | C | Code: SS-FS | Is Major M&R: False |
| Last Insp. Date: 7/1/2023 | Total | Samples: 3 | Surveyo | ed: 2 | |
| Conditions: PCI: 74 | | | | | |
| Inspection Comments: | | | | | |
| Sample Number: 01 | Type: R | Area: | 5000.00 SqFt | PCI: 70 | |
| Sample Comments: | | | | | |
| 48 L & T CR | L | 388.00 Ft | | | |
| 48 L & T CR | M | 70.00 Ft | | | |
| 57 WEATHERING | L | 5000.00 SqFt | | | |
| Sample Number: 02 | Type: R | Area: | 5000.00 SqFt | PCI: 78 | |
| Sample Comments: | | | | | |
| 48 L & T CR | L | 143.00 Ft | | | |
| 48 L & T CR | L | 150.00 Ft | | | |
| 57 WEATHERING | L | 5000.00 SqFt | | | |

| Network: Astoria | | Name: | Warrenton-Asto | oria Regional | |
|---|------------------------------|--|------------------------------|-----------------|------------------------------|
| Branch: R13AT | Name: | Runway 13/31 Asto | ria Use: | RUNWAY A | Area: 434,994 SqFt |
| Section: 04 | of 4 | From: Section 03 | | To: Section 05 | Last Const.: 9/1/2016 |
| Surface: AAC F | Family: 2023_Region nway_AC | 1_Cat1/2_Ru Zone: | KAST | Category: A | Rank: P |
| Area: 306,769 | SqFt Length | 3,067 Ft | Width: | 100 Ft | |
| Slabs: | Slab Length: | Ft Slab | Width: | Ft | Joint Length: Ft |
| Shoulder: | Street Type: | Gra | de: 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 8/1/1944 | Work Type: Bas | se Course - Aggregate | (| Code: BA-AG | Is Major M&R: False |
| Work Date: 8/2/1944 | Work Type: Ne | w Construction - AC | (| Code: NC-AC | Is Major M&R: True |
| Work Date: 8/1/1988 | Work Type: Ov | erlay - AC Thin | (| Code: OL-AT | Is Major M&R: True |
| Work Date: 8/1/2000 | Work Type: Sur | face Seal - Fog Seal | (| Code: SS-FS | Is Major M&R: False |
| Work Date: 5/2/2005 | Work Type: Cra | ck Sealing - AC | (| Code: CS-AC | Is Major M&R: False |
| Work Date: 8/1/2009 | Work Type: Cra | ck Sealing - AC | (| Code: CS-AC | Is Major M&R: False |
| Work Date: 9/1/2016 | Work Type: Ov | erlay - AC Structural | (| Code: OL-AS | Is Major M&R: True |
| Last Insp. Date: 7/1/2023 | Total | Samples: 62 | Survey | red: 6 | |
| Conditions: PCI: 92 | | | | | |
| Inspection Comments: | | | | | |
| Sample Number: 01 | 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: 20 | Type: R | Area: | 5000.00 SqFt | PCI: 94 | |
| Sample Comments: | | | | | |
| 57 WEATHERING | _ | | | | |
| JI WEATHERING | L | 5000.00 SqFt | | | |
| | Type: R | 5000.00 SqFt Area: | 5000.00 SqFt | PCI: 90 | |
| Sample Number: 30 | | <u> </u> | 5000.00 SqFt | PCI: 90 | |
| Sample Number: 30 Sample Comments: | Type: R | Area: | 5000.00 SqFt | PCI: 90 | |
| 57 WEATHERING Sample Number: 30 Sample Comments: 48 L & T CR 57 WEATHERING | | <u> </u> | 5000.00 SqFt | PCI: 90 | |
| Sample Number: 30 Sample Comments: 48 L & T CR 57 WEATHERING | Type: R | Area: 37.00 Ft | 5000.00 SqFt 5000.00 SqFt | PCI: 90 PCI: 92 | |
| Sample Number: 30 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 40 | Type: R L L | Area: 37.00 Ft 5000.00 SqFt | | | |
| Sample Number: 30 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 40 Sample Comments: 48 L & T CR | Type: R L L Type: R | Area: 37.00 Ft 5000.00 SqFt Area: | | | |
| Sample Number: 30 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 40 Sample Comments: 48 L & T CR 57 WEATHERING | Type: R L L Type: R L L L | 37.00 Ft 5000.00 SqFt Area: 3.00 Ft 5000.00 SqFt | 5000.00 SqFt | PCI: 92 | |
| Sample Number: 30 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 40 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 53 | Type: R L L Type: R | Area: 37.00 Ft 5000.00 SqFt Area: | | | |
| Sample Number: 30 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 40 Sample Comments: 48 L & T CR | Type: R L L Type: R L L L | 37.00 Ft 5000.00 SqFt Area: 3.00 Ft 5000.00 SqFt | 5000.00 SqFt | PCI: 92 | |

| Network: Astoria | | Name: | Warrenton-Astoria I | Regional | |
|--|---------------------------------|---|-------------------------------------|-----------------|-----------------------------|
| Branch: R13AT | Name: | Runway 13/31 Astoria | Use: | RUNWAY A | Area: 434,994 SqFt |
| Section: 03 | of 4 | From: Runway 08/26 | | To: Section 04 | Last Const.: 9/13/19 |
| Surface: AAC | Family: 2023_Region1 nway_AC | _Cat1/2_Ru Zone: | KAST | Category: A | Rank: P |
| Area: 19,99 | 93 SqFt Length: | 200 Ft | Width: | 100 Ft | |
| Slabs: | Slab Length: | Ft Slab V | Vidth: | Ft | Joint Length: Ft |
| Shoulder: | Street Type: | Grade | : 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 8/1/1944 | Work Type: Base | Course - Aggregate | Code | e: BA-AG | Is Major M&R: False |
| Work Date: 8/2/1944 | Work Type: New | Construction - AC | Code | e: NC-AC | Is Major M&R: True |
| Work Date: 8/1/1988 | Work Type: Over | lay - AC Thin | Code | e: OL-AT | Is Major M&R: True |
| Work Date: 9/13/1999 | Work Type: Over | lay - AC Structural | Code | e: OL-AS | Is Major M&R: True |
| Work Date: 8/1/2000 | Work Type: Surf | ace Seal - Fog Seal | Code | e: SS-FS | Is Major M&R: False |
| Work Date: 5/2/2005 | Work Type: Surf | ace Seal - Fog Seal | Code | e: SS-FS | Is Major M&R: False |
| | 7 F | ace sear Tog sear | Cour | c. 5515 | is major mark. Talse |
| | | amples: 4 | Surveyed: | | 13 Major Meck. Tuise |
| Last Insp. Date: 7/1/2023 | | | | | 13 Major Meek. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 | | | | | 13 Major Meek. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: | TotalS | | | 3 | 13 Major Meek. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 | TotalS | amples: 4 | Surveyed: | | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: | TotalS Type: R | Area: | Surveyed: | 3 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION | TotalS Type: R | Area: 40.00 SqFt | Surveyed: | 3 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR | TotalS Type: R | Area: | Surveyed: | 3 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR 57 WEATHERING | TotalS Type: R L L L | Area: 40.00 SqFt 107.00 Ft | Surveyed: | 3 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR 57 WEATHERING Sample Number: 03 | Type: R L L L L | Area: 40.00 SqFt 107.00 Ft 5000.00 SqFt | Surveyed: 5000.00 SqFt | 3 PCI: 82 | 13 Major Meek. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR 57 WEATHERING Sample Number: 03 Sample Comments: | Type: R L L L L | Area: 40.00 SqFt 107.00 Ft 5000.00 SqFt | Surveyed: 5000.00 SqFt | 3 PCI: 82 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR 57 WEATHERING Sample Number: 03 Sample Comments: 48 L & T CR | Type: R L L L L Type: R | Area: 40.00 SqFt 107.00 Ft 5000.00 SqFt Area: | Surveyed: 5000.00 SqFt | 3 PCI: 82 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR 57 WEATHERING Sample Number: 03 Sample Comments: 48 L & T CR 48 L & T CR 48 L & T CR | Type: R L L L L Type: R | Area: 40.00 SqFt 107.00 Ft 5000.00 SqFt Area: | Surveyed: 5000.00 SqFt | 3 PCI: 82 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR 57 WEATHERING Sample Number: 03 Sample Comments: 48 L & T CR 48 L & T CR 48 L & T CR 57 WEATHERING | Type: R L L L L Type: R | Area: 40.00 SqFt 107.00 Ft 5000.00 SqFt Area: 22.00 Ft 92.00 Ft | Surveyed: 5000.00 SqFt | 3 PCI: 82 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR 57 WEATHERING Sample Number: 03 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING 57 WEATHERING | Type: R L L L Type: R | Area: 40.00 SqFt 107.00 Ft 5000.00 SqFt Area: 22.00 Ft 92.00 Ft 5000.00 SqFt | Surveyed: 5000.00 SqFt 5000.00 SqFt | PCI: 82 PCI: 87 | 13 Major Merc. Tuise |
| Last Insp. Date: 7/1/2023 Conditions: PCI: 83 Inspection Comments: Sample Number: 02 Sample Comments: 45 DEPRESSION 48 L & T CR 57 WEATHERING Sample Number: 03 Sample Comments: 48 L & T CR 48 L & T CR 48 L & T CR | Type: R L L L Type: R | Area: 40.00 SqFt 107.00 Ft 5000.00 SqFt Area: 22.00 Ft 92.00 Ft 5000.00 SqFt | Surveyed: 5000.00 SqFt 5000.00 SqFt | PCI: 82 PCI: 87 | 13 Major Meet. Tuise |

| | a | | | | | | | oria Regio | | | | | | |
|--|--|--------------------------|-----------------|--|--|---------------|---------------------------------|------------|------------|----------|--------------|-----------|---------|-----------|
| Branch: R13A | | | ame: | Runway | 13/31 Ast | oria | Use | : RUN | WAY | Area | a: | 434,994 S | qFt | |
| Section: 01 | 0 | f 4 | Fr | om: Ru | unway 13 l | End | | T | o: Section | on 02 | | Last C | Const.: | 8/29/2016 |
| Surface: AAC | Family: | 2023_ nway_ | | Cat1/2_Ru | Zone: | KAST | | C | ategory: | A | | Rank: | P | |
| Area: | 85,500 SqFt | I | Length: | ; | 855 Ft | | Width: | | 100 Ft | | | | | |
| Slabs: | Slab Len | gth: | | Ft | Slal | b Width: | | Ft | t | | Joint Length | n: | Ft | |
| Shoulder: | Street Ty | ype: | | | Gra | ade: 0 | | | | | Lanes: 0 |) | | |
| Section Comments: | | | | | | | | | | | | | | |
| Work Date: 8/1/194 | 4 W | ork Typ | pe: Base C | ourse - Agg | gregate | | | Code: I | BA-AG | | Is Majo | r M&R: F | alse | |
| Work Date: 8/2/194 | 4 W | ork Typ | pe: New C | onstruction | - AC | | | Code: 1 | NC-AC | | Is Majo | r M&R: T | rue | |
| Work Date: 8/1/198 | 8 W | ork Typ | oe: Overla | y - AC Thir | 1 | | | Code: (| DL-AT | | Is Major | r M&R: T | rue | |
| Work Date: 8/1/200 | 0 W | ork Typ | e: Surface | Seal - Fog | Seal | | | Code: S | SS-FS | | Is Majo | r M&R: F | alse | |
| Work Date: 5/2/200 | 5 W | ork Typ | e: Crack S | Sealing - A | С | | | Code: (| CS-AC | | Is Majo | r M&R: F | alse | |
| Work Date: 8/1/200 | 9 W | ork Typ | e: Crack S | Sealing - AG | С | | | Code: (| CS-AC | | Is Majo | r M&R: F | alse | |
| Work Date: 8/29/20 | 16 W | oul, Tur | | AC Sten | -41 | | | Code: (| OL-AS | | Is Maio | r M&R: T | rue | |
| | 10 ,, | oik iyi | e: Overla | y - AC Suu | cturai | | | | | | | , | | |
| Last Insp. Date: 7/ | | ork Typ | | nples: 18 | | | Surve | yed: 5 | | | | | | |
| _ | 1/2023 | OIK 191 | | | | | Surve | | | | | | | |
| Conditions: PCI: | 1/2023 93 | ork 1 y ₁ | | | | | Surve | | | | | | | |
| Conditions: PCI: Inspection Commen | 1/2023 93 ts: | | | | 3 | 5000 | | | PCI: | 94 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 | 1/2023 93 ts: | | TotalSan | nples: 18 | 3 | 5000 | Surve | | | 94 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: | 1/2023 93 ts: 1 Typ | | TotalSan | nples: 18 | ea: | 5000 | | | | 94 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN | 1/2023 93 ts: 1 Typ | oe: | TotalSan | nples: 18 | ea: EqFt | | | | | | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 | 1/2023 93 ts: 1 Typ | oe: | TotalSan | Arc 5000.00 S | ea: EqFt | | 0.00 SqFt | | PCI: | | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: | 1/2023 93 ts: 1 Typ | De: | TotalSan | Arc 5000.00 S | ea: cqFt | | 0.00 SqFt | | PCI: | | | | | |
| Inspection Comments Sample Number: 0 Sample Comments: | 1/2023 93 ts: 11 Typ | oe: | R R | Arc 5000.00 S | ea: EqFt ea: | | 0.00 SqFt | | PCI: | | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L & T CR 57 WEATHERIN | 1/2023 93 ts: 11 Typ IG 4 Typ | De: L De: L L L | R R | Arc 5000.00 S Arc 12.00 F | ea: eqFt ea: | 5000 | 0.00 SqFt | | PCI: | | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L & T CR 57 WEATHERIN Sample Number: 0 | 1/2023 93 ts: 1 Typ JG 4 Typ | De: L De: L L L | R R | Arc 5000.00 S Arc 12.00 F 5000.00 S | ea: eqFt ea: | 5000 | 0.00 SqFt | | PCI: | 91 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L&TCR 57 WEATHERIN Sample Number: 0 Sample Number: 0 Sample Comments: | 1/2023 93 ts: 1 | De: L De: L L L | R R | Arc 5000.00 S Arc 12.00 F 5000.00 S | ea: cqFt ea: cqFt car | 5000 | 0.00 SqFt | | PCI: | 91 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L & T CR 57 WEATHERIN Sample Number: 0 Sample Number: 0 Sample Comments: | 1/2023 93 ts: 1 Typ IG 4 Typ IG | De: L L De: L L | R R | Arc 5000.00 S Arc 12.00 F 5000.00 S Arc | ea: GqFt ea: GqFt ea: GqFt | 5000 | 0.00 SqFt | | PCI: | 91 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L & T CR 57 WEATHERIN Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Comments: | 1/2023 93 ts: 1 Typ IG 4 Typ IG | De: L L De: L L | R R | Arc 5000.00 S Arc 12.00 F 5000.00 S Arc | ea: GqFt ea: GqFt ea: GqFt | 5000 | 0.00 SqFt 0.00 SqFt | | PCI: | 91 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L & T CR 57 WEATHERIN Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Comments: | 1/2023 93 ts: 1 Typ IG 4 Typ IG 2 Typ | De: L L De: L L | R R | Arc 5000.00 S Arc 12.00 F 5000.00 S Arc | ea: GqFt ea: GqFt ea: | 5000 | 0.00 SqFt 0.00 SqFt | | PCI: | 91 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L & T CR 57 WEATHERIN Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 1 Sample Number: 1 Sample Comments: | 1/2023 93 ts: 1 | De: L De: L De: L De: | R R | 12.00 F 5000.00 S Arc 5000.00 S Arc 5000.00 S | ea: ea: cqFt ea: cqFt ea: cqFt ea: | 5000 | 0.00 SqFt 0.00 SqFt | | PCI: | 91 94 94 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L & T CR 57 WEATHERIN Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 1 Sample Comments: 57 WEATHERIN Sample Comments: | 1/2023 93 ts: 1 | De: L De: L De: L De: | R R | 12.00 F 5000.00 S Arc 5000.00 S Arc 5000.00 S | ea: ea: cqFt ea: cqFt ea: cqFt ea: | 5000 | 0.00 SqFt 0.00 SqFt 0.00 SqFt | | PCI: PCI: | 91 94 94 | | | | |
| Conditions: PCI: Inspection Comment Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 0 Sample Comments: 48 L & T CR 57 WEATHERIN Sample Number: 0 Sample Comments: 57 WEATHERIN Sample Number: 1 Sample Number: 1 Sample Number: 1 | 1/2023 93 ts: 1 | De: L De: L De: L De: | R R | 12.00 F 5000.00 S Arc 5000.00 S Arc 5000.00 S | ea: ea: cqFt ea: cqFt ea: cqFt ea: | 5000 | 0.00 SqFt 0.00 SqFt 0.00 SqFt | | PCI: PCI: | 91 94 94 | | | | |

| Network: Astoria | | Name: | Warrenton-Ast | oria Regional | |
|----------------------------------|----------------------------------|------------------------|---------------|-----------------|----------------------------------|
| Branch: R13AT | Name: | Runway 13/31 Asto | oria Use | : RUNWAY A | rea: 434,994 SqFt |
| Section: 02 | of 4 | rom: Section 01 | | To: Runway 08/2 | 26 Last Const.: 9/13/1999 |
| Surface: AAC | Family: 2023_Region1_ nway_AC | Cat1/2_Ru Zone: | KAST | Category: A | Rank: P |
| Area: 22,73 | 2 SqFt Length: | 227 Ft | Width: | 100 Ft | |
| Slabs: | Slab Length: | Ft Slat | Width: | Ft | Joint Length: Ft |
| Shoulder: | Street Type: | Gra | de: 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 8/1/1944 | Work Type: Base 0 | Course - Aggregate | | Code: BA-AG | Is Major M&R: False |
| Work Date: 8/2/1944 | Work Type: New O | Construction - AC | | Code: NC-AC | Is Major M&R: True |
| Work Date: 8/1/1988 | Work Type: Overl | ay - AC Thin | | Code: OL-AT | Is Major M&R: True |
| Work Date: 9/13/1999 | Work Type: Overl | ay - AC Structural | | Code: OL-AS | Is Major M&R: True |
| Work Date: 8/1/2000 | Work Type: Surface | ee Seal - Fog Seal | | Code: SS-FS | Is Major M&R: False |
| Work Date: 5/2/2005 | Work Type: Surface | ee Seal - Fog Seal | | Code: SS-FS | Is Major M&R: False |
| Work Date: 8/1/2009 | Work Type: Crack | Sealing - AC | | Code: CS-AC | Is Major M&R: False |
| Last Insp. Date: 7/1/2023 | TotalSa | mples: 5 | Surve | yed: 3 | |
| Conditions: PCI: 82 | | | | | |
| Inspection Comments: | | | | | |
| Sample Number: 01 | Type: R | Area: | 5000.00 SqFt | PCI: 82 | |
| Sample Comments: | | | | | |
| 48 L & T CR | L | 220.00 Ft | | | |
| 57 WEATHERING | L | 5000.00 SqFt | | | |
| Sample Number: 02 | Type: R | Area: | 5000.00 SqFt | PCI: 83 | |
| Sample Comments: | | | | | |
| 48 L & T CR | L | 197.00 Ft | | | |
| 57 WEATHERING | L | 5000.00 SqFt | | | |
| Sample Number: 03 | Type: R | Area: | 5000.00 SqFt | PCI: 82 | |
| Sample Comments: | | | | | |
| 48 L & T CR | L | 208.00 Ft | | | |
| 57 WEATHERING | L | 5000.00 SqFt | | | |

| Network: | Astoria | | | | Name: | War | renton-Asto | ria Region | al | | | |
|------------|-------------------|------------|----------------------|----------------|-----------|-----------|-------------|------------|-----------|---------------|--------------|----------|
| Branch: | T01AT | | Name: | Taxiwa | y 01 Asto | ria | Use: | TAXIV | WAY | Area: | 3,396 SqFt | |
| Section: | 01 | 0 | f 1 | From: | Гахіway B | | | To: | US Coas | st Guard Ramp | Last Const.: | 8/1/1993 |
| Surface: | AC | Family: | 2023_Region xiway_AC | 1_Cat1/2_Ta | Zone: | KAST | | Cat | tegory: A | | Rank: P | |
| Area: | | 3,396 SqFt | Length: | | 72 Ft | | Width: | | 30 Ft | | | |
| Slabs: | | Slab Ler | ngth: | Ft | SI | ab Width: | | Ft | | Joint Length: | Ft | , |
| Shoulder: | | Street T | ype: | | G | rade: 0 | | | | Lanes: 0 | | |
| Section Co | mments: | | | | | | | | | | | |
| Work Date | e: 8/1/1993 | W | ork Type: Ove | rlay - AC Str | ructural | | (| Code: Ol | L-AS | Is Major | M&R: True | |
| Work Date | e: 8/1/2002 | W | ork Type: Surf | ace Seal - Fo | g Seal | | (| Code: SS | 3-FS | Is Major | M&R: False | |
| Work Date | e: 5/2/2005 | W | ork Type: Cra | ck Sealing - A | AC | | (| Code: CS | S-AC | Is Major | M&R: False | |
| Last Insp. | Date: 7/1/ | 2023 | Totals | Samples: | | | Survey | ed: 1 | | | | |
| Conditions | s: PCI: | 50 | | | | | | | | | | |
| Inspection | Comments | : | | | | | | | | | | |
| Sample Nu | mber: 01 | Туј | pe: R | A | rea: | 3410 | 0.00 SqFt | | PCI: 50 | 0 | | |
| Sample Co | mments: | | | | | | | | | | | |
| 43 BL0 | OCK CR | | L | 3410.00 | SqFt | | | | | | | |
| 45 DEI | PRESSION | | L | 40.00 | • | | | | | | | |
| 50 PA | TCHING | | L | 56.00 | SqFt | | | | | | | |
| 57 WE | ATHERING | ì | M | 3410.00 | SqFt | | | | | | | |

| Network: | Astoria | | | | Name: | War | renton-Asto | ria Region | al | | | |
|--------------|-------------|------------|--------------------------|---------------|------------|----------|-------------|--------------|----------|---------------|--------------|----------|
| Branch: | T02AT | | Name: | Taxiwa | y 02 Astor | ia | Use: | TAXIV | VAY | Area: | 3,355 SqFt | |
| Section: | 01 | of | f 1 1 | From: 7 | Гахіway В | | | To: | Apron 01 | | Last Const.: | 8/1/1993 |
| Surface: | AC | Family: | 2023_Region1 xiway_AC | _Cat1/2_Ta | Zone: | KAST | | Cat | egory: A | | Rank: P | |
| Area: | | 3,355 SqFt | Length: | | 72 Ft | | Width: | | 30 Ft | | | |
| Slabs: | | Slab Len | gth: | Ft | Sla | b Width: | | Ft | | Joint Length: | I | ₹t |
| Shoulder: | | Street Ty | ype: | | Gr | rade: 0 | | | | Lanes: 0 | | |
| Section Co | mments: | | | | | | | | | | | |
| Work Date | : 8/1/1993 | W | ork Type: Over | lay - AC Str | uctural | | (| Code: OI | -AS | Is Major | M&R: True | |
| Work Date | : 8/1/2002 | W | ork Type: Surfa | ice Seal - Fo | g Seal | | (| Code: SS | -FS | Is Major | M&R: False | |
| Work Date | : 5/2/2005 | W | ork Type: Crac | k Sealing - A | AC | | (| Code: CS | -AC | Is Major | M&R: False | |
| Last Insp. l | Date: 7/1/2 | 2023 | TotalS | amples: 1 | [| | Survey | ed: 1 | | | | |
| Conditions | | 68 | | • | | | | | | | | |
| Inspection | Comments: | | | | | | | | | | | |
| Sample Nu | mber: 01 | Тур | pe: R | A | rea: | 3397 | 7.00 SqFt | | PCI: 68 | | | |
| Sample Co | mments: | | | | | | | | | | | |
| 43 BLC | OCK CR | | L | 1250.00 | SqFt | | | | | | | |
| | REF. CR | | L | 20.00 | Ft | | | | | | | |
| 57 WE | ATHERING | Ī | M | 3397.00 | SqFt | | | | | | | |

| Network: Astoria | | | | Name: | Warı | enton-Aste | oria Re | gional | | | | | |
|-----------------------------|-------------|------------------------|----------------|------------|-------------|------------|---------|-----------|------|-----------|--------|--------------|----------|
| Branch: T03AT | | Name: | Taxiway | 03 Astoria | | Use: | TA | XIWAY | Ar | ea: | 9 | ,227 SqFt | |
| Section: 01 | of | 1 I | From: Ta | xiway B | | | | To: Apro | n 01 | |] | Last Const.: | 8/1/1993 |
| Surface: AC | | 023_Region1 iway_AC | _Cat1/2_Ta | Zone: | KAST | | | Category: | A | |] | Rank: P | |
| Area: | 9,227 SqFt | Length: | | 72 Ft | | Width: | | 115 Ft | | | | | |
| Slabs: | Slab Length | ı: | Ft | Slab ' | Width: | | | Ft | | Joint Len | gth: | F | t |
| Shoulder: | Street Type | : | | Grad | e: 0 | | | | | Lanes: | 0 | | |
| Section Comments: | | | | | | | | | | | | | |
| Work Date: 8/1/1993 | Work | Type: Over | lay - AC Struc | ctural | | | Code: | OL-AS | | Is Ma | jor M& | &R: True | |
| Work Date: 8/1/2002 | Work | Type: Surfa | ce Seal - Fog | Seal | | | Code: | SS-FS | | Is Ma | jor M& | &R: False | |
| Work Date: 5/2/2005 | Work | Type: Cracl | k Sealing - AC | C | | | Code: | CS-AC | | Is Ma | jor M& | &R: False | |
| Last Insp. Date: 7/1/2 | 023 | TotalS | amples: 2 | | | Surve | yed: 2 | 2 | | | | | |
| Conditions: PCI: | 61 | | | | | | | | | | | | |
| Inspection Comments: | | | | | | | | | | | | | |
| Sample Number: 01 | Type: | R | Are | ea: | 4472 | .00 SqFt | | PCI: | 62 | | | | |
| Sample Comments: | | | | | | | | | | | | | |
| 43 BLOCK CR | | L | 3600.00 S | qFt | | | | | | | | | |
| 57 WEATHERING | | M | 4472.00 S | qFt | | | | | | | | | |
| Sample Number: 02 | Type: | R | Are | ea: | 4478 | .00 SqFt | | PCI: | 59 | | | | |
| Sample Comments: | | | | | | | | | | | | | |
| 43 BLOCK CR | | L | 4478.00 S | qFt | | | | | | | | | |
| 57 WEATHERING | | M | 4478.00 S | qFt | | | | | | | | | |

| Netwo | | | | | | | | Name | | | toria Re | <u></u> | | | | | |
|--|---|---|---------------------------------------|-----------|---------------------------------------|-------------------|---|---|-------------|------------------------|----------|-----------|-------|---------------|---------|---------|---------|
| Branc | ch: | TA2AT | | | | Name: | Taxiw | ay A2 As | storia | Use | TA | XIWAY | Are | ea: | 107,325 | SqFt | |
| Sectio | n: (| 04 | | o | f 5 | | From: | PCC | | | | To: Sect | on 05 | | Last | Const.: | 8/1/199 |
| Surfa | ce: A | AAC | | Family: | | _Region y_AC | 1_Cat1/2_Ta | a Zone: | : KAST | | | Category: | A | | Rank | к: Р | |
| Area: | | | 31,854 | 4 SqFt | | Length: | | 525 Ft | | Width: | | 50 F | t | | | | |
| Slabs: | : | | | Slab Len | gth: | | Ft | \$ | Slab Width: | | | Ft | | Joint Length: | : | F | t |
| Shoul | der: | | | Street Ty | ype: | | | • | Grade: 0 | | | | | Lanes: 0 | | | |
| Sectio | n Con | nments: | | | | | | | | | | | | | | | |
| Work | Date: | : 8/1/1944 | ļ | W | ork Ty | ype: Bas | e Course - A | ggregate | | | Code: | BA-AG | | Is Major | M&R: | False | |
| Work | Date: | : 8/2/1944 | | W | ork Ty | ype: Nev | v Construction | on - AC | | | Code: | NC-AC | | Is Major | M&R: | True | |
| Work | Date: | : 8/1/1991 | | W | ork Ty | y pe: Ove | erlay - AC St | tructural | | | Code: | OL-AS | | Is Major | M&R: | True | |
| Work | Date: | : 8/1/2000 |) | W | ork Ty | y pe: Surf | face Seal - F | og Seal | | | Code: | SS-FS | | Is Major | M&R: | False | |
| Work | Date: | : 8/1/2009 |) | W | ork Ty | y pe: Cra | ck Sealing - | AC | | | Code: | CS-AC | | Is Major | M&R: | False | |
| Last I | nsp. E | Date: 7/1 | /2023 | | | Totals | Samples: | 8 | | Surve | eyed: 4 | 1 | | | | | |
| | itions: | | | | | | | | | | | | | | | | |
| | | | 7/6 | | | | | | | | | | | | | | |
| | | Comments | | | | | | | | | | | | | | | |
| Inspe | ction (| | s: | Тур | oe: | R | | Area: | 615 | 9.00 SqFt | | PCI: | 81 | | | | |
| Inspec Samp | ction (le Nur | Comments | s: | Туг | oe: | R | A | Area: | 615 | 9.00 SqFt | | PCI: | 81 | | | | |
| Inspec Samp Samp | le Nur | Comments | s: | Тур | ре: L | | 61.00 | | 615 | 9.00 SqFt | | PCI: | 81 | | | | |
| Inspec Samp Samp | le Nur le Cor L & L & | mber: 01 mments: T CR T CR | s: | Тур | L L | | 61.00 232.00 | Ft Ft | 615 | 9.00 SqFt | | PCI: | 81 | | | | |
| Samp Samp 48 48 57 | ction (le Nur le Cor L & L & WEA | Comments mber: 01 mments: T CR T CR ATHERIN | 6 | | L L L | | 61.00 | Ft Ft | | | | | | | | | |
| Samp Samp 48 48 57 | ction (le Nur le Cor L & L & WEA | mber: 01 mments: T CR T CR | 6 | Тур | L L L | | 61.00 232.00 6159.00 | Ft Ft | | 9.00 SqFt | | PCI: | | | | | |
| Samp Samp 48 48 57 Samp | le Nur le Cor L & L & WEA | Comments mber: 01 mments: T CR T CR ATHERIN | 6 | | L L L | | 61.00 232.00 6159.00 | Ft Ft SqFt | | | | | | | | | |
| Samp 48 48 57 Samp | le Nur L & WEA le Cor | mber: 01 mments: T CR T CR ATHERING | 6 | | L L L | R | 61.00 232.00 6159.00 | Ft Ft SqFt Area: | | | | | | | | | |
| Samp Samp 48 48 57 Samp 48 48 | le Nur le Cor L & L & WEA le Nur le Cor L & | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR T CR | 6 | | L L De: | R | 61.00 232.00 6159.00 90.00 185.00 | Ft Ft SqFt Area: | | | | | | | | | |
| Samp Samp 48 48 57 Samp Samp 48 48 | le Nur le Cor L & L & WEA le Nur le Cor L & RAV | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR T CR T CR T CR T CR | G 2 | | L L De: | R | 61.00 232.00 6159.00 90.00 185.00 1.00 | Ft SqFt Area: Ft Ft SqFt | | | | | | | | | |
| Samp 48 48 57 Samp Samp 48 48 48 52 57 | le Nur le Con L & WEA le Nur le Con L & L & RAV | Comments mber: 01 mments: T CR ATHERING mber: 02 mments: T CR T CR T CR T CR T CR T CR ATHERING | G G | Тур | L L De: L L H L | R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 | Ft Ft SqFt Area: Ft Ft SqFt SqFt | 483 | 1.00 SqFt | | PCI: | 74 | | | | |
| Samp Samp 48 48 57 Samp Samp 48 48 48 52 57 Samp | le Nur L & L & L & L & L & L & L & L & L & L & | mber: 01 mments: T CR T CR ATHERIN mber: 02 mments: T CR | G G | | L L De: L L H L | R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 | Ft SqFt Area: Ft Ft SqFt | 483 | | | | 74 | | | | |
| Samp Samp 48 48 57 Samp Samp 48 48 48 52 57 Samp | le Nur L & L & L & L & L & L & L & L & L & L & | Comments mber: 01 mments: T CR ATHERING mber: 02 mments: T CR T CR T CR T CR T CR T CR ATHERING | G G | Тур | L L De: L L H L | R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 | Ft Ft SqFt Area: Ft Ft SqFt SqFt | 483 | 1.00 SqFt | | PCI: | 74 | | | | |
| Samp Samp 48 48 57 Samp Samp 48 48 52 57 Samp Samp | le Nur L & L & WEA le Nur L & Cor RAV WEA le Nur le Cor | mber: 01 mments: T CR T CR ATHERIN mber: 02 mments: T CR | G G | Тур | L L De: L L H L | R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 | Ft Ft SqFt Area: Ft SqFt SqFt Area: | 483 | 1.00 SqFt | | PCI: | 74 | | | | |
| Samp Samp 48 48 57 Samp Samp 48 48 52 57 Samp Samp Samp 48 | le Nur L& L& L& le Nur L& L& le Nur le Cor L& RAV WEA le Nur le Cor L& L& RAV | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR | G G G G | Тур | L L De: | R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 | Ft Ft SqFt SqFt SqFt Area: | 483 | 1.00 SqFt | | PCI: | 74 | | | | |
| Samp 48 48 57 Samp Samp Samp 57 Samp Samp 48 48 48 52 57 Samp Samp 48 48 55 57 | le Nur L & L & L & L & L & L & L & L & L & L & | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR | G G G | Тур | L L L De: | R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 407.00 80.00 2415.00 | Ft Ft SqFt SqFt Area: Ft Ft SqFt SqFt SqFt SqFt | 483 | 1.00 SqFt | | PCI: | 74 | | | | |
| Samp 48 48 57 Samp Samp 48 48 48 55 Samp Samp 48 48 48 57 Samp 57 | le Nur L& L& le Cor le Nur le Cor L& L& RAV WEA le Nur le Cor L& WEA WEA | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR | G G G G | Тур | L L L De: | R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 | Ft Ft SqFt SqFt Area: Ft Ft SqFt SqFt SqFt SqFt | 483 | 1.00 SqFt 0.00 SqFt | | PCI: | 74 | | | | |
| Samp Samp 48 48 48 57 Samp Samp Samp 48 48 52 57 Samp Samp 48 48 57 57 | le Nur L& L& le Cor le Nur le Cor L& L& RAV WEA le Nur le Cor L& WEA WEA | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR | G G G G | Тур | L L L L H L De: | R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 407.00 80.00 2415.00 2415.00 | Ft Ft SqFt SqFt Area: Ft Ft SqFt SqFt SqFt SqFt | 483 | 1.00 SqFt | | PCI: | 74 | | | | |
| Samp Samp 48 48 57 Samp | le Nur L & L & L & L & L & L & L & L & L & L & | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR | G G G G | Тур | L L L L H L De: | R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 407.00 80.00 2415.00 2415.00 | Ft Ft SqFt Area: Ft SqFt SqFt Area: | 483 | 1.00 SqFt 0.00 SqFt | | PCI: | 74 | | | | |
| Samp 48 48 57 Samp 48 48 52 57 Samp Samp 48 48 57 57 Samp Sa | le Nur L & L & L & L & L & L & L & L & L & L & | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR | G G G G | Тур | L L L L H L De: | R R R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 407.00 80.00 2415.00 2415.00 | Ft Ft SqFt Area: Ft SqFt SqFt Area: Area: | 483 | 1.00 SqFt 0.00 SqFt | | PCI: | 74 | | | | |
| Samp 48 48 57 Samp Samp 48 48 52 57 Samp Samp 48 48 57 57 Samp S | le Nur L & L & L & L & L & L & L & L & L & L & | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR | G G G G | Тур | L L L L L L L L L L L L L L L L L L L | R R R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 4831.00 2415.00 2415.00 178.00 149.00 | Ft Ft SqFt Area: Ft Ft SqFt SqFt Area: Ft | 483 | 1.00 SqFt 0.00 SqFt | | PCI: | 74 | | | | |
| Samp Samp 48 48 57 Samp 48 48 55 Samp Samp Samp 48 48 57 Samp Samp | le Nur L & L & L & L & L & L & L & L & L & L & | mber: 01 mments: T CR T CR ATHERING mber: 02 mments: T CR | G G G G G G G G G G G G G G G G G G G | Тур | L L L L L L L L L L L L L L L L L L L | R R R R | 61.00 232.00 6159.00 90.00 185.00 1.00 4831.00 4831.00 2415.00 2415.00 | Ft Ft SqFt Area: Ft Ft SqFt SqFt Area: Ft Ft SqFt SqFt SqFt SqFt | 483 | 1.00 SqFt 0.00 SqFt | | PCI: | 74 | | | | |

| Network: | Astoria | | | | | | | | | | | | gional | | | | | | |
|--|--|-----------|----------|------------|-------------------------|----------|---|--|--------|--------------|----------|---------|--------|--------|-------|-----------|---------|-------------|---------|
| Branch: | TA2AT | | | | Nam | ie: | Taxiw | ay A2 A | storia | | Us | e: TA | AXIWA | Y | Area | 1: | 107,3 | 325 SqFt | |
| Section: 01 | 1 | | 0 | f 5 | | Fre | om: | Taxiwa | y A3 | | | | To: | Runway | 13/31 | | L | ast Const.: | 8/1/199 |
| Surface: A. | AC | F | amily: | | 23_Re vay_A | | at1/2_Ta | a Zone | e: | KAST | | | Catego | ory: A | | | R | ank: P | |
| Area: | | 43,925 | SqFt | | Ler | ngth: | | 893 F | t | | Width: | | | 50 Ft | | | | | |
| Slabs: | | \$ | Slab Len | ngth: | | | Ft | | Slab V | Width: | | | Ft | | | Joint Len | gth: | F | `t |
| Shoulder: | | \$ | Street T | ype: | | | | | Grade | e: 0 | | | | | | Lanes: | 0 | | |
| Section Com | ments: | | | | | | | | | | | | | | | | | | |
| Work Date: | 8/1/1944 | | W | ork T | Гуре: | Base Co | ourse - A | ggregate | e | | | Code: | BA-A | .G | | Is Ma | ijor M& | R: False | |
| Work Date: | 8/2/1944 | | W | ork T | Гуре: | New Co | onstruction | on - AC | | | | Code: | NC-A | ıC | | Is Ma | ijor M& | R: True | |
| Work Date: | 8/1/1991 | | W | ork T | Гуре: | Overlay | - AC St | ructural | | | | Code: | OL-A | .S | | Is Ma | ijor M& | R: True | |
| Work Date: | 8/1/2000 | | W | ork T | Гуре: | Surface | Seal - F | og Seal | | | | Code: | SS-FS | S | | Is Ma | ijor M& | R: False | |
| Work Date: | 5/2/2005 | | W | ork T | Гуре: | Crack S | Sealing - | AC | | | | Code: | CS-A | С | | Is Ma | ijor M& | R: False | |
| Work Date: | 8/1/2009 | | W | ork T | Гуре: | Crack S | Sealing - | AC | | | | Code: | CS-A | С | | Is Ma | ijor M& | R: False | |
| - | | | | | Т | otalSam | ıples: | 9 | | | Surv | eyed: 4 | 4 | | | | | | |
| Conditions: | PCI: | 58 | | | Т | CotalSam | iples: | 9 | | | Surv | eyed: 4 | 4 | | | | | | |
| Conditions: Inspection Co | PCI: | 58 : | Туј | pe: | T | | | 9 Area: | | 4839 | Surv | eyed: 4 | | CI: 5 | 9 | | | | |
| Conditions: Inspection Co | PCI: omments: ber: 02 | 58 : | Туј | pe: | | | | | | 4839 | | eyed: 4 | | PCI: 5 | 9 | | | | |
| Last Insp. Da Conditions: Inspection Co Sample Num Sample Comm | PCI: omments: ber: 02 ments: | 58 | Туј | | R L | | | Area: | | 4839 | | eyed: 4 | | PCI: 5 | 9 | | | | |
| Conditions: Inspection Co Sample Num Sample Com 43 BLOC 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERING | 58 : | Туј | | R | <u>.</u> | A | Area: SqFt | | | .00 SqFt | eyed: 4 | P | | | | | | |
| Conditions: Inspection Co Sample Num Sample Comm 43 BLOC 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERING ber: 03 | 58 : | Туј | | R L | | 4839.00 4839.00 | Area: SqFt | | | | eyed: 4 | P | CI: 5 | | | | | |
| Conditions: Inspection Co Sample Num Sample Comm 43 BLOC 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERING ber: 03 | 58 : | | | R L M | | 4839.00 4839.00 | Area: SqFt SqFt | | | .00 SqFt | eyed: 4 | P | | | | | | |
| Conditions: Inspection Co Sample Num Sample Com 43 BLOC 57 WEAT Sample Num Sample Com 43 BLOC | PCI: omments: ber: 02 ments: CK CR THERING ber: 03 ments: | 58 : | | pe: | R L M R | | 4839.00 4839.00 A | SqFt SqFt SqFt Area: | | | .00 SqFt | eyed: 4 | P | | | | | | |
| Conditions: Inspection Co Sample Num Sample Com 43 BLOC 57 WEAT Sample Num Sample Com 43 BLOC 50 PATC | PCI: omments: ber: 02 ments: CK CR THERINC ber: 03 ments: CK CR CHING | 58 : : | | pe: | R L M R | | 4839.00 4839.00 A 4847.00 10.00 | SqFt SqFt Area: SqFt SqFt | | | .00 SqFt | eyed: 4 | P | | | | | | |
| Conditions: Inspection Co Sample Num Sample Com 43 BLOC 57 WEAT Sample Num 43 BLOC 50 PATC 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERING ber: 03 ments: CK CR CHING THERING | 58 : G | Туј | pe: | R L M R | | A4839.00 4839.00 A4847.00 10.00 4847.00 | SqFt SqFt Area: SqFt SqFt SqFt | | 4847 | .00 SqFt | eyed: 4 | P | CI: 5 | 4 | | | | |
| Conditions: Inspection Co Sample Num Sample Comm 43 BLOC 57 WEAT Sample Num 43 BLOC 50 PATC 50 PATC 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERING ber: 03 ments: CK CR CHING THERING THERING ber: 04 | 58 : G | | pe: | R L M R | | A4839.00 4839.00 A4847.00 10.00 4847.00 | SqFt SqFt Area: SqFt SqFt | | 4847 | .00 SqFt | eyed: 4 | P | | 4 | | | | |
| Conditions: Inspection Co Sample Num Sample Comm 43 BLOC 57 WEAT Sample Comm 43 BLOC 50 PATC 57 WEAT Sample Num Sample Num Sample Comm Sample Comm | PCI: omments: ber: 02 ments: CK CR THERING ber: 03 ments: CK CR CHING THERING THERING ber: 04 ments: | 58 : G | Туј | pe: pe: | R L M R L H H R R | | A4839.00 4839.00 A4847.00 10.00 4847.00 | SqFt SqFt Area: SqFt SqFt SqFt | | 4847 | .00 SqFt | eyed: 4 | P | CI: 5 | 4 | | | | |
| Conditions: Inspection Co Sample Num Sample Com 43 BLOC 57 WEAT Sample Com 43 BLOC 50 PATC 57 WEAT Sample Num Sample Com 43 BLOC 57 WEAT Sample Com 43 BLOC | PCI: omments: ber: 02 ments: CK CR THERINC ber: 03 ments: CK CR CHING THERINC ber: 04 ments: | 58 : G | Туј | pe: pe: | R L M R L H M R | <u>.</u> | A4839.00 4839.00 A4847.00 10.00 4847.00 A | SqFt SqFt Area: SqFt SqFt Area: SqFt SqFt | | 4847 | .00 SqFt | eyed: 4 | P | CI: 5 | 4 | | | | |
| Conditions: Inspection Co Sample Numb Sample Comm 43 BLOC 57 WEAT Sample Numb Sample Comm 43 BLOC 50 PATC 57 WEAT Sample Numb Sample Comm 43 BLOC 57 WEAT Sample Comm 43 BLOC 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERINC ber: 03 ments: CK CR CHING THERINC ber: 04 ments: | 58 : G | Туј | pe: | R L M R L H M R L H M R | <u>.</u> | A4839.00 4839.00 A4847.00 10.00 4847.00 A5697.00 4698.00 | SqFt SqFt Area: SqFt SqFt SqFt SqFt SqFt SqFt | | 4847 | .00 SqFt | eyed: 4 | P | CI: 5 | 4 | | | | |
| Conditions: Inspection Co Sample Num Sample Comm 43 BLOC 57 WEAT Sample Num 43 BLOC 50 PATC 57 WEAT Sample Num 43 BLOC 57 WEAT Sample Comm 43 BLOC 57 WEAT 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERINC ber: 03 ments: CK CR CHING THERINC ber: 04 ments: CK CR THERINC | 58 | Туј | pe: | R L H M R L L H M M N | | 4839.00 4839.00 A 4847.00 10.00 4847.00 A 5697.00 4698.00 999.00 | SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt | | 4847 5697 | .00 SqFt | | P P | PCI: 5 | 9 | | | | |
| Conditions: Inspection Co Sample Num Sample Com 43 BLOC 57 WEAT Sample Com 43 BLOC 57 WEAT Sample Num Sample Com 43 BLOC 57 WEAT Sample Com 43 BLOC 57 WEAT Sample Num 43 BLOC 57 WEAT 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERING ber: 03 ments: CK CR CHING THERING ber: 04 ments: CK CR THERING OFFERING OFFE | 58 | Туј | pe: | R L M R L H M R L H M R | | 4839.00 4839.00 A 4847.00 10.00 4847.00 A 5697.00 4698.00 999.00 | SqFt SqFt Area: SqFt SqFt SqFt SqFt SqFt SqFt | | 4847 5697 | .00 SqFt | | P P | CI: 5 | 9 | | | | |
| Conditions: Inspection Co Sample Numb Sample Comm 43 BLOC 57 WEAT Sample Numb Sample Comm 43 BLOC 50 PATC 57 WEAT Sample Numb Sample Comm 43 BLOC 57 WEAT Sample Comm 43 BLOC 57 WEAT | PCI: omments: ber: 02 ments: CK CR THERING ber: 03 ments: CK CR CHING THERING THERING THERING OF THERING | 58 | Туј | pe: | R L H M R L L H M M N | | 4839.00 4839.00 A 4847.00 10.00 4847.00 A 5697.00 4698.00 999.00 | SqFt SqFt Area: SqFt SqFt SqFt Area: | | 4847 5697 | .00 SqFt | | P P | PCI: 5 | 9 | | | | |

| Network: | Astoria | | | | | Name | : Waı | renton-As | toria Re | egional | | | | | |
|--------------|-------------|--------------|----------------|-----------|--------------|-----------|-------------|-----------|----------|-----------|-----|-----------|--------|--------------|-----------|
| Branch: | TA2AT | | N | lame: | Taxiwa | ay A2 Ast | toria | Use | e: TA | AXIWAY | Ar | ea: | 107 | 7,325 SqFt | |
| Section: (| 02 | C | of 5 | F | rom: | Section 0 | 1 | | | To: Runy | way | | | Last Const.: | 8/29/2016 |
| Surface: | AAC | Family: | 2023_ xiway | | _Cat1/2_Ta | Zone: | KAST | | | Category: | A | | | Rank: P | |
| Area: | | 8,087 SqFt | | Length: | | 100 Ft | | Width: | | 50 F | t | | | | |
| Slabs: | | Slab Le | ngth: | | Ft | S | Slab Width: | | | Ft | | Joint Len | igth: | F | t |
| Shoulder: | | Street T | ype: | | | (| Grade: 0 | | | | | Lanes: | 0 | | |
| Section Con | nments: | | | | | | | | | | | | | | |
| Work Date: | 8/1/1944 | W | ork Ty | pe: Base | Course - A | ggregate | | | Code: | BA-AG | | Is Ma | ajor M | &R: False | |
| Work Date: | : 8/2/1944 | W | ork Ty | pe: New | Construction | on - AC | | | Code: | NC-AC | | Is Ma | ajor M | &R: True | |
| Work Date: | 8/1/1991 | W | ork Ty | pe: Overl | ay - AC St | ructural | | | Code: | OL-AS | | Is Ma | ajor M | &R: True | |
| Work Date: | 8/29/2016 | 5 W | ork Ty | pe: Overl | ay - AC St | ructural | | | Code: | OL-AS | | Is Ma | ajor M | &R: True | |
| Last Insp. D | Date: 7/1/2 | 2023 | | TotalSa | amples: | 2 | | Surve | eyed: | 2 | | | | | |
| Conditions: | PCI: | 92 | | | | | | | | | | | | | |
| Inspection (| Comments: | | | | | | | | | | | | | | |
| Sample Nur | mber: 01 | Ту | pe: | R | A | rea: | 3347 | 7.00 SqFt | | PCI: | 94 | | | | |
| Sample Cor | nments: | | | | | | | | | | | | | | |
| 57 WEA | ATHERING | | L | | 3347.00 | SqFt | | | | | | | | | |
| Sample Nur | mber: 02 | Ту | pe: | R | A | rea: | 4740 | 0.00 SqFt | | PCI: | 91 | | | | |
| Sample Cor | nments: | | | | | | | | | | | | | | |
| 48 L & | T CR | | L | | 10.00 | Ft | | | | | | | | | |
| 57 WEA | ATHERING | ŧ | L | | 4740.00 | SqFt | | | | | | | | | |

| Network: | Astoria | | | | | | Nam | e: | Warrenton-A | storia Re | egional | | | | | |
|--------------|-------------------|-----------|----------|-----------------|---------|--------------|----------|----------|--------------|-----------|----------|---------|----------|---------|--------------|-----------|
| Branch: | TA2AT | | | Na | me: | Taxiw | ay A2 A | storia | Us | se: Ta | AXIWAY | A | rea: | 10 | 7,325 SqFt | |
| Section: | 03 | | of | 5 | F | rom: | Runway | | | | To: Sec | tion 04 | | | Last Const.: | 8/29/2016 |
| Surface: | AAC | Fai | | 2023_R xiway | | _Cat1/2_Ta | Zone | : KA | ST | | Category | : A | | | Rank: P | |
| Area: | | 16,832 Sq | ąFt | Le | ength: | | 233 Ft | | Width: | | 50 | ₹t | | | | |
| Slabs: | | SI | ab Leng | th: | | Ft | | Slab Wid | th: | | Ft | | Joint Le | ngth: | I | -}t |
| Shoulder: | | St | reet Typ | e: | | | | Grade: | 0 | | | | Lanes: | 0 | | |
| Section Co | mments: | | | | | | | | | | | | | | | |
| Work Date | 8/1/1944 | | Wor | k Type | : Base | Course - A | ggregate | ; | | Code: | BA-AG | | Is N | lajor M | I&R: False | |
| Work Date | e: 8/2/1944 | | Wor | ·k Туре | : New | Construction | on - AC | | | Code: | NC-AC | | Is N | Iajor M | I&R: True | |
| Work Date | e: 8/1/1991 | | Wor | ·k Туре | : Overl | ay - AC St | ructural | | | Code: | OL-AS | | Is N | Iajor M | I&R: True | |
| Work Date | e: 8/29/2010 | 6 | Wor | k Type | : Overl | ay - AC St | ructural | | | Code: | OL-AS | | Is N | Iajor M | I&R: True | |
| Last Insp. 1 | Date: 7/1/ | 2023 | | | TotalSa | amples: | 2 | | Surv | eyed: | 2 | | | | | |
| Conditions | : PCI: | 93 | | | | | | | | | | | | | | |
| Inspection | Comments | : | | | | | | | | | | | | | | |
| Sample Nu | mber: 01 | | Туре | : | R | A | Area: | 4 | 4766.00 SqFt | | PCI | 91 | | | | |
| Sample Co | mments: | | | | | | | | | | | | | | | |
| 45 DEI | PRESSION | | | L | | 25.00 | SqFt | | | | | | | | | |
| 57 WE | ATHERING | j | | L | | 4766.00 | SqFt | | | | | | | | | |
| • | mber: 02 | | Type | : | R | A | Area: | (| 6594.00 SqFt | | PCI | 94 | | | | |
| Sample Co | mments: | | | | | | | | | | | | | | | |
| 57 WE | ATHERING | j. | | L | | 5000.00 | SqFt | | | | | | | | | |

Network: Warrenton-Astoria Regional Astoria Name: **Branch:** TA2AT Taxiway A2 Astoria Use: TAXIWAY 107,325 SqFt Name: Area: Section: 05 of 5 To: Section 04 **Last Const.:** 9/13/1999 From: Runway 8/26 Surface: ACFamily: 2023_Region1_Cat1/2_Ta Zone: KAST Category: A Rank: P xiway AC Width: 6,627 SqFt Length: 27 Ft 205 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments: Work Date:** 9/13/1999 Work Type: New Construction - AC Code: NC-AC Is Major M&R: True **Last Insp. Date:** 7/1/2023 **TotalSamples:** 1 Surveyed: 1 **Conditions: PCI:** 82 **Inspection Comments:** Sample Number: 01 Type: R Area: 6627.00 SqFt **PCI:** 82 **Sample Comments:** 45 DEPRESSION M 9.00 SqFt L & T CR L 100.00 Ft 48 PATCHING L 50 16.00 SqFt 57 WEATHERING L 6627.00 SqFt

| Network: Astoria | | Name: | Warrenton-Astori | a Regional | |
|----------------------------|-------------------------------|----------------------|------------------|-----------------|-----------------------------|
| Branch: TA3AT | Name: | Taxiway A3 Astoria | u Use: | TAXIWAY | Area: 64,297 SqFt |
| Section: 03 | | From: Section 02 | | To: Section 04 | Last Const.: 8/1/199 |
| Surface: AAC | Family: 2023_Region1 xiway_AC | _Cat1/2_Ta Zone: | KAST | Category: A | Rank: P |
| Area: 37,9° | 71 SqFt Length: | 759 Ft | Width: | 45 Ft | |
| Slabs: | Slab Length: | Ft Slab | Width: | Ft | Joint Length: Ft |
| Shoulder: | Street Type: | Gra | de: 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 8/1/1944 | Work Type: New | Construction - AC | Co | ode: NC-AC | Is Major M&R: True |
| Work Date: 8/2/1944 | Work Type: Base | Course - Aggregate | Co | ode: BA-AG | Is Major M&R: False |
| Work Date: 8/1/1991 | Work Type: Over | rlay - AC Structural | Co | ode: OL-AS | Is Major M&R: True |
| Work Date: 8/1/2000 | Work Type: Surf | ace Seal - Fog Seal | Co | ode: SS-FS | Is Major M&R: False |
| Work Date: 8/1/2009 | Work Type: Crac | k Sealing - AC | Co | ode: CS-AC | Is Major M&R: False |
| Last Insp. Date: 7/1/2023 | TotalS | Samples: 8 | Surveye | d: 5 | |
| Conditions: PCI: 94 | | | | | |
| Inspection Comments: | | | | | |
| Sample Number: 04 | Type: R | Area: | 5000.00 SqFt | PCI: 100 | |
| Sample Comments: | | | | | |
| <no distress=""></no> | | | | | |
| Sample Number: 05 | Type: R | Area: | 5000.00 SqFt | PCI: 100 | |
| Sample Comments: | | | | | |
| <no distress=""></no> | | | | | |
| Sample Number: 06 | Type: R | Area: | 5000.00 SqFt | PCI: 100 | |
| Sample Comments: | | | | | |
| <no distress=""></no> | | | | | |
| Sample Number: 07 | Type: R | Area: | 5000.00 SqFt | PCI: 100 | |
| Sample Comments: | | | | | |
| <no distress=""></no> | | | | | |
| Sample Number: 08 | Type: R | Area: | 3456.00 SqFt | PCI: 59 | |
| Sample Comments: | | | | | |
| 42 DLOCK CD | L | 3456.00 SqFt | | | |
| 43 BLOCK CR | L | 3430.00 Sqrt | | | |

| Network: Astoria | | Nan | ne: Warrenton-Aste | oria Regional | |
|-----------------------------|------------------------|-----------------------------------|--------------------|----------------|--------------------------|
| Branch: TA3AT | Nar | ne: Taxiway A3 A | Astoria Use: | TAXIWAY A | Area: 64,297 SqFt |
| Section: 05 | of 5 | From: Section | 04 | To: Taxiway A2 | Last Const.: 8/1/1944 |
| Surface: AC | Family: 2023_Roxiway_A | egion1_Cat1/2_Ta Zon AC | e: KAST | Category: A | Rank: P |
| Area: | 7,704 SqFt Le | ngth: 160 F | et Width: | 45 Ft | |
| Slabs: | Slab Length: | Ft | Slab Width: | Ft | Joint Length: Ft |
| Shoulder: | Street Type: | | Grade: 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 8/1/1944 | Work Type | : New Construction - AC | | Code: NC-AC | Is Major M&R: True |
| Work Date: 8/1/1993 | Work Type | : Surface Treatment - Slu | rry Seal | Code: ST-SS | Is Major M&R: False |
| Work Date: 8/1/2000 | Work Type | : Surface Seal - Fog Seal | | Code: SS-FS | Is Major M&R: False |
| Last Insp. Date: 7/1/2 | 2023 | TotalSamples: 2 | Surve | yed: 2 | |
| Conditions: PCI: | 39 | | | | |
| Inspection Comments: | | | | | |
| Sample Number: 01 | Type: I | R Area: | 5000.00 SqFt | PCI: 32 | |
| Sample Comments: | V.F. 1 | | 1 | | |
| 41 ALLIGATOR C | R M | 210.00 SqFt | | | |
| 41 ALLIGATOR C | R M | 103.00 SqFt | | | |
| 41 ALLIGATOR C | R M | 72.00 SqFt | | | |
| 43 BLOCK CR | L | 2500.00 SqFt | | | |
| 48 L & T CR | L | 87.00 Ft | | | |
| 57 WEATHERING | L | 5000.00 SqFt | | | |
| Sample Number: 02 | Type: | Area: | 3669.00 SqFt | PCI: 48 | |
| Sample Comments: | | | | | |
| 41 ALLIGATOR C | R M | 120.00 SqFt | | | |
| 48 L & T CR | L | 290.00 Ft | | | |
| 57 WEATHERING | | 3669.00 SaFt | | | |

57

WEATHERING

L

3669.00 SqFt

Network: Warrenton-Astoria Regional Astoria Name: **Branch:** TA3AT Taxiway A3 Astoria Use: TAXIWAY 64,297 SqFt Name: Area: Section: 04 of 5 To: Section 05 **Last Const.:** 8/1/1944 From: Section 03 Surface: PCC Family: 2023_Region1_Cat1/2_All Zone: KAST Category: A Rank: P 41 Ft 1,981 SqFt Length: Width: 45 Ft Area: Slabs: 12 Slab Length: 12 Ft Slab Width: 15 Ft Joint Length: 197 Ft **Street Type:** Grade: 0 Lanes: 0 Shoulder: **Section Comments:** Code: NC-PC Work Date: 8/1/1944 Work Type: New Construction - PCC Is Major M&R: True **Last Insp. Date:** 7/1/2023 **TotalSamples:** 1 Surveyed: 1 Conditions: PCI: 12 **Inspection Comments:** Sample Number: 01 Type: R 18.00 Slabs **PCI:** 12 Area: **Sample Comments:** CORNER BREAK M 1.00 Slabs 62 LINEAR CR 63 M 2.00 Slabs JT SEAL DMG Н 18.00 Slabs 65 LARGE PATCH 1.00 67 L Slabs SHAT. SLAB 72 M 2.00 Slabs

72

72

SHAT. SLAB

SHAT. SLAB

Η

Η

2.00

Slabs

4.00 Slabs

| Network: | Astoria | | | | Name: | War | renton-Astori | a Regiona | ıl | | |
|--------------|------------|------------|-------------------------|----------------|--------------|--------------|---------------|-------------|-----------------|-------------|------------------------|
| Branch: | TA3AT | | Name: | Taxiwa | y A3 Astoria | ı | Use: | TAXIW | /AY | Area: | 64,297 SqFt |
| Section: 0 | 1 | 0 | f 5 | From: R | Runway 08/2 | 6 | | To: | Section (|)2 | Last Const.: 9/13/1999 |
| Surface: A | AAC | Family: | 2023_Region xiway_AC | 1_Cat1/2_Ta | Zone: | KAST | | Cato | egory: A | | Rank: P |
| Area: | | 6,298 SqFt | Length | : | 22 Ft | | Width: | | 258 Ft | | |
| Slabs: | | Slab Len | igth: | Ft | Slab | Width: | | Ft | | Joint Lengt | th: Ft |
| Shoulder: | | Street T | ype: | | Grad | de: 0 | | | | Lanes: | 0 |
| Section Com | ments: | | | | | | | | | | |
| Work Date: | 8/1/1944 | W | ork Type: Bas | e Course - Ag | gregate | | Co | ode: BA | -AG | Is Majo | or M&R: False |
| Work Date: | 8/2/1944 | W | ork Type: Nev | v Construction | n - AC | | Co | ode: NC | -AC | Is Majo | or M&R: True |
| Work Date: | 8/1/1991 | W | ork Type: Ove | erlay - AC Str | uctural | | Co | ode: OL | -AS | Is Majo | or M&R: True |
| Work Date: | 9/13/1999 |) W | ork Type: Ove | erlay - AC Str | uctural | | Co | ode: OL | -AS | Is Majo | or M&R: True |
| Work Date: | 8/1/2000 | W | ork Type: Sur | face Seal - Fo | g Seal | | Co | ode: SS- | ·FS | Is Majo | or M&R: False |
| Last Insp. D | ate: 7/1/2 | 2023 | Total | Samples: 1 | | | Surveye | d: 1 | | | |
| Conditions: | PCI: | 100 | | | | | | | | | |
| Inspection C | Comments: | | | | | | | | | | |
| Sample Nun | iber: 01 | Туј | e: R | Aı | rea: | 6593 | 3.00 SqFt | | PCI : 10 | 00 | |

Sample Comments:

<No Distress>

| Network: | Astoria | | | | | Name | : War | renton-Ast | oria Re | gional | | | | |
|--|-------------------|-------------|---------|-------------------|--------------|-----------|------------|------------|---------|-----------|--------|--------------|-------------|----------|
| Branch: | TA3AT | | ľ | Name: | Taxiwa | y A3 Ast | oria | Use | : TA | XIWAY | A | rea: | 64,297 SqFt | |
| Section: | 02 | | of 5 | F | rom: S | Section 0 | 1 | | | To: Sect | ion 03 | | Last Cons | 8/1/1991 |
| Surface: | AAC | Family | | _Region1_ y_AC | Cat1/2_Ta | Zone: | KAST | | | Category: | A | | Rank: P | |
| Area: | | 10,343 SqFt | | Length: | | 73 Ft | | Width: | | 144 F | t | | | |
| Slabs: | | Slab I | ength: | | Ft | S | lab Width: | | | Ft | | Joint Length | : | Ft |
| Shoulder: | | Street | Type: | | | (| Grade: 0 | | | | | Lanes: 0 | | |
| Section Co | mments: | | | | | | | | | | | | | |
| Work Date | e: 8/1/1944 | | Work Ty | pe: Base (| Course - Ag | gregate | | | Code: | BA-AG | | Is Major | M&R: False | |
| Work Date | e: 8/2/1944 | | Work Ty | pe: New (| Construction | n - AC | | | Code: | NC-AC | | Is Major | M&R: True | |
| Work Date | e: 8/1/1991 | | Work Ty | pe: Overla | ay - AC Str | uctural | | | Code: | OL-AS | | Is Major | M&R: True | |
| Work Date | e: 8/1/2000 | | Work Ty | pe: Surfac | ce Seal - Fo | g Seal | | | Code: | SS-FS | | Is Major | M&R: False | |
| Last Insp. | Date: 7/1/ | /2023 | | TotalSa | mples: 2 | ! | | Surve | yed: 2 | 2 | | | | |
| Conditions | s: PCI: | 100 | | | | | | | | | | | | |
| Inspection | Comments | : | | | | | | | | | | | | |
| Sample Nu | ımber: 01 | Т | ype: | R | A | rea: | 3801 | .00 SqFt | | PCI: | 100 | | | |
| Sample Co | omments: | | | | | | | | | | | | | |
| <no distre<="" td=""><td>ss></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></no> | ss> | | | | | | | | | | | | | |
| Sample Nu | ımber: 02 | 7 | ype: | R | A | rea: | 6537 | 7.00 SqFt | | PCI: | 100 | | | |

Sample Comments:

<No Distress>

| Network: | Astoria | | | | | | | storia Re | | | | | | |
|---|---|---------------------------|--|--|---|---------|--|-----------|----------|------------|------------|---------|---------|----------|
| Branch: | TAAT | | Name | e: Ta | ixiway A A | storia | Us | e: TA | XIWAY | Ar | ea: | 143,421 | SqFt | |
| Section: | 01 | of | 2 | From: | Taxiwa | y A2 | | | To: Run | ıway 26 Eı | nd (East) | Last | Const.: | 8/1/1988 |
| Surface: | AAC | | 2023_Reg xiway_A0 | gion1_Cat1/2 | 2_Ta Zon | e: K | AST | | Category | : A | | Ranl | k: P | |
| Area: | 136 | 5,063 SqFt | Leng | gth: | 2,700 I | t | Width: | | 48 | Ft | | | | |
| Slabs: | | Slab Lengt | th: | | Ft | Slab Wi | dth: | | Ft | | Joint Leng | th: | Ft | t |
| Shoulder: | : | Street Typ | e: | | | Grade: | 0 | | | | Lanes: | 0 | | |
| Section C | comments: | | | | | | | | | | | | | |
| Work Da | te: 8/1/1944 | Wor | k Type: | Base Course | e - Aggregat | e | | Code: | BA-AG | | Is Maj | or M&R: | False | |
| Work Da | te: 8/2/1944 | Wor | k Type: | New Constr | uction - AC | | | Code: | NC-AC | | Is Maj | or M&R: | True | |
| Work Da | te: 8/1/1988 | Wor | k Type: | Overlay - A | C Thin | | | Code: | OL-AT | | Is Maj | or M&R: | True | |
| Work Da | te: 8/1/2000 | Wor | k Type: | Surface Seal | l - Fog Seal | | | Code: | SS-FS | | Is Maj | or M&R: | False | |
| Work Da | te: 8/1/2002 | Wor | k Type: | Crack Sealir | ng - AC | | | Code: | CS-AC | | Is Maj | or M&R: | False | |
| Work Da | te: 5/2/2005 | Wor | k Type: | Crack Sealir | ng - AC | | | Code: | CS-AC | | Is Maj | or M&R: | False | |
| Work Da | te: 8/1/2009 | Wor | k Tyne: | Crack Sealir | 2α A.C | | | Code: | CS-AC | | Is Maj | or M&R: | False | |
| Condition | Date: 7/1/20 ns: PCI: 5 n Comments: | 23 | | otalSamples | | | | eyed: 5 | 5 | | | | | |
| Condition Inspection Sample N | ns: PCI: 5 n Comments: fumber: 03 | 23 | То | | | | Surv 4750.00 SqFt | eyed: 5 | | : 59 | | | | |
| Condition Inspection Sample N Sample C | ns: PCI: 5 | 23 | То | otalSamples | s: 27 | | | eyed: 5 | | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W | ns: PCI: 5 n Comments: Comments: LOCK CR | 23 | To L | otalSamples | :: 27 Area: | | | eyed: 5 | PCI | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING | 23 29 Type : | To L | otalSamples | Area: 0.00 SqFt 0.00 SqFt | | 4750.00 SqFt | eyed: 5 | PCI | | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C | ns: PCI: 5 n Comments: Comments: COCK CR EATHERING | 23 29 Type : | To T | 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: | | 4750.00 SqFt | eyed: 5 | PCI | | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C | ns: PCI: 5 n Comments: Tumber: 03 Comments: LOCK CR EATHERING Tumber: 07 Comments: | 23 29 Type : | To L | 4750 4750 | Area: 0.00 SqFt 0.00 SqFt | | 4750.00 SqFt | eyed: 5 | PCI | | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample W | ns: PCI: 5 n Comments: Comments: LOCK CR EATHERING Comments: Comments: LOCK CR | 23 29 Type : | To T | 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: | | 4750.00 SqFt | eyed: 5 | PCI | | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample C 43 BI 57 W Sample C 43 BI 57 W Sample N | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING | 23 Type: | To T | 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt 0.00 SqFt | | 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample C 43 BI 57 W Sample C | ns: PCI: 5 n Comments: Tumber: 03 Comments: LOCK CR EATHERING Tumber: 07 Comments: LOCK CR EATHERING | 23 Type: | To T | 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt 0.00 SqFt | | 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING lumber: 14 comments: LOCK CR EATHERING | 23 Type: | To T | 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: | | 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI: | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N Sample N Sample C | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING lumber: 14 comments: LOCK CR EATHERING lumber: 14 comments: | 23 Type: | To T | 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt 0.00 SqFt Area: | | 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI: | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N Sample N Sample C | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING lumber: 14 comments: LOCK CR EATHERING | Type: | To T | 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt 0.00 SqFt Area: | | 4750.00 SqFt 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI: | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N Sample N Sample N Sample C 43 BI 57 W Sample C 43 BI 57 W Sample C 43 BI 57 W Sample C | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING lumber: 14 comments: LOCK CR EATHERING lumber: 19 comments: LOCK CR EATHERING | Type: | To T | 4750 4750 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: | | 4750.00 SqFt 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI: | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample C 43 BI 57 W Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample N Sample C | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING lumber: 14 comments: LOCK CR EATHERING lumber: 19 comments: LOCK CR EATHERING | Type: | To T | 4750 4750 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: | | 4750.00 SqFt 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI: | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample C 43 BI 57 W Sample N Sample N Sample N Sample C | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING lumber: 14 comments: LOCK CR EATHERING lumber: 19 comments: LOCK CR EATHERING lumber: 25 | Type: | To T | 4750 4750 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: | | 4750.00 SqFt 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI: | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample N Sample C 43 BI 57 W Sample N Sample C 43 BI 57 W Sample C 43 BI 57 W Sample N Sample N Sample N Sample C | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING lumber: 14 comments: LOCK CR EATHERING lumber: 19 comments: LOCK CR EATHERING | Type: | To T | 4750 4750 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: | | 4750.00 SqFt 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI: | : 59 | | | | |
| Condition Inspection Sample N Sample C 43 BI 57 W Sample N Sample C | ns: PCI: 5 n Comments: lumber: 03 comments: LOCK CR EATHERING lumber: 07 comments: LOCK CR EATHERING lumber: 14 comments: LOCK CR EATHERING lumber: 19 comments: LOCK CR EATHERING lumber: 25 | Type: | To T | 4750 4750 4750 4750 4750 4750 | Area: 0.00 SqFt 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: 0.00 SqFt Area: | | 4750.00 SqFt 4750.00 SqFt 4750.00 SqFt | eyed: 5 | PCI: | : 59 | | | | |

| Network: Astoria | | | | Name: | War | renton-Asto | ria Re | gional | | | | |
|----------------------|-----------------|----------------------|-------------------|-----------|--------------|-------------|--------|----------|----------|--------------|-------------|----------------|
| Branch: TAAT | | Name: | Taxiway A | A Astoria | | Use: | TA | XIWAY | | Area: | 143,421 SqF | t |
| Section: 02 | 0 | of 2 | From: Sec | tion 01 | | | | To: Ru | ınway 26 | End (East) | Last Con | st.: 9/13/1999 |
| Surface: AAC | Family: | 2023_Region xiway_AC | 11_Cat1/2_Ta | Zone: | KAST | | | Category | y: A | | Rank: I | |
| Area: | 7,358 SqFt | Length | : | 92 Ft | | Width: | | 100 | Ft | | | |
| Slabs: | Slab Lei | ngth: | Ft | Slab | Width: | | | Ft | | Joint Length | : | Ft |
| Shoulder: | Street T | ype: | | Grad | le: 0 | | | | | Lanes: 0 | | |
| Section Comments: | | | | | | | | | | | | |
| Work Date: 8/1/1944 | W | ork Type: Bas | se Course - Aggr | egate | | (| Code: | BA-AG | | Is Major | M&R: Fals | e |
| Work Date: 8/2/1944 | W | ork Type: New | w Construction - | AC | | (| Code: | NC-AC | | Is Major | M&R: True | e |
| Work Date: 8/1/1988 | W | ork Type: Ove | erlay - AC Thin | | | (| Code: | OL-AT | | Is Major | M&R: True | e |
| Work Date: 9/13/199 | 9 W | ork Type: Ove | erlay - AC Struc | tural | | (| Code: | OL-AS | | Is Major | M&R: True | e |
| Work Date: 8/1/2000 | W | ork Type: Sur | face Seal - Fog S | Seal | | (| Code: | SS-FS | | Is Major | M&R: Fals | e |
| Work Date: 5/2/2005 | W | ork Type: Cra | ck Sealing - AC | | | (| Code: | CS-AC | | Is Major | M&R: Fals | e |
| Last Insp. Date: 7/1 | /2023 | Total | Samples: 2 | | | Survey | /ed: 2 | 2 | | | | |
| Conditions: PCI: | 75 | | | | | | | | | | | |
| nspection Comments | : | | | | | | | | | | | |
| Sample Number: 01 | Ty | pe: R | Area | a: | 4273 | .00 SqFt | | PC | I: 66 | | | |
| Sample Comments: | | | | | | | | | | | | |
| 5 DEPRESSION | | L | 4.00 Sq | ıFt | | | | | | | | |
| 18 L & T CR | | L | 108.00 Ft | - | | | | | | | | |
| 18 L & T CR | | L | 237.00 Ft | | | | | | | | | |
| 18 L & T CR | | L | 118.00 Ft | | | | | | | | | |
| 7 WEATHERING | G | L | 2135.00 Sq | | | | | | | | | |
| 7 WEATHERING | G | M | 2138.00 Sq | • | | | | | | | | |
| Sample Number: 02 | Ty ₁ | pe: R | Area | a: | 3085 | .00 SqFt | | PC | I: 89 | | | |
| Sample Comments: | | | | | | | | | | | | |
| 18 L & T CR | | L | 50.00 Ft | | | | | | | | | |
| WEATHERING | G | L | 3085.00 Sq | | | | | | | | | |

| Network: | Astoria | | | | | Name | : War | renton-As | toria Re | gional | | | | | |
|------------|--------------------|------------|--------|-------------------|----------------|-----------|------------|-----------|----------|-----------|-------|-------------|-----------|-----------|----------|
| Branch: | TB2AT | | | Name: | Taxiwa | ay B2 Ast | oria | Use | : TA | AXIWAY | Area | : | 14,770 S | qFt | |
| Section: | 01 | | of 2 | | From: | Runway 1 | 3/31 | | | To: Taxi | way B | | Last C | Const.: 8 | 8/1/1993 |
| Surface: | AAC | Family: | | 3_Region ay_AC | 1_Cat1/2_Ta | Zone: | KAST | | | Category: | A | | Rank: | P | |
| Area: | | 8,740 SqFt | | Length: | | 200 Ft | | Width: | | 35 F | t | | | | |
| Slabs: | | Slab L | ength: | | Ft | S | lab Width: | | | Ft | | Joint Lengt | th: | Ft | |
| Shoulder: | | Street ' | Type: | | | (| Grade: 0 | | | | | Lanes: | 0 | | |
| Section Co | omments: | | | | | | | | | | | | | | |
| Work Dat | e: 8/1/1944 | • | Work T | ype: Bas | e Course - A | ggregate | | | Code: | BA-AG | | Is Majo | or M&R: F | alse | |
| Work Date | e: 8/2/1944 | • | Work T | ype: Nev | v Construction | on - AC | | | Code: | NC-AC | | Is Majo | or M&R: T | rue | |
| Work Date | e: 8/1/1993 | 1 | Work T | ype: Ove | erlay - AC St | ructural | | | Code: | OL-AS | | Is Majo | or M&R: T | rue | |
| Work Dat | e: 8/1/2000 | • | Work T | ype: Surf | face Seal - Fo | og Seal | | | Code: | SS-FS | | Is Majo | or M&R: F | alse | |
| Work Dat | e: 5/2/2005 | , | Work T | ype: Cra | ck Sealing - | AC | | | Code: | CS-AC | | Is Majo | or M&R: F | alse | |
| Work Dat | e: 8/1/2009 | , | Work T | ype: Cra | ck Sealing - | AC | | | Code: | CS-AC | | Is Majo | or M&R: F | alse | |
| Last Insp. | Date: 7/1/ | 2023 | | Totals | Samples: | 2 | | Surve | yed: 2 | 2 | | | | | |
| Conditions | s: PCI: | 59 | | | | | | | | | | | | | |
| Inspection | Comments | : | | | | | | | | | | | | | |
| Sample Nu | ımber: 01 | T | ype: | R | A | rea: | 4316 | 5.00 SqFt | | PCI: | 59 | | | | |
| Sample Co | omments: | | | | | | | | | | | | | | |
| 43 BL | OCK CR | | I | | 4316.00 | SqFt | | | | | | | | | |
| | EATHERING | j | | M | 4316.00 | | | | | | | | | | |
| Sample Nu | umber: 02 | T | ype: | R | A | rea: | 4424 | 1.00 SqFt | | PCI: | 59 | | | | |
| Sample Co | omments: | | | | | | | | | | | | | | |
| 43 BL | OCK CR | | I | | 4424.00 | SqFt | | | | | | | | | |
| 57 WE | EATHERING | j | N | M | 4424.00 | SqFt | | | | | | | | | |

| NT / 1 | | | | | N T | *** | | · D · | 1 | | | |
|------------|---------------------|------------|--------------------------|----------------------|--------------|--------------|-------------|--------------|----------------|----------|----------------|-----------------|
| Network: | Astoria | | | | Name: | War | renton-Asto | oria Regiona | .1 | | | |
| Branch: | TB2AT | | Name: | Taxiway | y B2 Astoria | ı | Use: | TAXIW | 'ΑΥ | Area: | 14,770 Sql | Ft |
| Section: | 02 | 0 | f 2 | From: T | B-01 | | | To: | Runway | 13-31 | Last Co | nst.: 8/29/2016 |
| Surface: | AAC | Family: | 2023_Region1 xiway_AC | _Cat1/2_Ta | Zone: | KAST | | Cate | egory: A | | Rank: | P |
| Area: | | 6,030 SqFt | Length: | | 54 Ft | | Width: | | 76 Ft | | | |
| Slabs: | | Slab Ler | igth: | Ft | Slab | Width: | | Ft | | Joint L | ength: | Ft |
| Shoulder: | | Street T | ype: | | Gra | de: 0 | | | | Lanes: | 0 | |
| Section Co | omments: | | | | | | | | | | | |
| Work Dat | e: 8/1/1944 | W | ork Type: Base | e Course - Ag | gregate | | ı | Code: BA | -AG | Is N | Major M&R: Fal | se |
| Work Dat | e: 8/2/1944 | W | ork Type: New | Construction | ı - AC | | | Code: NC | -AC | Is N | Major M&R: Tru | ie |
| Work Dat | e: 8/1/1993 | W | ork Type: Ove | rlay - AC Stru | ıctural | | | Code: OL- | -AS | Is N | Major M&R: Tru | le |
| Work Dat | e: 8/29/2016 | , W | ork Type: Ove | rlay - AC Stru | ıctural | | | Code: OL- | -AS | Is N | Major M&R: Tru | le |
| Last Insp. | Date: 7/1/2 | 2023 | Totals | Samples: 1 | | | Surve | yed: 1 | | | | |
| Condition | s: PCI: | 90 | | | | | | | | | | |
| Inspection | Comments: | | | | | | | | | | | |
| Sample No | umber: 01 | Tyl | oe: R | Ar | ·ea: | 6030 | 0.00 SqFt | | PCI: 90 | <u> </u> | | |
| Sample Co | omments: | | | | | | - | | | | | |
| | & T CR EATHERING | ł | L L | 23.00 l 6030.00 S | | | | | | | | |

| Network: Astoria | | Name: | Warrenton-Astori | a Regional | |
|---------------------------|------------------------------|--------------------------|------------------|----------------|------------------------------|
| Branch: TB3AT | Name: | Taxiway B3 Astori | a Use: | TAXIWAY A | Area: 41,037 SqFt |
| Section: 02 | of 4 | From: Section 01 | | To: Section 03 | Last Const.: 8/1/1993 |
| Surface: AAC | Family: 2023_Region xiway_AC | 1_Cat1/2_Ta Zone: | KAST | Category: A | Rank: P |
| Area: 32,2 | 262 SqFt Length | 870 Ft | Width: | 37 Ft | |
| Slabs: | Slab Length: | Ft Slal | Width: | Ft | Joint Length: Ft |
| Shoulder: | Street Type: | Gra | ide: 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 8/1/1944 | Work Type: Bas | e Course - Aggregate | Co | ode: BA-AG | Is Major M&R: False |
| Work Date: 8/2/1944 | Work Type: New | v Construction - AC | Co | ode: NC-AC | Is Major M&R: True |
| Work Date: 8/1/1993 | Work Type: Ove | erlay - AC Structural | Co | ode: OL-AS | Is Major M&R: True |
| Work Date: 8/1/2000 | Work Type: Sur | face Seal - Fog Seal | Co | ode: SS-FS | Is Major M&R: False |
| Work Date: 8/1/2009 | Work Type: Cra | ck Sealing - AC | Co | ode: CS-AC | Is Major M&R: False |
| Last Insp. Date: 7/1/2023 | Total | Samples: 6 | Surveye | · 3 | |
| Conditions: PCI: 60 | | | | | |
| Inspection Comments: | | | | | |
| | | | | D. C. C. | |
| Sample Number: 02 | Type: R | Area: | 5550.00 SqFt | PCI: 68 | |
| Sample Comments: | | | | | |
| 43 BLOCK CR | L | 900.00 SqFt | | | |
| 45 DEPRESSION | L | 45.00 SqFt | | | |
| 50 PATCHING | L | 4.00 SqFt | | | |
| 57 WEATHERING | M | 5550.00 SqFt | | | |
| Sample Number: 03 | Type: R | Area: | 5550.00 SqFt | PCI: 57 | |
| Sample Comments: | | | | | |
| 43 BLOCK CR | L | 5550.00 SqFt | | | |
| 50 PATCHING | L | 4.00 SqFt | | | |
| 57 WEATHERING | M | 5550.00 SqFt | | | |
| Sample Number: 05 | Type: R | Area: | 5550.00 SqFt | PCI: 54 | |
| Sample Comments: | | | | | |
| 43 BLOCK CR | L | 5550.00 SqFt | | | |
| 45 DEPRESSION | L | 45.00 SqFt | | | |
| 57 WEATHERING | M | 5550.00 SqFt | | | |
| | IV/I | | | | |

| Network: | Astoria | | | | Name: | War | renton-Astor | ia Regiona | 1 | | | |
|--------------------|------------------|------------|----------------------|------------------|--------------|--------------|--------------|-------------|----------------|--------------|--------------|-------------|
| Branch: | TB3AT | | Name: | Taxiwa | y B3 Astoria | a | Use: | TAXIW | AY | Area: | 41,037 SqFt | |
| Section: 0 | 04 | o | of 4 | From: S | ection 03 | | | To: | Runway (| 08/26 | Last Const. | : 9/13/1999 |
| Surface: A | AAC | Family: | 2023_Region xiway_AC | n1_Cat1/2_Ta | Zone: | KAST | | Cate | egory: A | | Rank: P | |
| Area: | | 2,100 SqFt | Length | : | 25 Ft | | Width: | | 79 Ft | | | |
| Slabs: | | Slab Lei | ngth: | Ft | Slab | Width: | | Ft | | Joint Lengtl | ı: | Ft |
| Shoulder: | | Street T | ype: | | Gra | de: 0 | | | | Lanes: |) | |
| Section Con | nments: | | | | | | | | | | | |
| Work Date: | 8/1/1944 | W | ork Type: Ba | se Course - Ag | gregate | | C | ode: BA | -AG | Is Majo | r M&R: False | |
| Work Date: | 8/2/1944 | W | ork Type: Ne | w Construction | n - AC | | C | ode: NC | -AC | Is Majo | r M&R: True | |
| Work Date: | 9/13/1999 |) W | ork Type: Ov | erlay - AC Stru | ıctural | | C | ode: OL | -AS | Is Majo | r M&R: True | |
| Work Date: | 8/1/2000 | W | ork Type: Su | rface Seal - Fo | g Seal | | C | ode: SS- | FS | Is Majo | r M&R: False | |
| Last Insp. D | Date: 7/1/2 | 2023 | Tota | Samples: 1 | | | Surveye | d: 1 | | | | |
| Conditions: | PCI: | 87 | | | | | | | | | | |
| Inspection (| Comments: | | | | | | | | | | | |
| Sample Nun | nber: 01 | Ty | pe: R | Aı | ·ea: | 2104 | .00 SqFt | | PCI: 87 | | | |
| Sample Con | nments: | | | | | | | | | | | |
| 48 L & 7 57 WEA | T CR ATHERING | ì | L L | 45.00 2104.00 | | | | | | | | |

Network: Warrenton-Astoria Regional Astoria Name: **Branch:** TB3AT Taxiway B3 Astoria Use: TAXIWAY 41,037 SqFt Name: Area: Section: 03 of 4 To: Section 04 **Last Const.:** 8/1/1944 From: Section 02 Surface: PCC Family: 2023_Region1_Cat1/2_All Zone: KAST Category: A Rank: P 45 Ft Width: 2,329 SqFt Length: 79 Ft Area: 12 Ft Slabs: 20 Slab Length: Slab Width: 15 Ft Joint Length: 422 Ft **Street Type:** Grade: 0 Lanes: 0 Shoulder: **Section Comments:** Work Date: 8/1/1944 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:** 64 **Inspection Comments:** Sample Number: 01 Type: R Area: 18.00 Slabs **PCI:** 64 **Sample Comments:** LINEAR CR L 4.00 Slabs 63 LINEAR CR 63 M 1.00 Slabs JT SEAL DMG Н 65 18.00 Slabs

1.00

L

L

Slabs

1.00 Slabs

SHAT. SLAB

JOINT SPALL

72

74

| Network: | Astoria | | | | Name: | Wai | renton-Astor | ia Regiona | .1 | | | | |
|------------|---------------------|------------|------------------------|------------------|-----------|-----------|--------------|---------------|-----------|----------|-----------|-----------|-----------|
| Branch: | TB3AT | | Name: | Taxiwa | y B3 Asto | ria | Use: | TAXIW | 'AY | Area: | 41,03 | 7 SqFt | |
| Section: | 01 | 0 | f 4 | From: F | Runway | | | To: | Section (|)2 | Las | t Const.: | 8/29/2016 |
| Surface: | AAC | Family: | 2023_Regional xiway_AC | n1_Cat1/2_Ta | Zone: | KAST | | Cate | egory: A | | Rai | ık: P | |
| Area: | | 4,346 SqFt | Lengtl | ı: | 77 Ft | | Width: | | 37 Ft | | | | |
| Slabs: | | Slab Lei | ngth: | Ft | Sla | ab Width: | | Ft | | Joint Le | ngth: | Ft | ; |
| Shoulder: | | Street T | ype: | | Gı | rade: 0 | | | | Lanes: | 0 | | |
| Section Co | mments: | | | | | | | | | | | | |
| Work Date | e: 8/1/1944 | W | ork Type: Ba | se Course - Ag | gregate | | C | ode: BA | -AG | Is M | ajor M&R: | False | |
| Work Date | e: 8/2/1944 | W | ork Type: Ne | ew Construction | n - AC | | C | ode: NC | -AC | Is M | ajor M&R: | True | |
| Work Date | e: 8/1/1993 | W | ork Type: Ov | verlay - AC Str | uctural | | C | ode: OL | -AS | Is M | ajor M&R: | True | |
| Work Date | e: 8/29/2010 | 6 W | ork Type: Ov | verlay - AC Str | uctural | | C | ode: OL | -AS | Is M | ajor M&R: | True | |
| Last Insp. | Date: 7/1/ | 2023 | Tota | lSamples: 1 | | | Surveye | e d: 1 | | | | | |
| Conditions | s: PCI: | 89 | | | | | | | | | | | |
| Inspection | Comments | : | | | | | | | | | | | |
| Sample Nu | ımber: 01 | Tyj | pe: R | A | rea: | 4340 | 5.00 SqFt | | PCI: 89 |) | | | |
| Sample Co | omments: | | | | | | | | | | | | |
| | t T CR EATHERING | j | L L | 60.00 4346.00 | | | | | | | | | |

| Network: Astoria | | | | Name: | War | renton-Asto | oria Regio | onal | | | | |
|----------------------------|--------------|-----------|----------------|-------------|-----------|-------------|------------|------------|------|---------------|------------|----------|
| Branch: TBAT |] | Name: | Taxiwa | ay B Astori | ia | Use: | TAX | IWAY | Area | a: 108,60 | 1 SqFt | |
| Section: 01 | of 2 | | From: | Taxiway A | 2 | | Te | o: Section | n 02 | La | st Const.: | 8/1/1993 |
| Surface: AAC | | Region | 1_Cat1/2_Ta | Zone: | KAST | | C | ategory: 1 | A | Ra | nk: P | |
| Area: 86,86 | 53 SqFt | Length: | : 2 | 2,423 Ft | | Width: | | 35 Ft | | | | |
| Slabs: | Slab Length: | | Ft | Sl | ab Width: | | Ft | | | Joint Length: | F | t |
| Shoulder: | Street Type: | | | G | rade: 0 | | | | | Lanes: 0 | | |
| Section Comments: | | | | | | | | | | | | |
| Work Date: 8/1/1944 | Work Ty | ype: Base | e Course - Ag | ggregate | | | Code: I | BA-AG | | Is Major M&R | : False | |
| Work Date: 8/2/1944 | Work Ty | ype: New | v Constructio | on - AC | | | Code: N | NC-AC | | Is Major M&R | : True | |
| Work Date: 8/1/1993 | Work Ty | ype: Ove | erlay - AC Str | ructural | | | Code: (| DL-AS | | Is Major M&R | : True | |
| Work Date: 8/1/2002 | Work Ty | ype: Surf | face Seal - Fo | og Seal | | | Code: S | SS-FS | | Is Major M&R | : False | |
| Work Date: 8/1/2009 | Work Ty | ype: Crac | ck Sealing - A | AC | | | Code: C | CS-AC | | Is Major M&R | : False | |
| Last Insp. Date: 7/1/2023 | | Totals | Samples: | 17 | | Surve | yed: 5 | | | | | |
| Conditions: PCI: 59 | | | | | | | | | | | | |
| Inspection Comments: | | | | | | | | | | | | |
| Sample Number: 02 | Type: | R | A | rea: | 5250 | 0.00 SqFt | | PCI: | 59 | | | |
| Sample Comments: | | | | | | | | | | | | |
| 43 BLOCK CR | L | , | 5250.00 | SqFt | | | | | | | | |
| 57 WEATHERING | N | 1 | 5250.00 | SqFt | | | | | | | | |
| Sample Number: 05 | Type: | R | A | rea: | 5250 | 0.00 SqFt | | PCI: | 59 | | | |
| Sample Comments: | | | | | | | | | | | | |
| 43 BLOCK CR | L | | 5250.00 | SqFt | | | | | | | | |
| 57 WEATHERING | M | 1 | 5250.00 | SqFt | | | | | | | | |
| Sample Number: 08 | Type: | R | A | rea: | 5250 | 0.00 SqFt | | PCI: | 59 | | | |
| Sample Comments: | | | | | | | | | | | | |
| 43 BLOCK CR | L | | 5250.00 | | | | | | | | | |
| 57 WEATHERING | N | | 5250.00 | | | | | | | | | |
| Sample Number: 11 | Type: | R | A | rea: | 5250 | 0.00 SqFt | | PCI: | 59 | | | |
| Sample Comments: | | | | | | | | | | | | |
| 43 BLOCK CR | L | | 5250.00 | | | | | | | | | |
| 57 WEATHERING | M | 1 | 5250.00 | SqFt | | | | | | | | |
| Sample Number: 15 | Type: | R | A | rea: | 5250 | 0.00 SqFt | | PCI: | 59 | | | |
| Sample Comments: | | | | | | | | | | | | |
| р. с с | | | | | | | | | | | | |
| 43 BLOCK CR | L | r | 5250.00 | SqFt | | | | | | | | |

| Network: Astoria | | Name: | Warrenton-Astoria I | Regional | |
|---------------------------|---------------------------------|---------------------------|---------------------|----------------|------------------------|
| Branch: TBAT | Name: | Taxiway B Astoria | Use: | TAXIWAY Are | ea: 108,601 SqFt |
| Section: 02 | of 2 | From: Section 01 | | To: Runway End | Last Const.: 8/29/2016 |
| Surface: AC Fa | amily: 2023_Region1 xiway_AC | _Cat1/2_Ta Zone: K | AST | Category: A | Rank: P |
| Area: 21,738 S | SqFt Length: | 522 Ft | Width: | 44 Ft | |
| Slabs: S | Slab Length: | Ft Slab W | idth: | Ft | Joint Length: Ft |
| Shoulder: S | Street Type: | Grade: | 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 8/26/2016 | Work Type: Geo | extile | Code | : FB-TX | Is Major M&R: False |
| Work Date: 8/27/2016 | Work Type: Subl | pase - Aggregate | Code | : SB-AG | Is Major M&R: False |
| Work Date: 8/28/2016 | Work Type: Base | Course - Aggregate | Code | : BA-AG | Is Major M&R: False |
| Work Date: 8/29/2016 | Work Type: Com | plete Reconstruction - AC | Code | : CR-AC | Is Major M&R: True |
| Last Insp. Date: 7/1/2023 | Totals | amples: 4 | Surveyed: | 3 | |
| Conditions: PCI: 89 | | | | | |
| Inspection Comments: | | | | | |
| Sample Number: 02 | Type: R | Area: | 5545.00 SqFt | PCI: 88 | |
| Sample Comments: | | | | | |
| 45 DEPRESSION | L | 60.00 SqFt | | | |
| 57 WEATHERING | L | 5545.00 SqFt | | | |
| Sample Number: 03 | Type: R | Area: | 5588.00 SqFt | PCI: 85 | |
| Sample Comments: | | | | | |
| 45 DEPRESSION | L | 100.00 SqFt | | | |
| 57 WEATHERING | L | 5588.00 SqFt | | | |
| * ' | | | | | |

L 6820.00 SqFt

57

| Network: Astoria | | Name: | Warrenton-Asto | ria Regional | |
|-----------------------------|------------------------------|-----------------------|----------------|----------------|--------------------------|
| Branch: THANGAT | Name: | Hangar Taxiway A | storia Use: | TAXIWAY | Area: 77,025 SqFt |
| Section: 01 | of 2 | From: Apron 01 | | To: T-Hangars | Last Const.: 10/4/2001 |
| Surface: AC | Family: 2023_Region xiway_AC | n1_Cat1/2_Ta Zone: | KAST | Category: A | Rank: S |
| Area: 33,80 | 06 SqFt Length | : 355 Ft | Width: | 115 Ft | |
| Slabs: | Slab Length: | Ft Slal | Width: | Ft | Joint Length: Ft |
| Shoulder: | Street Type: | Gra | ide: 0 | | Lanes: 0 |
| Section Comments: | | | | | |
| Work Date: 10/1/2001 | Work Type: Sul | bbase - Aggregate | (| Code: SB-AG | Is Major M&R: False |
| Work Date: 10/2/2001 | Work Type: Bas | se Course - Aggregate | (| Code: BA-AG | Is Major M&R: False |
| Work Date: 10/3/2001 | Work Type: Bas | se Course - Aggregate | (| Code: BA-AG | Is Major M&R: False |
| Work Date: 10/4/2001 | Work Type: Ne | w Construction - AC | (| Code: NC-AC | Is Major M&R: True |
| Last Insp. Date: 7/1/2023 | Total | Samples: 6 | Survey | ed: 3 | |
| Conditions: PCI: 75 | | | | | |
| Inspection Comments: | | | | | |
| Sample Number: 01 | Type: R | Area: | 5805.00 SqFt | PCI: 75 | |
| Sample Comments: | | | | | |
| 48 L & T CR | L | 93.00 Ft | | | |
| 57 WEATHERING | M | 5805.00 SqFt | | | |
| Sample Number: 03 | Type: R | Area: | 5805.00 SqFt | PCI: 75 | |
| Sample Comments: | | | | | |
| 48 L & T CR | L | 42.00 Ft | | | |
| 57 WEATHERING | M | 5805.00 SqFt | | | |
| Sample Number: 05 | Type: R | Area: | 6966.00 SqFt | PCI: 75 | |
| Sample Comments: | | | | | |
| 48 L & T CR | L | 190.00 Ft | | | |
| 48 L & T CR | L | 185.00 Ft | | | |
| 57 WEATHERING | M | 6966.00 SqFt | | | |

| Network: Astoria | | N | ame: Warrent | on-Astoria Regio | onal | | | |
|---|------------------------|--|-----------------------|------------------|-------------|-------------|---------------|----------------|
| Branch: THANGAT | Nar | me: Hangar Tax | tiway Astoria | Use: TAX | IWAY | Area: | 77,025 SqFt | |
| Section: 02 | of 2 | From: THA | NGAT-01 | T | o: T-Hangar | rs | Last Const.: | 8/3/2008 |
| Surface: AC | Family: 2023_Roxiway_A | egion1_Cat1/2_Ta Z AC | one: KAST | C | ategory: A | | Rank: S | |
| Area: 43,2 | 19 SqFt Le | ength: 358 | 8 Ft W | idth: | 170 Ft | | | |
| Slabs: | Slab Length: | Ft | Slab Width: | Ft | t | Joint Lengt | h: I | ⁷ t |
| Shoulder: | Street Type: | | Grade: 0 | | | Lanes: | 0 | |
| Section Comments: | | | | | | | | |
| Work Date: 8/1/2008 | Work Type | : Subbase - Aggregate | | Code: S | SB-AG | Is Majo | or M&R: False | |
| Work Date: 8/2/2008 | Work Type | : Base Course - Crushe | ed Aggregate | Code: I | BA-CA | Is Majo | or M&R: False | |
| Work Date: 8/3/2008 | Work Type | : New Construction - A | AC | Code: 1 | NC-AC | Is Majo | or M&R: True | |
| Last Insp. Date: 7/1/2023 | [| TotalSamples: 10 | | Surveyed: 4 | | | | |
| | | | | | | | | |
| Conditions: PCI: 92 | | | | | | | | |
| Conditions: PCI: 92 Inspection Comments: | | | | | | | | |
| | Type: I | R Area: | 4500.00 | SqFt | PCI: 92 | | | |
| Inspection Comments: | Type: I | R Area : | 4500.00 | SqFt | PCI: 92 | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR | L | 4.00 Ft | | SqFt | PCI: 92 | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING | L L | 4.00 Ft 4500.00 SqF | 't | | | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 04 | L L | 4.00 Ft | 't | | PCI: 92 | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING | L L | 4.00 Ft 4500.00 SqF | 't | | | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 04 Sample Comments: 57 WEATHERING | L L Type: I | 4.00 Ft 4500.00 SqF R Area: 4500.00 SqF | t 4500.00 | SqFt | PCI: 94 | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 04 Sample Comments: 57 WEATHERING Sample Number: 07 | L L Type: I | 4.00 Ft 4500.00 SqF R Area : | 't 4500.00 't | SqFt | | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 04 Sample Comments: 57 WEATHERING | L L Type: I | 4.00 Ft 4500.00 SqF R Area: 4500.00 SqF | t 4500.00 | SqFt | PCI: 94 | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 04 Sample Comments: 57 WEATHERING Sample Number: 07 | L L Type: I | 4.00 Ft 4500.00 SqF R Area: 4500.00 SqF | 4500.00 Et 3750.00 | SqFt | PCI: 94 | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 04 Sample Comments: 57 WEATHERING Sample Number: 07 Sample Comments: | L L Type: I | 4.00 Ft 4500.00 SqF R Area: 4500.00 SqF R Area: | 4500.00 't 3750.00 | SqFt SqFt | PCI: 94 | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 04 Sample Comments: 57 WEATHERING Sample Number: 07 Sample Comments: 57 WEATHERING | L L Type: I | 4.00 Ft 4500.00 SqF R Area: 4500.00 SqF R Area: 3750.00 SqF | 4500.00 Tt 3750.00 | SqFt SqFt | PCI: 94 | | | |
| Inspection Comments: Sample Number: 03 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 04 Sample Comments: 57 WEATHERING Sample Number: 07 Sample Comments: 57 WEATHERING Sample Number: 09 | L L Type: I | 4.00 Ft 4500.00 SqF R Area: 4500.00 SqF R Area: 3750.00 SqF | 4500.00 Tt 3750.00 | SqFt SqFt | PCI: 94 | | | |



APPENDIX F

Work History Report

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Pavement Database: ODA_2023Survey_MASTER DB-12-18-2023_pm

| Network: | Warrenton | -Astoria Re Branch: A01AT | Apron | 01 Astoria | Section: | 01 Surface:PCC |
|---------------------|--------------|----------------------------------|--------------|-------------------|---------------|--|
| L.C.D. 8/2/1 | 944 Us | se: APRON Rank: P L | ength: 250 | .00 (Ft) Wio | dth: 240.00 | O (Ft) True Area: 55558 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 8/1/2002 | JS-SI | Joint Seal - Silicon | 0.00 | 0.10 | | |
| 8/1/1997 | JS-BI | Joint Sealing - Bituminous | 0.00 | 0.10 | | Unknown Date, guess circa 1997 |
| 8/1/1997 | CS-PC | Crack Sealing - PCC | 0.00 | 0.10 | | Unknown Date, guess circa 1997 |
| 8/2/1944 | NC-PC | New Construction - PCC | 0.00 | 6.00 | ~ | |
| 8/1/1944 | SB-AG | Subbase - Aggregate | 0.00 | 9.00 | | |
| | | | • | | | |
| Network: | Warrenton | -Astoria Re Branch: A01AT | Apron | 01 Astoria | Section: | 02 Surface:AC |
| L.C.D. 9/1/2 | 021 Us | se: APRON Rank: P L | ength: 410 | .00 (Ft) Wid | dth: 325.00 | 0 (Ft) True Area: 162373 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 9/1/2021 | CR-AC | Complete Reconstruction - AC | 811,865.00 | 0.00 | > : | Unknown Pavement Thickness |
| | | | | | | |
| Network: | Warrenton | -Astoria Re Branch: A01AT | Apron | 01 Astoria | Section: | 03 Surface:PCC |
| L.C.D. 8/2/1 | | se: APRON Rank: P L | ength: 1,140 | .00 (Ft) Wid | dth: 268.00 | 0 (Ft) True Area: 301741 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 8/1/2002 | JS-SI | Joint Seal - Silicon | 0.00 | 0.10 | | |
| 8/1/1997 | JS-BI | Joint Sealing - Bituminous | 0.00 | 0.10 | | Unknown Date, guess circa 1997 |
| 8/1/1997 | CS-PC | Crack Sealing - PCC | 0.00 | 0.10 | | Unknown Date, guess circa 1997 |
| 8/2/1994 | NC-PC | New Construction - PCC | 2,561,448.00 | 6.00 | V | |
| 8/1/1944 | SB-AG | Subbase - Aggregate | 0.00 | 9.00 | | |
| | | | | | | |
| Network: | Warrenton | -Astoria Re Branch: A01AT | Apron | 01 Astoria | Section: | 04 Surface: AC |
| L.C.D. 9/1/2 | 020 Us | se: APRON Rank: P L | ength: 120 | .00 (Ft) Wid | | O (Ft) True Area: 26401 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 9/1/2020 | CR-AC | Complete Reconstruction - AC | 132,005.00 | 0.00 | > | Unknown Thickness |
| | | | | | | |
| Network: | Warrenton | -Astoria Re Branch: R08AT | Runwa | y 08/26 Ast | Section: | 01 Surface:APC |
| L.C.D. 9/13/ | | se: RUNWAY Rank: P L | ength: 160 | | dth: 100.00 | 0 (Ft) True Area: 16000 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 5/2/2005 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 9/13/1999 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | ~ | |
| 9/12/1999 | MI-CO | Cold Milling | 0.00 | -0.75 | | |
| 8/1/1980 | OL-AT | Overlay - AC Thin | 0.00 | 0.75 | ~ | |
| 8/2/1944 | NC-PC | New Construction - PCC | 0.00 | 6.00 | | |
| 8/1/1944 | SB-AG | Subbase - Aggregate | 0.00 | 9.00 | | |

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Pavement Database: ODA_2023Survey_MASTER DB-12-18-2023_pm

| Network: | Warrenton | -Astoria Re Branch: R08A7 | Runwa | ay 08/26 Ast | Section: | 02 Surface:AAC |
|--|---|---|--|---|---|--|
| L.C.D. 9/13/ | 1999 Us | se: RUNWAY Rank: P I | ength: 5,486 | .00 (Ft) Wie | dth: 100.0 | 0 (Ft) True Area: 548600 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 5/2/2005 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 9/13/1999 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | | |
| 9/12/1999 | MI-CO | Cold Milling | 0.00 | -0.75 | | |
| 8/1/1980 | OL-AT | Overlay - AC Thin | 0.00 | 0.75 | | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | |
| Network: | Warrenton | -Astoria Re Branch: R08A7 | Runwa | ay 08/26 Ast | Section: | 03 Surface:APC |
| L.C.D. 9/13/ | | | | | | 0 (Ft) True Area: 15000 (SqFt) |
| | Work | | | Thickness | Major | |
| Work Date | Code | Work Description | Cost | (in) | M&R | Comments |
| 5/2/2005 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 8/2/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 8/1/2000 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | | |
| 9/13/1999 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | | |
| 9/12/1999 | MI-CO | Cold Milling | 0.00 | -0.75 | | |
| 8/1/1980 | OL-AT | Overlay - AC Thin | 0.00 | 0.75 | | |
| 8/2/1944 | NC-PC | New Construction - PCC | 0.00 | 6.00 | ~ | |
| 8/1/1944 | SB-AG | Subbase - Aggregate | 0.00 | 9.00 | | |
| | | | | | | |
| N | *** | 4 (' D | . D | 14/22 4 | G .: | |
| | | -Astoria Re Branch: R14A7 | | ny 14/32 Ast | Section: | |
| Network: L.C.D. 8/29/2 | 2016 U | | | .00 (Ft) Wi | dth: 100.0 | 01 Surface:AAC 0 (Ft) True Area: 85500 (SqFt) |
| L.C.D. 8/29/2 | 2016 U: Work Code | se: RUNWAY Rank: P I | ength: 855 | .00 (Ft) Wid Thickness (in) | dth: 100.00 Major M&R | 0 (Ft) True Area: 85500 (SqFt) Comments |
| L.C.D. 8/29/ | 2016 Us Work | work Description Overlay - AC Structural | ength: 855 | .00 (Ft) Wid | dth: 100.0 | 0 (Ft) True Area: 85500 (SqFt) |
| L.C.D. 8/29// Work Date 8/29/2016 8/1/2009 | Work Code OL-AS CS-AC | Work Description Overlay - AC Structural Crack Sealing - AC | ength: 855 | .00 (Ft) Wid Thickness (in) | dth: 100.00 Major M&R | 0 (Ft) True Area: 85500 (SqFt) Comments |
| Work Date 8/29/2016 8/1/2009 5/2/2005 | Work Code OL-AS CS-AC CS-AC | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC | Cost 0.00 | .00 (Ft) Wickness (in) 3.00 0.00 0.10 | dth: 100.00 Major M&R | 0 (Ft) True Area: 85500 (SqFt) Comments |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 | Work Code OL-AS CS-AC CS-AC SS-FS | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal | Cost 0.00 0.00 | .00 (Ft) Windows (in) 3.00 0.00 0.10 0.10 | Major M&R | 0 (Ft) True Area: 85500 (SqFt) Comments |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin | Cost 0.00 0.00 0.00 | .00 (Ft) Wid Thickness (in) 3.00 0.00 0.10 0.10 2.00 | Major M&R | 0 (Ft) True Area: 85500 (SqFt) Comments |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | .00 (Ft) Wickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 | Major M&R | 0 (Ft) True Area: 85500 (SqFt) Comments |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin | Cost 0.00 0.00 0.00 0.00 0.00 0.00 | .00 (Ft) Wickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 | Major M&R | 0 (Ft) True Area: 85500 (SqFt) Comments |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Windows (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 | Major M&R | Comments 2-4" thickness, P401 |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 Network: | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate Astoria Re Branch: R14A7 | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Windows (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 | Major M&R | Comments 2-4" thickness, P401 Surface:AAC |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate Astoria Re Branch: R14A7 | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Win Thickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 ay 14/32 Ast 0.00 (Ft) Win | Major M&R W Section: | Comments 2-4" thickness, P401 Surface:AAC |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 Network: L.C.D. 9/13/ Work Date | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG Warrenton 1999 Us Work Code | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate Astoria Re Branch: R14A7 See: RUNWAY Rank: P I | Cost Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Win Thickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 ay 14/32 Ast 0.00 (Ft) Win Thickness (in) | Major M&R | Comments 2-4" thickness, P401 Surface:AAC |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 Network: L.C.D. 9/13/ Work Date 8/1/2009 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG Warrenton 1999 Us Work Code CS-AC | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate -Astoria Re Branch: R14A7 se: RUNWAY Rank: P I Work Description Crack Sealing - AC | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Wind Thickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 ay 14/32 Ast 00 (Ft) Wind Thickness (in) 0.00 | Major M&R W Section: dth: 100.00 Major | Comments 2-4" thickness, P401 Surface:AAC 0 (Ft) True Area: 22732 (SqFt) |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 Network: L.C.D. 9/13/ Work Date 8/1/2009 5/2/2005 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG Warrenton 1999 Use Work Code CS-AC SS-FS | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate Astoria Re Branch: R14A7 See: RUNWAY Rank: P I Work Description Crack Sealing - AC Surface Seal - Fog Seal | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Win Thickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 ay 14/32 Ast 0.00 (Ft) Win Thickness (in) | Major M&R W Section: dth: 100.00 Major | Comments 2-4" thickness, P401 Surface:AAC 0 (Ft) True Area: 22732 (SqFt) |
| Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 Network: L.C.D. 9/13/ Work Date 8/1/2009 5/2/2005 8/1/2000 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG Warrenton 1999 Us Work Code CS-AC SS-FS SS-FS | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate -Astoria Re Branch: R14A7 se: RUNWAY Rank: P I Work Description Crack Sealing - AC Surface Seal - Fog Seal Surface Seal - Fog Seal | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Win Thickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 ay 14/32 Ast 0.00 (Ft) Win Thickness (in) 0.00 0.10 0.10 | Major M&R W Section: Major M&R W Major M&R Major M&R | Comments 2-4" thickness, P401 Surface:AAC 0 (Ft) True Area: 22732 (SqFt) |
| Network: L.C.D. 9/13/ Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 Network: L.C.D. 9/13/ Work Date 8/1/2009 5/2/2005 8/1/2000 9/13/1999 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG Warrenton 1999 Use CS-AC SS-FS SS-FS OL-AS | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate AStoria Re Branch: R14A7 Be: RUNWAY Rank: P Work Description Crack Sealing - AC Surface Seal - Fog Seal Surface Seal - Fog Seal Overlay - AC Structural | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Win Thickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 ay 14/32 Ast 0.00 (Ft) Win Thickness (in) 0.00 0.10 4.00 | Major M&R W Section: dth: 100.00 Major | Comments 2-4" thickness, P401 Surface:AAC 0 (Ft) True Area: 22732 (SqFt) |
| Network: L.C.D. 9/13/ Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 Network: L.C.D. 9/13/ Work Date 8/1/2009 5/2/2005 8/1/2000 9/13/1999 8/1/1988 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG Warrenton 1999 Us Work Code CS-AC SS-FS SS-FS OL-AS OL-AT | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate Astoria Re Branch: R14AT See: RUNWAY Rank: P Work Description Crack Sealing - AC Surface Seal - Fog Seal Surface Seal - Fog Seal Overlay - AC Structural Overlay - AC Thin | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Win Thickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 ay 14/32 Ast 00 (Ft) Win Thickness (in) 0.00 0.10 0.10 0.10 4.00 2.00 | Major M&R W Section: Major M&R W Major M&R Major M&R | Comments 2-4" thickness, P401 Surface:AAC 0 (Ft) True Area: 22732 (SqFt) |
| Network: L.C.D. 9/13/ Work Date 8/29/2016 8/1/2009 5/2/2005 8/1/2000 8/1/1988 8/2/1944 8/1/1944 Network: L.C.D. 9/13/ Work Date 8/1/2009 5/2/2005 8/1/2000 9/13/1999 | Work Code OL-AS CS-AC CS-AC SS-FS OL-AT NC-AC BA-AG Warrenton 1999 Use CS-AC SS-FS SS-FS OL-AS | Work Description Overlay - AC Structural Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Thin New Construction - AC Base Course - Aggregate AStoria Re Branch: R14A7 Be: RUNWAY Rank: P Work Description Crack Sealing - AC Surface Seal - Fog Seal Surface Seal - Fog Seal Overlay - AC Structural | Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0 | 3.00 (Ft) Win Thickness (in) 3.00 0.00 0.10 0.10 2.00 2.50 13.00 ay 14/32 Ast 00 (Ft) Win Thickness (in) 0.00 0.10 4.00 2.50 2.50 | Major M&R W Section: dth: 100.00 Major M&R V V V V V V V V V V V V V V V V V V | Comments 2-4" thickness, P401 Surface:AAC 0 (Ft) True Area: 22732 (SqFt) |

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Pavement Database: ODA_2023Survey_MASTER DB-12-18-2023_pm

| Network: | Warrenton | -Astoria Re Branch: R14A | Γ Runwa | ny 14/32 Ast | Section: 03 | Surface:AAC |
|---|---|---|--|---|--|---|
| L.C.D. 9/13/ | 1999 Us | se: RUNWAY Rank: P | Length: 200 | .00 (Ft) Wio | dth: 100.00 (Ft |) True Area: 19993 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 5/2/2005 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 9/13/1999 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | | |
| 8/1/1988 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | |
| | | | | | | |
| Network: | Warrenton | -Astoria Re Branch: R14A | Γ Runwa | ay 14/32 Ast | Section: 04 | Surface:AAC |
| L.C.D. 9/1/2 | 016 Us | se: RUNWAY Rank: P | Length: 3,067 | .00 (Ft) Wio | dth: 100.00 (Ft |) True Area: 306769 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 9/1/2016 | OL-AS | Overlay - AC Structural | 0.00 | 3.00 | | |
| 8/1/2009 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | | |
| 5/2/2005 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 8/1/1988 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | |
| Network: | Warrenton | -Astoria Re Branch: T01A | Γ Taxiw | ay 01 Astori | Section: 01 | Surface:AC |
| | | TIBOUTH TO | 1 Tuxiw | ay 01 ASi011 | Section: 01 | |
| L.C.D. 8/1/1 | 993 Us | | | - | dth: 30.00 (Ft | |
| L.C.D. 8/1/1 Work Date | Work Code | we: TAXIWAY Rank: P I | | - | | |
| Work Date 5/2/2005 | Work Code CS-AC | work Description Crack Sealing - AC | Cost 0.00 | .00 (Ft) Wid Thickness (in) | dth: 30.00 (Ft |) True Area: 3396 (SqFt) |
| Work Date 5/2/2005 8/1/2002 | Work Code CS-AC SS-FS | Work Description Crack Sealing - AC Surface Seal - Fog Seal | Cost 0.00 0.00 | .00 (Ft) Wid Thickness (in) 0.10 0.10 | Major M&R |) True Area: 3396 (SqFt) |
| Work Date 5/2/2005 | Work Code CS-AC | work Description Crack Sealing - AC | Cost 0.00 | .00 (Ft) Wid Thickness (in) | dth: 30.00 (Ft |) True Area: 3396 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 | Work Code CS-AC SS-FS OL-AS | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural | Cost 0.00 0.00 0.00 | Thickness (in) 0.10 0.10 4.00 | dth: 30.00 (Ft | Comments 3396 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: | Work Code CS-AC SS-FS OL-AS | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A | Cost 0.00 0.00 0.00 Taxiw | .00 (Ft) Wid Thickness (in) 0.10 0.10 4.00 | Major M&R Section: 01 | Comments Surface:AC |
| Work Date 5/2/2005 8/1/2002 8/1/1993 | Work Code CS-AC SS-FS OL-AS Warrenton | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A | Cost 0.00 0.00 0.00 Taxiw | .00 (Ft) Wid Thickness (in) 0.10 0.10 4.00 ay 02 Astori .00 (Ft) Wid | Major M&R Section: 01 dth: 30.00 (Ft | Comments 3396 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/1 Work Date | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A' se: TAXIWAY Rank: P I | Cost 0.00 0.00 0.00 Taxiw Length: 72 Cost | .00 (Ft) Wid Thickness (in) 0.10 0.10 4.00 ay 02 Astori .00 (Ft) Wid Thickness (in) | Major M&R Section: 01 | Comments Surface:AC |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/19 Work Date 5/2/2005 | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A se: TAXIWAY Rank: P Work Description Crack Sealing - AC | Cost 0.00 0.00 0.00 Taxiw Length: 72 Cost 0.00 | .00 (Ft) Wid Thickness (in) 0.10 0.10 4.00 ay 02 Astori .00 (Ft) Wid Thickness (in) 0.10 | Major M&R Section: 01 dth: 30.00 (Ft | Surface:AC True Area: 3396 (SqFt) Surface:AC 3355 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/1 Work Date 5/2/2005 8/1/2002 | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC SS-FS | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A se: TAXIWAY Rank: P I Work Description Crack Sealing - AC Surface Seal - Fog Seal | Cost 0.00 0.00 0.00 Taxiw Cength: 72 Cost 0.00 0.00 | 0.00 (Ft) Wide Thickness (in) 0.10 0.10 4.00 ay 02 Astori 0.00 (Ft) Wide Thickness (in) 0.10 0.10 | Section: 01 dth: 30.00 (Ft | Surface:AC True Area: 3396 (SqFt) Surface:AC 3355 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/19 Work Date 5/2/2005 | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A se: TAXIWAY Rank: P Work Description Crack Sealing - AC | Cost 0.00 0.00 0.00 Taxiw Length: 72 Cost 0.00 | .00 (Ft) Wid Thickness (in) 0.10 0.10 4.00 ay 02 Astori .00 (Ft) Wid Thickness (in) 0.10 | Major M&R Section: 01 dth: 30.00 (Ft | Surface:AC True Area: 3396 (SqFt) Surface:AC 3355 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/19 Work Date 5/2/2005 8/1/2002 8/1/1993 | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC SS-FS OL-AS | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A se: TAXIWAY Rank: P I Work Description Crack Sealing - AC Surface Seal - Fog Seal | Cost Cost 0.00 0.00 0.00 Taxiw Cost Cost 0.00 0.00 0.00 0.00 | 0.00 (Ft) Wide Thickness (in) 0.10 0.10 4.00 ay 02 Astori 0.00 (Ft) Wide Thickness (in) 0.10 0.10 | Section: 01 dth: 30.00 (Ft | Surface:AC True Area: 3396 (SqFt) Surface:AC 3355 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/19 Work Date 5/2/2005 8/1/2002 8/1/1993 | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC SS-FS OL-AS | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A7 se: TAXIWAY Rank: P Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T03A7 | Cost Cost | 1.00 (Ft) Wide Thickness (in) 0.10 0.10 4.00 ay 02 Astori 0.10 0.10 0.10 4.00 ay 03 Astori | Section: 01 dth: 30.00 (Ft | Surface:AC Surface:AC Surface:AC Surface:AC |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/1 Work Date 5/2/2005 8/1/2002 8/1/1993 Network: | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A7 se: TAXIWAY Rank: P Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T03A7 | Cost 0.00 0.00 0.00 0.00 Taxiw Cength: 72 Cost 0.00 0.00 0.00 0.00 Taxiw | 1.00 (Ft) Wide Thickness (in) 0.10 0.10 4.00 ay 02 Astori 0.10 0.10 0.10 4.00 ay 03 Astori | Section: 01 dth: 115.00 (Ft | Surface:AC Surface:AC Surface:AC Surface:AC |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/19 Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/19 | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC SS-FS OL-AS Warrenton | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A See: TAXIWAY Rank: P Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T03A see: TAXIWAY Rank: P | Cost 0.00 0.00 0.00 Taxiw Cength: 72 Cost 0.00 0.00 0.00 Taxiw Length: 72 | One of the first content of | Section: 01 Major M&R Section: 01 Major M&R Section: 01 Major M&R Section: 01 Section: 01 Section: 01 | Surface:AC Comments Surface:AC Surface:AC True Area: 3355 (SqFt) Comments Surface:AC 9227 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/1 Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/1 Work Date | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02A' se: TAXIWAY Rank: P Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T03A' se: TAXIWAY Rank: P Work Description | Cost Cost 0.00 0.00 0.00 Taxiw Cength: 72 Cost 0.00 0.00 0.00 0.00 Taxiw Cost Cost Cost Cost Cost | One of the content | Section: 01 dth: 115.00 (Ft | Surface:AC Comments Surface:AC Surface:AC True Area: 3355 (SqFt) Comments Surface:AC 9227 (SqFt) |
| Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/19 Work Date 5/2/2005 8/1/2002 8/1/1993 Network: L.C.D. 8/1/19 Work Date 5/2/2005 | Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC SS-FS OL-AS Warrenton 993 Us Work Code CS-AC | Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T02AC See: TAXIWAY Rank: P Work Description Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T03AC Surface Seal - Fog Seal Overlay - AC Structural -Astoria Re Branch: T03AC See: TAXIWAY Rank: P Work Description Crack Sealing - AC | Cost Cost 0.00 0.00 0.00 Taxiw Cength: 72 Cost 0.00 0.00 0.00 Taxiw Cost Cost | 0.00 (Ft) Wide Thickness (in) | Section: 01 dth: 115.00 (Ft | Surface:AC Comments Surface:AC Surface:AC True Area: 3355 (SqFt) Comments Surface:AC 9227 (SqFt) |

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Pavement Database: ODA_2023Survey_MASTER DB-12-18-2023_pm

| Network: W | Varrenton | -Astoria Re Branch: TA2A7 | Γ Taxiwa | ay A2 Astori | Section: | 01 Surface:AAC |
|------------------------------|--------------|----------------------------------|------------|--------------------------------------|--------------|--|
| L.C.D. 8/1/199 | 91 Us | se: TAXIWAY Rank: P L | ength: 893 | .00 (Ft) Wid | lth: 50.0 | 0 (Ft) True Area: 43925 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 8/1/2009 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | | |
| 5/2/2005 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 8/1/1991 | OL-AS | Overlay - AC Structural | 0.00 | 0.00 | | UNKNOWN DEPTH |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | |
| | | | | | G .: | |
| Network: W L.C.D. 8/29/20 | | | | ay A2 Astori .00 (Ft) Wi d | Section: | 02 Surface: AAC 0 (Ft) True Area: 8087 (SqFt) |
| | Work | | | Thickness | Major | |
| Work Date | Code | Work Description | Cost | (in) | M&R | Comments |
| 8/29/2016 | OL-AS | Overlay - AC Structural | 0.00 | 3.00 | ~ | 2-4" overlay thickness, P401 |
| 8/1/1991 | OL-AS | Overlay - AC Structural | 0.00 | 0.00 | | UNKNOWN DEPTH |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | |
| | | | ' | | | |
| Network: W | Varrenton | -Astoria Re Branch: TA2A7 | Γ Taxiwa | ay A2 Astori | Section: | 03 Surface:AAC |
| L.C.D. 8/29/20 | 016 Us | se: TAXIWAY Rank: P L | ength: 233 | .00 (Ft) Wid | lth: 50.0 | 0 (Ft) True Area: 16832 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 8/29/2016 | OL-AS | Overlay - AC Structural | 0.00 | 3.00 | V | 2-4" overlay thickness, P401 |
| 8/1/1991 | OL-AS | Overlay - AC Structural | 0.00 | 0.00 | | UNKNOWN DEPTH |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | |
| | | | | | | |
| Network: W | Varrenton | -Astoria Re Branch: TA2A7 | Γ Taxiwa | ay A2 Astori | Section: | 04 Surface:AAC |
| L.C.D. 8/1/199 | 91 Us | se: TAXIWAY Rank: P L | ength: 525 | .00 (Ft) Wid | lth: 50.0 | 0 (Ft) True Area: 31854 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 8/1/2009 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | |
| 8/1/1991 | OL-AS | Overlay - AC Structural | 0.00 | 0.00 | ~ | UNKNOWN DEPTH |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | |
| | | | • | | | |
| Network: W | | | | ay A2 Astori | Section: | |
| L.C.D. 9/13/19 | | se: TAXIWAY Rank: P L | ength: 27 | | | 0 (Ft) True Area: 6627 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
| 9/13/1999 | NC-AC | New Construction - AC | 0.00 | 0.00 | V | Unknown LCD and thickness |

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Pavement Database: ODA_2023Survey_MASTER DB-12-18-2023_pm

| Network: | Warrenton | -Astoria Re Branch: TA3A | Taxiw | ay A3 Astori | Section: | 01 Surface:A | .C |
|---|---|---|--|--|---|---|-----------------|
| L.C.D. 9/1/2019 Use: TAXIWAY Rank: P Length: 200.00 (Ft) Width: 75.00 (Ft) True Area: 13782 | | | | | | | 32 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments | |
| 9/1/2019 | NC-AC | New Construction - AC | 0.00 | 0.00 | V | Unknown Thickness | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | | |
| 9/13/1999 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | | | |
| 8/1/1991 | OL-AS | Overlay - AC Structural | 0.00 | 0.00 | | UNKNOWN DEPTH | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | | |
| | | | | | | | |
| | | -Astoria Re Branch: TA3A | | ay A3 Astori | Section: | | |
| L.C.D. 9/1/20 | | se: TAXIWAY Rank: P | Length: 200 | .00 (Ft) Wid | | 0 (Ft) True Area: 1607 | 70 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments | |
| 9/1/2019 | NC-AC | New Construction - AC | 0.00 | 0.00 | | Unknown Thickness | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | | |
| 8/1/1991 | OL-AS | Overlay - AC Structural | 0.00 | 0.00 | | UNKNOWN DEPTH | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | | |
| Network: | Warrenton | -Astoria Re Branch: TA3A | Taxiw: | ay A3 Astori | Section: | 03 Surface:A | ı.C |
| L.CD 9/1/20 | 019 II | se TAXIWAY Rank P | Length: 1.480 | 00 (Ft) Wid | 1th 50.0 | 0 (Ft) True Area: 8710 |)4 (SaFt) |
| L.C.D. 9/1/20 | | | Length: 1,480 | ` ′ | | |)4 (SqFt) |
| Work Date | Work Code | Work Description | Cost | .00 (Ft) Wid Thickness (in) | Major M&R | Comments |)4 (SqFt) |
| Work Date 9/1/2019 | Work Code CR-AC | Work Description Complete Reconstruction - AC | Cost 435,520.00 | Thickness (in) | Major | |)4 (SqFt) |
| Work Date 9/1/2019 8/1/2009 | Work Code CR-AC CS-AC | Work Description Complete Reconstruction - AC Crack Sealing - AC | Cost 435,520.00 0.00 | Thickness (in) 0.00 0.00 | Major M&R | Comments |)4 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 | Work Code CR-AC CS-AC SS-FS | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal | Cost 435,520.00 0.00 0.00 | Thickness (in) 0.00 0.00 0.10 | Major M&R | Comments Unknown Thickness | 04 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 | Work Code CR-AC CS-AC SS-FS OL-AS | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural | Cost 435,520.00 0.00 0.00 0.00 | Thickness (in) 0.00 0.00 0.10 0.00 | Major M&R | Comments | 04 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 | Thickness (in) 0.00 0.00 0.10 0.00 13.00 | Major M&R | Comments Unknown Thickness | 04 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 | Work Code CR-AC CS-AC SS-FS OL-AS | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural | Cost 435,520.00 0.00 0.00 0.00 | Thickness (in) 0.00 0.00 0.10 0.00 | Major M&R | Comments Unknown Thickness | 04 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 8/1/1944 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 0.00 | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 | Major M&R | Comments Unknown Thickness UNKNOWN DEPTH | |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 8/1/1944 Network: | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC A-Astoria Re Branch: TA3A | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiwa | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 | Major M&R | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Po | CC |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC a-Astoria Re Branch: TA3A se: TAXIWAY Rank: P | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiw: Length: 41 | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori .00 (Ft) Wid | Major M&R V U Section: | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Pool (Ft) True Area: 198 | CC |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 Work Date | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC Warrenton 944 Us Work Code | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC -Astoria Re Branch: TA3A se: TAXIWAY Rank: P Work Description | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiw Length: 41 Cost | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori .00 (Ft) Wid Thickness (in) | Major M&R | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Pe 0 (Ft) True Area: 198 Comments | CC B1 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC Warrenton 944 Us Work | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC a-Astoria Re Branch: TA3A se: TAXIWAY Rank: P | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiw: Length: 41 | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori .00 (Ft) Wid | Major M&R W Section: dth: 45.0 | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Pool (Ft) True Area: 198 | CC B1 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/2901 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 Work Date 8/1/1944 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC Warrenton 944 Us Work Code NC-PC | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC -Astoria Re Branch: TA3A se: TAXIWAY Rank: P Work Description | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiw. Length: 41 Cost 0.00 | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori .00 (Ft) Wid Thickness (in) | Major M&R | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Pe 0 (Ft) True Area: 198 Comments UNKNOWN PCC, est. circa 19 | CC 81 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 Work Date 8/1/1944 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC Warrenton 944 Us Work Code NC-PC | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC A-Astoria Re Branch: TA3A See: TAXIWAY Rank: P Work Description New Construction - PCC B-Astoria Re Branch: TA3A Branch: TA3A | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiwa Cost 0.00 T Taxiwa | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori 00 (Ft) Wid Thickness (in) 0.00 ay A3 Astori | Major M&R V Section: dth: 45.0 Major M&R V Section: | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Pool (Ft) True Area: 198 Comments UNKNOWN PCC, est. circa 19 05 Surface:A | CC 81 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 Work Date 8/1/1944 Network: | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC Warrenton 944 Us Work Code NC-PC | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC A-Astoria Re Branch: TA3A See: TAXIWAY Rank: P Work Description New Construction - PCC B-Astoria Re Branch: TA3A Branch: TA3A | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiwa Cost 0.00 T Taxiwa | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori .00 (Ft) Wickness (in) 0.00 ay A3 Astori | Major M&R V Section: dth: 45.0 Major M&R V Section: | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Poor of the Comments Comments UNKNOWN PCC, est. circa 19 05 Surface:A | CC 81 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/2991 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 Work Date 8/1/1944 Network: L.C.D. 8/1/19 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC Warrenton 944 Us Work Code NC-PC Warrenton | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC A-Astoria Re Branch: TA3A See: TAXIWAY Rank: P Work Description New Construction - PCC A-Astoria Re Branch: TA3A See: TAXIWAY Rank: P | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiwa Length: 41 Cost 0.00 T Taxiwa Length: 160 | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori .00 (Ft) Wid Thickness (in) 0.00 ay A3 Astori .00 (Ft) Wid Thickness | Major M&R W Section: ath: 45.0 Major M&R W Section: ath: 45.0 Major | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Pool (Ft) True Area: 198 Comments UNKNOWN PCC, est. circa 19 05 Surface:A 0 (Ft) True Area: 770 | CC 81 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/1991 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 Work Date 8/1/1944 Network: L.C.D. 8/1/19 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC Warrenton 944 Us Work Code NC-PC Warrenton | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC A-Astoria Re Branch: TA3A See: TAXIWAY Rank: P Work Description New Construction - PCC A-Astoria Re Branch: TA3A See: TAXIWAY Rank: P | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiw. Length: 41 Cost 0.00 T Cost 0.00 Cost | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori .00 (Ft) Wid Thickness (in) 0.00 (Ft) Wid Thickness (in) | Major M&R W Section: ath: 45.0 Major M&R W Section: ath: 45.0 Major | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Pool (Ft) True Area: 198 Comments UNKNOWN PCC, est. circa 19 05 Surface:A 0 (Ft) True Area: 770 | CC 81 (SqFt) |
| Work Date 9/1/2019 8/1/2009 8/1/2000 8/1/2901 8/2/1944 8/1/1944 Network: L.C.D. 8/1/19 Work Date 8/1/1944 Network: L.C.D. 8/1/19 Work Date 8/1/2000 | Work Code CR-AC CS-AC SS-FS OL-AS BA-AG NC-AC Warrenton 944 Us Work Code NC-PC Warrenton 944 Us | Work Description Complete Reconstruction - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural Base Course - Aggregate New Construction - AC A-Astoria Re Branch: TA3A Se: TAXIWAY Rank: P Work Description New Construction - PCC A-Astoria Re Branch: TA3A Se: TAXIWAY Rank: P Work Description Surface Seal - Fog Seal | Cost 435,520.00 0.00 0.00 0.00 0.00 0.00 T Taxiw. Length: 41 Cost 0.00 T Cost 0.00 Cost | Thickness (in) 0.00 0.00 0.10 0.00 13.00 2.50 ay A3 Astori .00 (Ft) Wickness (in) 0.00 (Ft) Wickness (in) 0.10 | Major M&R W Section: ath: 45.0 Major M&R W Section: ath: 45.0 Major | Comments Unknown Thickness UNKNOWN DEPTH 04 Surface:Pe 0 (Ft) True Area: 198 Comments UNKNOWN PCC, est. circa 19 05 Surface:A 0 (Ft) True Area: 770 Comments | CC 81 (SqFt) |

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Pavement Database: ODA_2023Survey_MASTER DB-12-18-2023_pm

| Network: | Warrenton | n-Astoria Re Branch: TAAT | Taxiw | ay A Astoria | Section: | 01 Surface:AAC | |
|---|--|--|--|--|--|--|--|
| L.C.D. 8/1/19 | C.D. 8/1/1988 Use: TAXIWAY Rank: P Le | | | .00 (Ft) Wid | dth: 47.50 | 0 (Ft) True Area: 136063 (SqFt) | |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments | |
| 8/1/2009 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | | | |
| 5/2/2005 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | | | |
| 8/1/2002 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | | | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | | |
| 8/1/1988 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | V | | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | ~ : | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | | |
| | | | | | | | |
| | | n-Astoria Re Branch: TAAT | | ay A Astoria | Section: | | |
| L.C.D. 9/13/ | | se: TAXIWAY Rank: P L | ength: 92 | | | 0 (Ft) True Area: 7358 (SqFt | |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments | |
| 5/2/2005 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | | | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | | |
| 9/13/1999 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | | | |
| 8/1/1988 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | > | | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | V | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | Ш, | | |
| Network: | Warrenton | n-Astoria Re Branch: TARUI | NAT Towing | ay A Run-U | Section: | 01 Surface:AC | |
| | vv all Cillon | i-Asiona ke branch: TAKU | INA I TAXIW | ay A Ruii-O | Section. | | |
| L.C.D. 9/1/20 | | | | • | | 0 (Ft) True Area: 22810 (SqFt | |
| L.C.D. 9/1/20 | | se: TAXIWAY Rank; P L | ength: 250 | • | | 0 (Ft) True Area: 22810 (SqFt | |
| L.C.D. 9/1/20 Work Date | 019 U: Work Code | se: TAXIWAY Rank: P L | cength: 250 | .00 (Ft) Wic | dth: 100.00 Major M&R | 0 (Ft) True Area: 22810 (SqFt Comments | |
| L.C.D. 9/1/20 | 019 Us Work | se: TAXIWAY Rank; P L | ength: 250 | .00 (Ft) Wic | dth: 100.00 | 0 (Ft) True Area: 22810 (SqFt | |
| L.C.D. 9/1/20 Work Date 9/1/2019 | Work Code NC-AC | se: TAXIWAY Rank: P L | Cost 0.00 | .00 (Ft) Wic | dth: 100.00 Major M&R | 0 (Ft) True Area: 22810 (SqFt Comments Unknown Thickness | |
| L.C.D. 9/1/20 Work Date 9/1/2019 | Work Code NC-AC | Work Description New Construction - AC -Astoria Re Branch: TB2AT | Cost 0.00 | Thickness (in) 0.00 Ay B2 Astori | Major M&R | 0 (Ft) True Area: 22810 (SqFt Comments Unknown Thickness | |
| L.C.D. 9/1/20 Work Date 9/1/2019 Network: | Work Code NC-AC | Work Description New Construction - AC -Astoria Re Branch: TB2AT | Cost 0.00 | Thickness (in) 0.00 Ay B2 Astori | Major M&R | Comments Unknown Thickness Surface:AAC | |
| L.C.D. 9/1/20 Work Date 9/1/2019 Network: L.C.D. 8/1/19 | Work Code NC-AC Warrenton 993 Us Work | Work Description New Construction - AC 1-Astoria Re Branch: TB2AT 1se: TAXIWAY Rank: P L | Cost Cost Taxiweength: 200 | Thickness (in) 0.00 ay B2 Astori .00 (Ft) Wic Thickness | Major M&R Section: 0 dth: 35.00 Major | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt | |
| Work Date 9/1/2019 Network: L.C.D. 8/1/19 Work Date | Work Code NC-AC Warrenton 993 Us Work Code CS-AC | Work Description New Construction - AC A-Astoria Re Branch: TB2AT se: TAXIWAY Rank: P L Work Description | Cost Taxiwength: 200 Cost | Thickness (in) 0.00 ay B2 Astori 0.00 (Ft) Wich Thickness (in) | Major M&R Section: 0 dth: 35.00 Major | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt | |
| Network: L.C.D. 8/1/19 Network: L.C.D. 8/1/19 Work Date 8/1/2009 | Work Code NC-AC Warrenton 993 Us Work Code CS-AC | Work Description New Construction - AC A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Crack Sealing - AC | Cost 0.00 Taxiwa ength: 200 Cost 0.00 | Thickness (in) 0.00 (Ft) Wide ay B2 Astori 0.00 (Ft) Wide Thickness (in) 0.00 | Major M&R Section: 0 dth: 35.00 Major | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt | |
| Network: L.C.D. 8/1/20 Work Date 9/1/2019 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 | Warrenton 993 Us Work Code CS-AC CS-AC | Work Description New Construction - AC A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC | Cost Taxiw.ength: 200 Cost 0.00 Cost 0.00 0.00 | Thickness (in) 0.00 (Ft) Wide ay B2 Astori 0.00 (Ft) Wide Thickness (in) 0.00 0.10 | Major M&R Section: 0 dth: 35.00 Major | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt | |
| Work Date 9/1/2019 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 8/1/2000 | Work Code NC-AC Warrenton 993 Us Work Code CS-AC CS-AC SS-FS | Work Description New Construction - AC A-Astoria Re Branch: TB2AT se: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal | Cost Taxiwength: 200 Cost 0.00 Cost 0.00 0.00 0.00 0.00 | Thickness (in) 0.00 (Ft) Wid Thickness (in) 0.00 (Ft) Wid Thickness (in) 0.00 0.10 0.10 | Section: dth: 35.00 Major M&R Section: dth: 35.00 Major M&R | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt | |
| Network: L.C.D. 8/1/19 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 8/1/2000 8/1/1993 | Work Code NC-AC Warrenton 993 U: Work Code CS-AC CS-AC SS-FS OL-AS | Work Description New Construction - AC A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural | Cost Taxiwa ength: 200 Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 | Thickness (in) 0.00 (Ft) Wickness (in) 0.00 (Ft) Wickness (in) 0.00 0.10 0.10 4.00 | Section: 6 dth: 35.00 Major M&R Section: 6 dth: 35.00 Major M&R | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt | |
| Network: L.C.D. 8/1/19 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 8/1/2000 8/1/1993 8/2/1944 8/1/1944 | Work Code NC-AC Warrenton 993 U: Work Code CS-AC CS-AC SS-FS OL-AS NC-AC BA-AG | Work Description New Construction - AC A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural New Construction - AC Base Course - Aggregate | Cost 0.00 Cost 0.00 Cost 0.00 Cost 0.00 0.00 0.00 0.00 0.00 0.00 | Thickness (in) 0.00 (Ft) Wickness (in) 0.00 (Ft) Wickness (in) 0.00 (0.10 (0.10 (4.00 (2.50 (13.0 | Section: 6 dth: 35.00 Major M&R Section: 6 dth: 35.00 Major M&R | Comments Unknown Thickness 01 Surface:AAC 0 (Ft) True Area: 8740 (SqFt | |
| Network: L.C.D. 8/1/19 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 8/1/2000 8/1/1993 8/2/1944 8/1/1944 | Warrenton 993 Us Work Code Work Code CS-AC CS-AC SS-FS OL-AS NC-AC BA-AG | Work Description New Construction - AC A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural New Construction - AC Base Course - Aggregate A-Astoria Re Branch: TB2AT | Cost 0.00 Cost 0.00 Cost 0.00 0. | Thickness (in) 0.00 (Ft) Wid ay B2 Astori 0.00 (Ft) Wid Thickness (in) 0.00 0.10 0.10 4.00 2.50 | Section: 0 | Comments Unknown Thickness 01 Surface:AAC 0 (Ft) True Area: 8740 (SqFt) Comments 02 Surface:AAC | |
| L.C.D. 9/1/20 Work Date 9/1/2019 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 8/1/2000 8/1/1993 8/2/1944 8/1/1944 Network: | Warrenton 993 U: Work Code CS-AC CS-AC SS-FS OL-AS NC-AC BA-AG Warrenton | Work Description New Construction - AC A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural New Construction - AC Base Course - Aggregate A-Astoria Re Branch: TB2AT | Cost | Thickness (in) 0.00 (Ft) Wid Thickness (in) 0.00 (Ft) Wid Thickness (in) 0.00 0.10 0.10 4.00 2.50 13.00 ay B2 Astori .00 (Ft) Wid Thickness (in) | Section: 0 Major M&R Section: 0 Major M&R Section: 0 Major M&R Section: 0 Major M&R Major M&R Major M&R | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt) Comments 02 Surface: AAC | |
| Network: L.C.D. 8/1/19 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 8/1/2000 8/1/1993 8/2/1944 8/1/1944 Network: L.C.D. 8/29/2 | Warrenton 993 Us Work Code NC-AC Warrenton 993 Us Work Code CS-AC CS-AC SS-FS OL-AS NC-AC BA-AG Warrenton | Work Description New Construction - AC A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural New Construction - AC Base Course - Aggregate A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L | Cost 0.00 Cost 0.00 Cost 0.00 0. | Thickness (in) 0.00 (Ft) Wid Thickness (in) 0.00 (Ft) Wid Thickness (in) 0.00 0.10 0.10 4.00 2.50 13.00 ay B2 Astori .00 (Ft) Wid | Section: 0 Section: 0 Major M&R Section: 0 Major M&R Section: 0 Major M&R Major M&R Major M&R | Comments Unknown Thickness 01 Surface:AAC 0 (Ft) True Area: 8740 (SqFt) Comments 02 Surface:AAC 0 (Ft) True Area: 6030 (SqFt) | |
| Network: L.C.D. 8/1/20 Work Date 9/1/2019 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 8/1/2000 8/1/1993 8/2/1944 8/1/1944 Network: L.C.D. 8/29/2 Work Date | Warrenton 993 Us Work Code NC-AC Warrenton 993 Us Work Code CS-AC CS-AC SS-FS OL-AS NC-AC BA-AG Warrenton | Work Description New Construction - AC A-Astoria Re Branch: TB2AT Se: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural New Construction - AC Base Course - Aggregate A-Astoria Re Branch: TB2AT Se: TAXIWAY Rank: P L Work Description | Cost 0.00 | Thickness (in) 0.00 (Ft) Wid Thickness (in) 0.00 (Ft) Wid Thickness (in) 0.00 0.10 4.00 2.50 13.00 ay B2 Astori .00 (Ft) Wid Thickness (in) | Section: dth: 100.00 Major M&R Section: dth: 35.00 Major M&R Section: dth: 76.00 Major M&R V | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt) Comments 02 Surface: AAC 0 (Ft) True Area: 6030 (SqFt) Comments | |
| Network: L.C.D. 8/1/19 Network: L.C.D. 8/1/19 Work Date 8/1/2009 5/2/2005 8/1/2000 8/1/1993 8/2/1944 8/1/1944 Network: L.C.D. 8/29/2 Work Date 8/29/2016 | Work Code NC-AC Warrenton 993 Us Work Code CS-AC CS-AC SS-FS OL-AS NC-AC BA-AG Warrenton 2016 Us Work Code | Work Description New Construction - AC A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Crack Sealing - AC Crack Sealing - AC Surface Seal - Fog Seal Overlay - AC Structural New Construction - AC Base Course - Aggregate A-Astoria Re Branch: TB2AT See: TAXIWAY Rank: P L Work Description Overlay - AC Structural | Cost | Thickness (in) 0.00 (Ft) Wide Thickness (in) 0.00 (Ft) Wide Thickness (in) 0.00 (10 (0.10 (4.00 (2.50 (13.00 (15) (15) (15) (15) (15) (15) (15) (15) | Section: 0 Section: 0 Major M&R Section: 0 Major M&R Section: 0 Major M&R Major M&R Major M&R | Comments Unknown Thickness 01 Surface: AAC 0 (Ft) True Area: 8740 (SqFt) Comments 02 Surface: AAC 0 (Ft) True Area: 6030 (SqFt) Comments | |

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| Network: | Warrenton | -Astoria Re Branch: TB3A7 | Γ Taxiw | , | | | Surface:AAC |
|--|--------------------------------|---|------------------|----------------------|------------------|--------------------|-------------------|
| L.C.D. 8/29 | /2016 Us | se: TAXIWAY Rank: P L | ength: 77 | '.00 (Ft) Wi | dth: 37.0 | 0 (Ft) True Area | : 4346 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Com | nments |
| 8/29/2016 | OL-AS | Overlay - AC Structural | 0.00 | 3.00 | V | 2-4" overlay, P401 | |
| 8/1/1993 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | | | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | | |
| Network: Warrenton-Astoria Re Branch: TB3AT Taxiway B3 Astori Section: 02 Surface: AAC | | | | | | | Surface: AAC |
| L.C.D. 8/1/2 | | | | • | | 0 (Ft) True Area | |
| | Work | | Г | Thickness | Major | | , I |
| Work Date | Code | Work Description | Cost | (in) | M&R | Com | iments |
| 8/1/2009 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | | | |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | | |
| 8/1/1993 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | ~ | | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | : | | |
| | | | | | | | |
| | | -Astoria Re Branch: TB3A7 | | ay B3 Astori | Section: | | Surface:PCC |
| L.C.D. 8/1/ | .944 U: | se: TAXIWAY Rank: P L | ength: 45 | .00 (Ft) Wi | dth: 79.0 | 0 (Ft) True Area | : 2329 (SqFt) |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | | nments |
| 8/1/1944 | NC-PC | New Construction - PCC | 0.00 | 0.00 | V | UNKNOWN PCC | , est. circa 1944 |
| | | | | | | | |
| Network: | Warrenton | -Astoria Re Branch: TB3A7 | Γ Taxiw | ay B3 Astori | Section: | 04 | Surface:AAC |
| L.C.D. 9/13 | | se: TAXIWAY Rank: P L | ength: 25 | | | 0 (Ft) True Area | : 2100 (SqFt) |
| Work Date | Code | Work Description | Cost | Thickness (in) | Major M&R | Com | nments |
| 8/1/2000 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | | | |
| 9/13/1999 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | | | |
| 8/2/1944 | NC-AC | New Construction - AC | 0.00 | 2.50 | | | |
| 8/1/1944 | BA-AG | Base Course - Aggregate | 0.00 | 13.00 | | | |
| | | | | | | | |
| | | -Astoria Re Branch: TBAT | | ay B Astoria | Section: | | Surface: AAC |
| L.C.D. 8/1/3 | 002 II | se: TAXIWAY Rank: P L | ength: 2,423 | | | 0 (Ft) True Area | : 86863 (SqFt) |
| 1 | | 1 | | | | | |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Com | nments |
| Work Date 8/1/2009 | Work Code CS-AC | Work Description Crack Sealing - AC | Cost 0.00 | | | Con | nments |
| | Work Code | Work Description | | (in) 0.00 | | Con | nments |
| 8/1/2009 | Work Code CS-AC | Work Description Crack Sealing - AC | 0.00 | (in) 0.00 | | Соп | nments |
| 8/1/2009 8/1/2002 | Work Code CS-AC SS-FS | Work Description Crack Sealing - AC Surface Seal - Fog Seal | 0.00 | (in) 0.00 0.10 | | Com | nments |

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| Network: | Warrenton | -Astoria Re Branch: TBAT | Taxiw | ay B Astoria | Section: | Section: 02 Surfac | | |
|--------------|---|------------------------------------|------------|--------------------|--------------|--------------------|--------------|--|
| L.C.D. 8/29/ | 2016 Us | se: TAXIWAY Rank: P | ength: 522 | .00 (Ft) Wi | dth: 43.5 | 0 (Ft) True Area: | 21738 (SqFt) | |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comi | nents | |
| 8/29/2016 | CR-AC | Complete Reconstruction - AC | 0.00 | 4.00 | V | P401 | | |
| 8/28/2016 | BA-AG | Base Course - Aggregate | 0.00 | 6.00 | | P209 | | |
| 8/27/2016 | SB-AG | Subbase - Aggregate | 0.00 | 18.00 | | P154 | | |
| 8/26/2016 | FB-TX | Geotextile | 0.00 | 0.00 | | | | |
| | Network: Warrenton-Astoria Re Branch: THANGAT Hangar Taxiway A Section: 01 Surface: AC L.C.D. 10/4/2001 Use: TAXIWAY Rank: S Length: 355.00 (Ft) Width: 115.00 (Ft) True Area: 33806 (SqFt) | | | | | | | |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comi | ments | |
| 10/4/2001 | NC-AC | New Construction - AC | 0.00 | 2.50 | V | | | |
| 10/3/2001 | BA-AG | Base Course - Aggregate | 0.00 | 3.00 | | Crushed Surfacing | Top Course | |
| 10/2/2001 | BA-AG | Base Course - Aggregate | 0.00 | 4.00 | | Crushed Surfacing | Base Course | |
| 10/1/2001 | SB-AG | Subbase - Aggregate | 0.00 | 8.00 | | | | |
| | Network: Warrenton-Astoria Re Branch: THANGAT Hangar Taxiway A Section: 02 Surface: AC L.C.D. 8/3/2008 Use: TAXIWAY Rank: S Length: 358.00 (Ft) Width: 170.00 (Ft) True Area: 43219 (SqFt) | | | | | | | |
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comi | nents | |
| 8/3/2008 | NC-AC | New Construction - AC | 0.00 | 2.50 | V | P-403 | | |
| 8/2/2008 | | Base Course - Crushed Aggregate | 0.00 | 7.00 | | P-208 | | |
| 8/1/2008 | SB-AG | Subbase - Aggregate | 0.00 | 8.00 | | P-154 | | |

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Pavement Database: ODA_2023Survey_MASTER DB-12-18-2023_pm

Summary:

| Work Description | Section Count | Area Total (SqFt) | Thickness Avg (in) | Thickness STD (in) |
|---------------------------------|------------------|-------------------|-----------------------|--------------------|
| Base Course - Aggregate | 23 | 1,574,360.00 | 11.87 | 2.95 |
| Base Course - Crushed Aggregate | 1 | 43,219.00 | 7.00 | 0.00 |
| Cold Milling | 3 | 579,600.00 | -0.75 | 0.00 |
| Complete Reconstruction - AC | 4 | 297,616.00 | 1.00 | 1.73 |
| Crack Sealing - AC | 21 | 1,597,208.00 | 0.05 | 0.05 |
| Crack Sealing - PCC | 2 | 357,299.00 | 0.10 | 0.00 |
| Geotextile | 1 | 21,738.00 | 0.00 | 0.00 |
| Joint Seal - Silicon | 2 | 357,299.00 | 0.10 | 0.00 |
| Joint Sealing - Bituminous | 2 | 357,299.00 | 0.10 | 0.00 |
| New Construction - AC | 27 | 1,629,028.00 | 2.04 | 0.97 |
| New Construction - PCC | 6 | 392,609.00 | 4.00 | 2.83 |
| Overlay - AC Structural | 29 | 1,445,002.00 | 2.83 | 1.64 |
| Overlay - AC Thin | 9 | 1,158,015.00 | 1.58 | 0.59 |
| Subbase - Aggregate | 7 | 487,062.00 | 10.00 | 3.30 |
| Surface Seal - Fog Seal | 25 | 1,562,122.00 | 0.10 | 0.00 |
| Surface Treatment - Slurry Seal | 1 | 7,704.00 | 0.50 | 0.00 |