2024 ODAV Pavement Evaluation Program Ashland Municipal Airport

Ashland, Oregon

May 16, 2025

Prepared for

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TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

Appendix D: Unit Cost Data and Maintenance and Rehabilitation Plan
Appendix E: Reinspection Report
Appendix F: Work History Report

1 OVERVIEW

GRI assisted with updating the Oregon Department of Aviation (ODAV) airport pavement management system and developing a 5-year plan comprising maintenance, surface treatment, rehabilitation, and reconstruction projects for the Ashland Municipal Airport in Ashland, 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 Ashland Municipal Airport in 2024 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 0 to 100, where 0 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

Ashland Municipal Airport is in Ashland, Oregon, and is owned and operated by the City of Ashland. The airport consists of one runway, one parallel taxiway, and multiple connector taxiways, taxilanes, and aprons that serve a variety of general aviation aircraft. The general location of the airport is shown below on the Ashland Municipal Airport Location Map, Figure 2.1.

Figure 2.1: ASHLAND MUNICIPAL AIRPORT LOCATION MAP

The airside pavements at the Ashland Municipal Airport comprise asphalt concrete (AC) and AC overlaid with AC (AAC). The airport pavements, delineated by surface type and branch use, are shown on the Ashland Municipal Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Ashland Municipal Airport Pavement Area by Branch Use, Figure 2.3, shown below. The pavement inventory, including work history for each pavement section, is displayed spatially on the Ashland Municipal Airport Pavement Inventory, Figures 2.4 and 2.5. The pavement facilities summarized by branch and section are listed in Tables 2A and 3A, 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.

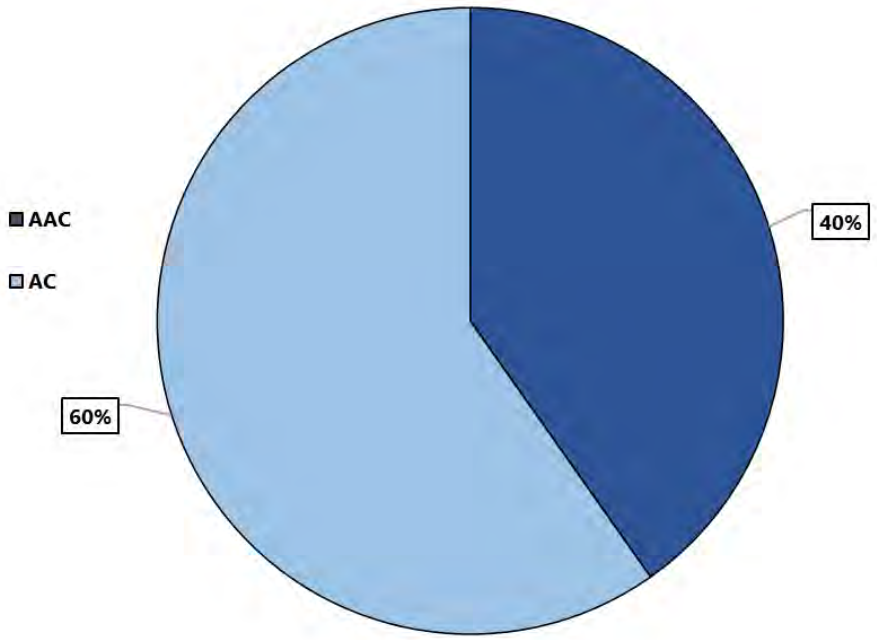


Figure 2.2: ASHLAND MUNICIPAL AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

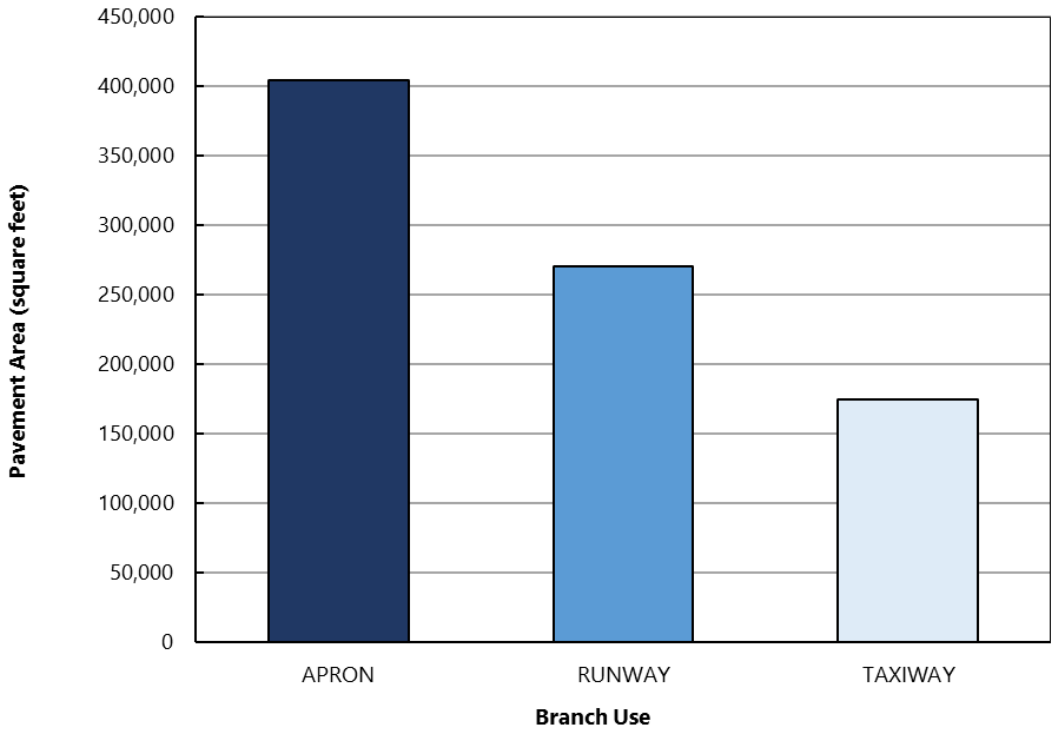
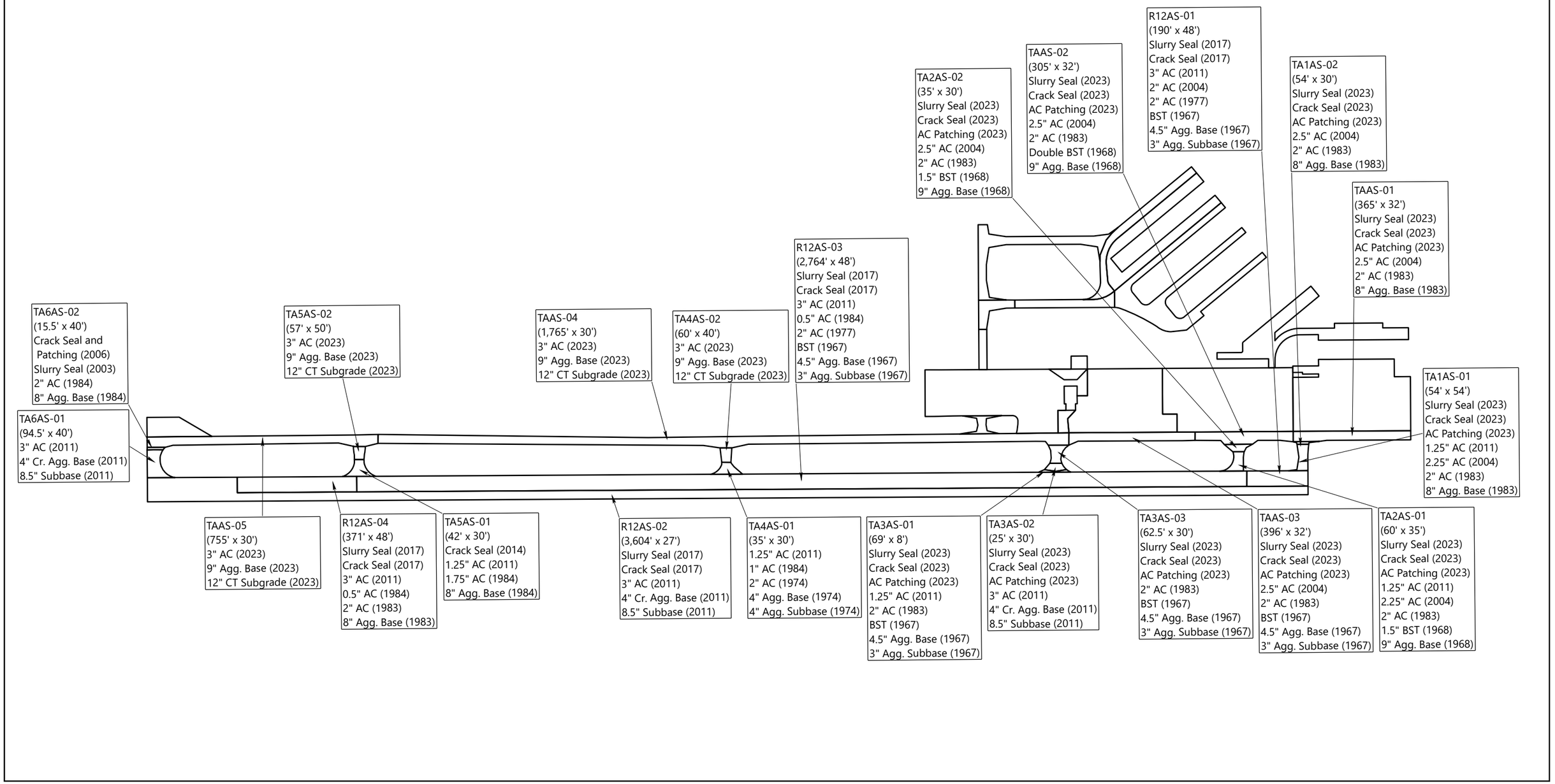


Figure 2.3: ASHLAND MUNICIPAL AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; Agg. = AGGREGATE; Cr. = CRUSHED; CT = CEMENT TREATED

N

0 300 600

1 INCH = 300 FEET

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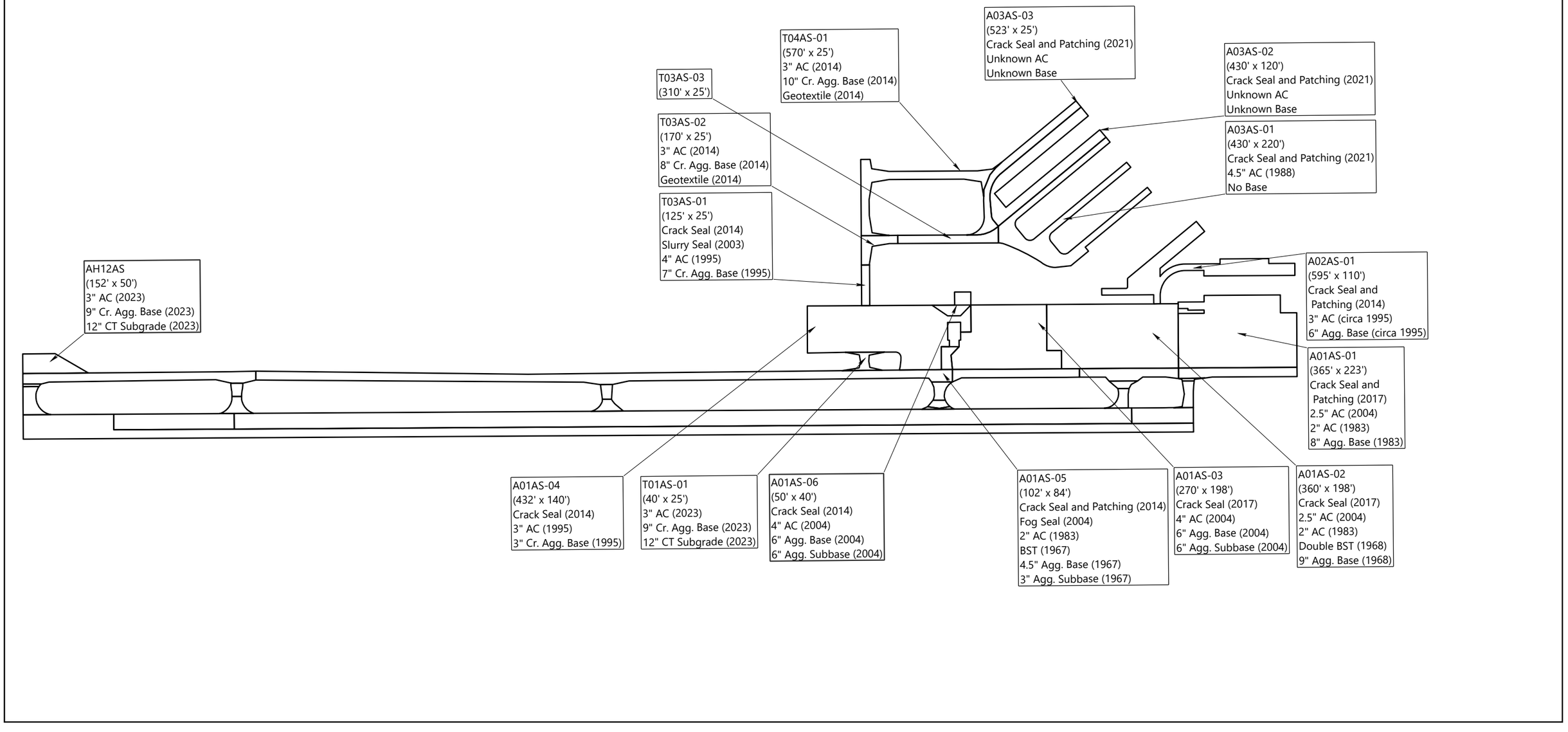
PAVEMENT INVENTORY - RUNWAYS AND TAXIWAYS

MAY 2025 JOB NO. 6593-WOC7 FIG. 2.4



ABBREVIATIONS: AC = ASPHALT CONCRETE; Agg. = AGGREGATE; Cr. = CRUSHED; CT = CEMENT TREATED

0 300 600

1 INCH = 300 FEET

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PAVEMENT INVENTORY - APRON

MAY 2025 JOB NO. 6593-WOC7 FIG. 2.5

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Ashland Municipal Airport in August 2024. The 2024 survey work was performed on sections last inspected in 2019 in order to update the Ashland Municipal Airport inspection data. GRI performed the 2024 PCI survey in accordance with the methods described in FAA Advisory Circular No. 150/5380-6C and ASTM D5340 and further discussed in Appendix B of this report.

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

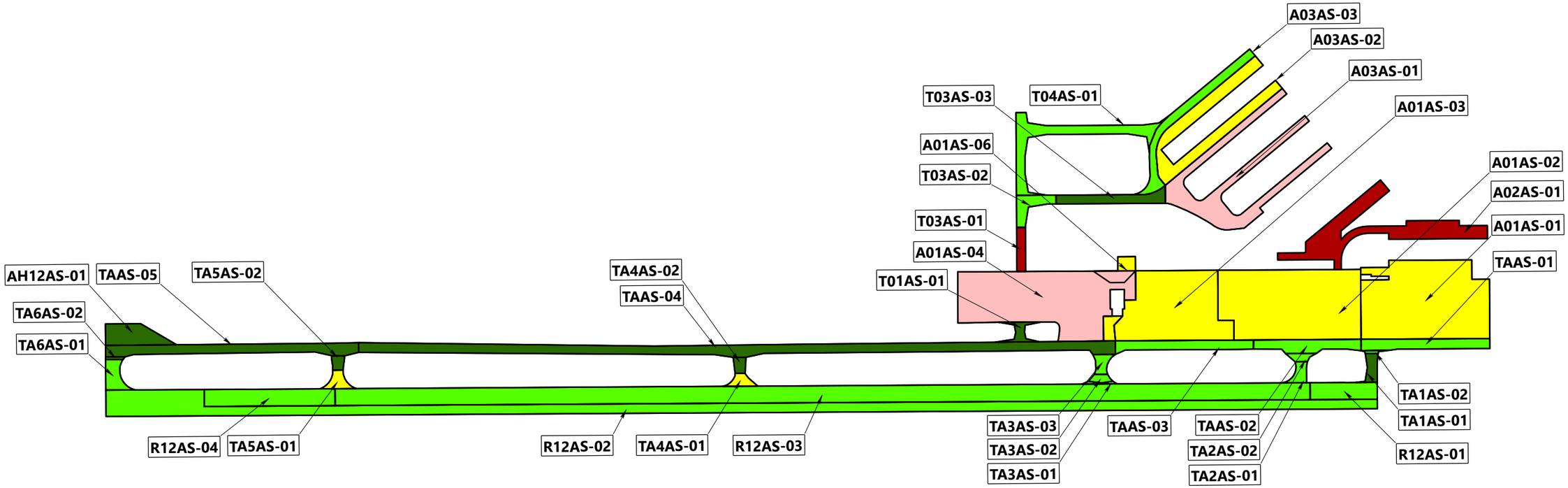
Table 3-1: ASTM PCI RATING SCALE

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

Abbreviations: ASTM = ASTM International; PCI = Pavement Condition Index; M&R = maintenance and rehabilitation

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Ashland Municipal Airport is approximately 71. The section PCIs ranged from a low of 19 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, block cracking, depressions, oil spillage, and patching. Section PCIs following our pavement survey are displayed spatially on the Ashland Municipal Airport 2024 PCI Survey Results, Figure 3.1, below.



SECTION PCI

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

N

0 300 600

1 INCH = 300 FEET

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2024 PCI SURVEY RESULTS

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The condition distribution of the network by percent of total pavement area is provided on the Ashland Municipal Airport Pavement Condition Rating by Percent of Area, Figure 3.2. A summary of the pavement condition results by branch and section is included in Tables 2B and 3B of Appendix B, respectively. A comparison between the previous inspection and the 2024 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.

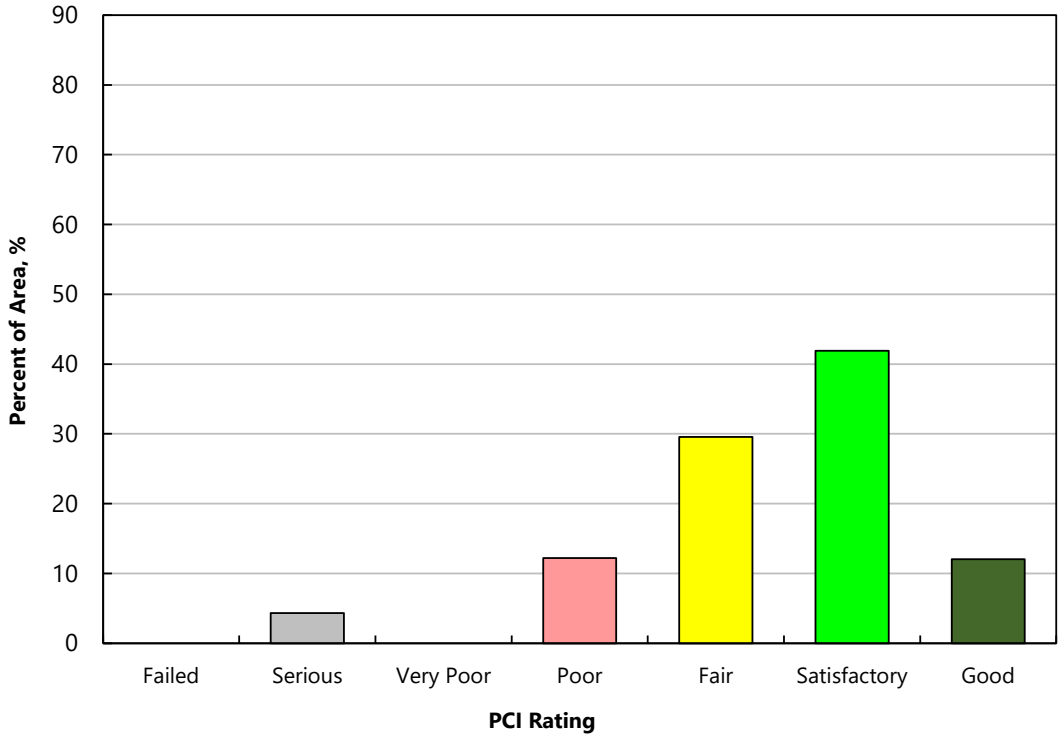


Figure 3.2: ASHLAND MUNICIPAL AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy the future condition. Additional details regarding our future pavement condition analysis, including pavement condition prediction models, are provided in Appendix C. PCI performance curves developed for Ashland Municipal Airport are displayed on Figures 1C through 3C in Appendix C.

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for five- and 10-year periods. Based on this analysis, we project the PCI will decrease from a current value of 71 to a value of 65 in 2029 and to 60 in 2034 if no maintenance or rehabilitation work is performed. The projected pavement condition in five years and 10 years for each pavement section at Ashland Municipal Airport is displayed spatially on the Ashland Municipal Airport Future Pavement Condition, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

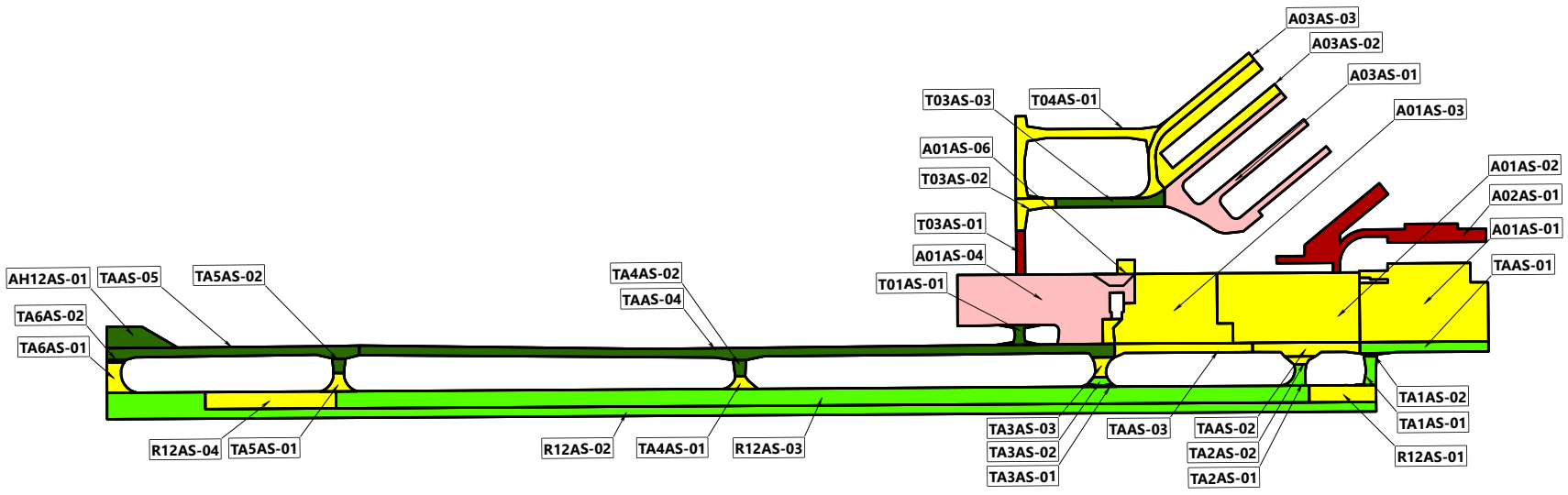
4.3 Functional Remaining Life

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

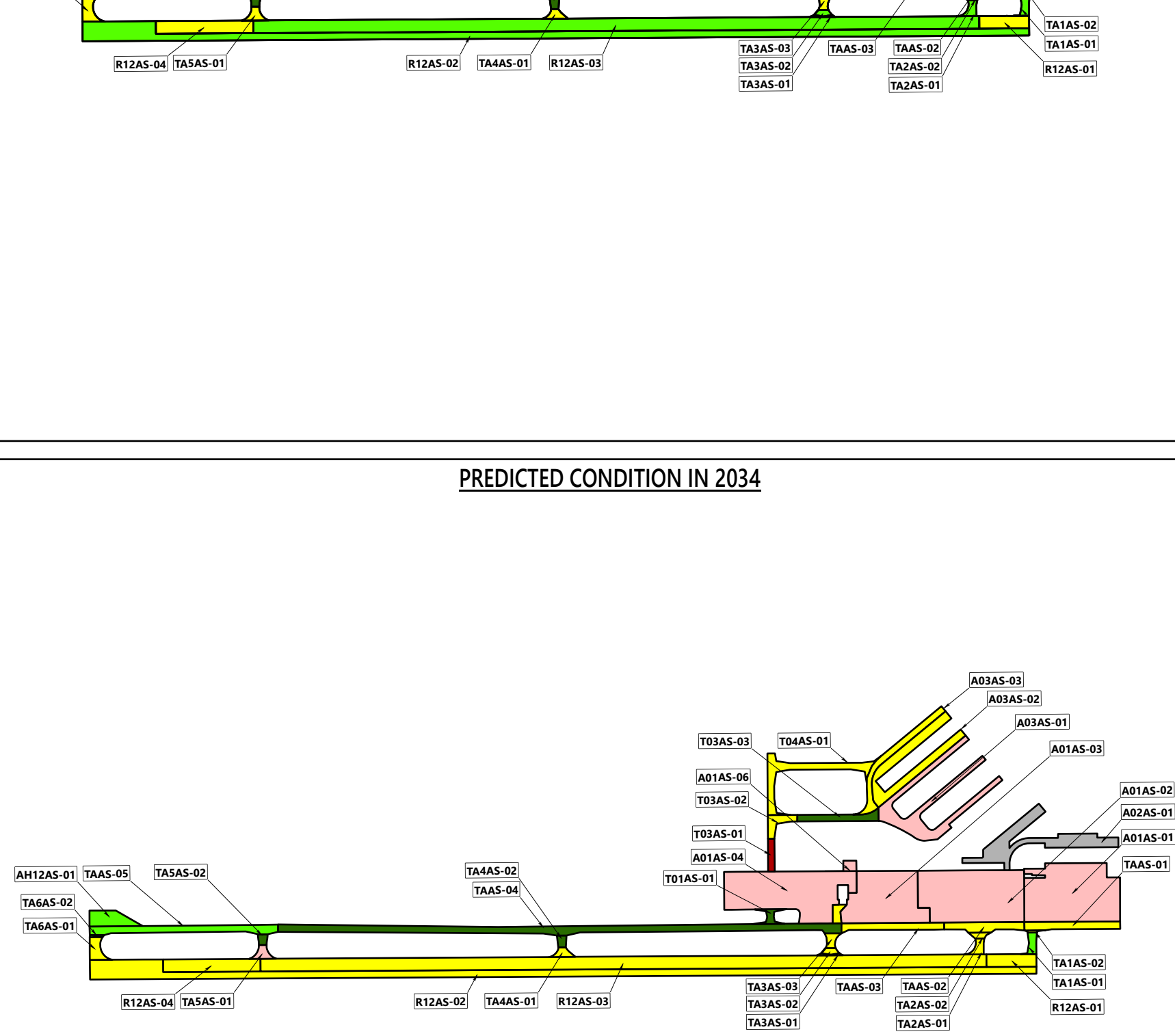
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Ashland Municipal Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section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

The two types of functional remaining life for each section at Ashland Municipal Airport are summarized in Table 2C in Appendix C.

PREDICTED CONDITION IN 2029



PREDICTED CONDITION IN 2034



SECTION PCI

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

0 500 1,000

1 INCH = 500 FEET

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FUTURE PAVEMENT CONDITION

MAY 2025 JOB NO. 6593-WOC7 FIG. 4.1

5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

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

5.2 Recommended Localized Maintenance

Localized maintenance refers to activities such as crack sealing and patching, which should be performed annually in order to properly maintain aging pavements. Using the PAVER Localized Distress Maintenance Analysis tool, we developed a list of recommended localized maintenance. This list is shown in Table 3D in Appendix D and is independent of the surface treatments, rehabilitation, and reconstruction projects associated with the 5-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, linear feet or square feet
Asphalt Concrete Crack Sealing	68,643
Asphalt Concrete Full-Depth Patching	6,014

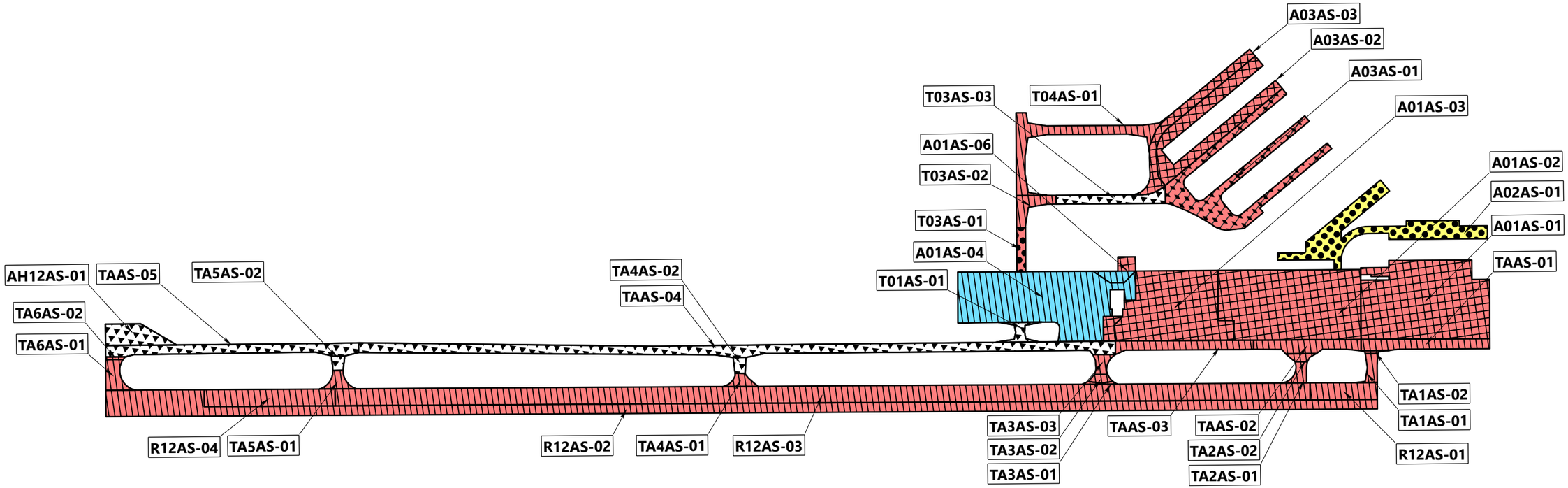
5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

To develop the 5-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.

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

Treatment Type	Quantity, square feet
Reconstruction	36,677
Overlay	103,654
Fog Seal	259,737
Slurry Seal	314,809

Maps of the project locations by year are shown on the Ashland Municipal Airport 5-Year Pavement Management Plan, Figure 5.1. The complete list of recommended surface treatment, rehabilitation, and reconstruction projects is presented in Table 4D in Appendix D.



ACTION TIMING

- 2025
- 2026
- 2027
- 2028
- 2029

ACTION

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

N

0 300 600

1 INCH = 300 FEET

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5-YEAR PAVEMENT MANAGEMENT PLAN

MAY 2025 JOB NO. 6593-WOC7 FIG. 5.1

6 LIMITATIONS

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

Because the condition of the airport pavement network is dynamic, an effective M&R program should be reviewed and updated on a regular basis. The pavement condition should be regularly surveyed and updated, and completed construction activities should be tracked in the PAVER database. If Ashland Municipal Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,

RENEWS: 06/2025

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This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Ashland Municipal Airport is located in Ashland, Oregon, and is owned and operated by City of Ashland. The pavement network/facilities at Ashland Municipal Airport serve a variety of general aviation aircraft. Ashland Municipal Airport consists of one runway and multiple connector taxiways, taxilanes, and aprons. The types of airside pavement include asphalt concrete (AC) and AC overlaid with AC (AAC).

The current airport pavement management system (APMS) network at Ashland Municipal Airport has an approximate area of 849,872 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 2A and 3A, 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 Ashland Municipal Airport contains 15 branches, information about which is tabulated in Table 2A 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 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 Ashland Municipal Airport contains 38 sections that are managed by the City of Ashland, information about which is tabulated in Table 3A and the locations of which are shown spatially on Figure 1A.

PAVER assigns a rank to each pavement segment that designates the pavement segment'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 3A.

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 that sample units for flexible pavements be 5,000 ±2,000 square feet and 20 slabs ±eight slabs for rigid pavements. The delineation of sample units for each section is displayed on Figure 1A.

A.4 SAMPLE UNIT DELINEATION

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

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

where:

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

For the 2024 Asland Municipal Airport PCI survey, Table 1A 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 Ashland Municipal Airport were selected using a systematic random sampling model method. This technique is implemented by first determining the number of sample units needed based on the confidence interval calculated using Equation 1. The first sample unit is randomly placed in the section, and the remaining sample units are systematically spaced throughout the section at equal distances apart.

Table 1A: EXAMPLE SAMPLE RATES FOR AC AND PCC PAVEMENTS

AC Sampling Rate		PCC Sampling Rate	
Total Number of Sample Units, N	Sample Units to Survey, n	Total Number of Sample Units, N	Sample Units to Survey, n
1	1	1	1
2–3	2	2	2
4–6	3	3–4	3
7–13	4	5–6	4
14–38	5	7–8	5
39+	6	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

Abbreviations: AC = asphalt concrete; PCC = portland cement concrete

Table 2A: ASHLAND MUNICIPAL AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01AS	Apron 01 Ashland	6	286,011
A02AS	Apron 02 Ashland	1	33,552
A03AS	Apron 03 Ashland	3	77,380
AH12AS	Hold Apron Rwy 12End Ashland	1	7,625
R12AS	Runway 12/30 Ashland	4	270,303
T01AS	Taxiway 01 Ashland	1	1,343
T03AS	Taxiway 03 Ashland	3	16,401
T04AS	Taxiway 04 Ashland	1	17,663
TA1AS	Taxiway A1 Ashland	2	5,769
TA2AS	Taxiway A2 Ashland	2	3,986
TA3AS	Taxiway A3 Ashland	3	4,154
TA4AS	Taxiway A4 Ashland	2	4,798
TA5AS	Taxiway A5 Ashland	2	5,412
TA6AS	Taxiway A6 Ashland	2	5,641
TAAS	Taxiway A Ashland	5	109,834

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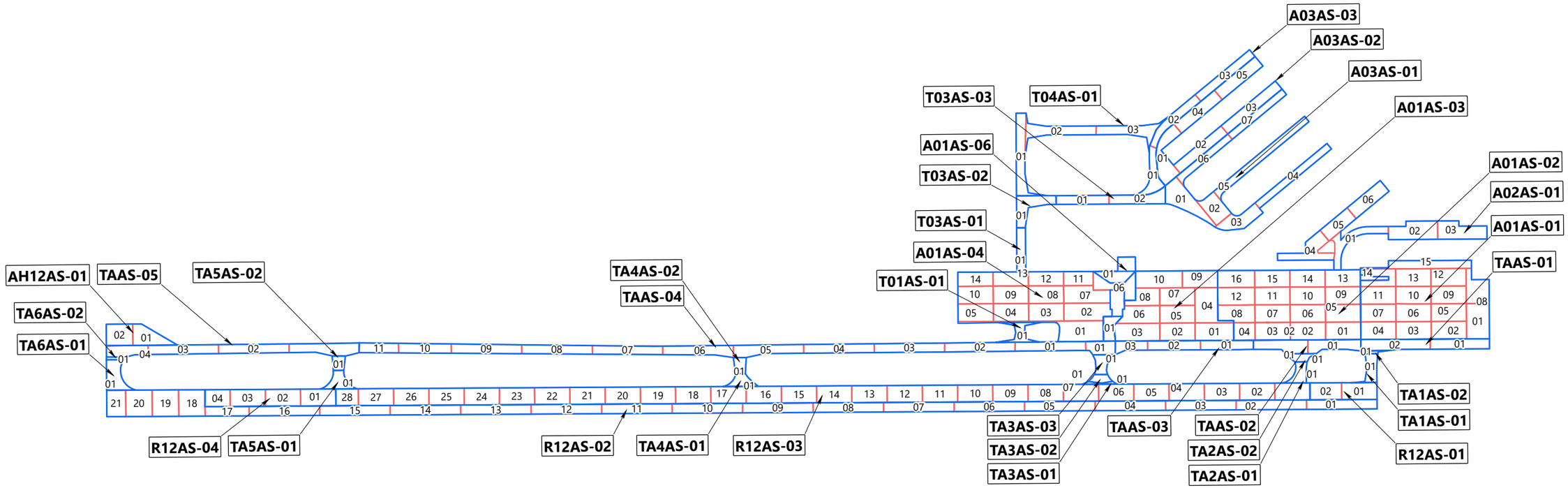
Table 3A: ASHLAND MUNICIPAL AIRPORT CURRENT PAVEMENT INVENTORY

Branch ID	Branch Name	Branch Use	Section ID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01AS	Apron 01 Ashland	APRON	01	Taxiway A	A01AS-02	P	365	233	76,095	8/1/2004	AAC
A01AS	Apron 01 Ashland	APRON	02	A01AS-01	A01AS-03	P	360	198	77,707	8/1/2004	AAC
A01AS	Apron 01 Ashland	APRON	03	A01AS-02	A01AS-05	P	270	198	54,121	9/3/2004	AC
A01AS	Apron 01 Ashland	APRON	04	Taxiway A	Taxiway 09	P	432	140	67,518	9/2/1995	AC
A01AS	Apron 01 Ashland	APRON	05	Taxiway A3	A01AS-04	P	102	84	5,930	8/1/1983	AC
A01AS	Apron 01 Ashland	APRON	06	A01AS-07	End	P	120	73	4,640	8/3/2004	AC
A02AS	Apron 02 Ashland	APRON	01	Hangars	Apron 01	S	595	110	33,552	9/2/1995	AC
A03AS	Apron 03 Ashland	APRON	01	Hangars	Taxiway 09	S	430	220	36,136	9/1/1995	AC
A03AS	Apron 03 Ashland	APRON	02	A03AS-01	A03AS-03	S	430	120	27,939	9/1/1988	AC
A03AS	Apron 03 Ashland	APRON	03	A03AS-02	Taxiway 09	S	523	25	13,305	9/1/1988	AC
AH12AS	Hold Apron Rwy 12End Ashland	APRON	01	Runway 12 End	--	P	152	50	7,625	8/1/2023	AC
R12AS	Runway 12/30 Ashland	RUNWAY	01	Runway 30 End	R12AS-03	P	190	48	9,120	6/2/2011	AAC
R12AS	Runway 12/30 Ashland	RUNWAY	02	Runway 30 End	Runway 12 End	P	3,604	27	110,703	6/3/2011	AC
R12AS	Runway 12/30 Ashland	RUNWAY	03	R12AS-01	R12AS-04	P	2,764	48	132,672	6/2/2011	AAC
R12AS	Runway 12/30 Ashland	RUNWAY	04	R12AS-01	R12AS-02	P	371	48	17,808	6/2/2011	AC
T01AS	Taxiway 01 Ashland	TAXIWAY	01	Taxiway A	Apron 01	P	40	25	1,343	8/1/2023	AC
T03AS	Taxiway 03 Ashland	TAXIWAY	01	Apron 01	T03-02	S	125	25	3,125	9/2/1995	AC
T03AS	Taxiway 03 Ashland	TAXIWAY	02	T03AS-01	T03AS-03	S	170	25	4,973	10/17/2014	AC
T03AS	Taxiway 03 Ashland	TAXIWAY	03	T03-02	Apron 03	S	310	25	8,303	8/1/2023	AC
T04AS	Taxiway 04 Ashland	TAXIWAY	01	T03AS-02	A03AS-03	S	570	25	17,663	10/17/2014	AC
TA1AS	Taxiway A1 Ashland	TAXIWAY	01	Runway 30 End	TA1AS-02	P	54	54	3,140	6/2/2011	AAC
TA1AS	Taxiway A1 Ashland	TAXIWAY	02	TA1AS-01	TAAS-01	P	30	54	2,629	8/1/2004	AAC
TA2AS	Taxiway A2 Ashland	TAXIWAY	01	R12AS-04	TA2AS-02	P	60	35	2,250	6/2/2011	AAC
TA2AS	Taxiway A2 Ashland	TAXIWAY	02	TA2AS-01	TAAS-02	P	30	35	1,736	8/1/2004	AAC
TA3AS	Taxiway A3 Ashland	TAXIWAY	01	R12AS-04	TA3AS-02	P	69	8	467	6/2/2011	AC
TA3AS	Taxiway A3 Ashland	TAXIWAY	02	TA3AS-01	TA3AS-03	P	25	30	1,179	6/3/2011	AC
TA3AS	Taxiway A3 Ashland	TAXIWAY	03	TA3AS-02	Apron 01	P	63	30	2,508	9/1/1983	AC
TA4AS	Taxiway A4 Ashland	TAXIWAY	01	R12AS-04	TA4AS-02	S	45	45	2,286	6/2/2011	AAC
TA4AS	Taxiway A4 Ashland	TAXIWAY	02	TA4AS-01	TAAS-04	S	60	40	2,512	8/1/2023	AC
TA5AS	Taxiway A5 Ashland	TAXIWAY	01	R12AS-04	TA5AS-02	P	50	45	2,542	6/2/2011	AC
TA5AS	Taxiway A5 Ashland	TAXIWAY	02	TAAS-05	TA5AS-01	S	57	50	2,870	8/1/2023	AC
TA6AS	Taxiway A6 Ashland	TAXIWAY	01	TA6AS-02	Runwsy 12 End	P	95	40	4,844	6/3/2011	AC
TA6AS	Taxiway A6 Ashland	TAXIWAY	02	TA6AS-01	TAAS-05	P	16	40	797	9/2/1984	AC
TAAS	Taxiway A Ashland	TAXIWAY	01	Apron 01	Taxiway A1	P	365	32	12,008	8/1/2004	AAC
TAAS	Taxiway A Ashland	TAXIWAY	02	Apron 01	Taxiway A2	P	305	32	9,760	8/1/2004	AAC
TAAS	Taxiway A Ashland	TAXIWAY	03	TAAS-02	Apron 01	P	396	32	12,472	8/1/2004	AAC
TAAS	Taxiway A Ashland	TAXIWAY	04	Apron 01	TAAS-05	P	1,765	30	52,944	8/1/2023	AC
TAAS	Taxiway A Ashland	TAXIWAY	05	TAAS-04	Runway 12 End	P	755	30	22,650	8/1/2023	AC

Abbreviations:
ID = identification
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



LEGEND

- SECTIONS
- SAMPLE UNIT

0 300 600

1 INCH = 300 FEET

GRI

ASHLAND MUNICIPAL AIRPORT
SAMPLE UNIT LAYOUT

MAY 2025 JOB NO. 6593-WOC7 FIG. 1A

APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

As previously discussed, the Pavement Condition Index (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 International (ASTM) D5340. Flexible pavement (e.g., asphalt concrete [AC] and AC overlaid with AC) and rigid pavement (e.g., portland cement concrete) distress types are presented in Table 1B. The pavement condition results by branch and section are included in Tables 2B and 3B of Appendix B, respectively.

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

Flexible Pavement			Rigid Pavement		
PAVER Code	Pavement Distress	Related Cause	PAVER Code	Pavement Distress	Related Cause
41	Alligator Cracking	Load	61	Blow-Up	Load
42	Bleeding	Other	62	Corner Break	Load
43	Block Cracking	Climate/ Durability	63	Longitudinal, Transverse, & Diagonal Cracks	Climate/ Durability
44	Corrugation	Other	64	Durability Cracking	Climate/ Durability
45	Depression	Other	65	Joint Seal Damage	Other
46	Jet Blast	Other	66	Small Patch	Other
47	Joint Reflection Cracking	Climate/ Durability	67	Large Patch	Other
48	Longitudinal & Transverse Cracking	Climate/ Durability	68	Pop Outs	Other
49	Oil Spillage	Other	69	Pumping	Other
50	Patching	Climate/ Durability	70	Scaling	Other
51	Polished Aggregate	Other	71	Faulting	Other

Flexible Pavement			Rigid Pavement		
PAVER Code	Pavement Distress	Related Cause	PAVER Code	Pavement Distress	Related Cause
52	Raveling	Climate/ Durability	72	Shattered Slab	Load
53	Rutting	Load	73	Shrinkage Cracking	Other
54	Shoving	Other	74	Joint Spalls	Other
55	Slippage Cracking	Other	75	Corner Spalls	Other
56	Swelling	Other	76	Alkali-Silica Reactivity (ASR)	Other
57	Weathering	Climate/ Durability			

To obtain the section PCI, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional" (units 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 maintenance and rehabilitation 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 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 distress includes alligator/fatigue cracking, depressions, potholes, and swelling. Rigid pavement distresses include corner breaks, divided slabs, and pumping.

- **Other factors:** Include 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 Ashland Municipal Airport pavement network consists of 15 branches and 38 sections. A total of 84 sample units were visually inspected in the field. Data from the inspected sample units were 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 2024 PCI survey, the area-weighted average PCI for the entire pavement network at Ashland Municipal Airport is approximately 71, which corresponds to a PCI rating of Satisfactory.

To investigate the rate of deterioration of each pavement section, we compared the PCI results from the 2024 survey to the PCI results from the previous inspection. The variation in PCI between inspections for Ashland Municipal Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: ASHLAND MUNICIPAL AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01AS	6	286,011	APRON	62	Fair
A02AS	1	33,552	APRON	19	Serious
A03AS	3	77,380	APRON	61	Fair
AH12AS	1	7,625	APRON	94	Good
R12AS	4	270,303	RUNWAY	79	Satisfactory
T01AS	1	1,343	TAXIWAY	100	Good
T03AS	3	16,401	TAXIWAY	78	Satisfactory
T04AS	1	17,663	TAXIWAY	72	Satisfactory
TA1AS	2	5,769	TAXIWAY	84	Satisfactory
TA2AS	2	3,986	TAXIWAY	77	Satisfactory
TA3AS	3	4,154	TAXIWAY	75	Satisfactory
TA4AS	2	4,798	TAXIWAY	85	Satisfactory
TA5AS	2	5,412	TAXIWAY	84	Satisfactory
TA6AS	2	5,641	TAXIWAY	77	Satisfactory
TAAS	5	109,834	TAXIWAY	91	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	11	404,568	59
RUNWAY	4	270,303	79
TAXIWAY	23	175,001	86
ALL	**38**	**849,872**	**71**

Abbreviations: ID = identification; PCI = Pavement Condition Index

Table 3B: ASHLAND MUNICIPAL AIRPORT 2024 PAVEMENT CONDITION INDEX SURVEY RESULTS

Branch ID	Section ID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01AS	01	8/1/2004	AAC	APRON	8/1/2024	20	65	Fair	100	0	0
A01AS	02	8/1/2004	AAC	APRON	8/1/2024	20	65	Fair	100	0	0
A01AS	03	9/3/2004	AC	APRON	8/1/2024	20	63	Fair	100	0	0
A01AS	04	9/2/1995	AC	APRON	8/1/2024	29	54	Poor	100	0	0
A01AS	05	8/1/1983	AC	APRON	8/1/2024	41	70	Fair	100	0	0
A01AS	06	8/3/2004	AC	APRON	8/1/2024	20	66	Fair	100	0	0
A02AS	01	9/2/1995	AC	APRON	8/1/2024	29	19	Serious	36	63	1
A03AS	01	9/1/1995	AC	APRON	8/1/2024	29	52	Poor	62	38	0
A03AS	02	9/1/1988	AC	APRON	8/1/2024	36	67	Fair	84	16	0
A03AS	03	9/1/1988	AC	APRON	8/1/2024	36	72	Satisfactory	100	0	0
AH12AS	01	8/1/2023	AC	APRON	8/1/2024	1	94	Good	100	0	0
R12AS	01	6/2/2011	AAC	RUNWAY	8/1/2024	13	73	Satisfactory	100	0	0
R12AS	02	6/3/2011	AC	RUNWAY	8/1/2024	13	81	Satisfactory	70	30	0
R12AS	03	6/2/2011	AAC	RUNWAY	8/1/2024	13	79	Satisfactory	100	0	0
R12AS	04	6/2/2011	AC	RUNWAY	8/1/2024	13	73	Satisfactory	82	18	0
T01AS	01	8/1/2023	AC	TAXIWAY	8/1/2024	1	100	Good	0	0	0
T03AS	01	9/2/1995	AC	TAXIWAY	8/1/2024	29	25	Serious	45	55	0
T03AS	02	10/17/2014	AC	TAXIWAY	8/1/2024	10	75	Satisfactory	100	0	0
T03AS	03	8/1/2023	AC	TAXIWAY	8/1/2024	1	100	Good	0	0	0
T04AS	01	10/17/2014	AC	TAXIWAY	8/1/2024	10	72	Satisfactory	100	0	0
TA1AS	01	6/2/2011	AAC	TAXIWAY	8/1/2024	13	86	Good	100	0	0
TA1AS	02	8/1/2004	AAC	TAXIWAY	8/1/2024	20	81	Satisfactory	100	0	0
TA2AS	01	6/2/2011	AAC	TAXIWAY	8/1/2024	13	82	Satisfactory	100	0	0
TA2AS	02	8/1/2004	AAC	TAXIWAY	8/1/2024	20	71	Satisfactory	100	0	0
TA3AS	01	6/2/2011	AC	TAXIWAY	8/1/2024	13	80	Satisfactory	100	0	0
TA3AS	02	6/3/2011	AC	TAXIWAY	8/1/2024	13	83	Satisfactory	100	0	0
TA3AS	03	9/1/1983	AC	TAXIWAY	8/1/2024	41	71	Satisfactory	96	0	4
TA4AS	01	6/2/2011	AAC	TAXIWAY	8/1/2024	13	69	Fair	100	0	0
TA4AS	02	8/1/2023	AC	TAXIWAY	8/1/2024	1	100	Good	0	0	0
TA5AS	01	6/2/2011	AC	TAXIWAY	8/1/2024	13	65	Fair	100	0	0
TA5AS	02	8/1/2023	AC	TAXIWAY	8/1/2024	1	100	Good	0	0	0
TA6AS	01	6/3/2011	AC	TAXIWAY	8/1/2024	13	74	Satisfactory	100	0	0
TA6AS	02	9/2/1984	AC	TAXIWAY	8/1/2024	40	90	Good	100	0	0
TAAS	01	8/1/2004	AAC	TAXIWAY	8/1/2024	20	77	Satisfactory	100	0	0
TAAS	02	8/1/2004	AAC	TAXIWAY	8/1/2024	20	71	Satisfactory	100	0	0

Table 3B: ASHLAND MUNICIPAL AIRPORT 2024 PAVEMENT CONDITION INDEX SURVEY RESULTS

Branch ID	Section ID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
TAAS	03	8/1/2004	AAC	TAXIWAY	8/1/2024	20	72	Satisfactory	100	0	0
TAAS	04	8/1/2023	AC	TAXIWAY	8/1/2024	1	100	Good	0	0	0
TAAS	05	8/1/2023	AC	TAXIWAY	8/1/2024	1	94	Good	100	0	0

Abbreviations:

PCI = Pavement Condition Index; AC = asphalt concrete; AAC = AC overlaid with AC

Table 4B: ASHLAND MUNICIPAL AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2024 RESULTS

Branch ID	Section ID	Surface Type[1]	Approximate Area, square feet	LCD[2]	2019 Survey			2024 Survey		Age[4]	Δ PCI/yr[5]	Rate of Deterioration
					PCI[3]	PCI Category	Inspection Date	PCI	PCI Category			
A01AS	01	AAC	76,095	8/1/04	65	Fair	5/13/2019	65.3	Fair	15	0.06	NONE
A01AS	02	AAC	77,707	8/1/04	64	Fair	5/13/2019	65.4	Fair	15	0	NONE
A01AS	03	AC	54,121	9/3/04	54	Poor	5/13/2019	63.2	Fair	15	1.76	NONE
A01AS	04	AC	67,518	9/2/95	54	Poor	5/13/2019	54.1	Poor	24	0	NONE
A01AS	05	AC	5,930	8/1/83	55	Poor	5/13/2019	69.7	Fair	36	2.81	NONE
A01AS	06	AC	4,640	8/3/04	63	Fair	5/13/2019	66.2	Fair	15	1	NONE
A02AS	01	AC	33,552	9/2/95	35	Very Poor	5/13/2019	19.3	Serious	24	-3.00	NORMAL
A03AS	01	AC	36,136	9/1/95	68	Fair	5/13/2019	51.9	Poor	24	-3	NORMAL
A03AS	02	AC	27,939	9/1/88	82	Satisfactory	5/13/2019	67.3	Fair	31	-2.81	NORMAL
A03AS	03	AC	13,305	9/1/88	62	Fair	5/13/2019	72.3	Satisfactory	31	2	NONE
AH12AS	01	AC	7,625	8/1/23	61	Fair	5/13/2019	94	Good	-4	6.32	NONE
R12AS	01	AAC	9,120	6/2/11	94	Good	5/13/2019	72.9	Satisfactory	8	-4	HIGH
R12AS	02	AC	110,703	6/3/11	95	Good	5/13/2019	81.2	Satisfactory	8	-2.64	NORMAL
R12AS	03	AAC	132,672	6/2/11	93	Good	5/13/2019	79.3	Satisfactory	8	-3	NORMAL
R12AS	04	AC	17,808	6/2/11	89	Good	5/13/2019	72.5	Satisfactory	8	-3.16	NORMAL
T01AS	01	AC	1,343	8/1/23	58	Fair	5/13/2019	100	Good	-4	8	NONE
T03AS	01	AC	3,125	9/2/95	33	Very Poor	5/13/2019	25.4	Serious	24	-1.45	NORMAL
T03AS	02	AC	4,973	10/17/14	100	Good	5/13/2019	74.7	Satisfactory	5	-5	HIGH
T03AS	03	AC	8,303	8/1/23	50	Poor	5/13/2019	100	Good	-4	9.57	NONE
T04AS	01	AC	17,663	10/17/14	100	Good	5/13/2019	72.3	Satisfactory	5	-5	HIGH
TA1AS	01	AAC	3,140	6/2/11	95	Good	5/13/2019	86.4	Good	8	-1.65	NORMAL
TA1AS	02	AAC	2,629	8/1/04	66	Fair	5/13/2019	81.3	Satisfactory	15	3	NONE
TA2AS	01	AAC	2,250	6/2/11	91	Good	5/13/2019	81.6	Satisfactory	8	-1.80	NORMAL
TA2AS	02	AAC	1,736	8/1/04	72	Satisfactory	5/13/2019	71.2	Satisfactory	15	0	NORMAL
TA3AS	01	AC	467	6/2/11	95	Good	5/13/2019	79.9	Satisfactory	8	-2.89	NORMAL
TA3AS	02	AC	1,179	6/3/11	82	Satisfactory	5/13/2019	82.5	Satisfactory	8	0	NONE
TA3AS	03	AC	2,508	9/1/83	38	Very Poor	5/13/2019	71.3	Satisfactory	36	6.37	NONE
TA4AS	01	AAC	2,286	6/2/11	89	Good	5/13/2019	68.8	Fair	8	-4	NORMAL
TA4AS	02	AC	2,512	8/1/23	70	Fair	5/13/2019	100	Good	-4	5.74	NONE
TA5AS	01	AC	2,542	6/2/11	78	Satisfactory	5/13/2019	65.2	Fair	8	-2	NORMAL
TA5AS	02	AC	2,870	8/1/23	60	Fair	5/13/2019	100	Good	-4	7.66	NONE
TA6AS	01	AC	4,844	6/3/11	94	Good	5/13/2019	74.4	Satisfactory	8	-4	NORMAL
TA6AS	02	AC	797	9/2/84	45	Poor	5/13/2019	90	Good	35	8.61	NONE
TAAS	01	AAC	12,008	8/1/04	72	Satisfactory	5/13/2019	77.1	Satisfactory	15	1	NONE
TAAS	02	AAC	9,760	8/1/04	67	Fair	5/13/2019	70.9	Satisfactory	15	0.75	NONE
TAAS	03	AAC	12,472	8/1/04	69	Fair	5/13/2019	72.1	Satisfactory	15	1	NONE
TAAS	04	AC	52,944	8/1/23	79	Satisfactory	5/13/2019	100	Good	-4	4.02	NONE
TAAS	05	AC	22,650	8/1/23	64	Fair	5/13/2019	94	Good	-4	6	NONE

Abbreviations:

[1] AC = asphalt concrete, AAC = AC overlying AC, PCC = portland cement concrete

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

[3] PCI = Pavement Condition Index

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

[5] Δ PCI/yr = Change in PCI points per year between 2018 survey and 2024 survey

APPENDIX C

Future Pavement Condition Analysis

APPENDIX C

PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy its future condition. In a pavement management plan, this is done with the aid of a prediction model. When an airport pavement management system is initially implemented, the default models are typically used to predict the future condition of a pavement. However, after Pavement Condition Index (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 as follows:

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 Ashland Municipal Airport. The delineation is based on branch use, surface type, section rank, and structural design life. We use four distinct models for the following "families" of pavements at Ashland Municipal Airport. For each model, we reviewed the data 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 3C, below.

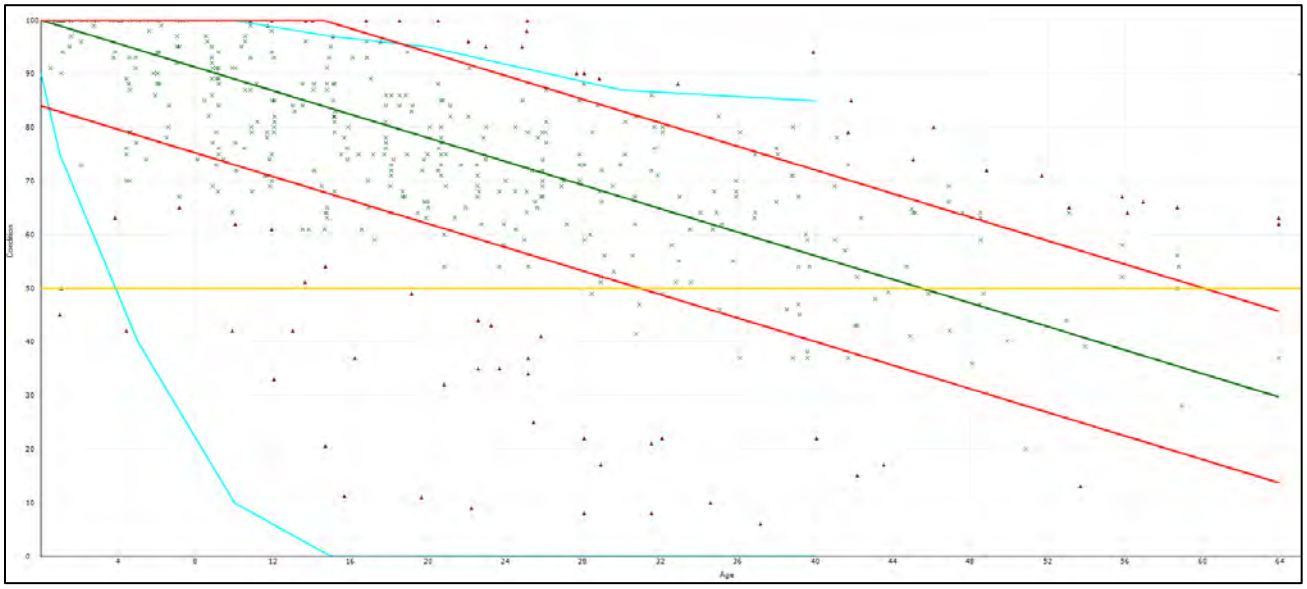


Figure 1C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3/4 ASPHALT CONCRETE APRONS

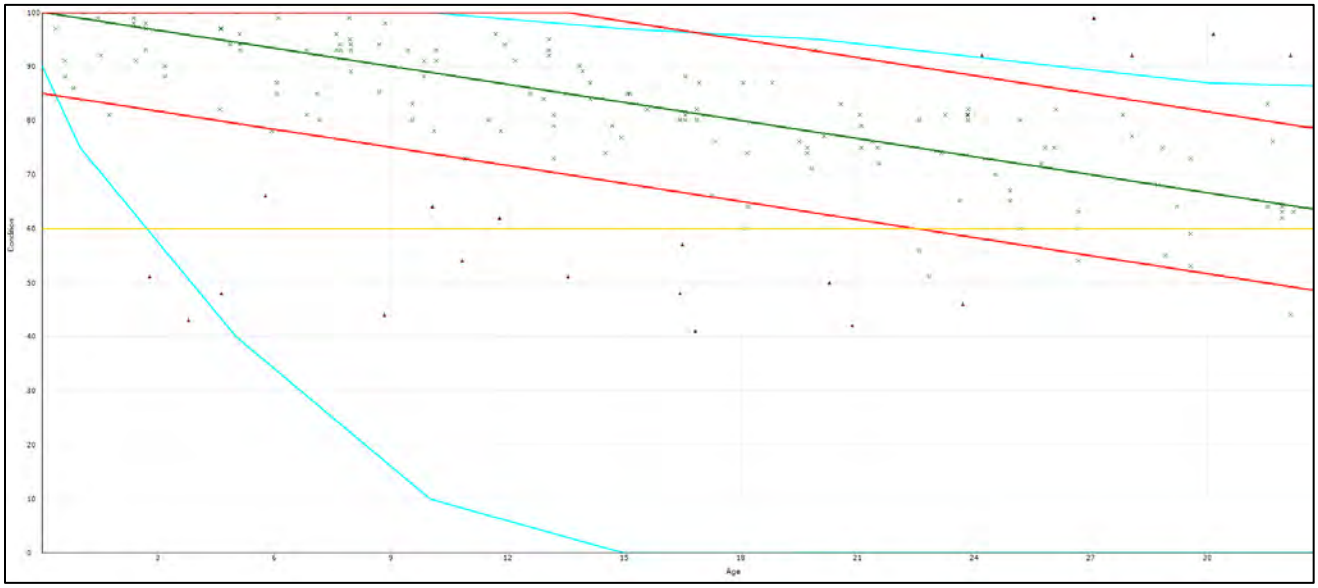


Figure 2C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3/4 ASPHALT CONCRETE RUNWAYS

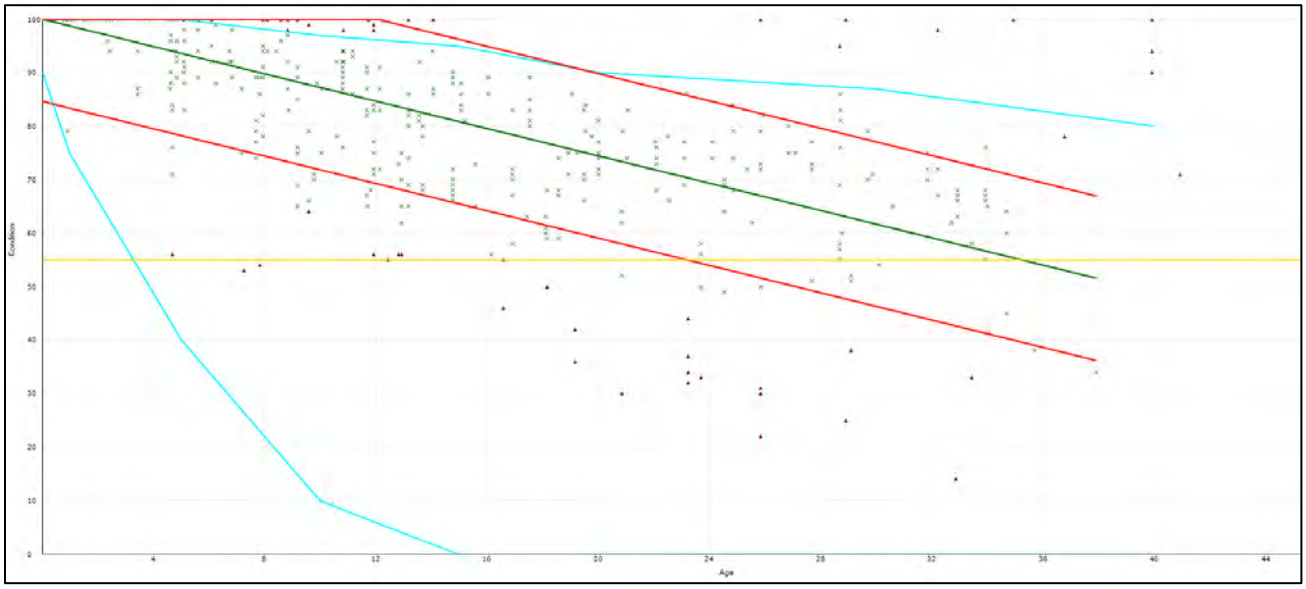


Figure 3C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3 ASPHALT CONCRETE TAXIWAYS

C.3 CRITICAL PCI

Each condition-prediction model 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 maintenance and rehabilitation (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 Ashland Municipal Airport:

- Runways: 60
- Taxiways/Taxilanes: 55
- Aprons: 50

C.4 FUTURE CONDITION ANALYSIS

As previously discussed, the projected condition of each pavement section was determined for five- and 10-year periods. The projected pavement conditions in five years and 10 years for each pavement section at Ashland Municipal Airport, along with the conditions at the previous inspection, are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

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

We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Ashland Municipal Airport: 1) the time until rehabilitation and 2) the time until the pavement is no longer operational due to high foreign object debris potential and increased safety concerns for trafficking aircraft (i.e., PCI less than 40). The results of the functional life analysis are provided in Table 2C.

Table 1C: PAST, PRESENT, AND FUTURE PCI

Branch ID	Section ID	Past Inspection PCI 2018	Current PCI 2024	Predicted Future PCI 2029	Predicted Future PCI 2034
NETWORK	**--**	**74**	**71**	**65**	**60**
A01AS	01	65	65	60	54
A01AS	02	64	65	60	54
A01AS	03	54	63	58	52
A01AS	04	54	54	49	43
A01AS	05	55	70	64	59
A01AS	06	63	66	61	55
A02AS	01	35	19	14	8
A03AS	01	68	52	46	41
A03AS	02	82	67	62	56
A03AS	03	62	72	67	61
AH12AS	01	61	94	89	83
R12AS	01	94	73	67	62
R12AS	02	95	81	76	70
R12AS	03	93	79	74	68
R12AS	04	89	73	67	61
T01AS	01	58	100	94	87
T03AS	01	33	25	19	13
T03AS	02	100	75	68	62
T03AS	03	50	100	94	87
T04AS	01	100	72	66	60
TA1AS	01	95	86	80	74
TA1AS	02	66	81	75	69
TA2AS	01	91	82	75	69
TA2AS	02	72	71	65	58
TA3AS	01	95	80	74	67
TA3AS	02	82	83	76	70
TA3AS	03	38	71	65	59
TA4AS	01	89	69	62	56
TA4AS	02	70	100	94	87
TA5AS	01	78	65	59	52
TA5AS	02	60	100	94	87
TA6AS	01	94	74	68	62
TA6AS	02	45	90	84	77
TAAS	01	72	77	71	64
TAAS	02	67	71	65	58
TAAS	03	69	72	66	59
TAAS	04	79	100	94	87
TAAS	05	64	94	88	81

Abbreviations: ID = identification; PCI = Pavement Condition Index

Table 2C: ASHLAND MUNICIPAL AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service Life
A01AS	01	AAC	65	11 - 15	50	> 20
A01AS	02	AAC	65	11 - 15	50	> 20
A01AS	03	AC	63	11 - 15	50	> 20
A01AS	04	AC	54	0 - 5	50	11 - 15
A01AS	05	AC	70	16 - 20	50	> 20
A01AS	06	AC	66	11 - 15	50	> 20
A02AS	01	AC	19	0 - 5	50	0 - 5
A03AS	01	AC	52	0 - 5	50	6 - 10
A03AS	02	AC	67	11 - 15	50	> 20
A03AS	03	AC	72	> 20	50	> 20
AH12AS	01	AC	94	> 20	50	> 20
R12AS	01	AAC	73	11 - 15	60	> 20
R12AS	02	AC	81	> 20	60	> 20
R12AS	03	AAC	79	16 - 20	60	> 20
R12AS	04	AC	73	11 - 15	60	> 20
T01AS	01	AC	100	> 20	55	> 20
T03AS	01	AC	25	0 - 5	55	0 - 5
T03AS	02	AC	75	11 - 15	55	> 20
T03AS	03	AC	100	> 20	55	> 20
T04AS	01	AC	72	11 - 15	55	> 20
TA1AS	01	AAC	86	> 20	55	> 20
TA1AS	02	AAC	81	> 20	55	> 20
TA2AS	01	AAC	82	> 20	55	> 20
TA2AS	02	AAC	71	11 - 15	55	> 20
TA3AS	01	AC	80	> 20	55	> 20
TA3AS	02	AC	83	> 20	55	> 20
TA3AS	03	AC	71.3	11 - 15	55	> 20
TA4AS	01	AAC	68.8	6 - 10	55	> 20
TA4AS	02	AC	100	> 20	55	> 20
TA5AS	01	AC	65.2	6 - 10	55	> 20
TA5AS	02	AC	100	> 20	55	> 20
TA6AS	01	AC	74.4	11 - 15	55	> 20
TA6AS	02	AC	90	> 20	55	> 20
TAAS	01	AAC	77.1	16 - 20	55	> 20
TAAS	02	AAC	70.9	11 - 15	55	> 20
TAAS	03	AAC	72.1	11 - 15	55	> 20
TAAS	04	AC	100	> 20	55	> 20
TAAS	05	AC	94	> 20	55	> 20

Abbreviations:

ID = identification; PCI = Pavement Condition Index; AC = asphalt concrete; AAC = AC overlaid with AC; M&R = maintenance and rehabilitation

[1] Major M&R 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 maintenance and rehabilitation (M&R) needs, as determined from the PAVER analysis results, in order to develop project recommendations for the next five years. The purpose of this analysis is to determine the M&R needs of the Ashland Municipal Airport pavement network condition over time. We used PAVER v7.1.1 software to develop network-level project recommendations for the next five years.

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal, to determine the budget required to meet the goal. The M&R work planning analysis was based on a 5-year period beginning on August 1, 2025. 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 Pavement Condition Index (PCI) less than 40.
- Rehabilitation (Asphalt Concrete [AC] Overlay): Considered for pavements between 40 PCI and the critical PCI and for pavements exhibiting significant load-related distresses.
- Surface Treatment: Treatments (fog seal, slurry seal, thin AC overlay) are applied to an entire pavement section with the intent of slowing the rate of deterioration.
- Localized Maintenance: Maintenance performed on a routine basis, such as crack sealing, wide crack repair, and patching.

It should be noted that the five-year list of recommended projects only includes the highest-cost maintenance items and does not include routine localized maintenance (e.g., crack sealing) work that should also be conducted in addition to and concurrently with the 5-year work plan.

D.1.1 Pavement Rank and Use Prioritization

Pavement sections are assigned a rank to establish their relative importance in the overall pavement network, which is most commonly defined by their use (e.g., Taxiway, Apron, and 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: MAINTENANCE AND REHABILITATION WORK PRIORITY BY BRANCH USE AND SECTION RANK

Branch Use	Section Rank		
	Primary	Secondary	Tertiary
Runway	1	3	6
Taxiway	2	5	8
Apron	4	7	9

D.2 MAINTENANCE POLICIES AND UNIT COSTS

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

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

Table 2D: REGION 2 UNIT COST DATA

Type of M&R	Work Type	Unit Cost per Square Foot
Major M&R	Complete Reconstruction with AC	$19.05
	Cold Mill and Overlay—2 Inches Thick	$8.41
Surface Treatment (Global) M&R	Surface Treatment—Slurry Seal	$0.50
	Surface Treatment—Fog Seal	$0.33
Localized Preventive M&R	Crack Sealing—AC	$2.75
	Crack Sealing—PCC	$17.00
	Crack Sealing—Wide Cracks	$3.00
	Joint Sealing—PCC	$12.00
	AC Patching—Full Depth	$75.00
	PCC Patching—Full Depth	$140.00

Abbreviations: M&R = Maintenance and Rehabilitation; AC = asphalt concrete; PCC = portland cement concrete

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: ASHLAND MUNICIPAL AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	8,736	Ft	$2.75	$24,023	$26,593
A01AS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	934	Ft	$2.75	$2,570	
A01AS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	7,674	Ft	$2.75	$21,104	$23,609
A01AS	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	911	Ft	$2.75	$2,504	
A01AS	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	7,011	Ft	$2.75	$19,282	$21,419
A01AS	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	777	Ft	$2.75	$2,138	
A01AS	04	Block Cracking	Low	Crack Sealing - AC	16,418	Ft	$2.75	$45,150	$50,224
A01AS	04	Block Cracking	Medium	Crack Sealing - AC	1,235	Ft	$2.75	$3,396	
A01AS	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	92	Ft	$2.75	$253	
A01AS	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	519	Ft	$2.75	$1,426	
A01AS	05	Long. & Trans. Cracking	Medium	Crack Sealing - AC	27	Ft	$2.75	$74	$971
A01AS	05	Long. & Trans. Cracking	Low	Crack Sealing - AC	326	Ft	$2.75	$897	
A01AS	06	Long. & Trans. Cracking	Medium	Crack Sealing - AC	77	Ft	$2.75	$212	$1,433
A01AS	06	Long. & Trans. Cracking	Low	Crack Sealing - AC	444	Ft	$2.75	$1,221	
A02AS	01	Alligator Cracking	Medium	Patching - AC Deep	2,605	SqFt	$75.00	$195,397	$343,418
A02AS	01	Alligator Cracking	High	Patching - AC Deep	1,882	SqFt	$75.00	$141,108	
A02AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,219	Ft	$2.75	$6,102	
A02AS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	295	Ft	$2.75	$811	
A03AS	01	Alligator Cracking	Medium	Patching - AC Deep	813	SqFt	$75.00	$60,963	$67,380
A03AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,020	Ft	$2.75	$5,555	
A03AS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	313	Ft	$2.75	$862	
A03AS	02	Alligator Cracking	Medium	Patching - AC Deep	28	SqFt	$75.00	$2,083	$7,830
A03AS	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	73	Ft	$2.75	$200	
A03AS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,017	Ft	$2.75	$5,547	
A03AS	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	48	Ft	$2.75	$131	$1,235
A03AS	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	402	Ft	$2.75	$1,104	
R12AS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	244	Ft	$2.75	$671	$946
R12AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	100	Ft	$2.75	$275	
R12AS	02	Alligator Cracking	Low	Crack Sealing - AC	96	Ft	$2.75	$264	$6,649
R12AS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,456	Ft	$2.75	$4,003	
R12AS	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	866	Ft	$2.75	$2,382	
R12AS	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	5,633	Ft	$2.75	$15,491	$17,300
R12AS	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	658	Ft	$2.75	$1,809	
R12AS	04	Alligator Cracking	Low	Crack Sealing - AC	14	Ft	$2.75	$39	$3,522
R12AS	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,140	Ft	$2.75	$3,136	
R12AS	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	126	Ft	$2.75	$347	
T03AS	01	Alligator Cracking	Medium	Patching - AC Deep	687	SqFt	$75.00	$51,476	$53,605
T03AS	01	Block Cracking	Low	Crack Sealing - AC	774	Ft	$2.75	$2,129	
T03AS	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	15	Ft	$2.75	$41	$402
T03AS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	131	Ft	$2.75	$360	
T04AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	461	Ft	$2.75	$1,269	$1,405
T04AS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	50	Ft	$2.75	$137	
TA1AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	77	Ft	$2.75	$212	$212
TA1AS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	119	Ft	$2.75	$327	$327
TA2AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	99	Ft	$2.75	$272	$272
TA2AS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	181	Ft	$2.75	$498	$498
TA3AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	24	Ft	$2.75	$66	$66
TA3AS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	47	Ft	$2.75	$129	$129
TA3AS	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	238	Ft	$2.75	$655	$655
TA4AS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	68	Ft	$2.75	$187	$327
TA4AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	51	Ft	$2.75	$140	
TA5AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	97	Ft	$2.75	$267	$575
TA5AS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	112	Ft	$2.75	$308	
TA6AS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	32	Ft	$2.75	$88	$333
TA6AS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	89	Ft	$2.75	$245	
TA6AS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	4	Ft	$2.75	$11	$11
TAAS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	819	Ft	$2.75	$2,252	$2,252
TAAS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,038	Ft	$2.75	$2,855	$2,855
TAAS	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,216	Ft	$2.75	$3,344	$3,344

GRI

Table 4D: 5-YEAR GLOBAL MAINTENANCE AND REHABILITATION PLAN

Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	Area, square feet	Unit Cost per square foot	Total Cost
	A01AS	01	APRON	AAC	65	Fog Seal	76,095	$0.33	$25,111
	A01AS	02	APRON	AAC	65	Fog Seal	77,707	$0.33	$25,643
	A01AS	03	APRON	AC	63	Fog Seal	54,121	$0.33	$17,860
	A01AS	05	APRON	AC	70	Fog Seal	5,930	$0.33	$1,957
	A01AS	06	APRON	AC	0	Fog Seal	4,640	$0.33	$1,531
	A03AS	01	APRON	AC	52	Overlay	36,136	$8.41	$303,889
	A03AS	02	APRON	AC	67	Fog Seal	27,939	$0.33	$9,220
	A03AS	03	APRON	AC	72	Fog Seal	13,305	$0.33	$4,391
	R12AS	01	RUNWAY	AAC	73	Slurry Seal	9,120	$0.50	$4,560
	R12AS	02	RUNWAY	AC	81	Slurry Seal	110,703	$0.50	$55,352
	R12AS	03	RUNWAY	AAC	79	Slurry Seal	132,672	$0.50	$66,337
	R12AS	04	RUNWAY	AC	73	Slurry Seal	17,808	$0.50	$8,904
	T03AS	01	TAXIWAY	AC	25	Reconstruction	3,125	$19.05	$59,531
	T03AS	02	TAXIWAY	AC	75	Slurry Seal	4,973	$0.50	$2,487
2025	T04AS	01	TAXIWAY	AC	72	Slurry Seal	17,663	$0.50	$8,832
	TA1AS	01	TAXIWAY	AAC	86	Slurry Seal	3,140	$0.50	$1,570
	TA1AS	02	TAXIWAY	AAC	81	Slurry Seal	2,629	$0.50	$1,315
	TA2AS	01	TAXIWAY	AAC	82	Slurry Seal	2,250	$0.50	$1,125
	TA2AS	02	TAXIWAY	AAC	71	Slurry Seal	1,736	$0.50	$868
	TA3AS	01	TAXIWAY	AC	80	Slurry Seal	467	$0.50	$234
	TA3AS	02	TAXIWAY	AC	83	Slurry Seal	1,179	$0.50	$590
	TA3AS	03	TAXIWAY	AC	71	Slurry Seal	2,508	$0.50	$1,254
	TA4AS	01	TAXIWAY	AAC	69	Slurry Seal	2,286	$0.50	$1,143
	TA5AS	01	TAXIWAY	AC	65	Slurry Seal	2,542	$0.50	$1,271
	TA6AS	01	TAXIWAY	AC	74	Slurry Seal	4,844	$0.50	$2,422
	TA6AS	02	TAXIWAY	AC	90	Slurry Seal	797	$0.50	$399
	TAAS	01	TAXIWAY	AAC	77	Slurry Seal	12,008	$0.50	$6,004
	TAAS	02	TAXIWAY	AAC	71	Slurry Seal	9,760	$0.50	$4,880
	TAAS	03	TAXIWAY	AAC	72	Slurry Seal	12,472	$0.50	$6,236
2026	A02AS	01	APRON	AC	19	Reconstruction	33,552	$19.05	$639,158
2028	A01AS	04	APRON	AC	54	Overlay	67,518	$8.73	$589,350

Abbreviations:
ID = identification; PCI = Pavement Condition Index; AC = asphalt concrete; AAC = AC overlaid with AC

Cost Summary		
2025	2025 Total Project Cost	$624,913
2026	2026 Total Project Cost	$639,158
2027	2027 Total Project Cost	$0
2028	2028 Total Project Cost	$589,350
2029	2029 Total Project Cost	$0
	Total 5-Year Project Cost	**$1,853,421**

APPENDIX E

Reinspection Report

Re-Inspection Report

ODAV_2024_12-19-24_9am_MAH
Generated Date 12/20/2024

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A01AS **Name:** Apron 01 Ashland **Use:** APRON **Area:** 286,011 SqFt

Section: 01 of 6 **From:** Taxiway A **To:** A01AS-02 **Last Const.:** 8/1/2004

Surface: AAC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 76,095 SqFt **Length:** 365 Ft **Width:** 233 Ft

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

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

Section Comments:

Work Date: 9/1/1983	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1985	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1998	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2017	**Work Type:** Patching - AC Full Depth	**Code:** PA-AF	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 15 **Surveyed:** 5

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	503.00	Ft
48	L & T CR	M	61.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	902.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	490.00	Ft
48	L & T CR	M	55.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	554.00	Ft
48	L & T CR	M	45.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	421.00	Ft
48	L & T CR	M	46.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A01AS **Name:** Apron 01 Ashland **Use:** APRON **Area:** 286,011 SqFt

Section: 03 of 6 **From:** A01AS-02 **To:** A01AS-05 **Last Const.:** 9/3/2004

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 54,121 SqFt **Length:** 270 Ft **Width:** 198 Ft

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

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

Section Comments:

Work Date: 8/1/1980	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2004	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2004	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 10 **Surveyed:** 4

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	623.00	Ft
48	L & T CR	M	69.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	757.00	Ft
48	L & T CR	M	84.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5401.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	675.00	Ft
48	L & T CR	M	75.00	Ft
57	WEATHERING	M	5401.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	588.00	Ft
48	L & T CR	M	65.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A01AS **Name:** Apron 01 Ashland **Use:** APRON **Area:** 286,011 SqFt

Section: 04 of 6 **From:** Taxiway A **To:** Taxiway 09 **Last Const.:** 9/2/1995

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 67,518 SqFt **Length:** 432 Ft **Width:** 140 Ft

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

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

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 14 **Surveyed:** 5

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	4500.00	SqFt
43	BLOCK CR	M	500.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	4500.00	SqFt
43	BLOCK CR	M	500.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	4500.00	SqFt
43	BLOCK CR	M	500.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

43	BLOCK CR	L	2345.00	SqFt
43	BLOCK CR	L	700.00	SqFt
48	L & T CR	L	102.00	Ft
48	L & T CR	M	24.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	3400.00	SqFt
48	L & T CR	L	90.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A01AS **Name:** Apron 01 Ashland **Use:** APRON **Area:** 286,011 SqFt

Section: 02 of 6 **From:** A01AS-01 **To:** A01AS-03 **Last Const.:** 8/1/2004

Surface: AAC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 77,707 SqFt **Length:** 360 Ft **Width:** 198 Ft

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

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

Section Comments:

Work Date: 9/1/1968	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1968	**Work Type:** Surface Course - Double Bitum.	**Code:** SU-DB	**Is Major M&R:** True
Work Date: 9/1/1983	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1998	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	633.00	Ft
48	L & T CR	M	37.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	661.00	Ft
48	L & T CR	M	74.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	496.00	Ft
48	L & T CR	M	55.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	372.00	Ft
48	L & T CR	M	92.00	Ft
50	PATCHING	L	150.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	307.00	Ft
48	L & T CR	M	35.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A01AS **Name:** Apron 01 Ashland **Use:** APRON **Area:** 286,011 SqFt

Section: 05 of 6 **From:** Taxiway A3 **To:** A01AS-04 **Last Const.:** 8/1/1983

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 5,930 SqFt **Length:** 102 Ft **Width:** 84 Ft

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

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

Section Comments:

Work Date: 9/1/1967	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1967	**Work Type:** Surface Treatment - Single Bitum.	**Code:** ST-SB	**Is Major M&R:** False
Work Date: 8/1/1983	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 12/17/2004	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5930.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	226.00	Ft
48	L & T CR	L	100.00	Ft
48	L & T CR	M	27.00	Ft
57	WEATHERING	L	3680.00	SqFt
57	WEATHERING	M	2250.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A01AS **Name:** Apron 01 Ashland **Use:** APRON **Area:** 286,011 SqFt

Section: 06 of 6 **From:** A01AS-07 **To:** End **Last Const.:** 8/3/2004

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 4,640 SqFt **Length:** 120 Ft **Width:** 73 Ft

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

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

Section Comments:

Work Date: 8/1/2004	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/2004	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/2004	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4640.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	264.00	Ft
48	L & T CR	L	180.00	Ft
48	L & T CR	M	30.00	Ft
48	L & T CR	M	47.00	Ft
57	WEATHERING	M	4640.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A02AS **Name:** Apron 02 Ashland **Use:** APRON **Area:** 33,552 SqFt

Section: 01 of 1 **From:** Hangars **To:** Apron 01 **Last Const.:** 9/2/1995

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 33,552 SqFt **Length:** 595 Ft **Width:** 110 Ft

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

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

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 19

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5060.00 SqFt **PCI:** 16

Sample Comments:

41	ALLIGATOR CR	M	435.00	SqFt
41	ALLIGATOR CR	M	204.00	SqFt
41	ALLIGATOR CR	H	170.00	SqFt
48	L & T CR	L	290.00	Ft
48	L & T CR	M	39.00	Ft
50	PATCHING	L	84.00	SqFt
50	PATCHING	L	365.00	SqFt
57	WEATHERING	M	5060.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6530.00 SqFt **PCI:** 15

Sample Comments:

41	ALLIGATOR CR	M	255.00	SqFt
41	ALLIGATOR CR	H	625.00	SqFt
48	L & T CR	L	405.00	Ft
48	L & T CR	M	50.00	Ft
50	PATCHING	L	624.00	SqFt
57	WEATHERING	M	6530.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4000.00 SqFt **PCI:** 30

Sample Comments:

41	ALLIGATOR CR	M	223.00	SqFt
48	L & T CR	L	336.00	Ft
48	L & T CR	M	48.00	Ft
49	OIL SPILLAGE	N	16.00	SqFt
50	PATCHING	L	321.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A03AS **Name:** Apron 03 Ashland **Use:** APRON **Area:** 77,380 SqFt

Section: 01 of 3 **From:** Hangars **To:** Taxiway 09 **Last Const.:** 9/1/1995

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 36,136 SqFt **Length:** 430 Ft **Width:** 220 Ft

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

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

Section Comments:

Work Date: 9/1/1988	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2021	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2021	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6978.00 SqFt **PCI:** 34

Sample Comments:

41	ALLIGATOR CR	M	393.00	SqFt
45	DEPRESSION	L	30.00	SqFt
48	L & T CR	L	308.00	Ft
48	L & T CR	M	50.00	Ft
50	PATCHING	L	1236.00	SqFt
57	WEATHERING	M	6978.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5303.00 SqFt **PCI:** 55

Sample Comments:

41	ALLIGATOR CR	M	26.00	SqFt
48	L & T CR	L	424.00	Ft
48	L & T CR	M	97.00	Ft
50	PATCHING	L	81.00	SqFt
57	WEATHERING	M	5303.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6785.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	270.00	Ft
48	L & T CR	M	32.00	Ft
50	PATCHING	L	64.00	SqFt
57	WEATHERING	M	6785.00	SqFt

Sample Number: 06 **Type:** R **Area:** 3886.00 SqFt **PCI:** 53

Sample Comments:

41	ALLIGATOR CR	M	27.00	SqFt
48	L & T CR	L	281.00	Ft

48	L & T CR	M	20.00	Ft
50	PATCHING	L	34.00	SqFt
50	PATCHING	L	44.00	SqFt
57	WEATHERING	M	3886.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A03AS **Name:** Apron 03 Ashland **Use:** APRON **Area:** 77,380 SqFt

Section: 02 of 3 **From:** A03AS-01 **To:** A03AS-03 **Last Const.:** 9/1/1988

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 27,939 SqFt **Length:** 430 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 9/1/1988	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2021	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 6/1/2021	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5250.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	323.00	Ft
48	L & T CR	M	41.00	Ft
50	PATCHING	L	65.00	SqFt
57	WEATHERING	M	5250.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5250.00 SqFt **PCI:** 68

Sample Comments:

41	ALLIGATOR CR	M	6.00	SqFt
48	L & T CR	L	224.00	Ft
48	L & T CR	L	135.00	Ft
50	PATCHING	L	5.00	SqFt
57	WEATHERING	M	5250.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5250.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	407.00	Ft
48	L & T CR	L	48.00	Ft
50	PATCHING	M	4.00	SqFt
57	WEATHERING	M	5250.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: A03AS **Name:** Apron 03 Ashland **Use:** APRON **Area:** 77,380 SqFt

Section: 03 of 3 **From:** A03AS-02 **To:** Taxiway 09 **Last Const.:** 9/1/1988

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 13,305 SqFt **Length:** 523 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/1988	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2021	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2021	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4477.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	201.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	M	4477.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	85.00	Ft
48	L & T CR	M	9.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: AH12AS **Name:** Hold Apron Rwy 12End Ashland **Use:** APRON **Area:** 7,625 SqFt

Section: 01 of 1 **From:** Runway 12 End **To:** - **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 7,625 SqFt **Length:** 152 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/1984	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1984	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3562.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3562.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3562.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3562.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: R12AS **Name:** Runway 12/30 Ashland **Use:** RUNWAY **Area:** 270,303 SqFt

Section: 03 of 4 **From:** R12AS-01 **To:** R12AS-04 **Last Const.:** 6/2/2011

Surface: AAC **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 132,672 SqFt **Length:** 2,764 Ft **Width:** 48 Ft

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

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

Section Comments:

Work Date: 9/1/1967	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1967	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1984	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1998	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2017	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 28 **Surveyed:** 5

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4800.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	149.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4800.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	191.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 07 **Type:** R **Area:** 4800.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	175.00	Ft
48	L & T CR	M	90.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 17 **Type:** R **Area:** 4800.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	236.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 27 **Type:** R **Area:** 4800.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	168.00	Ft
48	L & T CR	L	100.00	Ft
48	L & T CR	M	29.00	Ft
57	WEATHERING	L	4800.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: R12AS **Name:** Runway 12/30 Ashland **Use:** RUNWAY **Area:** 270,303 SqFt

Section: 04 of 4 **From:** R12AS-01 **To:** R12AS-02 **Last Const.:** 6/2/2011

Surface: AC **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 17,808 SqFt **Length:** 371 Ft **Width:** 48 Ft

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

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

Section Comments:

Work Date: 1/1/1761	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/1983	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1984	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 8/1/1985	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1998	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2017	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4800.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	261.00	Ft
48	L & T CR	M	88.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4800.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	296.00	Ft
48	L & T CR	M	14.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4800.00 SqFt **PCI:** 70

Sample Comments:

41	ALLIGATOR CR	L	19.00	SqFt
48	L & T CR	L	365.00	Ft
57	WEATHERING	L	4800.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: R12AS **Name:** Runway 12/30 Ashland **Use:** RUNWAY **Area:** 270,303 SqFt

Section: 02 of 4 **From:** Runway 30 End **To:** Runway 12 End **Last Const.:** 6/3/2011

Surface: AC **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 110,703 SqFt **Length:** 3,604 Ft **Width:** 27 Ft

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

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

Section Comments:

Work Date: 6/1/2011	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2017	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 21 **Surveyed:** 5

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5400.00 SqFt **PCI:** 76

Sample Comments:

41	ALLIGATOR CR	L	10.00	SqFt
48	L & T CR	L	146.00	Ft
48	L & T CR	M	8.00	Ft
57	WEATHERING	L	5400.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5400.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	8.00	Ft
48	L & T CR	M	16.00	Ft
57	WEATHERING	L	5400.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5400.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5400.00	SqFt

Sample Number: 15 **Type:** R **Area:** 5400.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	154.00	Ft
48	L & T CR	M	25.00	Ft
48	L & T CR	M	14.00	Ft
57	WEATHERING	L	5400.00	SqFt

Sample Number: 20 **Type:** R **Area:** 5625.00 SqFt **PCI:** 69

Sample Comments:

41	ALLIGATOR CR	L	51.00	SqFt
48	L & T CR	L	50.00	Ft
48	L & T CR	M	150.00	Ft
57	WEATHERING	L	5625.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: R12AS **Name:** Runway 12/30 Ashland **Use:** RUNWAY **Area:** 270,303 SqFt

Section: 01 of 4 **From:** Runway 30 End **To:** R12AS-03 **Last Const.:** 6/2/2011

Surface: AAC **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 9,120 SqFt **Length:** 190 Ft **Width:** 48 Ft

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

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

Section Comments:

Work Date: 9/1/1967	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1967	**Work Type:** Surface Treatment - Single Bitum.	**Code:** ST-SB	**Is Major M&R:** False
Work Date: 9/1/1977	**Work Type:** Overlay - AC Thin (Global)	**Code:** OL-AT	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2017	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4800.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	45.00	Ft
48	L & T CR	M	109.00	Ft
57	WEATHERING	M	4800.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4320.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	55.00	Ft
48	L & T CR	M	135.00	Ft
57	WEATHERING	L	4320.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: T01AS **Name:** Taxiway 01 Ashland **Use:** TAXIWAY **Area:** 1,343 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Apron 01 **Last Const.:** 9/2/1995

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 1,343 SqFt **Length:** 40 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1343.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: T02AS **Name:** Taxiway 02 Ashland **Use:** TAXIWAY **Area:** 1,343 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Apron 01 **Last Const.:** 9/2/1995

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 1,343 SqFt **Length:** 40 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/13/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1343.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	940.00	SqFt
43	BLOCK CR	M	403.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: T03AS **Name:** Taxiway 03 Ashland **Use:** TAXIWAY **Area:** 16,401 SqFt

Section: 01 of 3 **From:** Apron 01 **To:** T03-02 **Last Const.:** 9/2/1995

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 3,125 SqFt **Length:** 125 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 25

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3125.00 SqFt **PCI:** 25

Sample Comments:

41	ALLIGATOR CR	M	585.00	SqFt
43	BLOCK CR	L	2540.00	SqFt
57	WEATHERING	M	3125.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: T03AS **Name:** Taxiway 03 Ashland **Use:** TAXIWAY **Area:** 16,401 SqFt

Section: 02 of 3 **From:** T03AS-01 **To:** T03AS-03 **Last Const.:** 10/17/2014

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 4,973 SqFt **Length:** 170 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/15/2014	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 10/16/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 10/17/2014	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4973.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	131.00	Ft
48	L & T CR	M	15.00	Ft
57	WEATHERING	M	4973.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: T03AS **Name:** Taxiway 03 Ashland **Use:** TAXIWAY **Area:** 16,401 SqFt

Section: 03 of 3 **From:** T03-02 **To:** Apron 03 **Last Const.:** 9/2/1995

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 8,303 SqFt **Length:** 310 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3750.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 4553.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: T04AS **Name:** Taxiway 04 Ashland **Use:** TAXIWAY **Area:** 17,663 SqFt

Section: 01 of 1 **From:** T03AS-02 **To:** A03AS-03 **Last Const.:** 10/17/2014

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 17,663 SqFt **Length:** 570 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/15/2014 **Work Type:** Geotextile **Code:** FB-TX **Is Major M&R:** False

Work Date: 10/16/2014 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 10/17/2014 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6624.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	292.00	Ft
48	L & T CR	M	31.00	Ft
57	WEATHERING	L	3312.00	SqFt
57	WEATHERING	M	3312.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5820.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	33.00	Ft
48	L & T CR	M	4.00	Ft
57	WEATHERING	L	2910.00	SqFt
57	WEATHERING	M	2910.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA1AS **Name:** Taxiway A1 Ashland **Use:** TAXIWAY **Area:** 5,769 SqFt

Section: 01 of 2 **From:** Runway 30 End **To:** TA1AS-02 **Last Const.:** 6/2/2011

Surface: AAC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 3,140 SqFt **Length:** 54 Ft **Width:** 54 Ft

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

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

Section Comments:

Work Date: 1/1/1980	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1983	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3140.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	77.00	Ft
57	WEATHERING	L	3140.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA1AS **Name:** Taxiway A1 Ashland **Use:** TAXIWAY **Area:** 5,769 SqFt

Section: 02 of 2 **From:** TA1AS-01 **To:** TAAS-01 **Last Const.:** 8/1/2004

Surface: AAC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 2,629 SqFt **Length:** 30 Ft **Width:** 54 Ft

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

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

Section Comments:

Work Date: 9/1/1983	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2629.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	119.00	Ft
57	WEATHERING	L	2619.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA2AS **Name:** Taxiway A2 Ashland **Use:** TAXIWAY **Area:** 3,986 SqFt

Section: 01 of 2 **From:** R12AS-04 **To:** TA2AS-02 **Last Const.:** 6/2/2011

Surface: AAC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 2,250 SqFt **Length:** 60 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 9/1/1968	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1968	**Work Type:** Surface Course - Double Bitum.	**Code:** SU-DB	**Is Major M&R:** True
Work Date: 9/1/1983	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 8/1/1995	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2250.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	99.00	Ft
57	WEATHERING	L	2250.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA2AS **Name:** Taxiway A2 Ashland **Use:** TAXIWAY **Area:** 3,986 SqFt

Section: 02 of 2 **From:** TA2AS-01 **To:** TAAS-02 **Last Const.:** 8/1/2004

Surface: AAC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 1,736 SqFt **Length:** 30 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 9/1/1968	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1968	**Work Type:** Surface Course - Double Bitum.	**Code:** SU-DB	**Is Major M&R:** True
Work Date: 9/1/1983	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1736.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	181.00	Ft
57	WEATHERING	L	1736.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA3AS **Name:** Taxiway A3 Ashland **Use:** TAXIWAY **Area:** 4,154 SqFt

Section: 03 of 3 **From:** TA3AS-02 **To:** Apron 01 **Last Const.:** 9/1/1983

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 2,508 SqFt **Length:** 63 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1967	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1967	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1983	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2508.00 SqFt **PCI:** 71

Sample Comments:

45	DEPRESSION	L	6.00	SqFt
48	L & T CR	L	238.00	Ft
57	WEATHERING	L	2508.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA3AS **Name:** Taxiway A3 Ashland **Use:** TAXIWAY **Area:** 4,154 SqFt

Section: 02 of 3 **From:** TA3AS-01 **To:** TA3AS-03 **Last Const.:** 6/3/2011

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 1,179 SqFt **Length:** 25 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 6/1/2011	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1179.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	47.00	Ft
57	WEATHERING	L	1179.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA3AS **Name:** Taxiway A3 Ashland **Use:** TAXIWAY **Area:** 4,154 SqFt

Section: 01 of 3 **From:** R12AS-04 **To:** TA3AS-02 **Last Const.:** 6/2/2011

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 467 SqFt **Length:** 69 Ft **Width:** 8 Ft

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

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

Section Comments:

Work Date: 9/1/1967	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1967	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 9/1/1983	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 467.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	24.00	Ft
57	WEATHERING	L	467.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA4AS **Name:** Taxiway A4 Ashland **Use:** TAXIWAY **Area:** 5,247 SqFt

Section: 03 of 3 **From:** TA4AS-02 **To:** TAAS-04 **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 2,512 SqFt **Length:** 48 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1989	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1989	**Work Type:** Overlay - AC Fabric	**Code:** OL-AF	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2512.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA4AS **Name:** Taxiway A4 Ashland **Use:** TAXIWAY **Area:** 5,247 SqFt

Section: 01 of 3 **From:** R12AS-04 **To:** TA4AS-02 **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 1,935 SqFt **Length:** 35 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1984	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1935.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	51.00	Ft
48	L & T CR	M	68.00	Ft
57	WEATHERING	M	1935.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA4AS **Name:** Taxiway A4 Ashland **Use:** TAXIWAY **Area:** 5,247 SqFt

Section: 02 of 3 **From:** TA4AS-01 **To:** TA4AS-03 **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 800 SqFt **Length:** 28 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1989	**Work Type:** Overlay - AC Fabric	**Code:** OL-AF	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 800.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA5AS **Name:** Taxiway A5 Ashland **Use:** TAXIWAY **Area:** 5,389 SqFt

Section: 03 of 3 **From:** TAAS-05 **To:** TA5AS-02 **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** S

Area: 2,197 SqFt **Length:** 43 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1984	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1984	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2197.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA5AS **Name:** Taxiway A5 Ashland **Use:** TAXIWAY **Area:** 5,389 SqFt

Section: 02 of 3 **From:** TA5AS-01 **To:** TA5AS-03 **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 800 SqFt **Length:** 25 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 6/1/2011	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 800.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA5AS **Name:** Taxiway A5 Ashland **Use:** TAXIWAY **Area:** 5,389 SqFt

Section: 01 of 3 **From:** R12AS-04 **To:** TA5AS-02 **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 2,392 SqFt **Length:** 42 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1984	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1984	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2392.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	97.00	Ft
48	L & T CR	M	112.00	Ft
57	WEATHERING	M	2392.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA6AS **Name:** Taxiway A6 Ashland **Use:** TAXIWAY **Area:** 5,641 SqFt

Section: 01 of 2 **From:** TA6AS-02 **To:** Runwsy 12 End **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 4,844 SqFt **Length:** 95 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 6/1/2011	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2011	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4844.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	32.00	Ft
48	L & T CR	M	89.00	Ft
50	PATCHING	L	36.00	SqFt
57	WEATHERING	L	4844.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TA6AS **Name:** Taxiway A6 Ashland **Use:** TAXIWAY **Area:** 5,641 SqFt

Section: 02 of 2 **From:** TA6AS-01 **To:** TAAS-05 **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 797 SqFt **Length:** 16 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 9/1/1984	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1984	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 797.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	797.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TAAS **Name:** Taxiway A Ashland **Use:** TAXIWAY **Area:** 109,834 SqFt

Section: 04 of 5 **From:** Apron 01 **To:** TAAS-05 **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 52,944 SqFt **Length:** 1,765 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1974	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1989	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1989	**Work Type:** Overlay - AC Fabric	**Code:** OL-AF	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 6000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 6000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 08 **Type:** R **Area:** 6000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 09 **Type:** R **Area:** 6000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TAAS **Name:** Taxiway A Ashland **Use:** TAXIWAY **Area:** 109,834 SqFt

Section: 05 of 5 **From:** TAAS-04 **To:** Runway 12 End **Last Const.:** 8/1/2023

Surface: AC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 22,650 SqFt **Length:** 755 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1984	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1984	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2003	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Subgrade- Cement Treated	**Code:** SU-CT	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6000.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TAAS **Name:** Taxiway A Ashland **Use:** TAXIWAY **Area:** 109,834 SqFt

Section: 02 of 5 **From:** Apron 01 **To:** Taxiway A2 **Last Const.:** 8/1/2004

Surface: AAC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 9,760 SqFt **Length:** 305 Ft **Width:** 32 Ft

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

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

Section Comments:

Work Date: 9/1/1968	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1968	**Work Type:** Surface Treatment - Double Bitum.	**Code:** SU-DB	**Is Major M&R:** False
Work Date: 9/1/1983	**Work Type:** Overlay - AC Thin (Global)	**Code:** OL-AT	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1998	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4800.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	531.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4960.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	507.00	Ft
57	WEATHERING	L	4960.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TAAS **Name:** Taxiway A Ashland **Use:** TAXIWAY **Area:** 109,834 SqFt

Section: 03 of 5 **From:** TAAS-02 **To:** Apron 01 **Last Const.:** 8/1/2004

Surface: AAC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 12,472 SqFt **Length:** 396 Ft **Width:** 32 Ft

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

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

Section Comments:

Work Date: 9/1/1967	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1967	**Work Type:** Surface Treatment - Single Bitum.	**Code:** ST-SB	**Is Major M&R:** False
Work Date: 9/1/1983	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1998	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4800.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	474.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4800.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	462.00	Ft
57	WEATHERING	L	4800.00	SqFt

Network: Ashland **Name:** Ashland Municipal - Sumner Parker Field

Branch: TAAS **Name:** Taxiway A Ashland **Use:** TAXIWAY **Area:** 109,834 SqFt

Section: 01 of 5 **From:** Apron 01 **To:** Taxiway A1 **Last Const.:** 8/1/2004

Surface: AAC **Family:** 2024_Region2_Cat 3_Taxiway_AC **Zone:** S03 **Category:** J **Rank:** P

Area: 12,008 SqFt **Length:** 365 Ft **Width:** 32 Ft

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

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

Section Comments:

Work Date: 9/1/1983	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1998	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2011	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2023	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5544.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	247.00	Ft
57	WEATHERING	L	5544.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6464.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	371.00	Ft
48	L & T CR	L	51.00	Ft
48	L & T CR	L	150.00	Ft
57	WEATHERING	L	6464.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODAV_2024_01-07-25_9am_SS

Network: Ashland Municipal - S **Branch:** A01AS Apron 01 Ashland **Section:** 01 **Surface:**AAC
L.C.D. 8/1/2004 **Use:** APRON **Rank:** P **Length:** 365.00 (Ft) **Width:** 233.00 (Ft) **True Area:** 76095 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2017	PA-AF	Patching - AC Full Depth	0.00	0.00	☐	
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	UNKNOWN DATE
8/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/2/1983	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1983	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Ashland Municipal - S **Branch:** A01AS Apron 01 Ashland **Section:** 02 **Surface:**AAC
L.C.D. 8/1/2004 **Use:** APRON **Rank:** P **Length:** 360.00 (Ft) **Width:** 198.00 (Ft) **True Area:** 77707 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/2/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	UNKNOWN DATE
9/1/1983	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
9/2/1968	SU-DB	Surface Course - Double Bitum.	0.00	1.50	☑	P-609
9/1/1968	BA-AG	Base Course - Aggregate	0.00	9.00	☐	P-208

Network: Ashland Municipal - S **Branch:** A01AS Apron 01 Ashland **Section:** 03 **Surface:**AC
L.C.D. 9/3/2004 **Use:** APRON **Rank:** P **Length:** 270.00 (Ft) **Width:** 198.00 (Ft) **True Area:** 54121 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/3/2004	NC-AC	New Construction - AC	0.00	4.00	☑	P-401
9/2/2004	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-208
9/1/2004	SB-AG	Subbase - Aggregate	0.00	6.00	☐	P-154
8/1/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Ashland Municipal - S **Branch:** A01AS Apron 01 Ashland **Section:** 04 **Surface:** AC
L.C.D. 9/2/1995 **Use:** APRON **Rank:** P **Length:** 432.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 67518 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	3.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	3.00	☐	

Network: Ashland Municipal - S **Branch:** A01AS Apron 01 Ashland **Section:** 05 **Surface:** AC
L.C.D. 8/1/1983 **Use:** APRON **Rank:** P **Length:** 102.00 (Ft) **Width:** 84.00 (Ft) **True Area:** 5930 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
12/17/2004	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Unknown Date
8/1/1983	OL-AS	Overlay - AC Structural	0.00	2.00	☑	
9/3/1967	ST-SB	Surface Treatment - Single Bitum.	0.00	0.75	☐	P-609
9/2/1967	BA-AG	Base Course - Aggregate	0.00	4.50	☐	P-208
9/1/1967	SB-AG	Subbase - Aggregate	0.00	3.00	☐	P-154

Network: Ashland Municipal - S **Branch:** A01AS Apron 01 Ashland **Section:** 06 **Surface:** AC
L.C.D. 8/3/2004 **Use:** APRON **Rank:** P **Length:** 120.00 (Ft) **Width:** 73.00 (Ft) **True Area:** 4640 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/3/2004	NC-AC	New Construction - AC	0.00	4.00	☑	
8/2/2004	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
8/1/2004	SB-AG	Subbase - Aggregate	0.00	6.00	☐	

Network: Ashland Municipal - S **Branch:** A02AS Apron 02 Ashland **Section:** 01 **Surface:** AC
L.C.D. 9/2/1995 **Use:** APRON **Rank:** S **Length:** 595.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 33552 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	3.00	☑	circa 1995
9/1/1995	BA-AG	Base Course - Aggregate	0.00	6.00	☐	circa 1995

Network: Ashland Municipal - S **Branch:** A03AS Apron 03 Ashland **Section:** 01 **Surface:** AC
L.C.D. 9/1/1995 **Use:** APRON **Rank:** S **Length:** 430.00 (Ft) **Width:** 220.00 (Ft) **True Area:** 36136 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2021	CS-AC	Crack Sealing - AC	0.00	0.00	☐	WH provided by Bob Skinner, project
6/1/2021	PA-AD	Patching - AC Deep	0.00	0.00	☐	WH provided by Bob Skinner, project
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/2/2011	PA-AD	Patching - AC Deep	269,744.91	0.00	☐	PMP 2011
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1995	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/1/1988	NC-AC	New Construction - AC	0.00	4.50	☑	AC over Native Soil (No Base)

Network: Ashland Municipal - S **Branch:** A03AS Apron 03 Ashland **Section:** 02 **Surface:** AC
L.C.D. 9/1/1988 **Use:** APRON **Rank:** S **Length:** 430.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 27939 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2021	CS-AC	Crack Sealing - AC	0.00	0.00	☐	WH provided by Bob Skinner, project
6/1/2021	PA-AD	Patching - AC Deep	0.00	0.00	☐	WH provided by Bob Skinner, project
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Ashland Municipal - S **Branch:** A03AS Apron 03 Ashland **Section:** 03 **Surface:** AC
L.C.D. 9/1/1988 **Use:** APRON **Rank:** S **Length:** 523.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 13305 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2021	CS-AC	Crack Sealing - AC	0.00	0.00	☐	WH provided by Bob Skinner, project
6/1/2021	PA-AD	Patching - AC Deep	0.00	0.00	☐	WH provided by Bob Skinner, project
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1988	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Ashland Municipal - S **Branch:** AH12AS Hold Apron Rwy 1 **Section:** 01 **Surface:** AC
L.C.D. 8/1/2023 **Use:** APRON **Rank:** P **Length:** 152.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7625 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	NC-AC	New Construction - AC	0.00	3.00	☑	
8/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00	☐	
8/1/2023	SU-CT	Subgrade- Cement Treated	0.00	12.00	☐	
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1984	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1984	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Ashland Municipal - S **Branch:** R12AS Runway 12/30 Ash **Section:** 01 **Surface:** AAC
L.C.D. 6/2/2011 **Use:** RUNWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 48.00 (Ft) **True Area:** 9120 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2017	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	,
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/2/2011	OL-ACTH	Overlay - Thin	0.00	3.00	☑	P-401
6/1/2011	MI-CO	Cold Milling	0.00	-0.50	☐	0.25" - 1"
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/2004	OL-ACTH	Overlay - Thin	0.00	2.50	☑	2" - 2.75"
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1977	OL-AT	Overlay - AC Thin (Global)	0.00	2.00	☐	P-401
9/3/1967	ST-SB	Surface Treatment - Single Bitum.	0.00	0.75	☐	P-609
9/2/1967	BA-AG	Base Course - Aggregate	0.00	4.50	☐	P-208
9/1/1967	SB-AG	Subbase - Aggregate	0.00	3.00	☐	P-152

Network: Ashland Municipal - S **Branch:** R12AS Runway 12/30 Ash **Section:** 02 **Surface:** AC
L.C.D. 6/3/2011 **Use:** RUNWAY **Rank:** P **Length:** 3,604.00 (Ft) **Width:** 27.00 (Ft) **True Area:** 110703 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2017	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	,
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/3/2011	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	P-401
6/2/2011	BA-CA	Base Course - Crushed Aggregate	0.00	4.00	☐	P-209
6/1/2011	SB-AG	Subbase - Aggregate	0.00	8.50	☐	P-154

Network: Ashland Municipal - S **Branch:** R12AS Runway 12/30 Ash **Section:** 03 **Surface:** AAC
L.C.D. 6/2/2011 **Use:** RUNWAY **Rank:** P **Length:** 2,764.00 (Ft) **Width:** 48.00 (Ft) **True Area:** 132672 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2017	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	,
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/2/2011	OL-AS	Overlay - AC Structural	0.00	3.00	☑	P-401
6/1/2011	MI-CO	Cold Milling	0.00	-0.50	☐	0.25" - 1"
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	circa 2000
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1984	OL-AT	Overlay - AC Thin	0.00	1.00	☑	
9/1/1977	OL-AT	Overlay - AC Thin	0.00	2.00	☑	P-401
9/3/1967	SU-SB	Surface Course - BST	0.00	0.75	☑	P-609
9/2/1967	BA-AG	Base Course - Aggregate	0.00	4.50	☐	P-208
9/1/1967	SB-AG	Subbase - Aggregate	0.00	3.00	☐	P-154

Network: Ashland Municipal - S **Branch:** R12AS Runway 12/30 Ash **Section:** 04 **Surface:** AC

L.C.D. 6/2/2011 **Use:** RUNWAY **Rank:** P **Length:** 371.00 (Ft) **Width:** 48.00 (Ft) **True Area:** 17808 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2017	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	,
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	,
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/2/2011	OL-ACTH	Overlay - Thin	0.00	3.00	☑	P-401
6/1/2011	MI-CO	Cold Milling	0.00	-0.50	☐	0.25" - 1"
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	circa 2000
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/1/1984	OL-AT	Overlay - AC Thin	0.00	1.00	☑	
9/2/1983	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1983	BA-AG	Base Course - Aggregate	0.00	8.00	☐	
1/1/1761	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	

Network: Ashland Municipal - S **Branch:** T01AS Taxiway 01 Ashlan **Section:** 01 **Surface:** AC

L.C.D. 8/1/2023 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 1343 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	NC-AC	New Construction - AC	0.00	3.00	☑	
8/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00	☐	
8/1/2023	SU-CT	Subgrade- Cement Treated	0.00	12.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	3.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	3.00	☐	

Network: Ashland Municipal - S **Branch:** T03AS Taxiway 03 Ashlan **Section:** 01 **Surface:** AC

L.C.D. 9/2/1995 **Use:** TAXIWAY **Rank:** S **Length:** 125.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 3125 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	4.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Ashland Municipal - S **Branch:** T03AS Taxiway 03 Ashlan **Section:** 02 **Surface:** AC
L.C.D. 10/17/201 **Use:** TAXIWAY **Rank:** S **Length:** 170.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 4973 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/17/2014	NC-AC	New Construction - AC	0.00	3.00	☑	P401
10/16/2014	BA-AG	Base Course - Aggregate	0.00	8.00	☐	P209
10/15/2014	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ashland Municipal - S **Branch:** T03AS Taxiway 03 Ashlan **Section:** 03 **Surface:** AC
L.C.D. 8/1/2023 **Use:** TAXIWAY **Rank:** S **Length:** 310.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8303 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CR-AC	Complete Reconstruction - AC	41,515.00	4.00	☑	Unknown AC thickness; work perform
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/1995	NC-AC	New Construction - AC	0.00	4.00	☑	
9/1/1995	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Ashland Municipal - S **Branch:** T04AS Taxiway 04 Ashlan **Section:** 01 **Surface:** AC
L.C.D. 10/17/201 **Use:** TAXIWAY **Rank:** S **Length:** 570.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 17663 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/17/2014	NC-AC	New Construction - AC	0.00	3.00	☑	P401
10/16/2014	BA-AG	Base Course - Aggregate	0.00	10.00	☐	P209
10/15/2014	FB-TX	Geotextile	0.00	0.00	☐	

Network: Ashland Municipal - S **Branch:** TA1AS Taxiway A1 Ashla **Section:** 01 **Surface:** AAC
L.C.D. 6/2/2011 **Use:** TAXIWAY **Rank:** P **Length:** 54.00 (Ft) **Width:** 54.00 (Ft) **True Area:** 3140 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
6/2/2011	OL-ACTH	Overlay - Thin	0.00	1.25	☑	P-401
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	MI-CO	Cold Milling	0.00	0.25	☐	
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/2/1983	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1983	BA-AG	Base Course - Aggregate	0.00	8.00	☐	
1/1/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Ashland Municipal - S **Branch:** TA1AS Taxiway A1 Ashla **Section:** 02 **Surface:** AAC

L.C.D. 8/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 30.00 (Ft) **Width:** 54.00 (Ft) **True Area:** 2629 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/2/1983	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1983	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Ashland Municipal - S **Branch:** TA2AS Taxiway A2 Ashla **Section:** 01 **Surface:** AAC

L.C.D. 6/2/2011 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 2250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
6/2/2011	OL-ACTH	Overlay - Thin	0.00	1.25	☑	P-401
6/1/2011	MI-CO	Cold Milling	0.00	-0.25	☐	
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1995	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/1/1983	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
9/2/1968	SU-DB	Surface Course - Double Bitum.	0.00	1.50	☑	P-609
9/1/1968	BA-AG	Base Course - Aggregate	0.00	9.00	☐	P-208

Network: Ashland Municipal - S **Branch:** TA2AS Taxiway A2 Ashla **Section:** 02 **Surface:** AAC
L.C.D. 8/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 30.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 1736 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1983	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
9/2/1968	SU-DB	Surface Course - Double Bitum.	0.00	1.50	☑	P-609
9/1/1968	BA-AG	Base Course - Aggregate	0.00	9.00	☐	P-208

Network: Ashland Municipal - S **Branch:** TA3AS Taxiway A3 Ashla **Section:** 01 **Surface:** AC
L.C.D. 6/2/2011 **Use:** TAXIWAY **Rank:** P **Length:** 69.00 (Ft) **Width:** 8.00 (Ft) **True Area:** 467 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
6/2/2011	OL-ACTH	Overlay - Thin	0.00	1.25	☑	P-401
6/1/2011	MI-CO	Cold Milling	0.00	-0.25	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1983	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
9/3/1967	SU-SB	Surface Course - BST	0.00	0.75	☑	P-609
9/2/1967	BA-AG	Base Course - Aggregate	0.00	4.50	☐	P-208
9/1/1967	SB-AG	Subbase - Aggregate	0.00	3.00	☐	P-154

Network: Ashland Municipal - S **Branch:** TA3AS Taxiway A3 Ashla **Section:** 02 **Surface:** AC
L.C.D. 6/3/2011 **Use:** TAXIWAY **Rank:** P **Length:** 25.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 1179 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
6/3/2011	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	P-401
6/2/2011	BA-CA	Base Course - Crushed Aggregate	0.00	4.00	☐	P-209
6/1/2011	SB-AG	Subbase - Aggregate	0.00	8.50	☐	P-154

Network: Ashland Municipal - S **Branch:** TA3AS Taxiway A3 Ashla **Section:** 03 **Surface:** AC
L.C.D. 9/1/1983 **Use:** TAXIWAY **Rank:** P **Length:** 62.50 (Ft) **Width:** 30.00 (Ft) **True Area:** 2508 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1983	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
1/1/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/3/1967	SU-SB	Surface Course - BST	0.00	0.75	☑	P-609
9/2/1967	BA-AG	Base Course - Aggregate	0.00	4.50	☐	P-208
9/1/1967	SB-AG	Subbase - Aggregate	0.00	3.00	☐	P-154

Network: Ashland Municipal - S **Branch:** TA4AS Taxiway A4 Ashla **Section:** 01 **Surface:** AAC
L.C.D. 6/2/2011 **Use:** TAXIWAY **Rank:** S **Length:** 45.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 2286 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2011	OL-ACTH	Overlay - Thin	0.00	1.25	☑	P-401
6/1/2011	MI-CO	Cold Milling	0.00	0.25	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1984	OL-AT	Overlay - AC Thin	0.00	1.00	☑	As Runway
9/3/1974	NC-AC	New Construction - AC	0.00	2.00	☑	
9/2/1974	BA-AG	Base Course - Aggregate	0.00	4.00	☐	
9/1/1974	SB-AG	Subbase - Aggregate	0.00	4.00	☐	

Network: Ashland Municipal - S **Branch:** TA4AS Taxiway A4 Ashla **Section:** 02 **Surface:** AC
L.C.D. 8/1/2023 **Use:** TAXIWAY **Rank:** S **Length:** 60.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 2512 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	NC-AC	New Construction - AC	0.00	3.00	☑	
8/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00	☐	
8/1/2023	SU-CT	Subgrade- Cement Treated	0.00	12.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1989	OL-AF	Overlay - AC Fabric	0.00	2.00	☑	
8/1/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/3/1974	NC-AC	New Construction - AC	0.00	2.00	☑	
9/2/1974	BA-AG	Base Course - Aggregate	0.00	4.00	☐	
9/1/1974	SB-AG	Subbase - Aggregate	0.00	4.00	☐	

Network: Ashland Municipal - S **Branch:** TA5AS Taxiway A5 Ashla **Section:** 01 **Surface:** AC
L.C.D. 6/2/2011 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 2542 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/2/2011	OL-ACTH	Overlay - Thin	0.00	1.25	☑	P-401
6/1/2011	MI-CO	Cold Milling	0.00	-0.25	☐	
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1984	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1984	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Ashland Municipal - S **Branch:** TA5AS Taxiway A5 Ashla **Section:** 02 **Surface:** AC

L.C.D. 8/1/2023 **Use:** TAXIWAY **Rank:** S **Length:** 57.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2870 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	NC-AC	New Construction - AC	0.00	3.00	☑	
8/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00	☐	
8/1/2023	SU-CT	Subgrade- Cement Treated	0.00	12.00	☐	
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1984	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1984	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Ashland Municipal - S **Branch:** TA6AS Taxiway A6 Ashla **Section:** 01 **Surface:** AC

L.C.D. 6/3/2011 **Use:** TAXIWAY **Rank:** P **Length:** 94.50 (Ft) **Width:** 40.00 (Ft) **True Area:** 4844 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/3/2011	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	P-401
6/2/2011	BA-CA	Base Course - Crushed Aggregate	0.00	4.00	☐	P-209
6/1/2011	SB-AG	Subbase - Aggregate	0.00	8.50	☐	P-154

Network: Ashland Municipal - S **Branch:** TA6AS Taxiway A6 Ashla **Section:** 02 **Surface:** AC

L.C.D. 9/2/1984 **Use:** TAXIWAY **Rank:** P **Length:** 15.50 (Ft) **Width:** 40.00 (Ft) **True Area:** 797 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1984	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1984	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Ashland Municipal - S **Branch:** TAAS Taxiway A Ashlan **Section:** 01 **Surface:** AAC
L.C.D. 8/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 365.00 (Ft) **Width:** 32.00 (Ft) **True Area:** 12008 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Unknown Date
9/2/1983	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1983	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Ashland Municipal - S **Branch:** TAAS Taxiway A Ashlan **Section:** 02 **Surface:** AAC
L.C.D. 8/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 305.00 (Ft) **Width:** 32.00 (Ft) **True Area:** 9760 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/2/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Unknown Date
9/1/1983	OL-AT	Overlay - AC Thin (Global)	0.00	2.00	☐	
9/2/1968	SU-DB	Surface Treatment - Double Bitum.	0.00	1.50	☐	P-152
9/1/1968	BA-AG	Base Course - Aggregate	0.00	9.00	☐	P-209

Network: Ashland Municipal - S **Branch:** TAAS Taxiway A Ashlan **Section:** 03 **Surface:** AAC
L.C.D. 8/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 396.00 (Ft) **Width:** 32.00 (Ft) **True Area:** 12472 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/2023	ST-SS	Surface Treatment - Slurry	0.00	0.00	☐	
8/1/2023	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
8/1/2004	OL-AS	Overlay - AC Structural	0.00	2.50	☑	2" - 2.75"
9/2/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Unknown Date
9/1/1983	OL-AS	Overlay - AC Structural	0.00	2.00	☑	
9/3/1967	ST-SB	Surface Treatment - Single Bitum.	0.00	0.75	☐	P-609
9/2/1967	BA-AG	Base Course - Aggregate	0.00	4.50	☐	P-208
9/1/1967	SB-AG	Subbase - Aggregate	0.00	3.00	☐	P-152

Network: Ashland Municipal - S **Branch:** TAAS Taxiway A Ashlan **Section:** 04 **Surface:** AC
L.C.D. 8/1/2023 **Use:** TAXIWAY **Rank:** P **Length:** 1,765.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 52944 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	NC-AC	New Construction - AC	0.00	3.00	☑	
8/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00	☐	
8/1/2023	SU-CT	Subgrade- Cement Treated	0.00	12.00	☐	
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1989	OL-AF	Overlay - AC Fabric	0.00	2.00	☑	
1/1/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/3/1974	NC-AC	New Construction - AC	0.00	2.00	☑	
9/2/1974	BA-AG	Base Course - Aggregate	0.00	4.00	☐	
9/1/1974	SB-AG	Subbase - Aggregate	0.00	4.00	☐	

Pavement Database: ODAV_2024_01-07-25_9am_SS

Network: Ashland Municipal - S **Branch:** TAAS Taxiway A Ashlan **Section:** 05 **Surface:** AC

L.C.D. 8/1/2023 **Use:** TAXIWAY **Rank:** P **Length:** 755.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 22650 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	NC-AC	New Construction - AC	0.00	3.00	☑	
8/1/2023	BA-AG	Base Course - Aggregate	0.00	9.00	☐	
8/1/2023	SU-CT	Subgrade- Cement Treated	0.00	12.00	☐	
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/2003	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2003	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1984	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1984	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	38	745,710.00	6.97	2.05
Base Course - Crushed Aggregate	3	116,726.00	4.00	0.00
Cold Milling	8	170,285.00	-0.22	0.29
Complete Reconstruction - AC	4	125,029.00	3.25	0.43
Crack Sealing - AC	141	3,419,886.01	0.05	0.05
Geotextile	2	22,636.00	0.00	0.00
New Construction - AC	30	540,529.00	2.65	0.91
New Construction - Initial	10	275,453.00	0.00	0.00
Oregon Slurry Seal	4	270,303.00	0.00	0.00
Overlay - AC Fabric	2	55,456.00	2.00	0.00
Overlay - AC Structural	12	348,871.00	2.46	0.25
Overlay - AC Thin	9	370,106.00	1.67	0.47
Overlay - AC Thin (Global)	2	18,880.00	2.00	0.00
Overlay - Thin	8	46,733.00	1.84	0.78
Patching - AC Deep	37	858,557.00	0.00	0.00
Patching - AC Full Depth	1	76,095.00	0.00	0.00
Subbase - Aggregate	14	396,398.00	4.82	2.16
Subgrade- Cement Treated	6	89,944.00	12.00	0.00
Surface Course - BST	3	135,647.00	0.75	0.00
Surface Course - Double Bitum.	3	81,693.00	1.50	0.00
Surface Seal - Fog Seal	9	362,260.00	0.10	0.00
Surface Treatment - Double Bitum.	1	9,760.00	1.50	0.00
Surface Treatment - Single Bitum.	3	27,522.00	0.75	0.00
Surface Treatment - Slurry	9	47,682.00	0.00	0.00
Surface Treatment - Slurry Seal	20	279,327.00	0.50	0.00