2023 ODAV Pavement Evaluation Program Stark's Twin Oaks Airpark

Hillsboro, 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 five-year plan comprised of maintenance, surface treatment, rehabilitation, and reconstruction projects for Stark's Twin Oaks Airpark in Hillsboro, 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 Stark's Twin Oaks Airpark 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

Stark's Twin Oaks Airpark is located in Hillsboro, Oregon, and is owned and operated by Robert C. and Betty Stark. The airport consists of a single runway, a taxiway, multiple connector taxiways, and aprons that serve a variety of general aviation aircraft. The general location of the airport is shown below on Stark's Twin Oaks Airpark Location Map, Figure 2.1.





Figure 2.1: STARK'S TWIN OAKS AIRPARK LOCATION MAP

The airside pavements at Stark's Twin Oaks Airpark are comprised of asphalt concrete (AC), AC overlaid with AC (AAC), and portland cement concrete (PCC). The airport pavements, delineated by surface type and branch use, are shown on the Stark's Twin Oaks Airpark Percent of Pavement Area by Surface Type, Figure 2.2, and on the Stark's Twin Oaks Pavement Area by Branch Use, Figure 2.3. The pavement inventory, including work history for each pavement section, is displayed spatially on Stark's Twin Oaks Airpark 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.



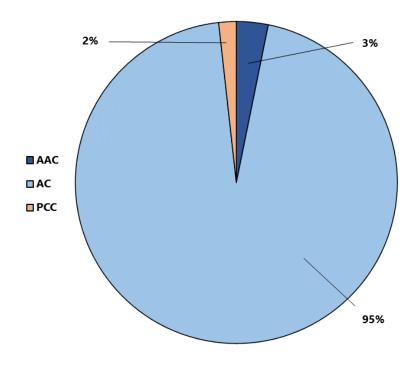


Figure 2.2: STARK'S TWIN OAKS AIRPARK PERCENT OF PAVEMENT AREA BY SURFACE TYPE

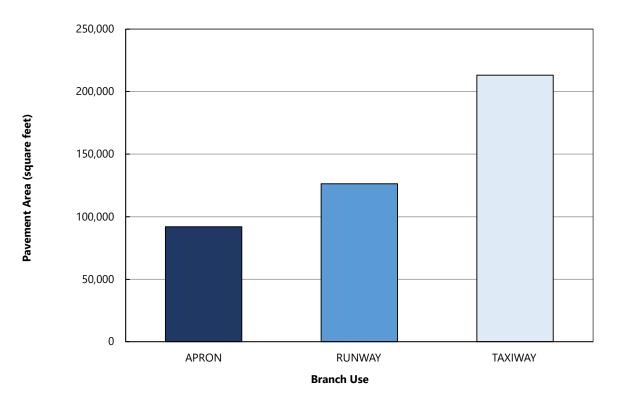
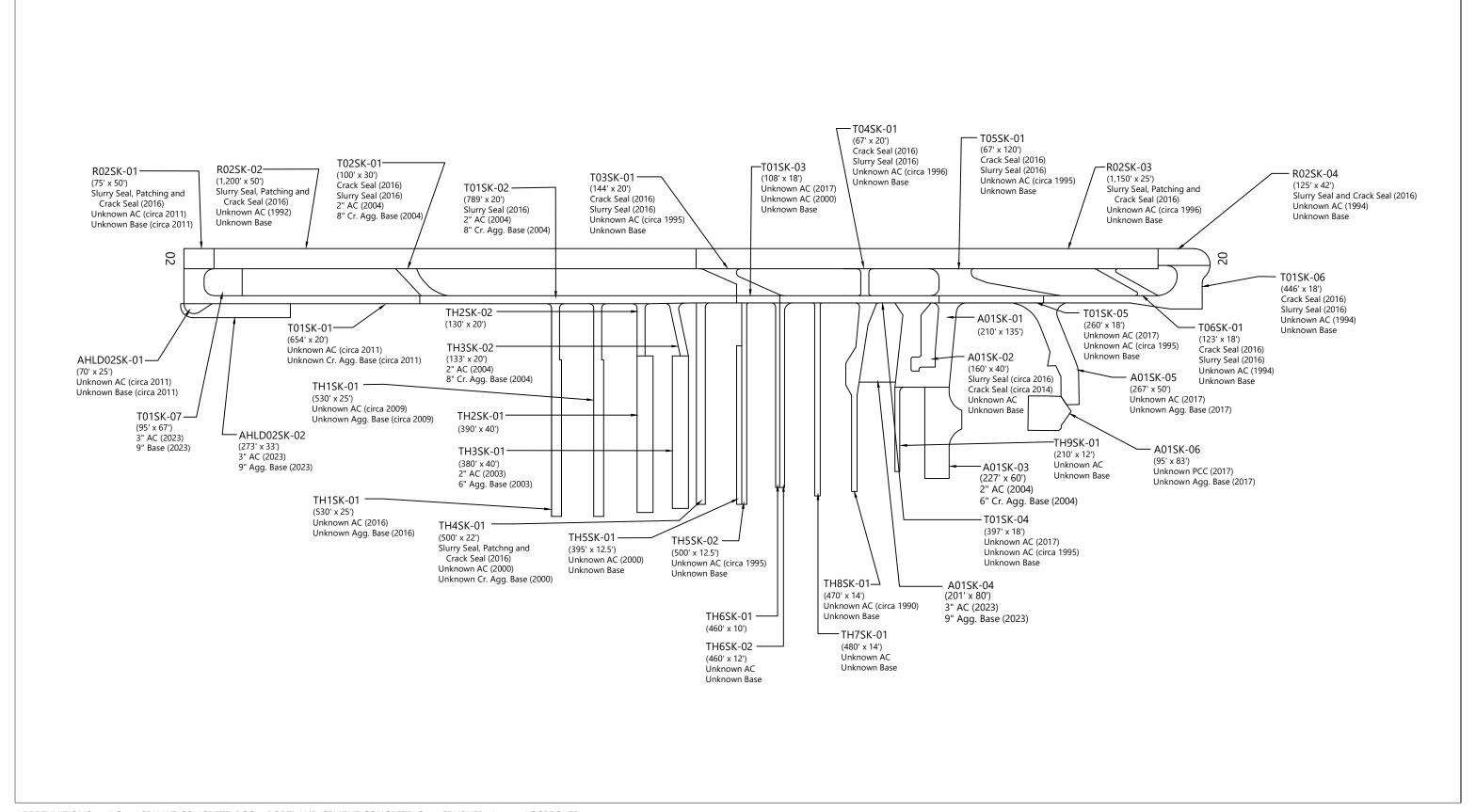
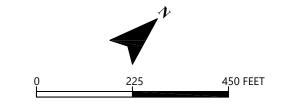


Figure 2.3: STARK'S TWIN OAKS AIRPARK PAVEMENT AREA BY BRANCH USE



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





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



3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Stark's Twin Oaks Airpark in July 2023. The 2023 survey work was performed on sections last inspected in 2018 in order to update Stark's Twin Oaks Airpark 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.

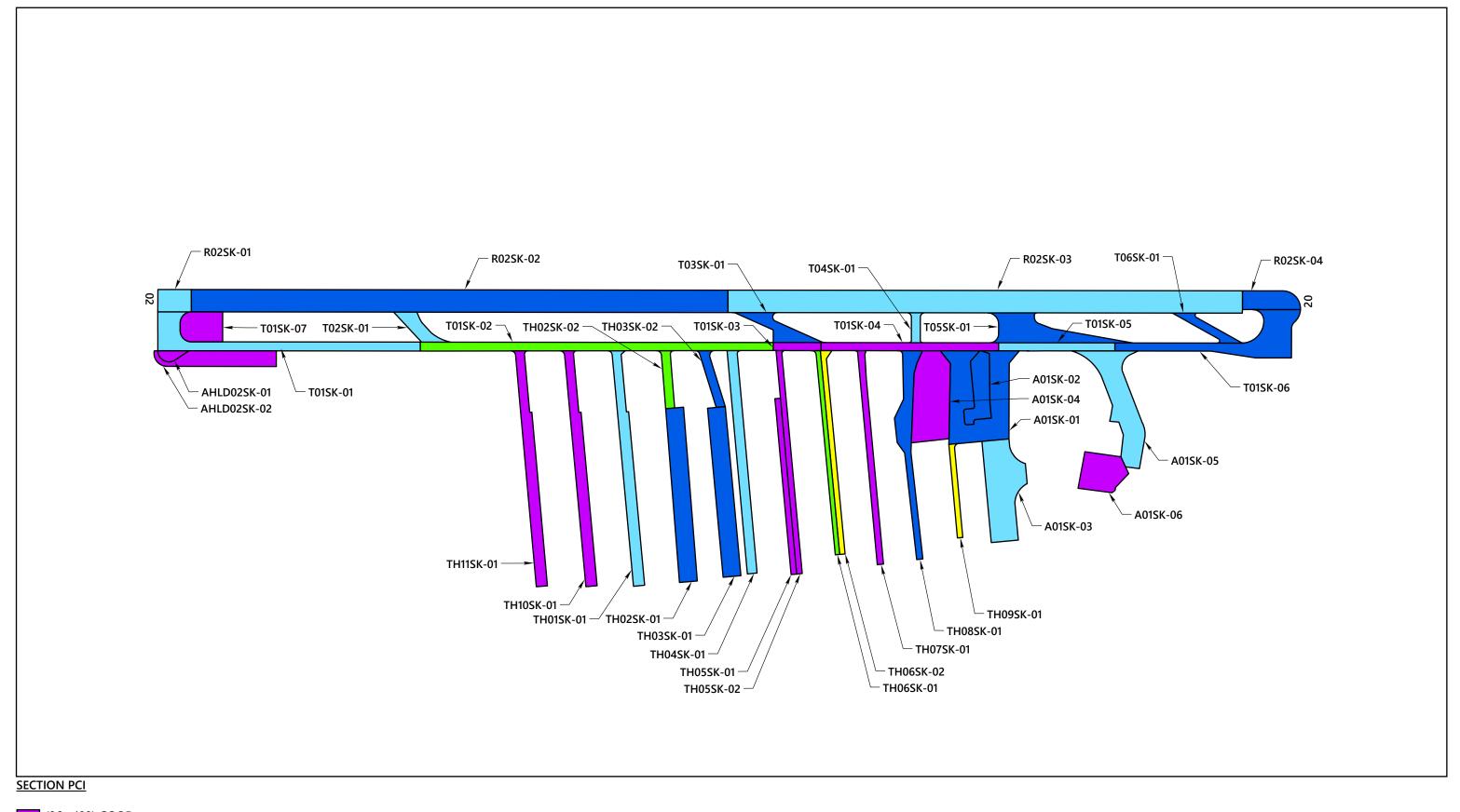
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category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

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

Table 3-1: ASTM PCI RATING SCALE

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Stark's Twin Oaks Airpark is approximately 74. The section PCIs ranged from a low of 30 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, and patching on AC-surfaced pavements, and joint seal damage on PCC pavements. Section PCIs following our pavement survey are displayed below spatially on the Stark's Twin Oaks Airpark 2023 PCI Survey Results, Figure 3.1.



(86 - 100) GOOD

(71 - 85) SATISFACTORY

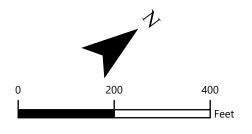
(56 - 70) FAIR

(41 - 55) POOR

(26 - 40) VERY POOR

(11 - 25) SERIOUS

(0 - 10) FAILED





STARK'S TWIN OAKS AIRPARK 2023 PCI SURVEY RESULTS

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

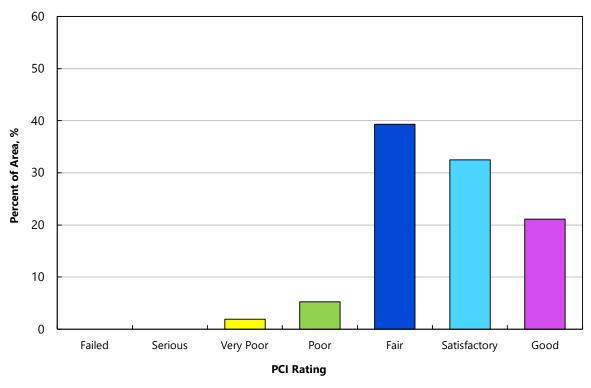


Figure 3.2: STARK'S TWIN OAKS AIRPARK PAVEMENT CONDITION RATING BY PERCENT OF AREA



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 Stark's Twin Oaks Airpark 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 74 to a value of 68 in 2028 and 62 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 Stark's Twin Oaks Airpark is displayed spatially on the Stark's Twin Oaks Airpark 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.

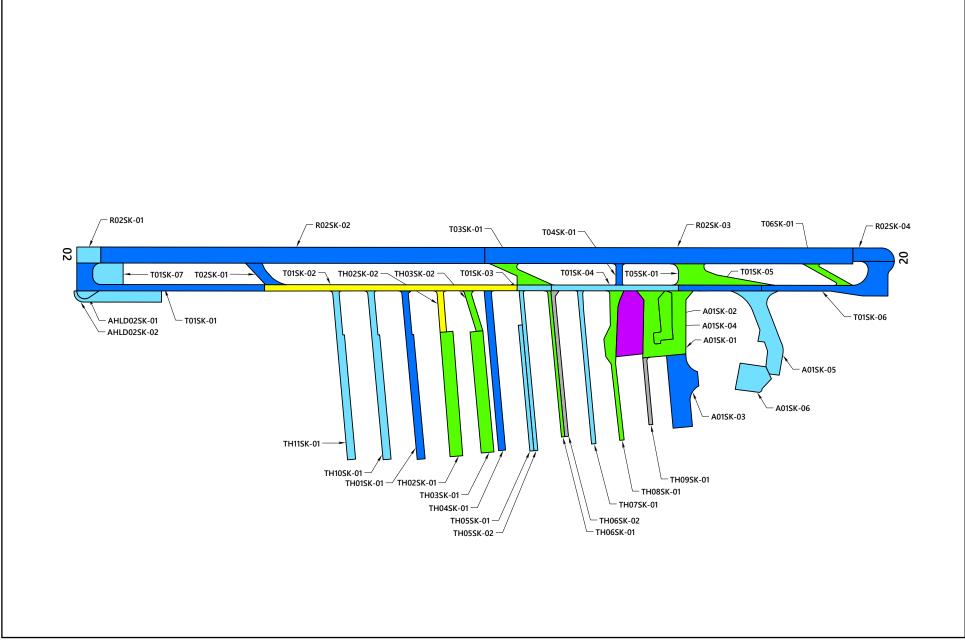
4.3 Functional Remaining Life

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 Stark's Twin Oaks Airpark. 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 Stark's Twin Oaks Airpark are summarized in Table 2C in Appendix C.

PREDICTED CONDITION IN 2028 R02SK-01 R02SK-02 R02SK-03 T06SK-01 R02SK-04 T03SK-01 T04SK-01-2 20 ___ T01SK-05 T01SK-02 -T01SK-04 -T05SK-01 T01SK-07 T02SK-01 A01SK-02 T01SK-06 AHLD02SK-01 T01SK-01 AHLD02SK-02 A01SK-01 A01SK-05 A01SK-06 A01SK-03 TH11SK-01 TH10SK-01 TH09SK-01 TH01SK-01 — TH02SK-01 TH08SK-01 TH03SK-01 TH07SK-01 TH04SK-01 TH05SK-01 — -TH06SK-02 ─ TH06SK-01 TH05SK-02



PREDICTED CONDITION IN 2033

SECTION PCI

(86 - 100) GOOD

(71 - 85) SATISFACTORY

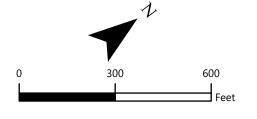
(56 - 70) FAIR

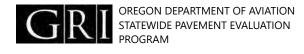
(41 - 55) POOR

(26 - 40) VERY POOR

(11 - 25) SERIOUS

(0 - 10) FAILED





STARK'S TWIN OAKS AIRPARK FUTURE PAVEMENT CONDITION

FIG. 4.1



5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

We evaluated M&R needs, as determined from the PAVER analysis results, in order to develop localized maintenance, surface treatment, rehabilitation, and reconstruction needs. Details of our M&R work priority 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

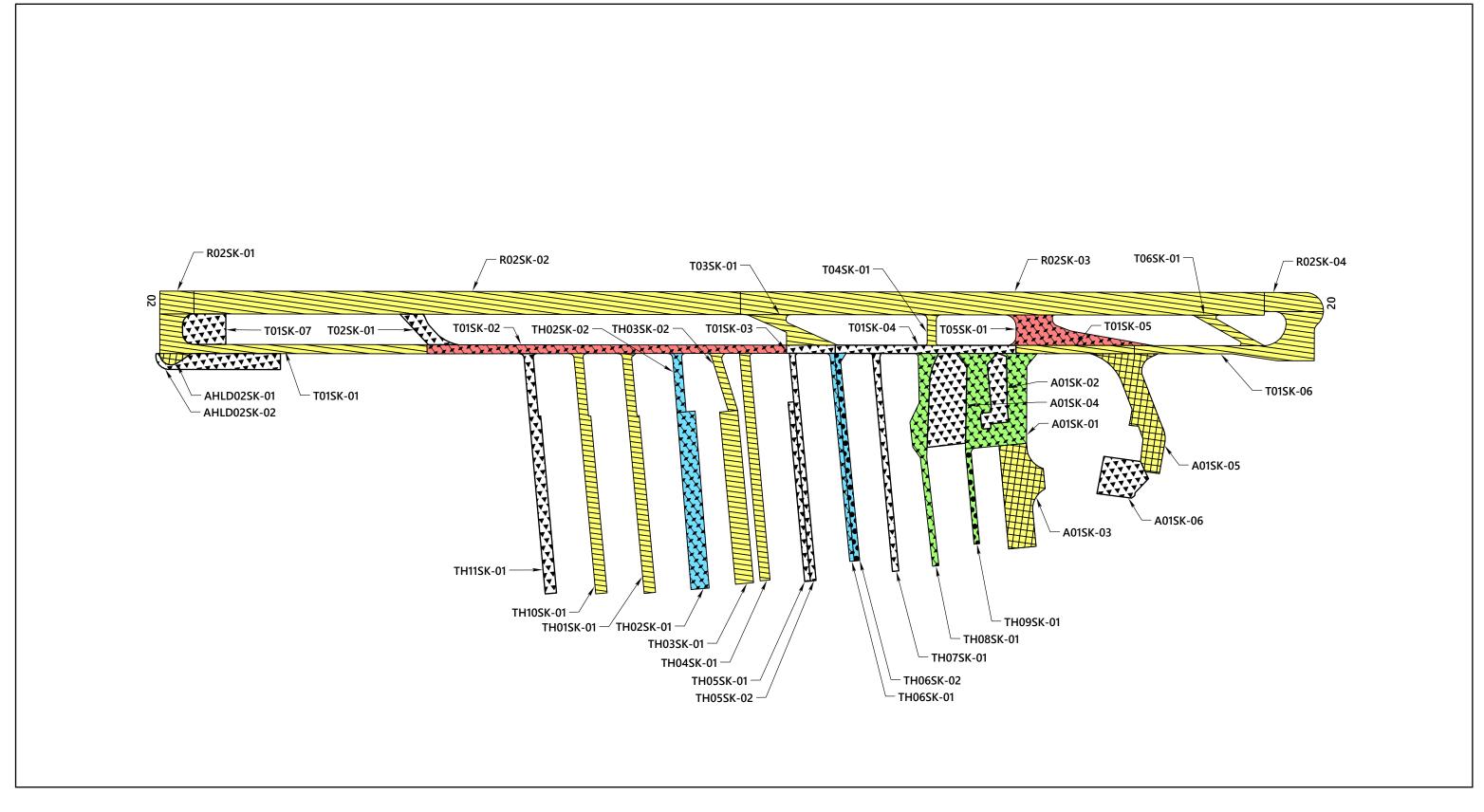
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	25,466 linear feet
Asphalt Concrete Wide Crack Sealing	11 linear feet
Portland Cement Concrete Crack Sealing	88 linear feet

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 Stark's Twin Oaks Airpark 5-Year Pavement Management Plan, Figure 5.1. The complete list of recommended surface treatment, rehabilitation, and reconstruction projects is presented in Table 4D in Appendix D.

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

Treatment Type	Quantity, square feet
Reconstruction	18,211
Overlay	70,478
Fog Seal	31,912
Slurry Seal	223,939







STARK'S TWIN OAKS AIRPARK
5-YEAR PAVEMENT MANAGEMENT PLAN

FIG. 5.1



6 **LIMITATIONS**

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

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

Submitted for GRI,

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APPENDIX A

Pavement Inventory Reports and Maps



APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Stark's Twin Oaks Airpark is located in Hillsboro, Oregon, and is owned and operated by Robert C. and Betty Stark. The pavement network/facilities at Stark's Twin Oaks Airpark serve a variety of general aviation aircraft. Stark's Twin Oaks Airpark consists of a single runway, a taxiway, multiple connector taxiways, and aprons. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC (AAC), and portland cement concrete (PCC).

The current airport pavement management system (APMS) network at Stark's Twin Oaks Airpark has an approximate area of 431,453 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 Stark's Twin Oaks Airpark contains 20 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 Stark's Twin Oaks Airpark contains 39 sections that are managed by Robert C. and Betty Stark, 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 Stark's Twin Oaks Airpark 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 Stark's Twin Oaks Airpark 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: STARK'S TWIN OAKS AIRPARK PAVEMENT BRANCHES

			<u></u>
Facility Designation			Approximate Area,
(Branch ID)	Branch Name	Number of Sections	square feet
A01SK	Apron 01 Stark's	6	82,560
AHLD02SK	Hold Apron RW 02 Stark's	2	9,385
R02SK	Runway 02/20 Stark's	4	126,367
T01SK	Taxiway 01 Stark's	7	65,514
T02SK	Taxiway 02 Stark's	1	3,029
T03SK	Taxiway 03 Stark's	1	4,509
T04SK	Taxiway 04 Stark's	1	1,394
T05SK	Taxiway 05 Stark's	1	10,065
T06SK	Taxiway 06 Stark's	1	2,570
TH1SK	Hangar Taxiway 1 Stark's	1	12,593
TH2SK	Hangar Taxiway 2 Stark's	2	18,242
TH3SK	Hangar Taxiway 3 Stark's	2	17,966
TH4SK	Hangar Taxiway 4 Stark's	1	11,065
TH5SK	Hangar Taxiway 5 Stark's	2	11,217
TH6SK	Hangar Taxiway 6 Stark's	2	10,226
TH7SK	Hangar Taxiway 7 Stark's	1	6,744
TH8SK	Hangar Taxiway 8 Stark's	1	10,313
TH9SK	Hangar Taxiway 9 Stark's	1	2,541
TH10SK	Hangar Taxiway 10 Stark's	1	12,592
TH11SK	Hangar Taxiway 11 Stark's	1	12,561



Table 2A: STARK'S TWIN OAKS AIRPARK CURRENT PAVEMENT INVENTORY

									Approximate					
									Area, square			Approximate	Approximate	Number of
BranchID	Branch Name	Branch Use	SectionID	From	То	Rank	Length, feet		feet	LCD		Slab Length, feet	Slab Width, feet	Slabs
A01SK	Apron 01 Stark's	APRON	01	Taxiway 01	Section 03	Р	210	135	21,840	8/1/1985	AC	0	0	0
A01SK	Apron 01 Stark's	APRON	02	Taxiway 01	Section 01	Р	160	40	6,617	8/1/1980	AC	0	0	0
A01SK	Apron 01 Stark's	APRON	03	Section 01	Hangar	Р	227	60	16,016	8/2/2004	AC	0	0	0
A01SK	Apron 01 Stark's	APRON	04	Taxiway	A01SK-01	Р	200	80	15,753	6/2/2023	AC	0	0	0
A01SK	Apron 01 Stark's	APRON	05	Taxiway	A01SK-06	Р	270	52	14,753	9/2/2017	AC	0	0	0
A01SK	Apron 01 Stark's	APRON	06	A01SK-05	End	Р	105	82	7,581	9/2/2017	PCC	11	11	73
AHLD02SK	Hold Apron RW 02 Stark's	APRON	01	Taxiway 06	End	Р	70	25	1,143	9/1/2011	AC	0	0	0
AHLD02SK	Hold Apron RW 02 Stark's	APRON	02	AHLD02SK-01	Taxiway 02	Р	270	35	8,242	4/2/2023	AC	0	0	0
R02SK	Runway 02/20 Stark's	RUNWAY	01	Runway 02 End	Section 02	Р	75	50	3,750	9/1/2011	AC	0	0	0
R02SK	Runway 02/20 Stark's	RUNWAY	02	Section 01	Section 03	Р	1,200	50	60,000	8/1/1992	AC	0	0	0
R02SK	Runway 02/20 Stark's	RUNWAY	03	Taxiway 02	Section 04	Р	1,150	50	57,500	8/1/1996	AC	0	0	0
R02SK	Runway 02/20 Stark's	RUNWAY	04	Section 03	Runway 20 End	Р	125	42	5,117	8/1/1994	AC	0	0	0
T01SK	Taxiway 01 Stark's	TAXIWAY	01	Runway 02	Taxiway 02	Р	654	20	15,358	9/1/2011	AC	0	0	0
T01SK	Taxiway 01 Stark's	TAXIWAY	02	Taxiway 02	TH1	Р	789	20	15,462	8/2/2004	AC	0	0	0
T01SK	Taxiway 01 Stark's	TAXIWAY	03	Taxiway 03	Intersection	Р	108	18	1,926	9/1/2017	AAC	0	0	0
T01SK	Taxiway 01 Stark's	TAXIWAY	04	Taxiway 03	Taxiway 05	Р	397	18	7,146	9/1/2017	AAC	0	0	0
T01SK	Taxiway 01 Stark's	TAXIWAY	05	Taxiway 05	Intersection	Р	260	18	4,680	9/1/2017	AAC	0	0	0
T01SK	Taxiway 01 Stark's	TAXIWAY	06	Taxiway 06	Runway 20 End	Р	446	18	14,845	8/1/1994	AC	0	0	0
T01SK	Taxiway 01 Stark's	TAXIWAY	07	Runway 02	Taxiway 02	Р	67	95	6,097	4/2/2023	AC	0	0	0
T02SK	Taxiway 02 Stark's	TAXIWAY	01	Runway 02/20	Taxiway 06	Р	90	50	3,029	8/2/2004	AC	0	0	0
T03SK	Taxiway 03 Stark's	TAXIWAY	01	Runway 02/20	Taxiway 01	Р	144	20	4,509	8/1/1995	AC	0	0	0
T04SK	Taxiway 04 Stark's	TAXIWAY	01	Runway 02/20	Taxiway 01	Р	67	20	1,394	8/1/1996	AC	0	0	0
T05SK	Taxiway 05 Stark's	TAXIWAY	01	Runway 02/20	Taxiway 01	Р	67	120	10,065	8/1/1995	AC	0	0	0
T06SK	Taxiway 06 Stark's	TAXIWAY	01	Runway 02/20	Taxiway 01	Р	123	18	2,570	8/1/1994	AC	0	0	0
TH10SK	Hangar Taxiway 10 Stark's	TAXIWAY	01	Taxiway 01	Hangars	Р	530	25	12,592	9/1/2016	AC	0	0	0
TH11SK	Hangar Taxiway 11 Stark's	TAXIWAY	01	T01SK-02	End	Р	530	25	12,561	9/1/2020	AC	0	0	0
TH1SK	Hangar Taxiway 1 Stark's	TAXIWAY	01	Taxiway 01 Stark's	East End	S	530	25	12,593	6/1/2009	AC	0	0	0
TH2SK	Hangar Taxiway 2 Stark's	TAXIWAY	01	TH2SK-01	Hangars	Р	390	40	15,600	9/2/2003	AC	0	0	0
TH2SK	Hangar Taxiway 2 Stark's	TAXIWAY	02	T01SK-02	Hangars	Р	130	20	2,642	8/2/2004	AC	0	0	0
TH3SK	Hangar Taxiway 3 Stark's	TAXIWAY	01	TH3SK-01	Hangars	Р	380	40	15,200	9/2/2003	AC	0	0	0
TH3SK	Hangar Taxiway 3 Stark's	TAXIWAY	02	T01SK-02	Hangars	Р	133	20	2,766	8/2/2004	AC	0	0	0
TH4SK	Hangar Taxiway 4 Stark's	TAXIWAY	01	Taxiway 01	Hangars	S	500	22	11,065	8/1/2000	AC	0	0	0
TH5SK	Hangar Taxiway 5 Stark's	TAXIWAY	01	Section 02	Hangars	S	395	13	4,937	8/1/2000	AC	0	0	0
TH5SK	Hangar Taxiway 5 Stark's	TAXIWAY	02	Taxiway 01	Hangars	S	500	13	6,280	8/1/1995	AC	0	0	0
TH6SK	Hangar Taxiway 6 Stark's	TAXIWAY	01	Taxiway 01	Hangars	S	460	10	4,621	8/1/1990	AC	0	0	0
TH6SK	Hangar Taxiway 6 Stark's	TAXIWAY	02	Taxiway 01	Hangars	S	460	12	5,605	8/1/1990	AC	0	0	0
TH7SK	Hangar Taxiway 7 Stark's	TAXIWAY	01	Taxiway 01	Hangars	S	480	14	6,744	8/1/1990	AC	0	0	0
TH8SK	Hangar Taxiway 8 Stark's	TAXIWAY	01	Taxiway 01	Hangars	S	470	14	10,313	8/1/1990	AC	0	0	0
TH9SK	Hangar Taxiway 9 Stark's	TAXIWAY	01	Apron 01	Hangars	S	210	12	2,541	8/1/1985	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





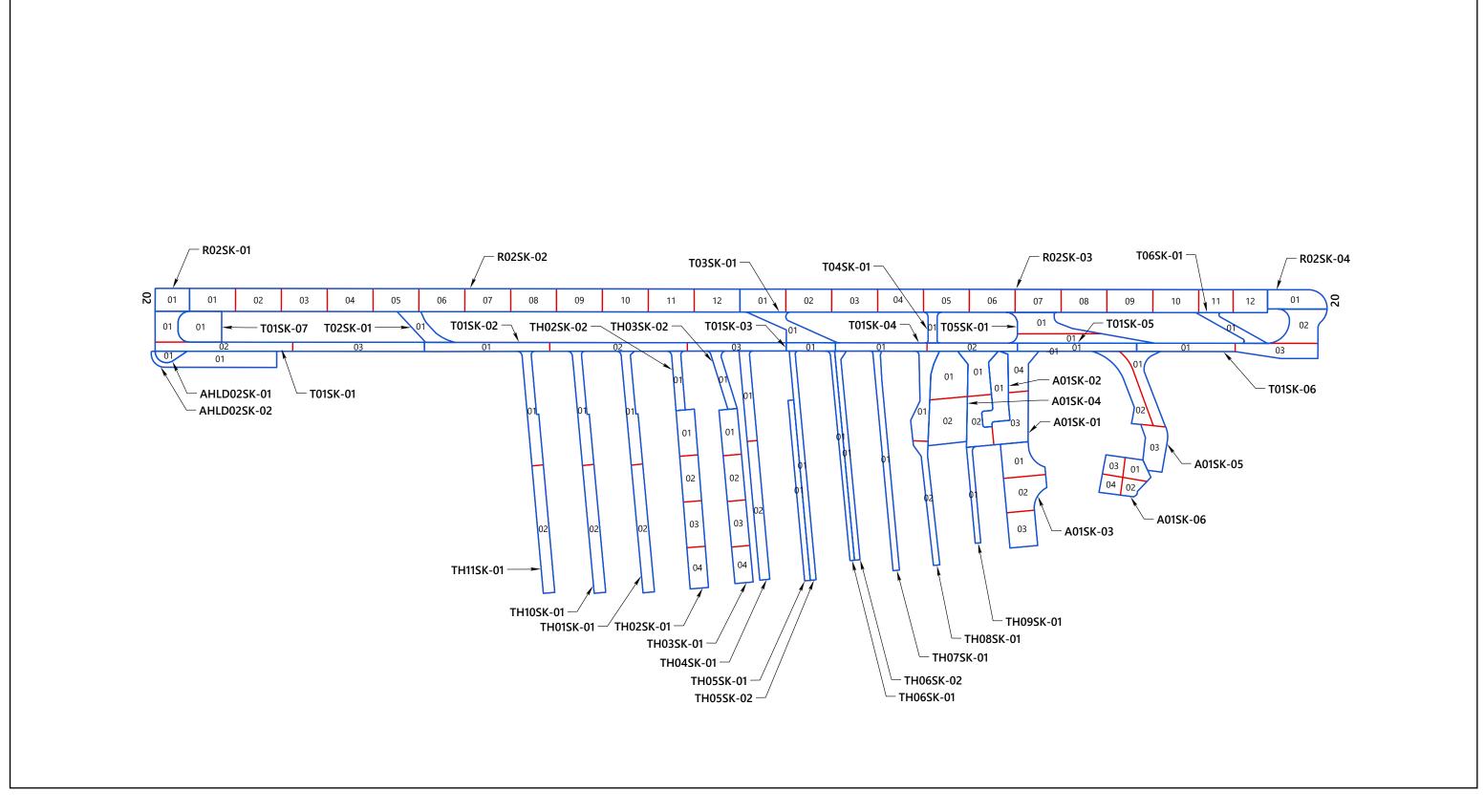
Table 3A: EXAMPLE SAMPLE RATES FOR AC AND PCC PAVEMENTS

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

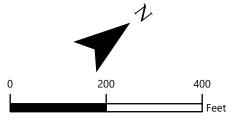
PCC = Portland Cement Concrete

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					











STARK'S TWIN OAKS AIRPARK SAMPLE UNIT LAYOUT

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



APPENDIX B

Pavement Condition Index Survey Results



APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

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

Table 1B: PAVER DISTRESS CODES FOR FLEXIBLE AND RIGID PAVEMENT

Flexible Pavement							
PAVER Code	Pavement Distress	Related Cause					
41	Alligator Cracking	Load					
42	Bleeding	Other					
43	Block Cracking	Climate/ Durability					
44	Corrugation	Other					
45	Depression	Other					
46	Jet Blast	Other					
47	Joint Reflection Cracking	Climate/ Durability					
48	Longitudinal & Transverse Cracking	Climate/ Durability					
49	Oil Spillage	Other					
50	Patching	Climate/ Durability					
51	Polished Aggregate	Other					
52	Raveling	Climate/ Durability					

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



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

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

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

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

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

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

B.2 DISTRESS TYPES

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

 Load-related: Flexible pavement distresses include alligator/fatigue cracking, corrugation, depression, polished aggregate, rutting, and slippage cracking. Rigid



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

- Climate- and durability-related: Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering. Rigid pavement distresses include blow-ups, durability cracking, longitudinal cracking, pop-outs, pumping, scaling, shrinkage cracks, and joint and corner spalling.
- **Moisture-** and drainage-related: Flexible pavement distresses include alligator/ fatigue cracking, depressions, potholes, and swelling. Rigid pavement distresses include corner breaks, divided slabs, and pumping.
- Other factors: 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 Stark's Twin Oaks Airpark pavement network consists of 20 branches and 39 sections. A total of 69 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 Stark's Twin Oaks Airpark is approximately 74, 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 Stark's Twin Oaks Airpark pavement sections is outlined in Table 4B in this appendix.

Table 2B: STARK'S TWIN OAKS AIRPARK CURRENT BRANCH CONDITION REPORT

Tubic	2D: 517 ((((5 1		JORNETTI DIC	Alteri estibilion i	
Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01SK	6	82,560	APRON	78	Satisfactory
AHLD02SK	2	9,385	APRON	93	Good
R02SK	4	126,367	RUNWAY	72	Satisfactory
T01SK	7	65,514	TAXIWAY	73	Satisfactory
T02SK	1	3,029	TAXIWAY	76	Satisfactory
T03SK	1	4,509	TAXIWAY	69	Fair
T04SK	1	1,394	TAXIWAY	79	Satisfactory
T05SK	1	10,065	TAXIWAY	64	Fair
T06SK	1	2,570	TAXIWAY	68	Fair
TH1SK	1	12,593	TAXIWAY	77	Satisfactory
TH2SK	2	18,242	TAXIWAY	56	Fair
TH3SK	2	17,966	TAXIWAY	67	Fair
TH4SK	1	11,065	TAXIWAY	73	Satisfactory
TH5SK	2	11,217	TAXIWAY	94	Good
TH6SK	2	10,226	TAXIWAY	45	Poor
TH7SK	1	6,744	TAXIWAY	94	Good
TH8SK	1	10,313	TAXIWAY	63	Fair
TH9SK	1	2,541	TAXIWAY	30	Very Poor
TH10SK	1	12,592	TAXIWAY	88	Good
TH11SK	1	12,561	TAXIWAY	94	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	8	91,945	80
RUNWAY	4	126,367	72
TAXIWAY	26	213,141	73
ALL	38	431,453	74



Table 3B: STARK'S TWIN OAKS AIRPARK 2023 PAVEMENT CONDITION INDEX SURVEY RESULTS

D 12	C1:-13-	Last Country di Bat	Cf	.,	lastinas di Bata	A	DGI	DCI C-1	DCI 0/ CI:	DCI 0/-I	DCI 0/ Otl
BranchID	SectionID	Last Construction Date	<u> </u>	Use	Last Inspection Date	<u> </u>	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01SK	01	8/1/1985	AC	APRON	7/1/2023	38	63	Fair	36	64	0
A01SK	02	8/1/1980	AC	APRON	7/1/2023	43	56	Fair	72	28	0
A01SK	03	8/2/2004	AC	APRON	7/1/2023	19	75	Satisfactory	75	25	0
A01SK	04	6/2/2023	AC	APRON	7/1/2023	0	100	Good	0	0	0
A01SK	05	9/2/2017	AC	APRON	7/1/2023	6	84	Satisfactory	100	0	0
A01SK	06	9/2/2017	PCC	APRON	7/1/2023	6	90	Good	16	74	10
AHLD02SK	01	9/1/2011	AC	APRON	7/1/2023	12	86	Good	100	0	0
AHLD02SK	02	4/2/2023	AC	APRON	7/1/2023	0	94	Good	100	0	0
R02SK	01	9/1/2011	AC	RUNWAY	7/1/2023	12	83	Satisfactory	100	0	0
R02SK	02	8/1/1992	AC	RUNWAY	7/1/2023	31	67	Fair	69	31	0
R02SK	03	8/1/1996	AC	RUNWAY	7/1/2023	27	76	Satisfactory	100	0	0
R02SK	04	8/1/1994	AC	RUNWAY	7/1/2023	29	67	Fair	100	0	0
T01SK	01	9/1/2011	AC	TAXIWAY	7/1/2023	12	83	Satisfactory	98	0	2
T01SK	02	8/2/2004	AC	TAXIWAY	7/1/2023	19	47	Poor	43	57	0
T01SK	03	9/1/2017	AAC	TAXIWAY	7/1/2023	6	95	Good	100	0	0
T01SK	04	9/1/2017	AAC	TAXIWAY	7/1/2023	6	92	Good	100	0	0
T01SK	05	9/1/2017	AAC	TAXIWAY	7/1/2023	6	76	Satisfactory	67	33	0
T01SK	06	8/1/1994	AC	TAXIWAY	7/1/2023	29	70	Fair	66	34	0
T01SK	07	4/2/2023	AC	TAXIWAY	7/1/2023	0	94	Good	100	0	0
T02SK	01	8/2/2004	AC	TAXIWAY	7/1/2023	19	76	Satisfactory	100	0	0
T03SK	01	8/1/1995	AC	TAXIWAY	7/1/2023	28	69	Fair	100	0	0
T04SK	01	8/1/1996	AC	TAXIWAY	7/1/2023	27	79	Satisfactory	100	0	0
T05SK	01	8/1/1995	AC	TAXIWAY	7/1/2023	28	64	Fair	45	55	0
T06SK	01	8/1/1994	AC	TAXIWAY	7/1/2023	29	68	Fair	100	0	0
TH10SK	01	9/1/2016	AC	TAXIWAY	7/1/2023	7	88	Good	100	0	0
TH11SK	01	9/1/2020	AC	TAXIWAY	7/1/2023	3	94	Good	100	0	0
TH1SK	01	6/1/2009	AC	TAXIWAY	7/1/2023	14	77	Satisfactory	100	0	0
TH2SK	01	9/2/2003	AC	TAXIWAY	7/1/2023	20	58	Fair	50	50	0
TH2SK	02	8/2/2004	AC	TAXIWAY	7/1/2023	19	46	Poor	46	48	6
TH3SK	01	9/2/2003	AC	TAXIWAY	7/1/2023	20	68	Fair	76	24	0
TH3SK	02	8/2/2004	AC	TAXIWAY	7/1/2023	19	62	Fair	63	37	0
TH4SK	01	8/1/2000	AC	TAXIWAY	7/1/2023	23	73	Satisfactory	76	24	0
TH5SK	01	8/1/2000	AC	TAXIWAY	7/1/2023	23	94	Good	100	0	0
TH5SK	02	8/1/1995	AC	TAXIWAY	7/1/2023	28	94	Good	100	0	0
TH6SK	01	8/1/1990	AC	TAXIWAY	7/1/2023	33	55	Poor	51	49	0
TH6SK	02	8/1/1990	AC	TAXIWAY	7/1/2023	33	37	Very Poor	38	62	0
TH7SK	01	8/1/1990	AC	TAXIWAY	7/1/2023	33	94	Good	100	0	0
TH8SK	01	8/1/1990	AC	TAXIWAY	7/1/2023	33	63	Fair	31	69	0
TH9SK	01	8/1/1985	AC	TAXIWAY	7/1/2023	38	30	Very Poor	27	59	14

Abbreviations:

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



Table 4B: STARK'S TWIN OAKS AIRPARK COMPARISON OF PREVIOUS INSPECTION AND 2023 RESULTS

			Approximate			2018 Surve		2023 Survey				
			Area, square				Inspection					Rate of
Branch ID	Section ID	Surface Type ¹	feet	LCD ²	PCI	PCI Category	Date	PCI	PCI Category	Age ³	Δ PCI/yr ⁴	Deterioration
A01SK	01	AC	21,840	8/1/85	90	Good	7/8/2018	63	Fair	33	-5.42	HIGH
A01SK	02	AC	6,617	8/1/80	87	Good	7/8/2018	56	Fair	38	-6	HIGH
A01SK	03	AC	16,016	8/2/04	84	Satisfactory	7/8/2018	75	Satisfactory	14	-1.81	NORMAL
A01SK	04	AC	15,753	6/2/23	-	Good	-	100	Good	-	-	N/A
A01SK	05	AC	14,753	9/2/17	-	Good	-	84.1	Satisfactory	-	-	N/A
A01SK	06	PCC	7,581	9/2/17	-	Good	-	89.8	Good	-	-	N/A
AHLD02SK	01	AC	1,143	9/1/11	100	Good	7/8/2018	86	Good	7	-2.81	NORMAL
AHLD02SK	02	AC	8,242	4/2/23	-	Good	-	94	Good	-	-	N/A
R02SK	01	AC	3,750	9/1/11	100	Good	7/8/2018	83	Satisfactory	7	-3.41	NORMAL
R02SK	02	AC	60,000	8/1/92	82	Satisfactory	7/8/2018	67	Fair	26	-3	NORMAL
R02SK	03	AC	57,500	8/1/96	90	Good	7/8/2018	76	Satisfactory	22	-2.81	NORMAL
R02SK	04	AC	5,117	8/1/94	79	Satisfactory	7/8/2018	67	Fair	24	-2	NORMAL
T01SK	01	AC	15,358	9/1/11	94	Good	7/8/2018	83	Satisfactory	7	-2.21	NORMAL
T01SK	02	AC	15,462	8/2/04	88	Good	7/8/2018	47	Poor	14	-8	HIGH
T01SK	03	AAC	1,926	9/1/17	100	Good	7/8/2018	94.5	Good	1	-1.10	NORMAL
T01SK	04	AAC	7,146	9/1/17	100	Good	7/8/2018	92	Good	1	-1.10	NORMAL
T01SK	05	AAC	4,680	9/1/17	100	Good	7/8/2018	76	Satisfactory	1	-4.82	HIGH
T01SK	06	AC	14,845	8/1/94	86	Good	7/8/2018	70	Fair	24	-3	NORMAL
T01SK	07	AC	6,097	4/2/23	-	Good	-	94	Good	-	-5	N/A
T013K	01	AC	3,029	8/2/04	90	Good	7/8/2018	76	Satisfactory	14	-3	NORMAL
T023K	01	AC	4,509	8/1/95	79	Satisfactory	7/8/2018	69.3	Fair	23	-1.95	NORMAL
T04SK	01	AC	1,394	8/1/96	91	Good	7/8/2018	79	Satisfactory	22	-1.95	NORMAL
T055K	01	AC	10,065	8/1/95	89	Good	7/8/2018	64	Fair	23	-5.02	HIGH
T06SK	01	AC	2,570	8/1/94	80	Satisfactory	7/8/2018	68	Fair	24	-2	NORMAL
TH10SK	01	AC	12,592	9/1/16	100	Good	7/8/2018	88	Good	2	-2.41	NORMAL
TH11SK	01	AC	12,561	9/1/20	-	Good	-	94	Good	-	2.71	N/A
TH1SK	01	AC	12,593	6/1/09	77	Satisfactory	7/8/2018	77	Satisfactory	9	0.00	NONE
TH2SK	01	AC	15,600	9/2/03	68	Fair	7/8/2018	58	Fair	15	-2	NORMAL
TH2SK	02	AC	2,642	8/2/04	47	Poor	7/8/2018	46	Poor	14	-0.20	NORMAL
TH3SK	01	AC	15,200	9/2/03	68	Fair	7/8/2018	68	Fair	15	0.20	NONE
TH3SK	02	AC	2,766	8/2/04	78	Satisfactory	7/8/2018	62	Fair	14	-3.21	NORMAL
TH4SK	01	AC	11.065	8/1/00	81	Satisfactory	7/8/2018	73	Satisfactory	18	-2	NORMAL
TH5SK	01	AC	4,937	8/1/00	51	Poor	7/8/2018	94	Good	18	8.63	NONE
TH5SK	02	AC	6,280	8/1/95	34	Very Poor	7/8/2018	94	Good	23	12	NONE
TH6SK	02	AC	4,621	8/1/90	64	Fair	7/8/2018	55	Poor	28	-1.81	NORMAL
TH6SK	02	AC	5,605	8/1/90	54	Poor	7/8/2018	37	Very Poor	28	-3	NORMAL
TH7SK	01	AC	6,744	8/1/90	17	Serious	7/8/2018	94	Good	28	15.45	NONE
TH8SK	01	AC	10,313	8/1/90	50	Poor	7/8/2018	63	Fair	28	3	NONE
TH9SK	01	AC	2,541	8/1/85	64	Fair	7/8/2018	30	Very Poor	33	-6.82	HIGH

Abbreviations:



¹ AC = Asphalt Concrete, AAC = Asphalt Overlay AC, PCC = Portland Cement Concrete, PCI = Pavement Condition Index

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

³ Age = Pavement age in years at the time of the PCI survey in 2018

 $^{^4}$ $_\Delta$ PCI/yr = Change in PCI points per year between 2018 survey and 2023 survey 5 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 Stark's Twin Oaks Airpark. 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 Stark's Twin Oaks Airpark. For each model, we reviewed the data in order to filter out any inconsistent or inaccurate data or any data that fell outside the 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.



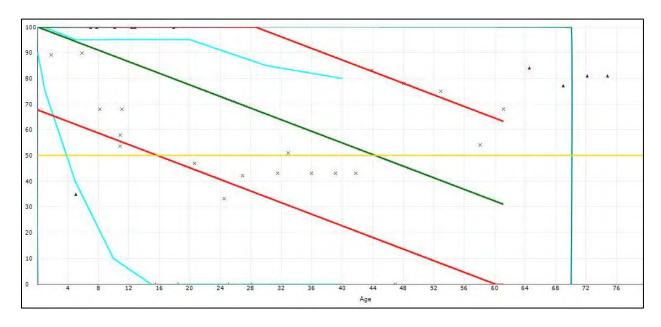


Figure 1C - CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 5 PCC RUNWAYS, TAXIWAYS, AND APRONS

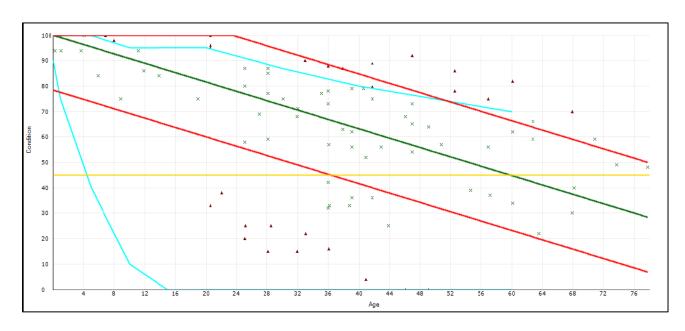


Figure 2C - CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 5 AC APRONS



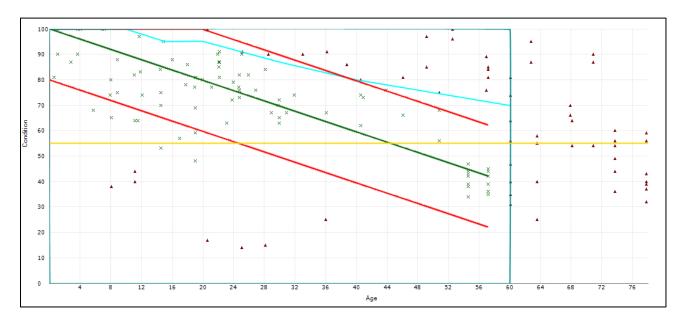


Figure 3C - CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 5 AC RUNWAYS

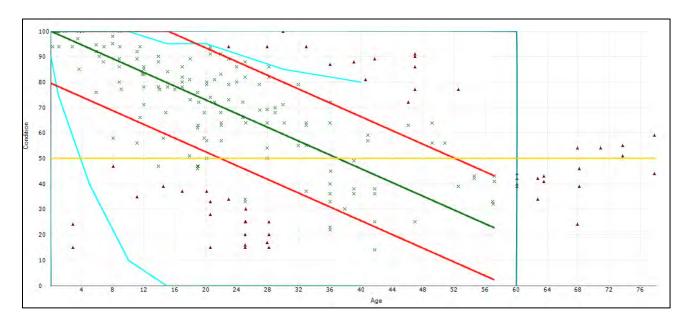


Figure 4C - CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 5 AC TAXIWAYS

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 Stark's Twin Oaks Airpark:

- Runways 55
- Taxiways/Taxilanes 50
- Aprons 45

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 Stark's Twin Oaks Airpark, 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 Stark's Twin Oaks Airpark: the time until rehabilitation and the time until the pavement is no longer operational due to high foreign object debris potential and increased safety concerns for trafficking aircraft (PCI less than 40). The results of the functional life analysis are provided in Table 2C.

Table 1C: PAST, PRESENT AND FUTURE PCI

		Past Inspection PCI	Current PCI	Predicted Future PCI			
BranchID	SectionID	2018	2023	2028	2033		
A01SK	01	90	63	58	54		
A01SK	02	87	56	51	47		
A01SK	03	84	75	70	66		
A01SK	04	-	100	95	91		
A01SK	05	-	84	79	75		
A01SK	06	-	90	84	78		
AHLD02SK	01	100	86	81	77		
AHLD02SK	02	-	94	89	85		
R02SK	01	100	83	78	73		
R02SK	02	82	67	62	57		
R02SK	03	90	76	71	66		
R02SK	04	79	67	62	57		
T01SK	01	94	83	76	69		
T01SK	02	88	47	40	33		
T01SK	03	100	95	87	81		
T01SK	04	100	92	85	78		
T01SK	05	100	76	69	62		
T01SK	06	86	70	63	56		
T01SK	07	-	94	87	80		
T02SK	01	90	76	69	62		
T03SK	01	79	69	62	55		
T04SK	01	91	79	72	65		
T05SK	01	89	64	57	50		
T06SK	01	80	68	61	54		
TH1SK	01	100	77	70	63		
TH2SK	01	-	58	51	44		
TH2SK	02	77	46	39	32		
TH3SK	01	68	68	61	54		
TH3SK	02	47	62	55	48		
TH4SK	01	68	73	66	59		
TH5SK	01	78	94	87	80		
TH5SK	02	81	94	87	80		
TH6SK	01	51	55	48	41		
TH6SK	02	34	37	30	23		
TH7SK	01	64	94	87	80		
TH8SK	01	54	63	56	49		
TH9SK	01	17	30	23	16		
TH10SK	01	50	88	81	74		
TH11SK	01	64	94	87	80		

Abbreviation: PCI = Pavement Condition Index



Table 2C: STARK'S TWIN OAKS AIRPARK FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID Section ID Type PCI MRR Trigger PCI Life A01SK 01 AC 63 ≥ 20 45 ≥ 20 A01SK 02 AC 56 11 - 15 45 ≥ 20 A01SK 03 AC 75 > 20 45 ≥ 20 A01SK 04 AC 100 > 20 45 > 20 A01SK 05 AC 84 > 20 45 > 20 A01SK 06 PCC 90 > 20 45 > 20 A01SK 06 PCC 90 > 20 45 > 20 A01SK 06 PCC 90 > 20 45 > 20 AHLD02SK 01 AC 83 > 20 55 > 20 R02SK 01 AC 83 > 20 55 > 20 R02SK 04 AC 67 11- 15 55 > 20							Years to End of
Branch ID Section ID Type PCI M&R Trigger PCI			Surface	Current	Years to Major	Major M&R	Functional Service
A015K 01 AC 63 > 20 45 > 20 A015K 02 AC 56 11-15 45 16-20 A015K 03 AC 75 > 20 45 > 20 A015K 04 AC 100 > 20 45 > 20 A015K 05 AC 84 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A1LD02SK 01 AC 86 > 20 45 > 20 ALLD02SK 01 AC 86 > 20 45 > 20 ALLD02SK 01 AC 83 > 20 45 > 20 ALLD02SK 01 AC 83 > 20 45 > 20 ALLD02SK 01 AC 86 > 20 45 > 20 ALLD02SK 02 AC 94 > 20 45 > 20 R02SK 03 AC 76 > 20 55 > 20 R02SK 04 AC 67 11-15 55 > 20 R02SK 04 AC 67 11-15 55 > 20 T015K 01 AC 83 > 20 55 > 20 T015K 01 AC 83 > 20 55 > 20 T015K 01 AC 83 > 20 55 > 20 T015K 04 AAC 95 > 20 50 > 20 T015K 04 AAC 95 > 20 50 > 20 T015K 04 AAC 95 > 20 50 > 20 T015K 05 AAC 76 16-20 50 > 20 T015K 06 AC 70 11-15 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T015K 07 AC 94 > 20 50 > 20 T03SK 01 AC 76 16-20 50 > 20 T03SK 01 AC 76 50 50 > 20 T05SK 01 AC 68 11-15 50 > 20 T04SK 01 AC 68 11-15 50 > 20 T04SK 01 AC 68 11-15 50 > 20 T04SK 01 AC 68 0-5 50 0 16-20 T04SK 01 AC 68 0-5 50 0 16-20 T04SK 01 AC 68 0-5 50 0 0-5 T04SK 01 AC 69 0-5 50 0 0-5 T04SK 01 AC 6	Branch ID	Section ID	Type			Trigger PCI ¹	Life
A015K 02 AC 56 11-15 45 16-20 A015K 03 AC 75 > 20 45 > 20 A015K 04 AC 100 > 20 45 > 20 A015K 05 AC 84 > 20 45 > 20 A015K 05 AC 84 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A15K > 20 A15K > 20 A015K 06 PCC 90 > 20 45 > 20 A15K > 20 A	A01SK	01		63	> 20		> 20
A015K 03 AC 75 > 20 45 > 20 A015K 04 AC 100 > 20 45 > 20 A015K 05 AC 84 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 A015K 01 AC 83 > 20 45 > 20 A015K 01 AC 83 > 20 55 > 20 R025K 01 AC 67 11-15 55 > 20 R025K 03 AC 76 > 20 55 > 20 R025K 04 AC 67 11-15 55 > 20 R025K 04 AC 95 > 20 50 > 20 T015K 03 AAC 95 > 20 50 > 20 T015K 03 AAC 95 > 20 50 > 20 T015K 04 AAC 92 > 20 50 > 20 T015K 05 AAC 76 16-20 50 > 20 T015K 06 AC 70 11-15 50 > 20 T015K 06 AC 70 11-15 50 > 20 T025K 01 AC 94 > 20 50 > 20 T025K 01 AC 66 11-15 50 > 20 T035K 01 AC 69 11-15 50 > 20 T045K 01 AC 79 > 20 50 > 20 T055K 01 AC 68 11-15 50 > 20 T055K 01 AC 69 11-15 50 > 20 T045K 01 AC 79 > 20 50 > 20 T055K 01 AC 68 11-15 50 > 20 T045K 01 AC 79 > 20 50 > 20 T055K 01 AC 69 11-15 50 > 20 T055K 01 AC 68 11-15 50 > 20 T055K 01 AC 69 11-15 50 > 20 T055K 01 AC 69 11-15 50 > 20 T055K 01 AC 68 0-5 50 11-15 TH2SK 01 AC 73 11-15 50 > 20 T145K 01 AC 94 6-10 50 16-20 T145K 01 AC 94 6-10 50 50 50 50 50 T145SK 01 AC 94 6-10 50 50 50 50 T145SK 01 AC 94 6-10 50 50 50 50 50 T145SK 01 AC 94 6-10 50 50 50 50 50 T145SK 01 AC 94 6-10 50 50 50 50 50 T145SK 01 AC 94 6-10 50 50 50 50 50 T145SK 01 AC 94 6-10 50 50 50 50 50 50 T145SK		02			11 - 15	45	
A01SK 04 AC 100 > 20 45 > 20 A01SK 05 AC 84 > 20 45 > 20 A01SK 06 PCC 90 > 20 45 > 20 AHLD02SK 01 AC 86 > 20 45 > 20 AHLD02SK 02 AC 94 > 20 45 > 20 R02SK 01 AC 83 > 20 55 > 20 R02SK 02 AC 67 11-15 55 > 20 R02SK 03 AC 76 > 20 55 > 20 R02SK 04 AC 67 11-15 55 > 20 R02SK 04 AC 67 11-15 55 > 20 R02SK 04 AC 67 11-15 55 > 20 T01SK 01 AC 83 > 20 50 > 20 T01SK					> 20	45	> 20
A015K 05 AC 84 > 20 45 > 20 A015K 06 PCC 90 > 20 45 > 20 AHLD025K 01 AC 86 > 20 45 > 20 AHLD025K 02 AC 94 > 20 45 > 20 AHLD025K 02 AC 94 > 20 45 > 20 R025K 01 AC 83 > 20 55 > 20 R025K 02 AC 67 11- 15 55 > 20 R025K 03 AC 76 > 20 55 > 20 R025K 04 AC 67 11- 15 55 > 20 R025K 03 AC 76 > 20 55 > 20 R025K 04 AC 67 11- 15 55 > 20 R025K 05 AC 67 11- 15 55 > 20 R025K 06 AC 76 11- 15 55 > 20 R025K 07 AC 83 > 20 50 > 20 R025K 08 AC 76 11- 15 15- 15- 15- 15- 15- 15- 15- 15- 15- 15-		04		100	> 20	45	> 20
A01SK 06 PCC 90 > 20 45 > 20 AHLD02SK 01 AC 86 > 20 45 > 20 AHLD02SK 02 AC 94 > 20 45 > 20 R02SK 01 AC 83 > 20 55 > 20 R02SK 01 AC 83 > 20 55 > 20 R02SK 02 AC 67 11- 15 55 > 20 R02SK 03 AC 76 > 20 55 > 20 R02SK 04 AC 67 11- 15 55 > 20 T01SK 01 AC 83 > 20 55 > 20 T01SK 01 AC 83 > 20 55 > 20 T01SK 01 AC 83 > 20 55 > 20 T01SK 01 AC 83 > 20 55 > 20 T01SK 01 AC 83 > 20 55 > 20 T01SK 01 AC 83 > 20 50 > 20 T01SK 02 AC 47 0-5 50 0-5 T01SK 03 AAC 95 > 20 50 > 20 T01SK 04 AAC 92 > 20 50 > 20 T01SK 05 AAC 76 16-20 50 > 20 T01SK 06 AC 70 11- 15 50 > 20 T01SK 07 AC 94 > 20 T02SK 01 AC 76 16-20 50 > 20 T03SK 01 AC 69 11- 15 50 > 20 T03SK 01 AC 69 11- 15 50 > 20 T04SK 01 AC 66 6-10 50 > 20 T05SK 01 AC 68 11- 15 50 > 20 T05SK 01 AC 64 6-10 50 16-20 T05SK 01 AC 68 0-5 50 > 20 T04SK 01 AC 68 11- 15 50 > 20 T05SK 01 AC 68 11- 15 50 > 20 T04SK 01 AC 68 11- 15 50 > 20 T05SK 01 AC 68 11- 15 50 > 20 T05SK 01 AC 66 6-10 50 16-20 T04SK 01 AC 68 0-5 50 > 20 T04SK 01 AC 68 0-5 50 0-5 T04SK 01 AC 69 0-5 50 > 20 T04SK 01 AC 68 0-5 50 0-5 T04SK 01 AC 68 0-5 50 0-5 T04SK 01 AC 69 0-5 T04SK 01 AC		05			> 20	45	> 20
AHLD02SK 01 AC 86		06	PCC	90	> 20	45	> 20
AHLD02SK 02 AC 94 > 20 45 > 20 R02SK 01 AC 83 > 20 55 > 20 R02SK 02 AC 67 11-15 55 > 20 R02SK 03 AC 76 > 20 55 > 20 R02SK 04 AC 67 11-15 55 > 20 R02SK 04 AC 67 11-15 55 > 20 R02SK 04 AC 67 11-15 55 > 20 T01SK 01 AC 83 > 20 50 > 20 T01SK 02 AC 47 0-5 50 > 20 T01SK 04 AAC 95 > 20 50 > 20 T01SK 05 AAC 76 16-20 50 > 20 T01SK 06 AC 70 11-15 50 > 20 T02SK <t< td=""><td></td><td>01</td><td></td><td>86</td><td>> 20</td><td>45</td><td>> 20</td></t<>		01		86	> 20	45	> 20
R02SK 02 AC 67 11 - 15 55 > 20 R02SK 03 AC 76 > 20 55 > 20 R02SK 04 AC 67 11 - 15 55 > 20 T01SK 01 AC 83 > 20 50 > 20 T01SK 02 AC 47 0 - 5 50 0 - 5 T01SK 03 AAC 95 > 20 50 > 20 T01SK 04 AAC 92 > 20 50 > 20 T01SK 04 AAC 92 > 20 50 > 20 T01SK 06 AC 76 16 - 20 50 > 20 T01SK 06 AC 70 11 - 15 50 > 20 T01SK 01 AC 76 16 - 20 50 > 20 T02SK 01 AC 76 16 - 20 50 > 20 T04SK <td>AHLD02SK</td> <td>02</td> <td>AC</td> <td>94</td> <td>> 20</td> <td>45</td> <td>> 20</td>	AHLD02SK	02	AC	94	> 20	45	> 20
R02SK 03 AC 76 > 20 55 > 20 R02SK 04 AC 67 11 - 15 55 > 20 T01SK 01 AC 83 > 20 50 > 20 T01SK 02 AC 47 0 - 5 50 0 - 5 T01SK 03 AAC 95 > 20 50 > 20 T01SK 04 AAC 92 > 20 50 > 20 T01SK 05 AAC 76 16 - 20 50 > 20 T01SK 06 AC 70 11 - 15 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T02SK 01 AC 76 16 - 20 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 69 11 - 15 50 > 20 T05SK <td>R02SK</td> <td>01</td> <td>AC</td> <td>83</td> <td>> 20</td> <td>55</td> <td>> 20</td>	R02SK	01	AC	83	> 20	55	> 20
R02SK 04 AC 67 11 - 15 55 > 20 T01SK 01 AC 83 > 20 50 > 20 T01SK 02 AC 47 0 - 5 50 0 - 5 T01SK 03 AAC 95 > 20 50 > 20 T01SK 04 AAC 95 > 20 50 > 20 T01SK 04 AAC 76 16 - 20 50 > 20 T01SK 05 AAC 76 16 - 20 50 > 20 T01SK 06 AC 70 11 - 15 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T02SK 01 AC 76 16 - 20 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 69 11 - 15 50 > 20 T05S	R02SK	02	AC	67	11 - 15	55	> 20
T01SK 01 AC 83 > 20 50 > 20 T01SK 02 AC 47 0 - 5 50 0 - 5 T01SK 03 AAC 95 > 20 50 > 20 T01SK 04 AAC 92 > 20 50 > 20 T01SK 05 AAC 76 16 - 20 50 > 20 T01SK 06 AC 70 11 - 15 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T02SK 01 AC 76 16 - 20 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 69 11 - 15 50 > 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T05SK<	R02SK	03	AC	76	> 20	55	> 20
T01SK 02 AC 47 0-5 50 0-5 T01SK 03 AAC 95 > 20 50 > 20 T01SK 04 AAC 92 > 20 50 > 20 T01SK 05 AAC 76 16-20 50 > 20 T01SK 06 AC 70 11-15 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T02SK 01 AC 76 16-20 50 > 20 T03SK 01 AC 69 11-15 50 > 20 T04SK 01 AC 69 11-15 50 > 20 T05SK 01 AC 64 6-10 50 16-20 T05SK 01 AC 68 11-15 50 > 20 TH2SK	R02SK	04	AC	67	11 - 15	55	> 20
T01SK 03 AAC 95 > 20 50 > 20 T01SK 04 AAC 92 > 20 50 > 20 T01SK 05 AAC 76 16 - 20 50 > 20 T01SK 06 AC 70 11 - 15 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T01SK 01 AC 76 16 - 20 50 > 20 T02SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 69 11 - 15 50 > 20 T05SK 01 AC 69 11 - 15 50 > 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 64 6 - 10 50 16 - 20 TH2SK 01 AC 68 11 - 15 50 > 20 <	T01SK	01	AC	83	> 20	50	> 20
T01SK 04 AAC 92 > 20 50 > 20 T01SK 05 AAC 76 16 - 20 50 > 20 T01SK 06 AC 70 11 - 15 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T01SK 01 AC 76 16 - 20 50 > 20 T02SK 01 AC 69 11 - 15 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 69 11 - 15 50 > 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 68 11 - 15 50 > 20 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 01 AC 68 0 - 5 50 0 - 5 <	T01SK	02	AC	47	0 - 5	50	0 - 5
T01SK 05 AAC 76 16 - 20 50 > 20 T01SK 06 AC 70 11 - 15 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T02SK 01 AC 76 16 - 20 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 64 6 - 10 50 16 - 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 68 11 - 15 50 > 20 TH1SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 68 0 - 5 50 0 - 5 <	T01SK	03	AAC	95	> 20	50	> 20
T01SK 06 AC 70 11 - 15 50 > 20 T01SK 07 AC 94 > 20 50 > 20 T02SK 01 AC 76 16 - 20 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 79 > 20 50 > 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 68 11 - 15 50 > 20 T06SK 01 AC 68 11 - 15 50 > 20 T06SK 01 AC 68 11 - 15 50 > 20 TH1SK 01 AC 68 0 - 5 50 11 - 15 T14SK 01 AC 68 0 - 5 50 0 - 5 T14SK 01 AC 73 11 - 15 50 20 T	T01SK	04	AAC	92	> 20	50	> 20
T01SK 07 AC 94 > 20 50 > 20 T02SK 01 AC 76 16 - 20 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 79 > 20 50 > 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 68 11 - 15 50 > 20 TH1SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 68 0 - 5 50 > 20 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 01 AC 68 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 0 - 5 TH3SK 01 AC 94 6 - 10 50 16 - 20 T	T01SK	05	AAC	76	16 - 20	50	> 20
T01SK 07 AC 94 > 20 50 > 20 T02SK 01 AC 76 16 - 20 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 79 > 20 50 > 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 68 11 - 15 50 > 20 TH1SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 68 0 - 5 50 > 20 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 01 AC 68 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 0 - 5 TH3SK 01 AC 94 6 - 10 50 16 - 20 T	T01SK	06	AC	70	11 - 15	50	> 20
T02SK 01 AC 76 16 - 20 50 > 20 T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 79 > 20 50 > 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 68 11 - 15 50 > 20 TH1SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 01 AC 68 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 0 - 5 TH4SK 01 AC 94 16 - 20 50 20 TH				94			
T03SK 01 AC 69 11 - 15 50 > 20 T04SK 01 AC 79 > 20 50 > 20 T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 68 11 - 15 50 > 20 TH1SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 02 AC 62 0 - 5 50 11 - 15 TH2SK 02 AC 62 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 0 - 5 TH3SK 01 AC 94 6 - 10 50 16 - 20 TH4SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 37 > 20 50 > 20 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>							
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T05SK 01 AC 64 6 - 10 50 16 - 20 T06SK 01 AC 68 11 - 15 50 > 20 TH1SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 02 AC 62 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 0 - 5 TH3SK 02 AC 94 6 - 10 50 16 - 20 TH4SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 0 - 5 TH7SK 01 AC 30 > 20 50 > 20		01					
T06SK 01 AC 68 11 - 15 50 > 20 TH1SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 02 AC 62 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 0 - 5 TH3SK 02 AC 94 6 - 10 50 16 - 20 TH4SK 01 AC 94 16 - 20 50 20 TH5SK 01 AC 55 > 20 50 > 20 TH5SK 01 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 0 - 5 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK				64		50	16 - 20
TH1SK 01 AC 46 > 20 50 > 20 TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 02 AC 62 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 > 20 TH3SK 02 AC 94 6 - 10 50 16 - 20 TH4SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 55 > 20 50 > 20 TH6SK 02 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 0 - 5 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 0 - 5 TH9SK<		01			11 - 15	50	> 20
TH2SK 01 AC 68 0 - 5 50 11 - 15 TH2SK 02 AC 62 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 > 20 TH3SK 02 AC 94 6 - 10 50 16 - 20 TH4SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 55 > 20 50 > 20 TH5SK 02 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 6 - 10 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20				46		50	> 20
TH2SK 02 AC 62 0 - 5 50 0 - 5 TH3SK 01 AC 73 11 - 15 50 > 20 TH3SK 02 AC 94 6 - 10 50 16 - 20 TH4SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 55 > 20 50 > 20 TH5SK 02 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 6 - 10 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20					0 - 5	50	11 - 15
TH3SK 01 AC 73 11 - 15 50 > 20 TH3SK 02 AC 94 6 - 10 50 16 - 20 TH4SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 55 > 20 50 > 20 TH5SK 02 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 6 - 10 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20		02			0 - 5	50	0 - 5
TH3SK 02 AC 94 6 - 10 50 16 - 20 TH4SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 55 > 20 50 > 20 TH5SK 02 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 6 - 10 TH6SK 02 AC 63 0 - 5 50 0 - 5 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20		01		73	11 - 15	50	> 20
TH4SK 01 AC 94 16 - 20 50 > 20 TH5SK 01 AC 55 > 20 50 > 20 TH5SK 02 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 6 - 10 TH6SK 02 AC 63 0 - 5 50 0 - 5 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20	TH3SK	02	AC	94	6 - 10	50	16 - 20
TH5SK 01 AC 55 > 20 50 > 20 TH5SK 02 AC 37 > 20 50 > 20 TH6SK 01 AC 94 0 - 5 50 6 - 10 TH6SK 02 AC 63 0 - 5 50 0 - 5 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20				94			
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TH6SK 01 AC 94 0 - 5 50 6 - 10 TH6SK 02 AC 63 0 - 5 50 0 - 5 TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20							
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TH7SK 01 AC 30 > 20 50 > 20 TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20							
TH8SK 01 AC 88 6 - 10 50 16 - 20 TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20							
TH9SK 01 AC 94 0 - 5 50 0 - 5 TH10SK 01 AC 77 > 20 50 > 20							
TH10SK 01 AC 77 > 20 50 > 20							
	TH11SK	01	AC	58	> 20	50	> 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 Stark's Twin Oaks Airpark 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) 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 Stark's Twin Oaks Airpark 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 Stark's Twin Oaks Airpark. 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	\$17.32	Sq Ft
Major M&R	Cold Mill and Overlay – 2 Inches Thick	\$7.64	Sq Ft
Conform Transfer and (Clabal) 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: STARK'S TWIN OAKS AIRPARK NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,230	Ft	\$3.12	\$3,837	\$54,995
A01SK	01	Alligator Cracking	Medium	Patching - AC Deep	656	SqFt	\$78.00	\$51,158	43.7555
A01SK	02	Block Cracking	Low	Crack Sealing - AC	305	Ft	\$3.12	\$951	_
A01SK	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	823	Ft	\$3.12	\$2,568	\$7,241
A01SK	02	Alligator Cracking	Medium	Patching - AC Deep	47	SqFt	\$78.00	\$3,722	
A01SK	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	71	Ft	\$3.12	\$221	
A01SK	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	672	Ft	\$3.12	\$2,097	\$3,818
A01SK	03	Alligator Cracking	Medium	Patching - AC Deep	19	SqFt	\$78.00	\$1,500	
A01SK	05	Long. & Trans. Cracking	Low	Crack Sealing - AC	518	Ft	\$3.12	\$1,616	\$1,616
A01SK	06	Linear Cracking	Low	Crack Sealing - PCC	88	Ft	\$23.40	\$2,059	\$2,059
AHLD02SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	31	Ft	\$3.12	\$97	\$97
R02SK	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	14	Ft	\$3.12	\$44	\$190
R02SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	47	Ft	\$3.12	\$147	\$190
R02SK	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	246	Ft	\$3.12	\$768	
R02SK	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	5,775	Ft	\$3.12	\$18,018	\$21,121
R02SK	02	Alligator Cracking	High	Patching - AC Deep	30	SqFt	\$78.00	\$2,336	
R02SK	03	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	11	Ft	\$51.48	\$592	
R02SK	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	115	Ft	\$3.12	\$359	\$10,916
R02SK	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,194	Ft	\$3.12	\$9,966	
R02SK	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	519	Ft	\$3.12	\$1,619	¢1.675
R02SK	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	18	Ft	\$3.12	\$56	\$1,675
T01SK	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	29	Ft	\$3.12	\$90	¢4.265
T01SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	377	Ft	\$3.12	\$1,176	\$1,265
T01SK	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	74	Ft	\$3.12	\$231	
T01SK	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,420	Ft	\$3.12	\$4,430	\$80,009
T01SK	02	Alligator Cracking	Medium	Patching - AC Deep	966	SqFt	\$78.00	\$75,348	
T01SK	05	Long, & Trans, Cracking	Low	Crack Sealing - AC	225	Ft	\$3.12	\$702	* · · · · · ·
T01SK	05	Alligator Cracking	Medium	Patching - AC Deep	14	SqFt	\$78.00	\$1,090	\$1,792
T01SK	06	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,368	Ft	\$3.12	\$4,270	to 205
T01SK	06	Alligator Cracking	Medium	Patching - AC Deep	52	SqFt	\$78.00	\$4,037	\$8,306
T02SK	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	27	Ft	\$3.12	\$84	
T02SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	143	Ft	\$3.12	\$446	\$530
T03SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	540	Ft	\$3.12	\$1,686	\$1,686
T04SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	20	Ft	\$3.12	\$62	\$62
T05SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	665	Ft	\$3.12	\$2,075	7
T05SK	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	27	Ft	\$3.12	\$84	\$22,333
T05SK	01	Alligator Cracking	Medium	Patching - AC Deep	258	SqFt	\$78.00	\$20,174	. , , , , , , , ,
T06SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	340	Ft	\$3.12	\$1,061	\$1,061
TH10SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	214	Ft	\$3.12	\$668	\$668
TH1SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	832	Ft	\$3.12	\$2,596	\$2,596
TH2SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,953	Ft	\$3.12	\$6,092	\$6,092
TH2SK	01	Alligator Cracking	Medium	Patching - AC Deep	274	SqFt	\$78.00	\$21,410	\$21,410



Table 3D: STARK'S TWIN OAKS AIRPARK NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
TH2SK	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	162	Ft	\$3.12	\$505	
TH2SK	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	22	Ft	\$3.12	\$69	\$6,197
TH2SK	02	Alligator Cracking	Medium	Patching - AC Deep	72	SqFt	\$78.00	\$5,623	
TH3SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,220	Ft	\$3.12	\$3,806	\$6,223
TH3SK	01	Alligator Cracking	Medium	Patching - AC Deep	31	SqFt	\$78.00	\$2,417	\$0,223
TH3SK	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	141	Ft	\$3.12	\$440	
TH3SK	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	22	Ft	\$3.12	\$69	\$2,593
TH3SK	02	Alligator Cracking	Medium	Patching - AC Deep	27	SqFt	\$78.00	\$2,085	
TH4SK	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	44	Ft	\$3.12	\$137	
TH4SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	606	Ft	\$3.12	\$1,891	\$3,577
TH4SK	01	Alligator Cracking	Medium	Patching - AC Deep	19	SqFt	\$78.00	\$1,549	
TH6SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	683	Ft	\$3.12	\$2,131	\$10,336
TH6SK	01	Alligator Cracking	Medium	Patching - AC Deep	105	SqFt	\$78.00	\$8,205	\$10,550
TH6SK	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	344	Ft	\$3.12	\$1,073	
TH6SK	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	15	Ft	\$3.12	\$47	\$30,357
TH6SK	02	Alligator Cracking	Medium	Patching - AC Deep	375	SqFt	\$78.00	\$29,237	
TH8SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	188	Ft	\$3.12	\$587	\$42,658
TH8SK	01	Alligator Cracking	High	Patching - AC Deep	539	SqFt	\$78.00	\$42,072	⊅ 4∠,030
TH9SK	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	187	Ft	\$3.12	\$583	\$24,479
TH9SK	01	Alligator Cracking	Medium	Patching - AC Deep	307	SqFt	\$78.00	\$23,896	\$24,479

Abbreviations:

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



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

							Area, square	Unit Cost per	
Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	feet	square foot	Total Cost
2024	T01SK	02	TAXIWAY	AC	47	Overlay	15,462	\$7.64	\$118,130
	T05SK	01	TAXIWAY	AC	64	Overlay	10,065	\$7.64	\$76,900
	A01SK	03	APRON	AC	74	Fog Seal	16,016	\$0.31	\$4,965
	A01SK	05	APRON	AC	83	Fog Seal	14,753	\$0.31	\$4,573
	AHLD02SK	01	APRON	AC	85	Fog Seal	1,143	\$0.31	\$354
	R02SK	01	RUNWAY	AC	82	Slurry Seal	3,750	\$0.52	\$1,950
	R02SK	02	RUNWAY	AC	66	Slurry Seal	60,000	\$0.52	\$31,200
	R02SK	03	RUNWAY	AC	75	Slurry Seal	57,500	\$0.52	\$29,900
	R02SK	04	RUNWAY	AC	66	Slurry Seal	5,117	\$0.52	\$2,661
	T01SK	01	TAXIWAY	AC	82	Slurry Seal	15,358	\$0.52	\$7,986
2025	T01SK	05	TAXIWAY	AAC	75	Slurry Seal	4,680	\$0.52	\$2,434
2023	T01SK	06	TAXIWAY	AC	69	Slurry Seal	14,845	\$0.52	\$7,719
	T03SK	01	TAXIWAY	AC	68	Slurry Seal	4,509	\$0.52	\$2,345
	T04SK	01	TAXIWAY	AC	78	Slurry Seal	1,394	\$0.52	\$725
	T06SK	01	TAXIWAY	AC	67	Slurry Seal	2,570	\$0.52	\$1,336
	TH10SK	01	TAXIWAY	AC	84	Slurry Seal	12,592	\$0.52	\$6,548
	TH1SK	01	TAXIWAY	AC	76	Slurry Seal	12,593	\$0.52	\$6,548
	TH3SK	01	TAXIWAY	AC	67	Slurry Seal	15,200	\$0.52	\$7,904
	TH3SK	02	TAXIWAY	AC	61	Slurry Seal	2,766	\$0.52	\$1,438
	TH4SK	01	TAXIWAY	AC	72	Slurry Seal	11,065	\$0.52	\$5,754
	A01SK	01	APRON	AC	63	Overlay	21,840	\$7.64	\$166,865
2026	TH8SK	01	TAXIWAY	AC	63	Overlay	10,313	\$7.64	\$78,795
	TH9SK	01	TAXIWAY	AC	30	Reconstruction	2,541	\$17.32	\$44,010
	TH2SK	01	TAXIWAY	AC	58	Overlay	15,600	\$7.64	\$119,189
2027	TH2SK	02	TAXIWAY	AC	46	Overlay	2,642	\$7.64	\$20,185
2021	TH6SK	01	TAXIWAY	AC	55	Overlay	4,621	\$7.64	\$35,306
	TH6SK	02	TAXIWAY	AC	37	Reconstruction	5,605	\$17.32	\$97,078

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

Cost Summary	
2024 Total Project Cost	\$195,030
2025 Total Project Cost	\$126,340
2026 Total Project Cost	\$289,670
2027 Total Project Cost	\$271,758
2028 Total Project Cost	\$0
Total 5-Vear Project Cost	\$882 798





APPENDIX E

Reinspection Report

Re-Inspection Report

ODA_2023Survey_11-21-23

48

57

L & T CR

WEATHERING

Congressed Date 12/5/2023 Page 1 of 39

Generated Date	12/5/2023					Page 1 of 39
Network: Starks		Name:	Stark's Twin Oak	s		
Branch: A01SK	Name:	Apron 01 Stark's	Use:	APRON A	Area:	82,560 SqFt
Section: 01	of 6	From: Taxiway 01		To: Section 03		Last Const.: 8/1/1985
Surface: AC	Family: 2023_Region n_AC	1_Cat5_Apro Zone:	7S3	Category: E		Rank: P
Area: 21,8	40 SqFt Length	: 210 Ft	Width:	135 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Gra	de: 0		Lanes: 0	
Section Comments:						
Work Date: 8/1/1985	Work Type: Ne	w Construction - AC	Co	ode: NC-AC	Is Major I	M&R: True
Work Date: 9/1/2016	Work Type: Ore	egon Slurry Seal	Co	ode: OR-SS	Is Major I	M&R: False
Last Insp. Date: 7/1/2023	Total	Samples: 4	Surveye	d: 3		
Conditions: PCI: 63		•	·			
Inspection Comments:						
Sample Number: 02	Type: R	Area:	5408.00 SqFt	PCI: 41		
Sample Comments:	**		-			
41 ALLIGATOR CR	M	314.00 SqFt				
48 L & T CR	L	428.00 Ft				
48 L & T CR	L	152.00 Ft				
57 WEATHERING	L	5408.00 SqFt				
Sample Number: 03	Type: R	Area:	4589.00 SqFt	PCI: 52		
Sample Comments:						
41 ALLIGATOR CR	M	104.00 SqFt				
48 L & T CR	L	68.00 Ft				
48 L & T CR	L	231.00 Ft				
57 WEATHERING	L	4589.00 SqFt				
Sample Number: 04	Type: R	Area:	6396.00 SqFt	PCI: 90		
Sample Comments:						

L L 44.00 Ft

6396.00 SqFt

Network:	Starks					Nam	e:	Stark	's Twin Oak	S					
Branch:	A01SK		Na	ne:	Apron (01 Stark	c's		Use:	APRON		Area:	82,56	50 SqFt	
Section: 02		of	6	From	: Т	Taxiway	01			To:	Section 0	1	La	st Const.:	8/1/1980
Surface: AC	•	Family:	2023_R n_AC	egion1_Cat:	_Apro	Zone	:: 7S	3		Cate	gory: E		Ra	nk: P	
Area:	6,61	7 SqFt	Le	ngth:		160 Ft			Width:		40 Ft				
Slabs:		Slab Len	gth:		Ft		Slab Wi	dth:		Ft		Joint Le	ngth:	F	t
Shoulder:		Street Ty	pe:				Grade:	0				Lanes:	0		
Section Comm	ents:														
Work Date: 8	3/1/1980	Wo	ork Type	: New Cons	truction	n - AC			C	ode: NC-	AC	Is M	ajor M&R	: True	
Work Date: 9	0/1/2016	Wo	ork Type	: Oregon Sl	urry Se	al			C	ode: OR-	SS	Is M	ajor M&R	: False	
Last Insp. Dat	e: 7/1/2023			TotalSampl	es: 1				Surveye	d: 1					
	PCI: 56			-					•						
Conaitions:	mmonte:														
	mments.							6617	.00 SqFt		PCI: 56				
Inspection Co		Тур	e:	R	A	rea:		001/	oo sqrt		101. 30				
Inspection Con Sample Numb	er: 01	Тур	e:	R	Ai	rea:		0017	oo sqrt		1 C1. 30				
Inspection Con Sample Numb Sample Comm	er: 01	Тур	e: M		A 1 24.00			0017	oo sqrt		101. 30				
Conditions: Inspection Con Sample Numb Sample Comm 41 ALLIG 43 BLOCK	er: 01 nents: ATOR CR	Тур		:		SqFt		001/	oo sqrt		101. 30				
Inspection Con Sample Numb Sample Comm 41 ALLIG	er: 01 nents: ATOR CR	Тур	M	10	24.00	SqFt SqFt		001/	oo sqrt		rci. 30				

Network: Starks Stark's Twin Oaks Name: Branch: A01SK Apron 01 Stark's Use: APRON 82,560 SqFt Name: Area: of 6 Section: 04 From: To: A01SK-01 **Last Const.:** 6/2/2023 Taxiway Surface: ACFamily: 2023_Region1_Cat5_Apro Zone: Category: Rank: P n AC Width: 80 Ft 15,753 SqFt Length: 200 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Type: Base Course - Aggregate Work Date: 6/1/2023 Code: BA-AG Is Major M&R: False Work Date: 6/2/2023 Work Type: New Construction - AC Code: NC-AC Is Major M&R: True **Last Insp. Date:** 7/1/2023 **TotalSamples:** 2 Surveyed: 2 **Conditions:** PCI: **Inspection Comments: PCI:** 100 Sample Number: 01 Type: R 7575.00 SqFt Area: <No Distress>

Sample Comments:

Sample Number: 02 8177.00 SqFt **PCI:** 100 Type: R Area:

Sample Comments:

<No Distress>

Network: Starks			Name	: Star	k's Twin Oak	S				
Branch: A01SK		Name:	Apron 01 Stark's	S	Use:	APRON	Aı	rea:	82,560 SqFt	
Section: 05	of (6	From: Taxiway			To:	A01SK-06		Last Const.:	9/2/2017
Surface: AC		023_Region1 _AC	_Cat5_Apro Zone:			Catego	ory:		Rank: P	
Area: 1	14,753 SqFt	Length:	270 Ft		Width:	5	52 Ft			
Slabs:	Slab Length	ı:	Ft S	Slab Width:		Ft		Joint Length:	: F	t
Shoulder:	Street Type	:	(Grade: 0				Lanes: 0		
Section Comments:										
Work Date: 9/1/2017	Work	Type: Base	Course - Aggregate		C	ode: BA-A	G	Is Major	M&R: False	
Work Date: 9/2/2017	Work	Type: Com	plete Reconstruction	- AC	C	ode: CR-A	С	Is Major	M&R: True	
Last Insp. Date: 7/1/2	023	TotalS	samples: 3		Surveye	d: 3				
Conditions: PCI:	84									
Inspection Comments:										
Sample Number: 01	Type:	R	Area:	4815	5.00 SqFt	P	CI: 87			
Sample Comments:										
48 L & T CR		L	105.00 Ft							
57 WEATHERING		L	4815.00 SqFt							
Sample Number: 02	Type:	R	Area:	5330	0.00 SqFt	P	CI: 88			
Sample Comments:										
48 L & T CR		L	105.00 Ft							
57 WEATHERING		L	5330.00 SqFt							
Sample Number: 03	Type:	R	Area:	4608	3.00 SqFt	P	CI: 77			
Sample Comments:										

L & T CR WEATHERING L 308.00 Ft L 4608.00 SqF

4608.00 SqFt

2,560 SqFt Last Const.: 9/2/2017 Rank: P 1,606 Ft &R: False
Last Const.: 9/2/201' Rank: P 1,606 Ft
Rank: P 1,606 Ft
1,606 Ft
·
·
&R: False
&R: False
&R: False
&R: True

Sample Comments:

JT SEAL DMG

L

18.00 Slabs

Network: Starks		Name:	Stark's Twin Oaks			
Branch: A01SK	Name:	Apron 01 Stark's	Use:	APRON	Area:	82,560 SqFt
Section: 03	of 6	From: Section 01		To: Hangar		Last Const.: 8/2/2004
Surface: AC		on1_Cat5_Apro Zone:	783	Category: E		Rank: P
Area: 16,0	016 SqFt Lengt	th: 227 Ft	Width:	60 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Gra	de: 0		Lanes: 0	
Section Comments:						
Work Date: 8/1/2004	Work Type: B	ase Course - Aggregate	Coc	le: BA-AG	Is Major	M&R: False
Work Date: 8/2/2004	Work Type: N	lew Construction - AC	Coc	le: NC-AC	Is Major	M&R: True
T . T . D						
Last Insp. Date: 7/1/2023	3 Tot	alSamples: 3	Surveyed	: 2		
Last Insp. Date: 7/1/2023 Conditions: PCI: 75		alSamples: 3	Surveyed	: 2		
•		alSamples: 3	Surveyed	: 2		
Conditions: PCI: 75		Area:	Surveyed:	PCI: 79		
Conditions: PCI: 75 Inspection Comments: Sample Number: 01						
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments:	Type: R	Area:				
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L&TCR						
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR	Type: R	Area:				
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR	Type: R L L	Area: 162.00 Ft 23.00 Ft				
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR 48 L & T CR	Type: R L L M	Area: 162.00 Ft 23.00 Ft 50.00 Ft				
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L&TCR 48 L&TCR 48 L&TCR 57 WEATHERING	Type: R L L L M L	Area: 162.00 Ft 23.00 Ft 50.00 Ft 5474.00 SqFt	5474.00 SqFt	PCI : 79		
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR 48 L & T CR 57 WEATHERING Sample Number: 02	Type: R L L L M L	Area: 162.00 Ft 23.00 Ft 50.00 Ft 5474.00 SqFt	5474.00 SqFt	PCI : 79		
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments:	Type: R L L M L Type: R	Area: 162.00 Ft 23.00 Ft 50.00 Ft 5474.00 SqFt Area:	5474.00 SqFt	PCI : 79		
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR	Type: R L L M L Type: R	Area: 162.00 Ft 23.00 Ft 50.00 Ft 5474.00 SqFt Area:	5474.00 SqFt	PCI : 79		
Conditions: PCI: 75 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR 48 L & T CR	Type: R L L M L Type: R	Area: 162.00 Ft 23.00 Ft 50.00 Ft 5474.00 SqFt Area: 4.00 SqFt 204.00 Ft	5474.00 SqFt	PCI : 79		

Network: Stark's Twin Oaks Starks Name: **Branch:** AHLD02SK Hold Apron RW 02 Stark's Use: APRON 9,385 SqFt Name: Area: **Section:** 02 of 2 From: AHLD02SK-01 To: Taxiway 02 **Last Const.:** 4/2/2023 Surface: ACFamily: 2023_Region1_Cat5_Apro Zone: Category: Rank: P n AC Width: 8,242 SqFt Length: 270 Ft 35 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: 0 Grade: **Section Comments:** Work Type: Base Course - Aggregate Work Date: 4/1/2023 Code: BA-AG Is Major M&R: False Code: NC-AC Work Date: 4/2/2023 Work Type: New Construction - AC Is Major M&R: True **Last Insp. Date:** 7/1/2023 TotalSamples: 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** PCI: 94 Sample Number: 01 R Type: Area: 8242.00 SqFt

Sample Comments:

57 WEATHERING L 8242.00 SqFt

Network: Starks Stark's Twin Oaks Name: **Branch:** AHLD02SK Name: Hold Apron RW 02 Stark's Use: APRON 9,385 SqFt Area: Section: 01 of 2 From: Taxiway 06 To: End **Last Const.:** 9/1/2011 Surface: ACFamily: 2023_Region1_Cat5_Apro Zone: 7S3 Category: E Rank: P n AC 1,143 SqFt Length: 70 Ft Width: 25 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Date: 9/1/2011 Work Type: New Construction - Initial Code: NC-IN Is Major M&R: True **Last Insp. Date:** 7/1/2023 TotalSamples: 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 86 Sample Number: 01 Type: R Area: 1143.00 SqFt **Sample Comments:** L & T CR 48 L 31.00 Ft

57

WEATHERING

L

1143.00 SqFt

Network: Starks		Name:	Stark's Twin Oaks		
Branch: R02SK	Name:	Runway 02/20 Sta	rk's Use:	RUNWAY A	rea: 126,367 SqFt
Section: 02	of 4	From: Section 01		To: Section 03	Last Const.: 8/1/1992
Surface: AC	Family: 2023_Region way_AC	n1_Cat5_Run Zone:	7S3	Category: E	Rank: P
Area: 60,0	00 SqFt Length	1,200 Ft	Width:	50 Ft	
Slabs:	Slab Length:	Ft Sla	b Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Gr	ade: 0		Lanes: 0
Section Comments:					
Vork Date: 8/1/1992	Work Type: Ne	w Construction - AC	Cod	e: NC-AC	Is Major M&R: True
Work Date: 6/1/2010	Work Type: Cra	ack Sealing - AC	Cod	e: CS-AC	Is Major M&R: False
Work Date: 9/1/2016	Work Type: Cra	ack Sealing - AC	Cod	e: CS-AC	Is Major M&R: False
Work Date: 9/2/2016	Work Type: Par	tching - AC Full Depth	Cod	e: PA-AF	Is Major M&R: False
Work Date: 9/3/2016	Work Type: Or	egon Slurry Seal	Cod	e: OR-SS	Is Major M&R: False
Last Insp. Date: 7/1/2023	Tota	ISamples: 12	Surveyed:	4	
Conditions: PCI: 67					
Inspection Comments:					
Sample Number: 01	Type: R	Area:	5000.00 SqFt	PCI: 72	
Sample Comments:					
18 L & T CR	L	238.00 Ft			
L&TCR	L	248.00 Ft			
57 WEATHERING	L P	5000.00 SqFt	£000.00 G E	DCI. (0	
Sample Number: 04	Type: R	Area:	5000.00 SqFt	PCI: 68	
Sample Comments:					
8 L&TCR	L	170.00 Ft			
48 L&TCR	L	278.00 Ft			
18 L & T CR 57 WEATHERING	M L	15.00 Ft 5000.00 SqFt			
// WEATHERING	L			PCI: 62	
Sample Number 00	Tymos D		5000 00 S~E+		
•	Type: R	Area:	5000.00 SqFt	1 C1. 02	
Sample Comments:			5000.00 SqFt	101. 02	
Sample Comments:	Н	4.00 SqFt	5000.00 SqFt	TCI. 02	
Sample Comments: ALLIGATOR CR B L & T CR	H L	4.00 SqFt 230.00 Ft	5000.00 SqFt	TCI. 02	
Sample Comments: ALLIGATOR CR L & T CR L & T CR	H L L	4.00 SqFt 230.00 Ft 260.00 Ft	5000.00 SqFt	TCI. 02	
Fample Comments: ALLIGATOR CR L & T CR L & T CR L & T CR	H L L M	4.00 SqFt 230.00 Ft 260.00 Ft 8.00 Ft	5000.00 SqFt	TCI. 02	
Fample Comments: ALLIGATOR CR BL&TCR BL&TCR BL&TCR BL&TCR BL&TCR	H L L	4.00 SqFt 230.00 Ft 260.00 Ft	5000.00 SqFt	TCI. 02	
Sample Comments: L ALLIGATOR CR L & T CR U & T CR WEATHERING	H L L M M	4.00 SqFt 230.00 Ft 260.00 Ft 8.00 Ft 42.00 Ft	5000.00 SqFt	PCI: 67	
Sample Comments: ALLIGATOR CR L & T CR K L & T CR WEATHERING Sample Number: 11	H L L M M L	4.00 SqFt 230.00 Ft 260.00 Ft 8.00 Ft 42.00 Ft 5000.00 SqFt			
Sample Comments: 41 ALLIGATOR CR 48 L & T CR 57 WEATHERING Sample Number: 11 Sample Comments:	H L L M M L Type: R	4.00 SqFt 230.00 Ft 260.00 Ft 8.00 Ft 42.00 Ft 5000.00 SqFt Area:			
Sample Comments: 41 ALLIGATOR CR 48 L&TCR 48 L&TCR 48 L&TCR 48 L&TCR 57 WEATHERING Sample Number: 11 Sample Comments: 48 L&TCR 48 L&TCR	H L L M M L Type: R	4.00 SqFt 230.00 Ft 260.00 Ft 8.00 Ft 42.00 Ft 5000.00 SqFt Area: 229.00 Ft 272.00 Ft			
48 L & T CR 57 WEATHERING Sample Number: 11 Sample Comments: 48 L & T CR	H L L M M L Type: R	4.00 SqFt 230.00 Ft 260.00 Ft 8.00 Ft 42.00 Ft 5000.00 SqFt Area: 229.00 Ft 272.00 Ft 4.00 Ft			
Sample Comments: 41 ALLIGATOR CR 48 L&TCR 48 L&TCR 48 L&TCR 48 L&TCR 57 WEATHERING Sample Number: 11 Sample Comments: 48 L&TCR 48 L&TCR	H L L M M L Type: R	4.00 SqFt 230.00 Ft 260.00 Ft 8.00 Ft 42.00 Ft 5000.00 SqFt Area: 229.00 Ft 272.00 Ft			

Network: Starks	S			Na	me:	Stark's Twin	Oaks					
Branch: R02S	K	Na	ıme: I	Runway 02/2	0 Stark's	Us	e: RU	JNWAY	Area	n: 11	26,367 SqFt	
Section: 03		of 4	From	: Taxiw	ay 02			To: Secti	on 04		Last Const.:	8/1/1996
Surface: AC	Family:	2023_I way_A	Region1_Cat5 .C	_Run Zo	ne: 7	S3		Category:	Е		Rank: P	
Area:	57,500 SqFt	L	ength:	1,150	Ft	Width:		50 F	t			
Slabs:	Slab Le	ength:		Ft	Slab W	idth:		Ft		Joint Length:	F	⁷ t
Shoulder:	Street 1	Гуре:			Grade:	0				Lanes: 0		
Section Comments:												
Work Date: 8/1/19	96 V	Vork Typ	e: New Cons	truction - A	C		Code:	NC-AC		Is Major N	1&R: True	
Work Date: 6/1/20	10 V	Vork Typ	e: Crack Seal	ing - AC			Code:	CS-AC		Is Major N	1&R: False	
Work Date: 9/1/20	16 V	Vork Typ	e: Crack Seal	ing - AC			Code:	CS-AC		Is Major N	1&R: False	
Work Date: 9/2/20	16 V	Work Typ	e: Patching -	AC Full De	oth		Code:	PA-AF		Is Major N	1&R: False	
Work Date: 9/3/20	16 V	Vork Typ	e: Oregon Sli	ırry Seal			Code:	OR-SS		Is Major N	1&R: False	
Last Insp. Date: 7	/1/2023		TotalSample	es: 12		Surv	eyed: 4	1				
Conditions: PCI	: 76											
Inspection Commer	its:											
Sample Number:	01 Ty	ype:	R	Area:		5000.00 SqFt		PCI:	70			
Sample Comments:												
48 L & T CR		L	39	7.00 Ft								
48 L & T CR		M	3	2.00 Ft								
48 L & T CR		Н		4.00 Ft								
57 WEATHERI	NG	L	500	00.00 SqFt								
Sample Number:	04 Ty	ype:	R	Area:		5000.00 SqFt		PCI:	76			
Sample Comments:												
48 L & T CR		L	16	57.00 Ft								
48 L & T CR		L		51.00 Ft								
50 PATCHING		L	24	0.00 SqFt								
50 PATCHING		L		6.00 SqFt								
57 WEATHERI	NG	L	500	00.00 SqFt								
Sample Number:	08 T <u>y</u>	ype:	R	Area:		5000.00 SqFt		PCI:	75			
Sample Comments:												
48 L & T CR		L	26	57.00 Ft								
48 L & T CR		M		8.00 Ft								
57 WEATHERI	NG	L	500	00.00 SqFt								
			_					202				
Sample Number:	11 Ty	ype:	R	Area:		5000.00 SqFt		PCI:	82			

L L

48

57

L & T CR

WEATHERING

219.00 Ft

5000.00 SqFt

Network:	Starks				Name:	Star	k's Twin Oal	TS.				
Branch:	R02SK		Name:	Runwa	y 02/20 S	tark's	Use:	RUNW	AY	Area:	126,3	367 SqFt
Section:	04	0	of 4	From: S	Section 03			To:	Runway	20 End	L	ast Const.: 8/1/19
Surface:	AC	Family:	2023_Region way_AC	11_Cat5_Run	Zone:	7S3		Cate	egory: E		R	Rank: P
Area:		5,117 SqFt	Length	:	125 Ft		Width:		42 Ft			
Slabs:		Slab Lei	ngth:	Ft	S	lab Width:		Ft		Joint Len	igth:	Ft
Shoulder:		Street T	ype:		G	rade: 0				Lanes:	0	
Section Co	mments:											
Work Date	e: 8/1/1994	W	ork Type: Ne	w Constructio	on - AC		C	ode: NC	-AC	Is Ma	ajor M&	R: True
Work Date	e: 6/1/2010	W	ork Type: Cra	ick Sealing - A	AC		C	ode: CS-	-AC	Is Ma	ajor M&	R: False
Work Date	e: 9/1/2016	W	ork Type: Cra	ick Sealing - A	AC		C	ode: CS-	-AC	Is Ma	ajor M&	R: False
Work Date	e: 9/2/2016	W	ork Type: Or	egon Slurry Se	eal		C	ode: OR	-SS	Is Ma	ajor M&	R: False
Last Insp.	Date: 7/1/	2023	Tota	Samples:	1		Surveyo	ed: 1				
Conditions	s: PCI:	67										
Inspection	Comments	:										
Sample Nu	ımber: 01	Ty	pe: R	A	rea:	5117	7.00 SqFt		PCI: 67	1		
Sample Co	omments:											
48 L&	t T CR		L	519.00	Ft							
	t T CR		M	18.00								
57 WE	EATHERING	j	L	5117.00	SqFt							

Network:	Starks				Name:	Stark's Twin Oal	ζS		
Branch:	R02SK		Name:	Runwa	y 02/20 Stark's	Use:	RUNWAY	Area:	126,367 SqFt
Section:	01	0	f 4	From:	Runway 02 End		To: Sect	ion 02	Last Const.: 9/1/20
Surface:	AC	Family:	2023_Region way_AC	n1_Cat5_Run	Zone: 75	53	Category:	Е	Rank: P
Area:		3,750 SqFt	Length	:	75 Ft	Width:	50 H	⁷ t	
Slabs:		Slab Len	ngth:	Ft	Slab Wi	dth:	Ft	Joint Len	gth: Ft
Shoulder:		Street T	ype:		Grade:	0		Lanes:	0
Section Cor	nments:								
Work Date:	: 9/1/2011	W	ork Type: Ne	w Constructio	n - Initial	C	Code: NC-IN	Is Ma	njor M&R: True
Work Date:	9/1/2016	W	ork Type: Cr	nck Sealing - A	AC	C	Code: CS-AC	Is Ma	njor M&R: False
Work Date:	9/2/2016	W	ork Type: Pa	ching - AC Fu	ıll Depth	C	Code: PA-AF	Is Ma	njor M&R: False
Work Date:	9/3/2016	W	ork Type: Or	egon Slurry Se	eal	C	Code: OR-SS	Is Ma	njor M&R: False
Last Insp. I	Date: 7/1/2	2023	Tota	Samples:	1	Survey	ed: 1		
Conditions:	PCI:	83							
Inspection (Comments:								
Sample Nui	mber: 01	Туј	pe: R	A	rea:	3750.00 SqFt	PCI:	83	
Sample Cor	nments:								
48 L&	T CR		L	47.00	Ft				
	T CR		M	14.00					
57 WE	ATHERING	ī	L	3750.00	SqFt				

Network:	Starks					Nan	ne:	Star	k's Twin Oa	ks						
Branch:	T01SK			Name:	Taxi	way 01 St	tark's		Use:	TAXIV	VAY	Are	ea:	65,5	514 SqFt	
Section:	05	(of 7		From:	Taxiwa	y 05			To:	Inters	section		L	ast Const.	: 9/1/2017
Surface:	AAC	Family:	2023 way		_Cat5_Ta	xi Zon	e:	7S3		Cat	egory:	E		R	ank: P	
Area:		4,680 SqFt		Length:		260 F	t		Width:		18 Ft	į				
Slabs:		Slab Le	ngth:		F	t	Slab	Width:		Ft			Joint Le	ngth:		Ft
Shoulder:	:	Street T	ype:				Gra	de: 0					Lanes:	0		
Section Co	omments:															
Work Dat	te: 8/1/1995	V	Vork T	ype: New	Construc	tion - AC			(Code: NO	C-AC		Is M	ajor M&	R: True	
Work Dat	te: 9/1/2017	V	Vork T	ype: Ove	rlay - AC	Structural			(Code: OI	-AS		Is M	[ajor M&]	R: True	
 Last Insp.	. Date: 7/1/2	2023		TotalS	Samples:	1			Survey	red: 1						
Condition Inspection	ns: PCI: n Comments:	76														
Sample N	umber: 01	Ту	pe:	R		Area:		4680	0.00 SqFt		PCI:	76				
Sample C	omments:															
48 L &	LLIGATOR C & T CR & T CR EATHERING		N L L L		127.0 98.0	O SqFt O Ft O Ft O SqFt										

Networ	k: Starks			Na	me: Star	k's Twin Oak	S			
Branch	: T01SK		Name:	Taxiway 01	Stark's	Use:	TAXIWAY	Area:	65,514 \$	SqFt
Section	: 06	of 7	']	From: Taxiw	ay 06		To: Ru	nway 20 End	Last (Const.: 8/1/1994
Surface	: AC		023_Region1 ay_AC	_Cat5_Taxi Zo	ne: 7S3		Category	: E	Rank	: P
Area:	14,8	345 SqFt	Length:	446	Ft	Width:	18	Ft		
Slabs:		Slab Length	:	Ft	Slab Width:		Ft	Joint	t Length:	Ft
Shoulde	er:	Street Type:			Grade: 0			Lane	es: 0	
Section	Comments:									
Work D	Date: 8/1/1994	Work	Type: New	Construction - AC	C	Co	ode: NC-AC]	s Major M&R:	Ггие
Work D	Date: 9/1/2016	Work	Type: Crac	k Sealing - AC		Co	ode: CS-AC	1	s Major M&R:	False
Work D	Date: 9/2/2016	Work	Type: Oreg	on Slurry Seal		Co	ode: OR-SS	1	s Major M&R:	False
Last Ins	sp. Date: 7/1/2023	3	TotalS	amples: 3		Surveye	d: 2			
Conditi	ions: PCI: 70									
Inspect	ion Comments:									
Sample	Number: 01	Type:	R	Area:	640	0.00 SqFt	PCI	: 70		
Sample	Comments:									
41	ALLIGATOR CR		M	21.00 SqFt						
	L & T CR		L	452.00 Ft						
	L & T CR		L	47.00 Ft						
57	WEATHERING		L	6400.00 SqFt						
Sample	Number: 02	Type:	R	Area:	519	6.00 SqFt	PCI	: 70		
Sample	Comments:									
48	L & T CR		L	570.00 Ft						
	WEATHERING		L	5196.00 SqFt						

Network:	Starks					Nam	e:	Stark's Twin	Oaks						
Branch:	T01SK		Na	ame:	Taxiwa	ıy 01 Sta	ark's	Us	se: T	TAXIWAY	Ar	rea:	65,5	14 SqFt	
Section:	04	0	f 7	l	From:	Гахіwау	03			To: Taxi	way 05		L	ast Const	.: 9/1/2017
Surface:	AAC	Family:	2023_l way_A		_Cat5_Taxi	Zone	: 7S3			Category:	E		R	ank: P	
Area:		7,146 SqFt	I	ength:		397 Ft		Width:		18 F	t				
Slabs:		Slab Ler	gth:		Ft		Slab Wid	th:		Ft		Joint Len	gth:		Ft
Shoulder:		Street T	ype:				Grade:	0				Lanes:	0		
Section Co	omments:														
Work Date	e: 8/1/1995	W	ork Typ	e: New	Constructio	n - AC			Code	: NC-AC		Is Ma	ajor M&l	R: True	
Work Date	e: 9/1/2017	W	ork Typ	e: Over	lay - AC Str	ructural			Code	: OL-AS		Is Ma	ajor M&l	R: True	
Last Insp.	Date: 7/1/	2023		TotalS	amples:	2		Surv	eyed:	2					
Conditions	s: PCI:	92													
Inspection	Comments	:													
Sample Nu	ımber: 01	Tyj	e:	R	A	rea:		3600.00 SqFt	;	PCI:	89				
Sample Co	omments:														
50 PA	TCHING		L		75.00	SqFt									
57 WE	EATHERING	j	L		3600.00	SqFt									
Sample Nu	umber: 02	Tyj	e:	R	A	rea:		3978.00 SqFt		PCI:	94				
Sample Co	omments:														

WEATHERING

L 3978.00 SqFt

Network: Stark's Twin Oaks Starks Name: **Branch:** T01SK Taxiway 01 Stark's Use: TAXIWAY 65,514 SqFt Name: Area: of 7 **Section:** 03 From: Taxiway 03 **Last Const.:** 9/1/2017 To: Intersection Surface: AAC Family: 2023_Region1_Cat5_Taxi Zone: 7S3 Category: E Rank: P way AC Width: 1,926 SqFt Length: 108 Ft 18 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Date: 8/1/2000 Work Type: New Construction - AC Code: NC-AC Is Major M&R: True Code: OL-AS Work Date: 9/1/2017 Work Type: Overlay - AC Structural Is Major M&R: True **Last Insp. Date:** 7/1/2023 TotalSamples: 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** PCI: 95 Sample Number: 01 R Type: Area: 2812.00 SqFt

Sample Comments:

57

WEATHERING L 1926.00 SqFt

Network: Stark's Twin Oaks Starks Name: Branch: T01SK Taxiway 01 Stark's Use: TAXIWAY 65,514 SqFt Name: Area: 07 of 7 Runway 02 Section: From: To: Taxiway 02 Last Const.: 4/2/2023 ACFamily: 2023_Region1_Cat5_Taxi Zone: Rank: P Surface: Category: Width: 6,097 SqFt Length: 67 Ft 95 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft **Street Type:** 0 Lanes: Shoulder: Grade: **Section Comments:** Work Date: 4/1/2022 Work Type: New Construction - Initial Code: NC-IN Is Major M&R: True Work Date: 4/1/2023 Work Type: Base Course - Aggregate Is Major M&R: False Code: BA-AG Work Date: 4/2/2023 Work Type: New Construction - AC Code: NC-AC Is Major M&R: True TotalSamples: 1 **Last Insp. Date:** 7/1/2023 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** Sample Number: 01 R 6097.00 SqFt PCI: 94 Type: Area:

Sample Comments:

57 WEATHERING L 6097.00 SqFt

Network: Starks		Name:	Stark's Twin Oak	īs		
Branch: T01SK	Name:	Taxiway 01 Stark's	Use:	TAXIWAY	Area:	65,514 SqFt
Section: 01	of 7	From: Runway 02		To: Taxiway ()2	Last Const.: 9/1/2011
Surface: AC	Family: 2023_Regionway_AC	n1_Cat5_Taxi Zone:	7S3	Category: E		Rank: P
Area: 15,	,358 SqFt Lengtl	1: 654 Ft	Width:	20 Ft		
Slabs:	Slab Length:	Ft Sla	b Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Gra	ade: 0		Lanes: 0	
Section Comments:						
Work Date: 9/1/2011	Work Type: No	ew Construction - Initial	C	ode: NC-IN	Is Major	M&R: True
Last Insp. Date: 7/1/202	22 Taka		~			
Last msp. Date. 7/1/202	25 10ta	dSamples: 3	Surveye	ed: 2		
Conditions: PCI: 83		dSamples: 3	Surveye	ed: 2		
•		lSamples: 3	Surveye	ed: 2		
Conditions: PCI: 83	3	Area:	Surveye			
Conditions: PCI: 8. Inspection Comments:	3	•		PCI: 89		
Conditions: PCI: 8: Inspection Comments: Sample Number: 01 Sample Comments:	3 Type: R	Area:				
Conditions: PCI: 8. Inspection Comments: Sample Number: 01	3	•				
Conditions: PCI: 83 Inspection Comments: Sample Number: 01 Sample Comments: 48 L&TCR	Type: R	Area: 55.00 Ft				
Conditions: PCI: 8: Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING	Type: R L L	Area: 55.00 Ft 3618.00 SqFt	3618.00 SqFt	PCI: 89		
Conditions: PCI: 83 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02	Type: R L L	Area: 55.00 Ft 3618.00 SqFt Area:	3618.00 SqFt	PCI: 89		
Conditions: PCI: 8: Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments:	Type: R L L Type: R	Area: 55.00 Ft 3618.00 SqFt	3618.00 SqFt	PCI: 89		
Conditions: PCI: 8: Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 45 DEPRESSION	Type: R L L Type: R	Area: 55.00 Ft 3618.00 SqFt Area: 6.00 SqFt	3618.00 SqFt	PCI: 89		

Network	: Starks					Nam	e: Star	k's Twin Oa	ıks							
Branch:	T01SK		N	Name:	Taxiv	ay 01 Sta	ark's	Use:	TA	XIWAY	7	Area:		65,514 Se	qFt	
Section:	02	of	f 7	F	rom:	Taxiway	02			To: T	Н1			Last C	onst.:	8/2/2004
Surface:	AC	Family:	2023_ way_		_Cat5_Tax	i Zone	: 7S3			Catego	ry: E			Rank:	P	
Area:	15,46	62 SqFt		Length:		789 Ft		Width:		20	0 Ft					
Slabs:		Slab Len	gth:		Ft		Slab Width:			Ft		Join	t Length:		Ft	
Shoulder	:	Street Ty	ype:				Grade: 0					Lan	es: 0			
Section C	Comments:															
Work Da	nte: 8/1/2004	W	ork Ty	pe: Base	Course - A	Aggregate	;	(Code:	BA-AG	ĵ		Is Major	M&R: Fa	alse	
Work Da	ate: 8/2/2004	W	ork Ty	pe: New	Constructi	on - AC		(Code:	NC-AC	C		Is Major	M&R: T	rue	
Work Da	nte: 9/1/2016	W	ork Ty	pe: Orego	on Slurry S	Seal		(Code:	OR-SS	1		Is Major	M&R: F	alse	
Last Insp	Date: 7/1/2023			TotalSa	amples:	3		Survey	ved:	3						
Condition	ns: PCI: 47															
Inspectio	on Comments:															
Sample N	Number: 01	Тур	oe:	R		Area:	546	4.00 SqFt		PC	CI: 30					
Sample C	Comments:															
41 A	LLIGATOR CR		M		36.00	SqFt										
	LLIGATOR CR		M		336.00											
41 A	LLIGATOR CR		M		56.00	SqFt										
41 A	LLIGATOR CR		M		261.00	SqFt										
	LLIGATOR CR		M			SqFt										
	& T CR		L		272.00											
	& T CR		L		185.00											
	EATHERING		L		5464.00	SqFt										
Sample N	Number: 02	Typ	e:	R		Area:	600	0.00 SqFt		PC	CI: 54					
Sample (Comments:															
41 A	LLIGATOR CR		M		60.00	SqFt										
41 A	LLIGATOR CR		M			SqFt										
	& T CR		L		100.00											
	& T CR		L		250.00											
	& T CR		L		336.00											
	& T CR		M		28.00											
	VEATHERING Number: 03	Тур	L	R	6000.00	SqFt Area:	200	8.00 SqFt		D/	CI: 61					
_	Comments:	1 y j	Je.	K	•	ai ca.	399	o.oo sqr		r	.1. 01					
_	LLIGATOR CR		M		24.00	SqFt										
	& T CR		L L		97.00											
	& T CR		L		18.00											
	& T CR		L		162.00											
	& T CR		M		18.00											
	& T CR		M		28.00											
	EATHERING		L		3998.00											

Network:	Starks				Name:	Star	k's Twin Oa	ks						
Branch:	T02SK		Name	Taxiw	ay 02 Stark'	s	Use:	TAXI	WAY	Ar	ea:		3,029 SqFt	
Section: 0	01	(of 1	From:	Runway 02	/20		To	Taxi	way 06			Last Const.:	8/2/2004
Surface: A	AC	Family:	2023_Regi way_AC	on1_Cat5_Taxi	Zone:	7S3		Ca	tegory:	E			Rank: P	
Area:		3,029 SqFt	Leng	th:	90 Ft		Width:		50 F	t				
Slabs:		Slab Le	ngth:	Ft	Sla	b Width:		Ft			Joint L	ength:	F	t
Shoulder:		Street T	ype:		Gr	ade: 0					Lanes:	0		
Section Con	nments:													
Work Date:	8/1/2004	W	ork Type: E	ase Course - A	ggregate		(Code: B	A-AG		Is N	Major M	I&R: False	
Work Date:	8/2/2004	W	ork Type: N	lew Construction	on - AC		(Code: N	C-AC		Is N	Major M	I&R: True	
Work Date:	9/1/2016	W	ork Type: C	rack Sealing -	AC		(Code: C	S-AC		Is N	Major M	I&R: False	
Work Date:	9/2/2016	W	ork Type: C	regon Slurry S	eal		(Code: O	R-SS		Is N	Major M	I&R: False	
Last Insp. D	Date: 7/1/2	023	Tot	alSamples:	1		Survey	ed: 1						
Conditions:	PCI:	76												
Inspection (Comments:													
Sample Nun	nber: 01	Ту	pe: R	A	Area:	302	9.00 SqFt		PCI:	76				
Sample Con	nments:													
48 L&7	T CR		L	51.00	Ft									
48 L&7	T CR		L	92.00	Ft									
48 L&7	T CR		M	27.00	Ft									
57 WEA	ATHERING		L	3029.00	SaFt									

Network:	Starks			Na	me:	Stark's Twin O	aks		
Branch:	T03SK		Name:	Taxiway 03 S	Stark's	Use:	: TAXIWAY	Area:	4,509 SqFt
Section:	01	0	f 1 Fi	om: Runwa	ıy 02/20		To: Taxiw	ay 01	Last Const.: 8/1/1995
Surface:	AC	Family:	2023_Region1_e way_AC	Cat5_Taxi Zo	ne: 7S3		Category: F	E	Rank: P
Area:		4,509 SqFt	Length:	144	Ft	Width:	20 Ft		
Slabs:		Slab Len	igth:	Ft	Slab Widt	th:	Ft	Joint L	ength: Ft
Shoulder:		Street T	ype:		Grade:	0		Lanes:	0
Section Co	omments:								
Work Dat	e: 8/1/1995	W	ork Type: New C	Construction - AC	2		Code: NC-AC	Is N	Major M&R: True
Work Dat	e: 9/1/2016	W	ork Type: Crack	Sealing - AC			Code: CS-AC	Is N	Major M&R: False
Work Dat	e: 9/2/2016	W	ork Type: Orego	n Slurry Seal			Code: OR-SS	Is N	Major M&R: False
Last Insp.	Date: 7/1/2	2023	TotalSa	mples: 1		Surve	yed: 1		
Condition	s: PCI:	69							
Inspection	Comments:								
Sample N	umber: 01	Туј	pe: R	Area:	3	3622.00 SqFt	PCI:	69	
Sample Co	omments:								

 L & T CR
 L
 434.00 Ft

 WEATHERING
 L
 3622.00 SqFt

Network:	Starks				Name:	Star	k's Twin Oal	ks				
Branch:	T04SK		Name:	Taxiwa	ıy 04 Stark	.'s	Use:	TAXI	WAY	Area:	1,394 SqFt	
Section:	01	0	f 1	From:	Runway 02	2/20		To	: Taxiway	y 01	Last Const.: 8	/1/1996
Surface:	AC	Family:	2023_Region way_AC	1_Cat5_Taxi	Zone:	7S3		Ca	ntegory: E		Rank: P	
Area:		1,394 SqFt	Length	:	67 Ft		Width:		20 Ft			
Slabs:		Slab Lei	ngth:	Ft	Sl	ab Width:		Ft		Joint Length	r: Ft	
Shoulder:		Street T	ype:		G	rade: 0				Lanes: 0	1	
Section Co	mments:											
Work Date	e: 8/1/1996	W	ork Type: Nev	w Constructio	n - AC		C	Code: N	IC-AC	Is Major	r M&R: True	
Work Date	e: 9/1/2016	W	ork Type: Cra	ck Sealing - A	AC		(Code: C	S-AC	Is Major	r M&R: False	
Work Date	e: 9/2/2016	W	ork Type: Ore	gon Slurry Se	eal		(Code: O	R-SS	Is Major	r M&R: False	
Last Insp. 1	Date: 7/1/2	2023	Total	Samples:	<u> </u>		Survey	ed: 1				
Conditions	s: PCI:	79		-			·					
Inspection	Comments:											
Sample Nu	ımber: 01	Tyj	pe: R	A	rea:	139	4.00 SqFt		PCI: 79	9		
Sample Co	mments:											
48 L&	T CR		L	20.00	Ft							
50 PAT	TCHING		L	82.00	SqFt							
57 WE.	ATHERING		L	1394.00	SqFt							

Network: Starks				Name:	Starl	k's Twin C)aks						
Branch: T05SK		Name:	Taviwa	y 05 Stark'		Use		XIWAY	Are		10	,065 SqFt	
Section: 01	of 1			Runway 02			17.	To: Taxiv		а.		Last Const.:	9/1/1004
				•					•				0/1/1993
Surface: AC	Family: 2023 way_		_Cat5_Taxi	Zone:	7S3			Category:	Е		J	Rank: P	
Area: 10	,065 SqFt	Length:		67 Ft		Width:		120 Ft					
Slabs:	Slab Length:		Ft	Sla	b Width:			Ft		Joint Len	gth:]	₹t
Shoulder:	Street Type:			Gr	ade: 0					Lanes:	0		
Section Comments:													
Work Date: 8/1/1995	Work Ty	pe: New	Constructio	n - AC			Code:	NC-AC		Is Ma	jor M&	R: True	
Work Date: 9/1/2016	Work Ty	pe: Cracl	c Sealing - A	AC			Code:	CS-AC		Is Ma	jor M&	kR: False	
Work Date: 9/2/2016	Work Ty	pe: Orego	on Slurry Se	eal			Code:	OR-SS		Is Ma	jor M&	R: False	
Last Insp. Date: 7/1/202	23	TotalSa	amples: 2	2		Surve	eyed: 2	?					
Conditions: PCI: 6	54		-										
	64		•				·						
Inspection Comments:		D		ran:	5602	200 SaFt		DCI.	83				
Inspection Comments: Sample Number: 01	Type:	R	A	rea:	5692	2.00 SqFt		PCI:	83				
Inspection Comments: Sample Number: 01 Sample Comments:	Туре:				5692	2.00 SqFt	•	PCI:	83				
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR	Type:		210.00	Ft	5692	2.00 SqFt		PCI:	83				
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING	Type: L L		210.00 5692.00	Ft SqFt									
Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02	Type:		210.00 5692.00	Ft		2.00 SqFt		PCI:					
Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02	Type: L L		210.00 5692.00	Ft SqFt									
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments:	Type: L L Type:	R	210.00 5692.00	Ft SqFt rea:									
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR	Type: L L Type:	R	210.00 5692.00 A	Ft SqFt rea:									
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR 41 ALLIGATOR CR	Type: L L Type:	R	210.00 5692.00 A	Ft SqFt rea: SqFt SqFt									
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR 41 ALLIGATOR CR 41 ALLIGATOR CR	Type: L L Type:	R	210.00 5692.00 A 18.00 110.00	Ft SqFt rea: SqFt SqFt SqFt									
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR 41 ALLIGATOR CR 41 ALLIGATOR CR 41 ALLIGATOR CR	Type: L L Type:	R I I	210.00 5692.00 A 18.00 110.00 16.00	Ft SqFt rea: SqFt SqFt SqFt SqFt SqFt									
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR 42 ALLIGATOR CR 43 ALLIGATOR CR	Type: L L Type: M M M M M	R I I	210.00 5692.00 A 18.00 110.00 16.00 54.00	Ft SqFt rea: SqFt SqFt SqFt SqFt SqFt									
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR 42 ALLIGATOR CR 43 L & T CR 44 L & T CR	Type: L L Type: M M M M M L	R I I	210.00 5692.00 A 18.00 110.00 16.00 54.00 130.00	Ft SqFt rea: SqFt SqFt SqFt SqFt Ft									
Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments: 41 ALLIGATOR CR 41 ALLIGATOR CR 41 ALLIGATOR CR 41 ALLIGATOR CR 42 ALLIGATOR CR 43 L & T CR 44 L & T CR	Type: L L Type: M M M M M L L	R I I I	210.00 5692.00 A 18.00 110.00 16.00 54.00 130.00 220.00	Ft SqFt rea: SqFt SqFt SqFt SqFt Ft Ft Ft									

Network: Stark's Twin Oaks Starks Name: **Branch:** T06SK Taxiway 06 Stark's Use: TAXIWAY 2,570 SqFt Name: Area: of 1 Section: 01 From: Runway 02/20 To: Taxiway 01 **Last Const.:** 8/1/1994 Surface: ACFamily: 2023_Region1_Cat5_Taxi Zone: 7S3 Category: E Rank: P way AC Width: 18 Ft 2,570 SqFt Length: 123 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **Section Comments:** Work Date: 8/1/1994 Work Type: New Construction - AC Code: NC-AC Is Major M&R: True Code: CS-AC Work Date: 9/1/2016 Work Type: Crack Sealing - AC Is Major M&R: False **Last Insp. Date:** 7/1/2023 TotalSamples: 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 68 Sample Number: 01 R 2570.00 SqFt Type: Area: **Sample Comments:**

Sample Comments:

48 L & T CR L

WEATHERING

57

340.00 Ft 2570.00 SqFt

L

Network:	Starks						Nam	e: Sta	rk's Twin Oal	ζS				
Branch:	TH10Sk	ζ		Na	me:	Hanga	r Taxiwa	ay 10 Stark's	Use:	TAXIW	'AY	Area:	12,592 SqFt	
Section:	01		of	1	F	From:	Taxiway	v 01		To:	Hangars		Last Const	: 9/1/2016
Surface:	AC	Famil		2023_R way_A0		_Cat5_Taxi	Zone	e: 7S3		Cate	egory: E		Rank: P	
Area:		12,592 SqFt		Le	ength:		530 Ft	t	Width:		25 Ft			
Slabs:		Slab	Lengt	h:		Ft		Slab Width:		Ft		Joint Length	ı:	Ft
Shoulder:		Stree	t Typ	e:				Grade: 0)			Lanes: 0		
Section Co	omments:													
Work Dat	e: 9/1/2016		Wor	k Tyne	• New	Construction	n - AC			Code: NC-	-AC	Is Maior	M&R: True	
					. 1100	Consulació								

Last Insp.	Date: 7/1/					amples:			Survey					
_			., 01											
Condition		/2023 88												
Condition Inspection	s: PCI:	72023 88 :	Type:			amples:		559		ed: 2	PCI: 89			
Condition Inspection Sample N	s: PCI: Comments: umber: 01	72023 88 :			TotalSa	amples:	2	559	Survey	ed: 2				
Condition Inspection Sample N Sample Co	s: PCI: Comments: umber: 01	72023 88 :			TotalSa	amples:	2 Area:	559	Survey	ed: 2				
Condition Inspection Sample N Sample C	s: PCI: n Comments: umber: 01 omments:	72023 88 :			TotalSa	amples:	2 Area:	559	Survey	ed: 2				
Condition Inspection Sample N Sample Co 48 L & 57 WI	s: PCI: a Comments: umber: 01 omments:	72023 88 :		L L	TotalSa	74.00 5592.00	2 Area:		Survey	ed: 2)		
Condition Inspection Sample N Sample Co 48 L & 57 WI Sample N	s: PCI: n Comments: umber: 01 omments: & T CR EATHERING umber: 02	72023 88 :	Туре:	L L	TotalS:	74.00 5592.00	2 Area: Ft SqFt		Surveyon 2.00 SqFt	ed: 2	PCI: 89)		
Condition Inspection Sample N Sample C 48 L & 57 WI Sample N Sample C	s: PCI: n Comments: umber: 01 omments: & T CR EATHERING umber: 02	72023 88 :	Туре:	L L	TotalS:	74.00 5592.00	2 Ft SqFt		Surveyon 2.00 SqFt	ed: 2	PCI: 89)		
Condition Inspection Sample N Sample C 48 L & 57 WI Sample N Sample C	s: PCI: a Comments umber: 01 omments: & T CR EATHERING umber: 02 omments:	72023 88 :	Туре:	L L	TotalS:	74.00 5592.00	2 Ft SqFt crea:		Surveyon 2.00 SqFt	ed: 2	PCI: 89)		

Network: Stark's Twin Oaks Starks Name: **Branch:** TH11SK Name: Hangar Taxiway 11 Stark's Use: TAXIWAY 12,561 SqFt Area: Section: 01 of 1 From: T01SK-02 To: End Last Const.: 9/1/2020 Surface: ACFamily: 2023_Region1_Cat5_Taxi Zone: Category: Rank: P way AC Width: 12,561 SqFt Length: 530 Ft 25 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Date: 9/1/2020 Work Type: New Construction - Initial Code: NC-IN Is Major M&R: True **TotalSamples:** 2 **Last Insp. Date:** 7/1/2023 Surveyed: 2 **Conditions:** PCI: **Inspection Comments: PCI:** 94 Sample Number: 01 Type: R Area: 5584.00 SqFt **Sample Comments:** WEATHERING L 5584.00 SqFt Type: 6977.00 SqFt PCI: 94 Sample Number: 02 R Area: **Sample Comments:**

57

WEATHERING

L

6977.00 SqFt

Network: Starks		Name:	Stark's Twin Oak	KS		
Branch: TH1SK	Name:	Hangar Taxiway	1 Stark's Use:	TAXIWAY	Area:	12,593 SqFt
Section: 01	of 1	From: Taxiway 0	1 Stark's	To: East End		Last Const.: 6/1/2009
Surface: AC	Family: 2023_Regio way_AC	n1_Cat5_Taxi Zone:	7S3	Category: E		Rank: S
Area: 12,59	93 SqFt Length	h: 530 Ft	Width:	25 Ft		
Slabs:	Slab Length:	Ft SI	lab Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	G	rade: 0		Lanes: 0	
Section Comments:						
Work Date: 6/1/2009	Work Type: No	ew Construction - Initial	C	Code: NC-IN	Is Major	M&R: True
Last Insp. Date: 7/1/2023	Tota	alSamples: 2	Surveye	ed: 2		
_	Tota	alSamples: 2	Surveye	ed: 2		
Conditions: PCI: 77	Tota	alSamples: 2	Surveye	ed: 2		
Inspection Comments:		•				
Conditions: PCI: 77 Inspection Comments: Sample Number: 01	Tota	Area:	Surveye 5593.00 SqFt	PCI: 74		
Conditions: PCI: 77 Inspection Comments: Sample Number: 01 Sample Comments:		•				
Conditions: PCI: 77 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR	Type: R	Area:				
Conditions: PCI: 77 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR	Type: R	Area: 264.00 Ft				
Conditions: PCI: 77 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING	Type: R L L	Area: 264.00 Ft 192.00 Ft				
Conditions: PCI: 77 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING Sample Number: 02	Type: R L L L L	Area: 264.00 Ft 192.00 Ft 5593.00 SqFt	5593.00 SqFt	PCI: 74		
Conditions: PCI: 77 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR	Type: R L L L L	Area: 264.00 Ft 192.00 Ft 5593.00 SqFt	5593.00 SqFt	PCI: 74		
Conditions: PCI: 77 Inspection Comments: Sample Number: 01 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING Sample Number: 02 Sample Comments:	Type: R L L L L Type: R	Area: 264.00 Ft 192.00 Ft 5593.00 SqFt Area:	5593.00 SqFt	PCI: 74		

Network:	Starks				Nam	e: Star	k's Twin Oak	S				
Branch:	TH2SK		Name:	Hang	gar Taxiwa	ny 2 Stark's	Use:	TAXIW	AY	Area:	18,242 SqFt	
Section: 0)2	of	2	From:	T01SK-0	02		To:	Hangars		Last Cons	t.: 8/2/2004
Surface: A	AC	Family:	2023_Regio way_AC	on1_Cat5_Ta	xi Zone	: 7S3		Cate	gory: E		Rank: P	
Area:	2,0	542 SqFt	Lengt	h:	130 Ft		Width:		20 Ft			
Slabs:		Slab Len	gth:	F	t	Slab Width:		Ft		Joint Len	gth:	Ft
Shoulder:		Street Ty	pe:			Grade: 0				Lanes:	0	
Section Con	nments:											
Work Date:	8/1/2004	We	ork Type: B	ase Course -	Aggregate	;	C	ode: BA-	-AG	Is Ma	njor M&R: False	
Work Date:	8/2/2004	We	ork Type: N	ew Construc	tion - AC		C	ode: NC-	-AC	Is Ma	njor M&R: True	
Last Insp. D	Pate: 7/1/202	3	Tot	alSamples:	1		Surveye	ed: 1				
Conditions:	PCI: 46											
Inspection (Comments:											
Sample Nun	nber: 01	Тур	e: R		Area:	2642	2.00 SqFt		PCI: 46	<u> </u>		
Sample Con	nments:											
41 ALL	IGATOR CR		M	42.00) SqFt							
	RESSION		L	18.00) SqFt							
			L	138.00) Ft							
45 DEPI	T CR											
45 DEPI			L	24.00) Ft							
45 DEPI 48 L&7	T CR		L M	24.00 22.00								

Network: Starks		Name:	Stark's Twin Oaks	3	
Branch: TH2SK	Name:	Hangar Taxiway 2	Stark's Use:	TAXIWAY Ar	ea: 18,242 SqFt
Section: 01	of 2	From: TH2SK-01		To: Hangars	Last Const.: 9/2/2003
Surface: AC	Family: 2023_Region way_AC	1_Cat5_Taxi Zone:	783	Category: E	Rank: P
Area: 15,60	00 SqFt Length:	390 Ft	Width:	40 Ft	
Slabs:	Slab Length:	Ft Sla	b Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Gra	ade: 0		Lanes: 0
Section Comments:					
Work Date: 9/1/2003	Work Type: Bas	e Course - Aggregate	Co	ode: BA-AG	Is Major M&R: False
Work Date: 9/2/2003	Work Type: Nev	v Construction - AC	Co	ode: NC-AC	Is Major M&R: True
Last Insp. Date: 7/1/2023	Total	Samples: 4	Surveyed	1: 3	
Conditions: PCI: 58					
Inspection Comments:					
Sample Number: 01	Type: R	Area:	4000.00 SqFt	PCI: 62	
Sample Comments:					
41 ALLIGATOR CR	M	26.00 SqFt			
48 L & T CR	L	378.00 Ft			
48 L & T CR	L	150.00 Ft			
57 WEATHERING	L	4000.00 SqFt			
Sample Number: 02	Type: R	Area:	4000.00 SqFt	PCI: 59	
Sample Comments:					
41 ALLIGATOR CR	M	45.00 SqFt			
48 L & T CR	L	356.00 Ft			
48 L & T CR	L	137.00 Ft			
57 WEATHERING	L	4000.00 SqFt			
Sample Number: 03	Type: R	Area:	4000.00 SqFt	PCI: 52	
Sample Comments:					
41 ALLIGATOR CR	M	36.00 SqFt			
41 ALLIGATOR CR	M	56.00 SqFt			
48 L & T CR	L	368.00 Ft			
48 L & T CR	L	68.00 Ft			
49 I % T CD	т	45.00 Et			

68.00 Ft 45.00 Ft 4000.00 SqFt

48 57

L & T CR WEATHERING

Network:	Starks					Name	: Star	k's Twin Oa	ks				
Branch:	TH3SK			Name:	Hangai	Taxiway	3 Stark's	Use:	TAXIV	VAY	Area:	17,966 \$	
Section:	02		of 2		From:	T01SK-02	2		To:	Hangars		Last (Const.: 8/2/200
Surface:	AC	Family:	2023 way_		1_Cat5_Taxi	Zone:	7S3		Cat	egory: E		Rank	: P
Area:		2,766 SqFt		Length:	:	133 Ft		Width:		20 Ft			
Slabs:		Slab Le	ngth:		Ft	S	lab Width:		Ft		Joint Leng	gth:	Ft
Shoulder:		Street 7	ype:			(Grade: 0				Lanes:	0	
Section Co	omments:												
Work Date	e: 8/1/2004	V	Vork T	ype: Base	e Course - Ag	ggregate		(Code: BA	-AG	Is Maj	or M&R:	
Work Date	e: 8/2/2004	V	Vork T	ype: New	v Constructio	on - AC		(Code: NC	C-AC	Is Maj	or M&R:	Ггие
Last Insp.	Date: 7/1/2	2023		Totals	Samples:	1		Survey	ed: 1				
Conditions	s: PCI:	62											
Inspection	Comments:	:											
Sample Nu	ımber: 01	Ту	pe:	R	A	rea:	276	6.00 SqFt		PCI: 62			
Sample Co	omments:												
41 AL	LIGATOR C	CR	N	1	10.00	SqFt							
48 L &	t T CR		L		141.00	-							
48 L &	t T CR		N	1	22.00	Ft							
50 DA'	TCHING		т		20.00	SaEt							

20.00 SqFt 2766.00 SqFt

L L

50

57

PATCHING

WEATHERING

Network: Starks			Name	Stark's	Twin Oaks				
Branch: TH3SK		Name:	Hangar Taxiway	3 Stark's	Use:	TAXIWAY	Area:	17,966 SqFt	
Section: 01	of 2		From: TH3SK-0	1		To: Hangar	s	Last Const.:	: 9/2/2003
Surface: AC		23_Region ny_AC	1_Cat5_Taxi Zone:	7S3		Category: E		Rank: P	
Area:	15,200 SqFt	Length	380 Ft	W	idth:	40 Ft			
Slabs:	Slab Length:	:	Ft S	lab Width:		Ft	Joint I	ength:	₹t
Shoulder:	Street Type:		(Grade: 0			Lanes:	0	
Section Comments:									
Work Date: 9/1/2003	Work	Type: Bas	e Course - Aggregate		Co	de: BA-AG	Is	Major M&R: False	
Work Date: 9/2/2003	Work	Type: Nev	w Construction - AC		Co	de: NC-AC	Is	Major M&R: True	
Last Insp. Date: 7/1/	2023	Total	Samples: 4		Surveyed	: 3			
Conditions: PCI:	68								
Inspection Comments	:								
Sample Number: 02	Туре:	R	Area:	4000.00) SqFt	PCI: 6	56		
Sample Comments:									
48 L & T CR		L	407.00 Ft						
50 PATCHING		L	74.00 SqFt						
57 WEATHERING	ì	L	4000.00 SqFt						
Sample Number: 03	Type:	R	Area:	4000.00) SqFt	PCI: 6	58		
Sample Comments:									
48 L & T CR		L	242.00 Ft						
48 L & T CR		L	115.00 Ft						
50 PATCHING		L	74.00 SqFt						
57 WEATHERING	ĵ	L	4000.00 SqFt						
Sample Number: 04	Type:	R	Area:	4000.00) SqFt	PCI: 6	58		
Sample Comments:									
41 ALLIGATOR O	CR	M	10.00 SqFt						
41 ALLIGATOR C		L	199.00 Ft						
48 L & T CR		L	199.00 11						
		L	74.00 SqFt						

Network: Starks		Name:	Stark's Twin Oal	KS .		
Branch: TH4SK	Name:	Hangar Taxiway 4	Stark's Use:	TAXIWAY	Area:	11,065 SqFt
Section: 01	of 1	From: Taxiway 01		To: Hangars		Last Const.: 8/1/2000
Surface: AC	Family: 2023_Region way_AC	1_Cat5_Taxi Zone:	7S3	Category: E		Rank: S
Area: 11,065	SqFt Length	500 Ft	Width:	22 Ft		
Slabs:	Slab Length:	Ft Sla	b Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Gr	ade: 0		Lanes: 0	
Section Comments:						
Work Date: 8/1/2000	Work Type: New	w Construction - AC	C	Code: NC-AC	Is Major N	1&R: True
Work Date: 8/1/2000	Work Type: Bas	e Course - Aggregate	C	Code: BA-AG	Is Major N	1&R: False
Work Date: 9/1/2016	Work Type: Cra	ck Sealing - AC	C	Code: CS-AC	Is Major N	1&R: False
Work Date: 9/2/2016	Work Type: Pat	ching - AC Deep	C	Code: PA-AD	Is Major N	1&R: False
Last Insp. Date: 7/1/2023	Total	Samples: 2	Surveyo	ed: 2		
Conditions: PCI: 73						
Inspection Comments:						
Sample Number: 01	Type: R	Area:	4377.00 SqFt	PCI: 74		
Sample Comments:			-			
41 ALLIGATOR CR	M	6.00 SqFt				
48 L & T CR	L	78.00 Ft				
48 L & T CR	L	106.00 Ft				
50 PATCHING	L	42.00 SqFt				
57 WEATHERING	L	4377.00 SqFt				
Sample Number: 02	Type: R	Area:	6688.00 SqFt	PCI: 73		
Sample Comments:						
48 L & T CR	L	131.00 Ft				
48 L & T CR	L	254.00 Ft				
48 L & T CR	L	37.00 Ft				
48 L & T CR	M	14.00 Ft				
40 I 6 T CD	1/1	20.00 Ft				

M L

30.00 Ft 6688.00 SqFt

48

57

L & T CR

WEATHERING

Network: Stark's Twin Oaks Starks Name: **Branch:** TH5SK Name: Hangar Taxiway 5 Stark's Use: TAXIWAY Area: 11,217 SqFt Section: 02 of 2 From: Taxiway 01 To: Hangars **Last Const.:** 8/1/1995 Surface: ACFamily: 2023_Region1_Cat5_Taxi Zone: 7S3 Category: E Rank: S way AC 6,280 SqFt Length: Width: 13 Ft 500 Ft Area: Ft Ft Slabs: Slab Length: Slab Width: Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Type: New Construction - AC Work Date: 8/1/1995 Code: NC-AC Is Major M&R: True **TotalSamples:** 2 **Last Insp. Date:** 7/1/2023 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 94 Sample Number: 01 Type: R Area: 6280.00 SqFt **Sample Comments:**

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WEATHERING

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Network: Stark's Twin Oaks Starks Name: **Branch:** TH5SK Name: Hangar Taxiway 5 Stark's Use: TAXIWAY Area: 11,217 SqFt Section: 01 of 2 From: Section 02 To: Hangars Last Const.: 8/1/2000 Surface: ACFamily: 2023_Region1_Cat5_Taxi Zone: 7S3 Category: E Rank: S way AC 4,937 SqFt Length: Width: 13 Ft 395 Ft Area: Ft Ft Slabs: Slab Length: Slab Width: Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Date: 8/1/2000 Work Type: New Construction - AC Code: NC-AC Is Major M&R: True TotalSamples: 1 **Last Insp. Date:** 7/1/2023 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 94 Sample Number: 01 Type: R Area: 4937.00 SqFt **Sample Comments:**

WEATHERING

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4937.00 SqFt

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Network: Stark's Twin Oaks Starks Name: Branch: TH6SK Hangar Taxiway 6 Stark's Use: TAXIWAY 10,226 SqFt Name: Area: Section: 02 of 2 From: Taxiway 01 **Last Const.:** 8/1/1990 To: Hangars Surface: ACFamily: 2023_Region1_Cat5_Taxi Zone: 7S3 Category: E Rank: S way AC Width: 5,605 SqFt Length: 460 Ft 12 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **Section Comments:** Code: NC-AC Work Date: 8/1/1990 Work Type: New Construction - AC Is Major M&R: True **Last Insp. Date:** 7/1/2023 TotalSamples: 1 Surveyed: 1 **Conditions: PCI:** 37 **Inspection Comments:** Sample Number: 01 Type: R Area: 5605.00 SqFt **PCI:** 37 **Sample Comments:** 41 ALLIGATOR CR M 250.00 SqFt ALLIGATOR CR 41 M 26.00 SqFt ALLIGATOR CR 25.00 SqFt 41 M 48 L & T CR 212.00 Ft L

L & T CR

L & T CR

WEATHERING

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M

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132.00 Ft

15.00 Ft

Network: Stark's Twin Oaks Starks Name: **Branch:** TH6SK Hangar Taxiway 6 Stark's Use: TAXIWAY 10,226 SqFt Name: Area: of 2 Section: 01 From: Taxiway 01 **Last Const.:** 8/1/1990 To: Hangars Surface: ACFamily: 2023_Region1_Cat5_Taxi Zone: 7S3 Category: E Rank: S way AC Width: 10 Ft 4,621 SqFt Length: 460 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **Section Comments:** Code: NC-AC Work Date: 8/1/1990 Work Type: New Construction - AC Is Major M&R: True **Last Insp. Date:** 7/1/2023 **TotalSamples:** 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** Sample Number: 01 Type: R Area: 4621.00 SqFt **PCI:** 55 **Sample Comments:** 41 ALLIGATOR CR M 56.00 SqFt ALLIGATOR CR 12.00 SqFt 41 M L & T CR L 615.00 Ft 48

L & T CR

WEATHERING

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68.00 Ft

Network: Stark's Twin Oaks Starks Name: **Branch:** TH7SK Name: Hangar Taxiway 7 Stark's Use: TAXIWAY 6,744 SqFt Area: Section: 01 of 1 From: Taxiway 01 To: Hangars **Last Const.:** 8/1/1990 Surface: ACFamily: 2023_Region1_Cat5_Taxi Zone: 7S3 Category: E Rank: S way AC 6,744 SqFt Length: Width: 14 Ft 480 Ft Area: Ft Ft Slabs: Slab Length: Slab Width: Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Type: New Construction - AC Work Date: 8/1/1990 Code: NC-AC Is Major M&R: True TotalSamples: 1 **Last Insp. Date:** 7/1/2023 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 94 Sample Number: 01 Type: R Area: 6744.00 SqFt

Sample Comments:

57 WEATHERING L 6744.00 SqFt

Network: Starks		Name:	Stark's Twin Oa	1		
Network: Starks		Name	Stark's Twin Oa	KS		
Branch: TH8SK	Name:	Hangar Taxiway	8 Stark's Use:	TAXIWAY	Area:	10,313 SqFt
Section: 01	of 1	From: Taxiway ()1	To: Hangars		Last Const.: 8/1/1990
Surface: AC	Family: 2023_Region1 way_AC	_Cat5_Taxi Zone:	783	Category: E		Rank: S
Area: 10,3	13 SqFt Length:	470 Ft	Width:	14 Ft		
Slabs:	Slab Length:	Ft S	lab Width:	Ft	Joint Length	: Ft
Shoulder:	Street Type:	C	Grade: 0		Lanes: 0	
Section Comments:						
Work Date: 8/1/1990	Work Type: New	Construction - AC	(Code: NC-AC	Is Major	M&R: True
Last Insp. Date: 7/1/2023	TotalS	amples: 2	Survey	ed: 2		
Conditions: PCI: 63						
Inspection Comments:						
Sample Number: 01	Type: R	Area:	6128.00 SqFt	PCI: 94		
Sample Comments:						
57 WEATHERING	L	6128.00 SqFt				
Sample Number: 02	Type: R	Area:	4185.00 SqFt	PCI: 18		
Sample Comments:						
41 ALLIGATOR CR	Н	450.00 SqFt				
48 L & T CR	L	188.00 Ft				

M 4185.00 SqFt

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WEATHERING

Network: Stark's Twin Oaks Starks Name: **Branch:** TH9SK Hangar Taxiway 9 Stark's Use: TAXIWAY 2,541 SqFt Name: Area: Section: 01 of 1 From: **Last Const.:** 8/1/1985 Apron 01 To: Hangars Surface: ACFamily: 2023_Region1_Cat5_Taxi Zone: 7S3 Category: E Rank: S way AC Width: 2,541 SqFt Length: 210 Ft 12 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **Section Comments:** Work Date: 8/1/1985 Work Type: New Construction - AC Code: NC-AC Is Major M&R: True **Last Insp. Date:** 7/1/2023 TotalSamples: 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** Sample Number: 01 Type: R Area: 2541.00 SqFt **PCI:** 30 **Sample Comments:** 41 ALLIGATOR CR M 240.00 SqFt DEPRESSION 45 L 64.00 SqFt L & T CR L 48 187.00 Ft

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APPENDIX F

Work History Report

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Pavement Database: ODA_2023Survey_MASTER DB-12-11-2023_4pm

Network:	Stark's Tw	rin Oaks Branch: A01SK	Apron	01 Stark's	Section:	01 Surface:AC
L.C.D. 8/1/19	985 Us	se: APRON Rank: P L	ength: 210	.00 (Ft) Wid	dth: 135.0	0 (Ft) True Area: 21840 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	OR-SS	Oregon Slurry Seal	0.00	0.00		
8/1/1985	NC-AC	New Construction - AC	0.00	0.00		UKNOWN
Network:	Stark's Tw	rin Oaks Branch: A01SK	Apron	01 Stark's	Section:	02 Surface:AC
L.C.D. 8/1/19	980 Us	se: APRON Rank: P L	ength: 160	.00 (Ft) Wid	dth: 40.0	0 (Ft) True Area: 6617 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	OR-SS	Oregon Slurry Seal	0.00	0.00		
8/1/1980	NC-AC	New Construction - AC	0.00	0.00	~ [UNKNOWN
N	G. II T	' O I P I 4010W		01.0: 11	G 4:	03 6 40
Network:			1	01 Stark's	Section:	
L.C.D. 8/2/20		se: APRON Rank: P L	ength: 227	.00 (Ft) Wid		0 (Ft) True Area: 16016 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/2/2004	NC-AC	New Construction - AC	0.00	2.00	V	
8/1/2004	BA-AG	Base Course - Aggregate	0.00	6.00		
Network:	Stark's Tw	rin Oaks Branch: A01SK	Apron	01 Stark's	Section:	04 Surface:AC
L.C.D. 6/2/20	023 Us	se: APRON Rank: P L	ength: 200	.00 (Ft) Wio	dth: 80.0	0 (Ft) True Area: 15753 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2023	NC-AC	New Construction - AC	0.00	3.00	~	
6/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00		9-12"AB
Network:	Stark's Tw	rin Oaks Branch: A01SK	Apron	01 Stark's	Section:	05 Surface:AC
L.C.D. 9/2/20	017 Us	se: APRON Rank: P L	ength: 270	.00 (Ft) Wid	dth: 52.0	0 (Ft) True Area: 14753 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2017	CR-AC	Complete Reconstruction - AC	73,765.00	3.00	~	Thickness estimated based on sections
9/1/2017	BA-AG	Base Course - Aggregate	0.00	9.00		Thickness estimated based on sections
Network:	Stark's Tw	rin Oaks Branch: A01SK	Apron	01 Stark's	Section:	
L.C.D. 9/2/20	017 Us	se: APRON Rank: P L	ength: 105	. ,	dth: 82.0	0 (Ft) True Area: 7581 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2017	CR-PC	Complete Reconstruction - PCC	75,810.00	0.00	~	Unknown Thickness
9/1/2017	BA-AG	Base Course - Aggregate	0.00	0.00		Unknown Thickness
Network:				•	Section:	
L.C.D. 9/1/20		se: APRON Rank: P L	ength: 70	,		0 (Ft) True Area: 1143 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2011	NC-IN	New Construction - Initial	0.00	0.00	V	

12/12/2023

Work History Report

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Pavement Database: ODA_2023Survey_MASTER DB-12-11-2023_4pm

Network:	Stark's Tw	in Oaks Branch: AHLD	02SK Hold A	Apron RW 0	Section:		urface:AC
L.C.D. 4/2/20	023 Us	se: APRON Rank: P L	ength: 270	.00 (Ft) Wid	1th: 35.0	0 (Ft) True Area:	8242 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Commer	nts
4/2/2023	NC-AC	New Construction - AC	0.00	3.00	V		
4/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00		9-12" AB	
Network:				ny 02/20 Star	Section:		urface:AC
L.C.D. 9/1/20		se: RUNWAY Rank: P L	ength: 75	.00 (Ft) Wid		0 (Ft) True Area:	3750 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Commer	nts
9/3/2016	OR-SS	Oregon Slurry Seal	0.00	0.00			
9/2/2016	PA-AF	Patching - AC Full Depth	0.00	0.00			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00			
9/1/2011	NC-IN	New Construction - Initial	0.00	0.00			
Network:	Stark's Tw			y 02/20 Star	Section:	02 Si	urface:AC
L.C.D. 8/1/1	992 Us	se: RUNWAY Rank: P L	ength: 1,200		1th: 50.0	0 (Ft) True Area:	60000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Commer	nts
9/3/2016	OR-SS	Oregon Slurry Seal	0.00	0.00			
9/2/2016	PA-AF	Patching - AC Full Depth	0.00	0.00			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00			
6/1/2010	CS-AC	Crack Sealing - AC	0.00	0.00			
8/1/1992	NC-AC	New Construction - AC	0.00	0.00		Unknown depth	
Network:				ny 02/20 Star	Section:		urface:AC
L.C.D. 8/1/19		se: RUNWAY Rank: P L	ength: 1,150			0 (Ft) True Area:	57500 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comme	nts
9/3/2016	OR-SS	Oregon Slurry Seal	0.00	0.00			
9/2/2016	PA-AF	Patching - AC Full Depth	0.00	0.00			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00			
6/1/2010	CS-AC	Crack Sealing - AC	0.00	0.00			
8/1/1996	NC-AC	New Construction - AC	0.00	0.00	V	Unknown depth, date;	circa 1995
			_				
Network:				y 02/20 Star	Section:		urface:AC
L.C.D. 8/1/1		se: RUNWAY Rank: P L	ength: 125	.00 (Ft) Wid		0 (Ft) True Area:	5117 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comme	nts
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00			
6/1/2010	CS-AC	Crack Sealing - AC	0.00	0.00			
8/1/1994	NC-AC	New Construction - AC	0.00	0.00		Unknown depth	

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Pavement Database: ODA_2023Survey_MASTER DB-12-11-2023_4pm

Network.	Stark's Tw	in Oaks Branch: T01SI	Z Towing	ay 01 Stark's	Section:	01 Surface:AC				
L.C.D. 9/1/2				•		00 (Ft) True Area: 15358 (SqFt)				
L.C.D. 9/1/2	Work	Sc. TAXIWAT Rank, T	Length. 034	Thickness	Major	(Sqr)				
Work Date	Code	Work Description	Cost	(in)	M&R	Comments				
9/1/2011	NC-IN	New Construction - Initial	0.00	0.00						
		·								
Network:	Stark's Tw	in Oaks Branch: T01SI	C Taxiwa	ay 01 Stark's	Section:	02 Surface:AC				
L.C.D. 8/2/2	004 Us	se: TAXIWAY Rank: P	Length: 789	.00 (Ft) Wie		0 (Ft) True Area: 15462 (SqFt)				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
9/1/2016	OR-SS	Oregon Slurry Seal	0.00	0.00						
8/2/2004	NC-AC	New Construction - AC	0.00	2.00						
8/1/2004	BA-AG	Base Course - Aggregate	0.00	8.00						
Network:	Stark's Tw	in Oaks Branch: T01SI	C Taxiw	ay 01 Stark's	Section:	03 Surface:AAC				
L.C.D. 9/1/2	017 Us	se: TAXIWAY Rank: P		•		00 (Ft) True Area: 1926 (SqFt)				
	Work		T	Thickness	Major					
Work Date	Code	Work Description	Cost	(in)	M&R	Comments				
9/1/2017	OL-AS	Overlay - AC Structural	4,218.00	0.00		Unknown thickness and assumed date				
8/1/2000	NC-AC	New Construction - AC	0.00	0.00	V	Unknown depth				
Network: Stark's Twin Oaks Branch: T01SK Taxiway 01 Stark's Section: 04 Surface:AAC										
						~				
L.C.D. 9/1/2		se: TAXIWAY Rank: P	Length: 397	.00 (Ft) Wie	dth: 18.0	00 (Ft) True Area: 7146 (SqFt)				
L.C.D. 9/1/2	017 Us Work Code	se: TAXIWAY Rank: P Work Description	Length: 397 Cost	.00 (Ft) Wid Thickness (in)	dth: 18.0 Major M&R	00 (Ft) True Area: 7146 (SqFt) Comments				
L.C.D. 9/1/20 Work Date 9/1/2017	Work Code OL-AS	Work Description Overlay - AC Structural	Cost 0.00	Thickness (in)	Major M&R	Comments Unknown thickness and assumed date				
L.C.D. 9/1/2	Work Code OL-AS	se: TAXIWAY Rank: P Work Description	Length: 397 Cost	.00 (Ft) Wid Thickness (in)	dth: 18.0 Major M&R	00 (Ft) True Area: 7146 (SqFt) Comments				
L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995	Work Code OL-AS NC-AC	Work Description Overlay - AC Structural New Construction - AC	Cost 0.00 0.00	0.00 (Ft) Wid Thickness (in) 0.00 0.00	Major M&R	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995				
L.C.D. 9/1/20 Work Date 9/1/2017 8/1/1995 Network:	Work Code OL-AS NC-AC	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SE	Cost 0.00 0.00 Casimor Taxiwa	0.00 (Ft) Wid Thickness (in) 0.00 0.00	Major M&R	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC				
L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995	Work Code OL-AS NC-AC Stark's Tw	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SE	Cost 0.00 0.00 Cast Taxiwa	.00 (Ft) Wid Thickness (in) 0.00 0.00 ay 01 Stark's .00 (Ft) Wid	Major M&R Section:	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995				
L.C.D. 9/1/20 Work Date 9/1/2017 8/1/1995 Network:	Work Code OL-AS NC-AC	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SE	Cost 0.00 0.00 Casimor Taxiwa	0.00 (Ft) Wid Thickness (in) 0.00 0.00	Major M&R	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC				
L.C.D. 9/1/2017 Work Date 9/1/2017 8/1/1995 Network: L.C.D. 9/1/20	Work Code OL-AS NC-AC Stark's Tw 017 Us Work	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P	Cost 0.00 0.00 Taxiw. Length: 260	Thickness (in) 0.00 0.00 0.00 ay 01 Stark's .00 (Ft) Wid Thickness	Major M&R Section: dth: 18.0	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC 0 (Ft) True Area: 4680 (SqFt)				
L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 9/1/2: Work Date	Work Code OL-AS NC-AC Stark's Tw 017 Us Work Code OL-AS	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description	Cost 0.00 0.00 Carrier 260 Cost 0.00 Carrier 260 Cost 0.00	Thickness (in) 0.00 0.00 0.00 ay 01 Stark's .00 (Ft) Wid Thickness (in)	Major M&R Section: dth: 18.0 Major M&R	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC 0 (Ft) True Area: 4680 (SqFt) Comments				
L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995	Work Code OL-AS NC-AC Stark's Tw 017 Us Work Code OL-AS NC-AC	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Overlay - AC Structural New Construction - AC	Cost 0.00 0.00 Taxiw: Length: 260 Cost 0.00 0.00	100 (Ft) Wide Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Major M&R Section: dth: 18.0 Major M&R	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC 0 (Ft) True Area: 4680 (SqFt) Comments Unknown thickness and assumed date Unknown thickness and assumed date Unknown depth, date; circa 1995				
L.C.D. 9/1/2 Work Date 9/1/2017 8/1/1995 Network: L.C.D. 9/1/2 Work Date 9/1/2017 8/1/1995 Network:	Work Code OL-AS NC-AC Stark's Tw 017 Us Work Code OL-AS NC-AC	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI	Cost 0.00 0.00 Cast 260 Cost 260 Cost 260 Cost 260 Cost 260 Cost 397	0.00 (Ft) Wide Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Major M&R Section: dth: 18.0 Major M&R Section:	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC O (Ft) True Area: 4680 (SqFt) Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Comments Unknown thickness and assumed date Unknown depth, date; circa 1995				
L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995	Work Code OL-AS NC-AC Stark's Tw 017 Us Work Code OL-AS NC-AC Stark's Tw	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI	Cost 0.00 0.00 Cast 260 Cost 260 Cost 260 Cost 260 Cost 260 Cost 397	100 (Ft) Wide Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Major M&R Section: dth: 18.0 Major M&R Section: dth: 18.0 Section: dth: 18.0	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC 0 (Ft) True Area: 4680 (SqFt) Comments Unknown thickness and assumed date Unknown thickness and assumed date Unknown depth, date; circa 1995				
L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 8/1/1: Work Date	Work Code OL-AS NC-AC Stark's Tw 017 Us Work Code OL-AS NC-AC Stark's Tw 994 Us Work Code	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Work Description	Cost 0.00 0.00 Cast 260 Cost 260 Cost 260 Cost 260 Cost 260 Cost 397	0.00 (Ft) Wide Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Major M&R Section: dth: 18.0 Major M&R Section:	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC O (Ft) True Area: 4680 (SqFt) Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Comments Unknown thickness and assumed date Unknown depth, date; circa 1995				
L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 8/1/1:	Work Code OL-AS NC-AC Stark's Tw O17 Us Work Code OL-AS NC-AC Stark's Tw York Code OL-AS NC-AC	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Oregon Slurry Seal	Cost 0.00 0.00 Cost Cost Cost Cost Cost Cost Cost Cost	0.00 (Ft) Wide Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Section: Major M&R Section: Major M&R Section: Major M&R Major M&R Major M&R	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC O (Ft) True Area: 4680 (SqFt) Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 O6 Surface:AC O (Ft) True Area: 14845 (SqFt)				
L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 9/1/2: Work Date 9/1/2017 8/1/1995 Network: L.C.D. 8/1/1: Work Date	Work Code OL-AS NC-AC Stark's Tw OL-AS NC-AC Stark's Tw 994 Work Code OR-SS CS-AC	Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Overlay - AC Structural New Construction - AC in Oaks Branch: T01SI se: TAXIWAY Rank: P Work Description Work Description	Cost Cost 0.00 0.00 Carrier 260 Cost 0.00 0.00 Carrier 446 Cost Cost Cost Cost Cost Cost Cost Cost	Thickness (in) 0.00 0.00 0.00 ay 01 Stark's .00 (Ft) Wid Thickness (in) 0.00 0.00 ay 01 Stark's .00 (Ft) Wid Thickness (in)	Section: Major M&R Section: Major M&R Section: Major M&R Major M&R Major M&R	Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Surface:AAC O (Ft) True Area: 4680 (SqFt) Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 Comments Unknown thickness and assumed date Unknown depth, date; circa 1995 O6 Surface:AC O (Ft) True Area: 14845 (SqFt)				

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Pavement Database: ODA_2023Survey_MASTER DB-12-11-2023_4pm

Network:	Stark's Tw	in Oaks Branch: T01SK	Taxiw	ay 01 Stark's	Section: 07	Surface:AC
L.C.D. 4/2/20	023 Us	se: TAXIWAY Rank: P L	ength: 67	.00 (Ft) Wid	dth: 95.00 (Ft) True Area: 6097 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/2/2023	NC-AC	New Construction - AC	0.00	3.00	> :	
4/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00	<u> </u>	12" AB
4/1/2022	NC-IN	New Construction - Initial	0.00	0.00	V :	
Network:	Stark's Tw	in Oaks Branch: T02SK	Taxiw	ay 02 Stark's	Section: 01	Surface:AC
L.C.D. 8/2/20	004 Us	se: TAXIWAY Rank: P	ength: 90	.00 (Ft) Wie	dth: 50.00 (Ft) True Area: 3029 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00		
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00		
8/2/2004	NC-AC	New Construction - AC	0.00	2.00		
8/1/2004	BA-AG	Base Course - Aggregate	0.00	8.00		
			l.			
Network:	Stark's Tw	in Oaks Branch: T03SK	Taxiw	ay 03 Stark's	Section: 01	Surface:AC
L.C.D. 8/1/19	995 Us	se: TAXIWAY Rank: P	ength: 144	.00 (Ft) Wie	dth: 20.00 (Ft) True Area: 4509 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00		
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	- H	
8/1/1995	NC-AC	New Construction - AC	0.00	0.00	U:	nknown depth, date; circa 1995
						1 , , ,
Network:	Stark's Tw	in Oaks Branch: T04SK	Taxiw	ay 04 Stark's	Section: 01	Surface:AC
L.C.D. 8/1/19				•		Ft) True Area: 1394 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00		
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<u> </u>	
8/1/1996	NC-AC	New Construction - AC	0.00	0.00	U:	nknown depth, date; circa 1995
			l			
Network:	Stark's Tw	in Oaks Branch: T05SK	Taxiw	ay 05 Stark's	Section: 01	Surface:AC
L.C.D. 8/1/19	995 Us	se: TAXIWAY Rank: P L			dth: 120.00 (Ft) True Area: 10065 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00		
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00		
8/1/1995	NC-AC	New Construction - AC	0.00	0.00	U.	nknown depth, date; circa 1995
			l			
Network:	Stark's Tw	in Oaks Branch: T06SK	Taxiw	ay 06 Stark's	Section: 01	Surface:AC
L.C.D. 8/1/19				•		Ft) True Area: 2570 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	Mak	
8/1/1994	NC-AC	New Construction - AC	0.00	0.00	U: U:	nknown depth

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Pavement Database: ODA_2023Survey_MASTER DB-12-11-2023_4pm

Network:	Stark's Tw	in Oaks Branch: TH10)SK Hanga	r Taxiway 1	Section: 01	Surface: AC
L.C.D. 9/1/2	016 Us	se: TAXIWAY Rank: P	_	-		True Area: 12592 (SqFt)
W I D	Work		T T	Thickness	Major	
Work Date	Code	Work Description	Cost	(in)	M&R	Comments
9/1/2016	NC-AC	New Construction - AC	0.00	0.00		
Network:			_	r Taxiway 1	Section: 01	Surface:AC
L.C.D. 9/1/2		se: TAXIWAY Rank: P	Length: 530	.00 (Ft) Wie	`) True Area: 12561 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2020		New Construction - Initial	0.00	0.00	V	
Network:	Stark's Tw	in Oaks Branch: TH15	SK Hanga	r Taxiway 1	Section: 01	Surface:AC
L.C.D. 6/1/2	009 Us	se: TAXIWAY Rank: S	Length: 530	.00 (Ft) Wi	dth: 25.00 (Ft	True Area: 12593 (SqFt)
Work Date	Work	Work Description	Cost	Thickness	Major	Comments
	Code	Work Description	Cost	(in)	M&R	Comments
6/1/2009	NC-IN	New Construction - Initial	0.00	0.00		
	~ 11 5					
Network:			Č	r Taxiway 2	Section: 01	Surface:AC
L.C.D. 9/2/2		se: TAXIWAY Rank: P	Length: 390	. ,	`	True Area: 15600 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2003	NC-AC	New Construction - AC	0.00	2.00	V	
9/1/2003	BA-AG	Base Course - Aggregate	0.00	6.00		
9/1/2003	BA-AG	Base Course - Aggregate	0.00	6.00		
9/1/2003 Network:				6.00 r Taxiway 2	Section: 02	Surface:AC
	Stark's Tw	in Oaks Branch: TH2	SK Hanga	r Taxiway 2	Section: 02	Surface:AC) True Area: 2642 (SqFt)
Network:	Stark's Tw 004 Us Work	in Oaks Branch: TH2	SK Hanga	r Taxiway 2 .00 (Ft) Wid	Section: 02 dth: 20.00 (Ft	
Network: L.C.D. 8/2/2 Work Date	Stark's Tw 004 Us Work Code	in Oaks Branch: TH29 se: TAXIWAY Rank: P Work Description	SK Hanga Length: 130	r Taxiway 2 .00 (Ft) Wio Thickness (in)	Section: 02 dth: 20.00 (Ft Major M&R) True Area: 2642 (SqFt)
Network: L.C.D. 8/2/2	Stark's Tw 004 Us Work Code NC-AC	in Oaks Branch: TH2se: TAXIWAY Rank: P Work Description New Construction - AC	SK Hanga Length: 130	r Taxiway 2 .00 (Ft) Wid	Section: 02 dth: 20.00 (Ft) True Area: 2642 (SqFt)
Network: L.C.D. 8/2/2/ Work Date 8/2/2004	Stark's Tw 004 Us Work Code NC-AC	in Oaks Branch: TH29 se: TAXIWAY Rank: P Work Description	SK Hanga Length: 130 Cost 0.00	r Taxiway 2 .00 (Ft) Wid Thickness (in) 2.00	Section: 02 dth: 20.00 (Ft Major M&R) True Area: 2642 (SqFt)
Network: L.C.D. 8/2/2 Work Date 8/2/2004	Stark's Tw 004 Us Work Code NC-AC BA-AG	in Oaks Branch: TH2se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate	SK Hanga Length: 130 Cost 0.00	r Taxiway 2 .00 (Ft) Wie Thickness (in) 2.00 8.00	Section: 02 dth: 20.00 (Ft) True Area: 2642 (SqFt)
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004	Stark's Tw 004 Us Work Code NC-AC BA-AG	in Oaks Branch: TH23 se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH33	Cost 0.00 0.00 SK Hanga	r Taxiway 2 .00 (Ft) Wid Thickness (in) 2.00 8.00 r Taxiway 3	Section: 02 dth: 20.00 (Fr Major M&R Section: 01	Comments Surface:AC
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2	Stark's Tw 004 Us Work Code NC-AC BA-AG	in Oaks Branch: TH23 se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH33 se: TAXIWAY Rank: P	Cost Cost 0.00 0.00 SK Hanga Length: 380	r Taxiway 2 .00 (Ft) Wid Thickness (in) 2.00 8.00 r Taxiway 3	Section: 02 dth: 20.00 (Fr Major M&R Section: 01	Surface: AC) True Area: 15200 (SqFt)
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code	in Oaks Branch: TH29 se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH39 se: TAXIWAY Rank: P Work Description	Cost Cost 0.00 0.00 SK Hanga Length: 380 Cost	r Taxiway 2 .00 (Ft) Wid Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wid Thickness (in)	Section: 02 dth: 20.00 (Ft Major M&R Section: 01 dth: 40.00 (Ft Major M&R	Comments Surface:AC
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date 9/2/2003	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code NC-AC	in Oaks Branch: TH23 se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH33 se: TAXIWAY Rank: P Work Description New Construction - AC	Cost Cost 0.00 0.00 EK Hanga Length: 380 Cost 0.00	r Taxiway 2 .00 (Ft) Wid Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wid Thickness (in) 2.00	Section: 02 dth: 20.00 (Ft Major M&R Section: 01 dth: 40.00 (Ft Major	Surface: AC) True Area: 15200 (SqFt)
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code	in Oaks Branch: TH29 se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH39 se: TAXIWAY Rank: P Work Description	Cost Cost 0.00 0.00 SK Hanga Length: 380 Cost	r Taxiway 2 .00 (Ft) Wid Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wid Thickness (in)	Section: 02 dth: 20.00 (Ft Major M&R Section: 01 dth: 40.00 (Ft Major M&R	Surface: AC) True Area: 15200 (SqFt)
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date 9/2/2003 9/1/2003	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code NC-AC BA-AG	in Oaks Branch: TH2se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH3se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate	Cost Cost 0.00 0.00 EK Hanga Cost Cost 0.00 0.00 Cost 0.00 0.00	r Taxiway 2 .00 (Ft) Wie Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wie Thickness (in) 2.00 6.00	Section: 02 dth: 20.00 (Ft Major M&R Section: 01 dth: 40.00 (Ft Major M&R	Surface:AC) True Area: 15200 (SqFt) Comments
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date 9/2/2003 9/1/2003 Network:	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code NC-AC BA-AG	in Oaks Branch: TH29 See: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH39 See: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH39	Cost	r Taxiway 2 .00 (Ft) Wide Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wide Thickness (in) 2.00 6.00 r Taxiway 3	Section: 02 dth: 20.00 (From M&R) Section: 01 dth: 40.00 (From M&R) Wajor M&R Section: 02	Surface: AC Comments Surface: AC Surface: AC Surface: AC
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date 9/2/2003 9/1/2003	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code NC-AC BA-AG	in Oaks Branch: TH2se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH3se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate	Cost	r Taxiway 2 .00 (Ft) Wich Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wich Thickness (in) 2.00 6.00 r Taxiway 3	Section: 02 dth: 20.00 (From Major M&R) Section: 01 dth: 40.00 (From M&R) Section: 02 dth: 20.00 (From M&R)	Surface:AC) True Area: 15200 (SqFt) Comments
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date 9/2/2003 9/1/2003 Network:	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code NC-AC BA-AG	in Oaks Branch: TH29 See: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH39 See: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH39	Cost	r Taxiway 2 .00 (Ft) Wic Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wic Thickness (in) 2.00 6.00 r Taxiway 3	Section: 02 dth: 20.00 (From M&R) Section: 01 dth: 40.00 (From M&R) Section: 02 dth: 20.00 (From Major M&R)	Surface: AC Comments Surface: AC Surface: AC Surface: AC
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date 9/2/2003 9/1/2003 Network: L.C.D. 8/2/2	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code NC-AC BA-AG	in Oaks Branch: TH29 Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH39 se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH39 se: TAXIWAY Rank: P	Cost	r Taxiway 2 .00 (Ft) Wich Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wich Thickness (in) 2.00 6.00 r Taxiway 3	Section: 02 dth: 20.00 (Formalism of the section of	Surface: AC Comments Surface: AC True Area: 15200 (SqFt) Comments Surface: AC 2766 (SqFt)
Network: L.C.D. 8/2/2 Work Date 8/2/2004 8/1/2004 Network: L.C.D. 9/2/2 Work Date 9/2/2003 9/1/2003 Network: L.C.D. 8/2/2 Work Date	Stark's Tw 004 Us Work Code NC-AC BA-AG Stark's Tw 003 Us Work Code NC-AC BA-AG Stark's Tw 004 Us Work Code	in Oaks Branch: TH23 se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH33 se: TAXIWAY Rank: P Work Description New Construction - AC Base Course - Aggregate in Oaks Branch: TH33 se: TAXIWAY Rank: P Work Description	Cost	r Taxiway 2 .00 (Ft) Wie Thickness (in) 2.00 8.00 r Taxiway 3 .00 (Ft) Wie Thickness (in) 2.00 6.00 r Taxiway 3	Section: 02 dth: 20.00 (From M&R) Section: 01 dth: 40.00 (From M&R) Section: 02 dth: 20.00 (From Major M&R)	Surface: AC Comments Surface: AC True Area: 15200 (SqFt) Comments Surface: AC 2766 (SqFt)

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	~ 1. 5												
Network:			_	r Taxiway 4	Section:								
L.C.D. 8/1/2		se: TAXIWAY Rank: S L	ength: 500			0 (Ft) True Area: 11065 (SqFt)							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments							
9/2/2016	PA-AD	Patching - AC Deep	0.00	0.00									
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00									
8/1/2000	NC-AC	New Construction - AC	0.00	0.00	~	unknown depth							
8/1/2000	BA-AG	Base Course - Aggregate	0.00	0.00		unknown depth							
Network:	Stark's Tw	in Oaks Branch: TH5SK	K Hanga	r Taxiway 5	Section:	01 Surface:AC							
L.C.D. 8/1/2	000 Us	se: TAXIWAY Rank: S L	ength: 395	.00 (Ft) Wid	lth: 12.5	0 (Ft) True Area: 4937 (SqFt)							
Work Date	Work	Work Description	Cost	Thickness	Major	Comments							
8/1/2000	Code NC-AC	New Construction - AC	0.00	(in) 0.00	M&R ✓	Unknown Depth							
8/1/2000	NC-AC	New Construction - AC	0.00	0.00	<u> </u>	Опкноми Дериі							
Network:	Stark's Tw	in Oaks Branch: TH5SK	K Hanga	r Taxiway 5	Section:	02 Surface:AC							
L.C.D. 8/1/1	995 Us	se: TAXIWAY Rank: S L	ength: 500	.00 (Ft) Wid	lth: 12.5	0 (Ft) True Area: 6280 (SqFt)							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments							
8/1/1995		New Construction - AC	0.00	0.00	V	Unknown depth, date; circa 1995							
	ı												
Network:	Stark's Tw	in Oaks Branch: TH6SK	K Hanga	r Taxiway 6	Section:	01 Surface:AC							
L.C.D. 8/1/1	990 Us	se: TAXIWAY Rank: S L	ength: 460	.00 (Ft) Wid	lth: 10.0	0 (Ft) True Area: 4621 (SqFt)							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments							
8/1/1990	NC-AC	New Construction - AC	0.00	0.00	>	UNKNOWN							
N. d. a. l.	C. II T	' O 1 Provide THESE	7 11	т : (G	02 S							
Network:			Ü	r Taxiway 6	Section:								
L.C.D. 8/1/1		se: TAXIWAY Rank: S L	ength: 460	· /		0 (Ft) True Area: 5605 (SqFt)							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments							
8/1/1990	NC-AC	New Construction - AC	0.00	0.00	V	UNKNOWN							
	•												
Network:	Stark's Tw			r Taxiway 7	Section:	~							
L.C.D. 8/1/1		se: TAXIWAY Rank: S L	ength: 480			0 (Ft) True Area: 6744 (SqFt)							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments							
			0.00	0.00	\	Unknown depth, date; circa 1990							
8/1/1990	NC-AC	New Construction - AC	0.00										
	NC-AC			T : 0		1 / /							
8/1/1990 Network: L.C.D. 8/1/1	NC-AC Stark's Tw	in Oaks Branch: TH8SK	K Hanga	r Taxiway 8	Section:	01 Surface:AC							
Network:	NC-AC Stark's Tw 990 Us Work	in Oaks Branch: TH8SK	K Hanga	.00 (Ft) Wic	Section: Ith: 14.0 Major	01 Surface:AC							
Network: L.C.D. 8/1/1	NC-AC Stark's Tw	in Oaks Branch: TH8SK se: TAXIWAY Rank: S L	K Hanga Length: 470	.00 (Ft) Wio	Section:	01 Surface:AC 0 (Ft) True Area: 10313 (SqFt)							

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Pavement Database: ODA_2023Survey_MASTER DB-12-11-2023_4pm

Network:	Network: Stark's Twin Oaks Branch: TH9S				r Taxiway 9	Section:	01 Surface:AC		
L.C.D. 8/1/19	985 Us	e: TAXIWAY Rar	ık: S Lo	ength: 210	.00 (Ft) Wi	dth: 12.0	0 (Ft) True Area:	2541 (SqFt)	
Work Date	Work Code	Work Descri	ption	Cost	Thickness (in)	Major M&R	Comments		
8/1/1985	NC-AC	New Construction -	AC	0.00	2.00	V	UNKNOWN		

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Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	13	134,206.00	6.62	3.03
Complete Reconstruction - AC	1	14,753.00	3.00	0.00
Complete Reconstruction - PCC	1	7,581.00	0.00	0.00
Crack Sealing - AC	14	296,461.01	0.00	0.00
New Construction - AC	32	363,714.00	0.78	1.11
New Construction - Initial	6	51,502.00	0.00	0.00
Oregon Slurry Seal	12	204,128.00	0.00	0.00
Overlay - AC Structural	3	13,752.00	0.00	0.00
Patching - AC Deep	1	11,065.00	0.00	0.00
Patching - AC Full Depth	3	121,250.00	0.00	0.00