2024 ODAV Pavement Evaluation Program Lebanon State Airport

Lebanon, Oregon

February 12, 2025

Prepared for

State of Oregon Department of Aviation
3040 25th Street SE
Salem, OR 97303-1125

Prepared by

16520 SW Upper Boones Ferry Road, Suite 100
Tigard, OR 97224-7661
(503) 641-3478 | www.gri.com

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

APPENDICES (CONTINUED)

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 Lebanon State Airport in Lebanon, 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 Lebanon State 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 zero to 100, where zero represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

2 PAVEMENT INVENTORY

Lebanon State Airport is in Lebanon, Oregon, and is owned and operated by ODAV. 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 on the Lebanon State Airport Location Map, Figure 2.1, below.

Figure 2.1: LEBANON STATE AIRPORT LOCATION MAP

The airside pavements at the Lebanon State Airport are composed of asphalt concrete (AC), AC overlaid with AC, and surface-treated pavements. The airport pavements, delineated by surface type and branch use, are shown on the Lebanon State Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Lebanon State Airport Pavement Area by Branch Use, Figure 2.3, shown below. The pavement inventory, including work history for each pavement section, is displayed spatially on the Lebanon State Airport Pavement Inventory, Figure 2.4. 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 1A of Appendix A in our survey. The pavement inventory, including the work history for individual airport pavement sections, is provided in the work history report presented in Appendix F.

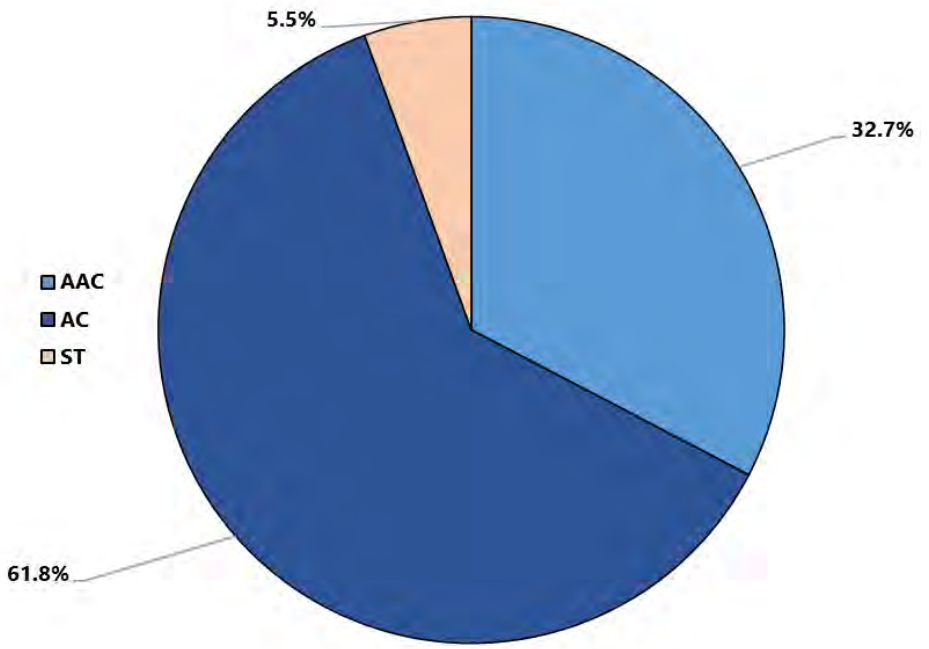


Figure 2.2: LEBANON STATE AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

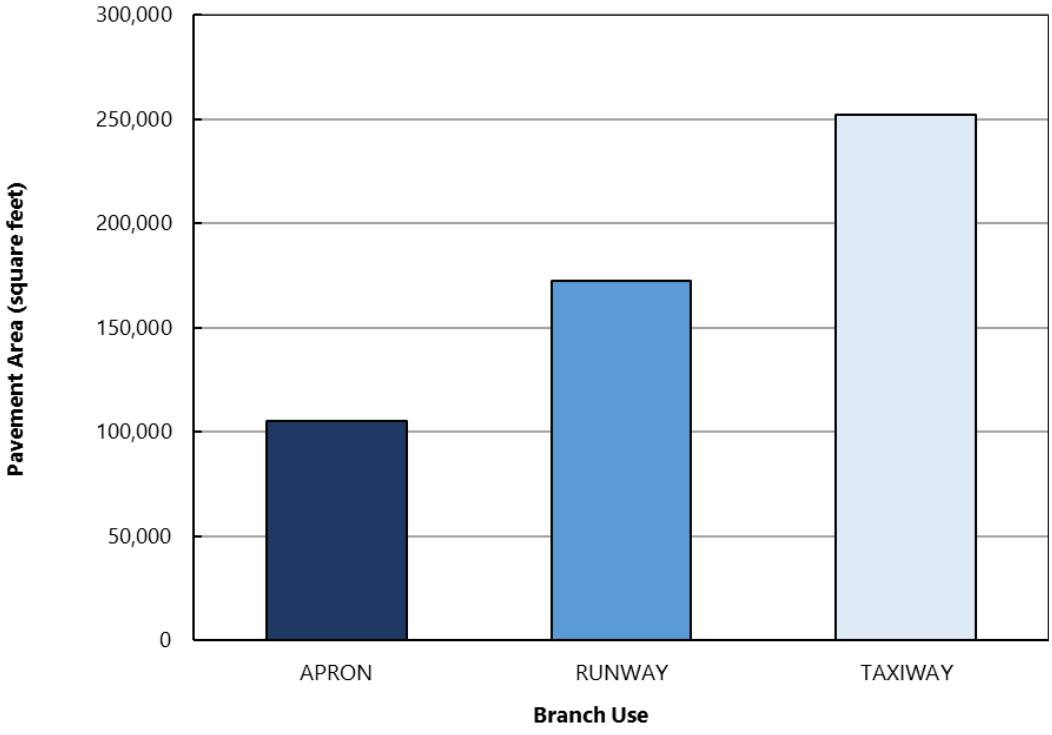
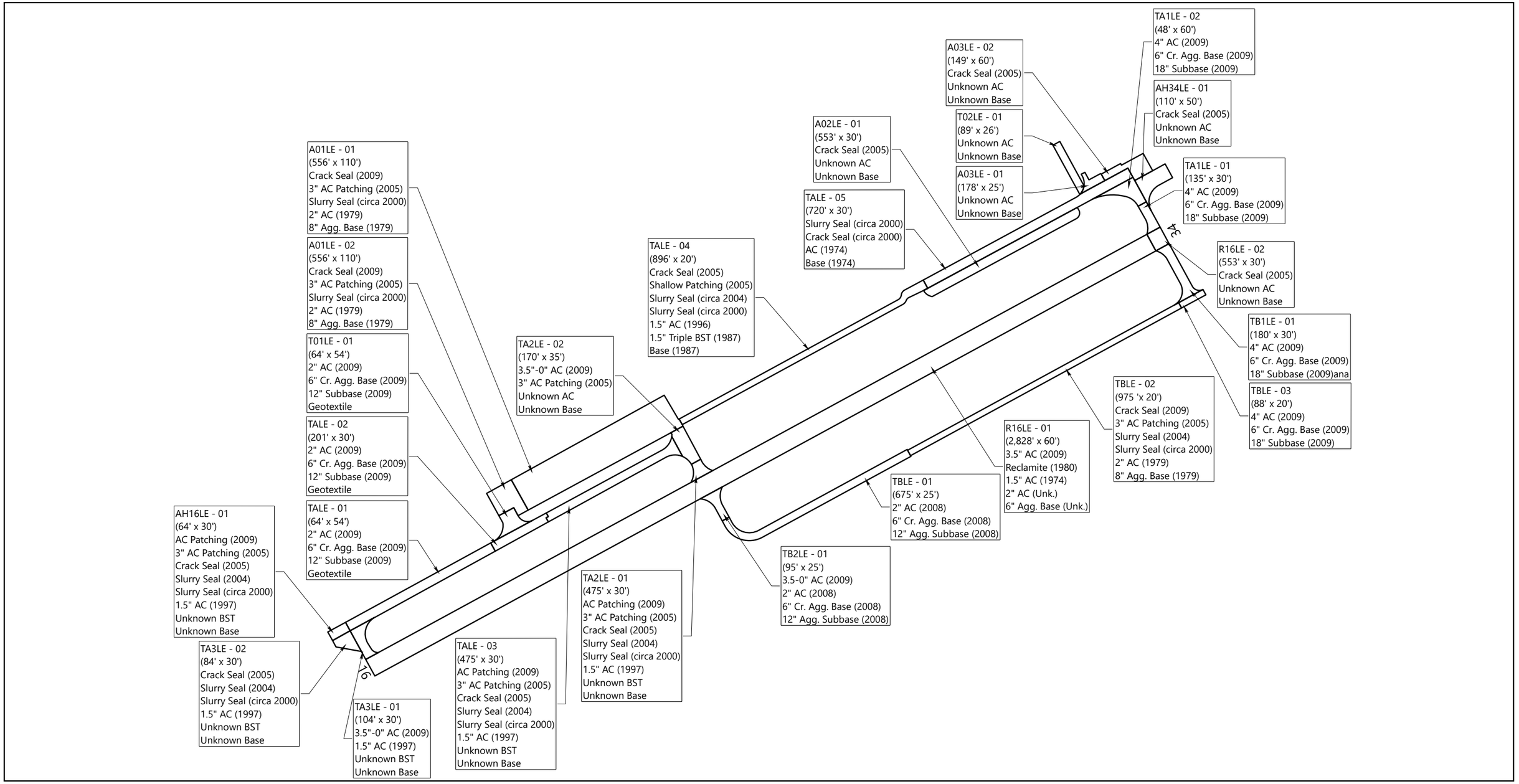


Figure 2.3: LEBANON STATE AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = asphalt concrete Cr. = crushed; Agg. = aggregate; BST = bituminous surface treatment

N

0 300 600

1 INCH = 300 FEET

GRI

OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

LEBANON STATE AIRPORT
PAVEMENT INVENTORY

FEB. 2025 JOB NO. 6593-WOC7 FIG. 2.4

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Lebanon State Airport in August 2024. The 2024 survey work was performed on sections last inspected in 2019 in order to update the Lebanon State Airport inspection data. GRI performed the 2024 PCI survey in accordance with the methods described in FAA Advisory Circular 150/5380-6C and ASTM D5340 and further discussed in Appendix B of this report.

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

Table 3-1: ASTM PCI RATING SCALE

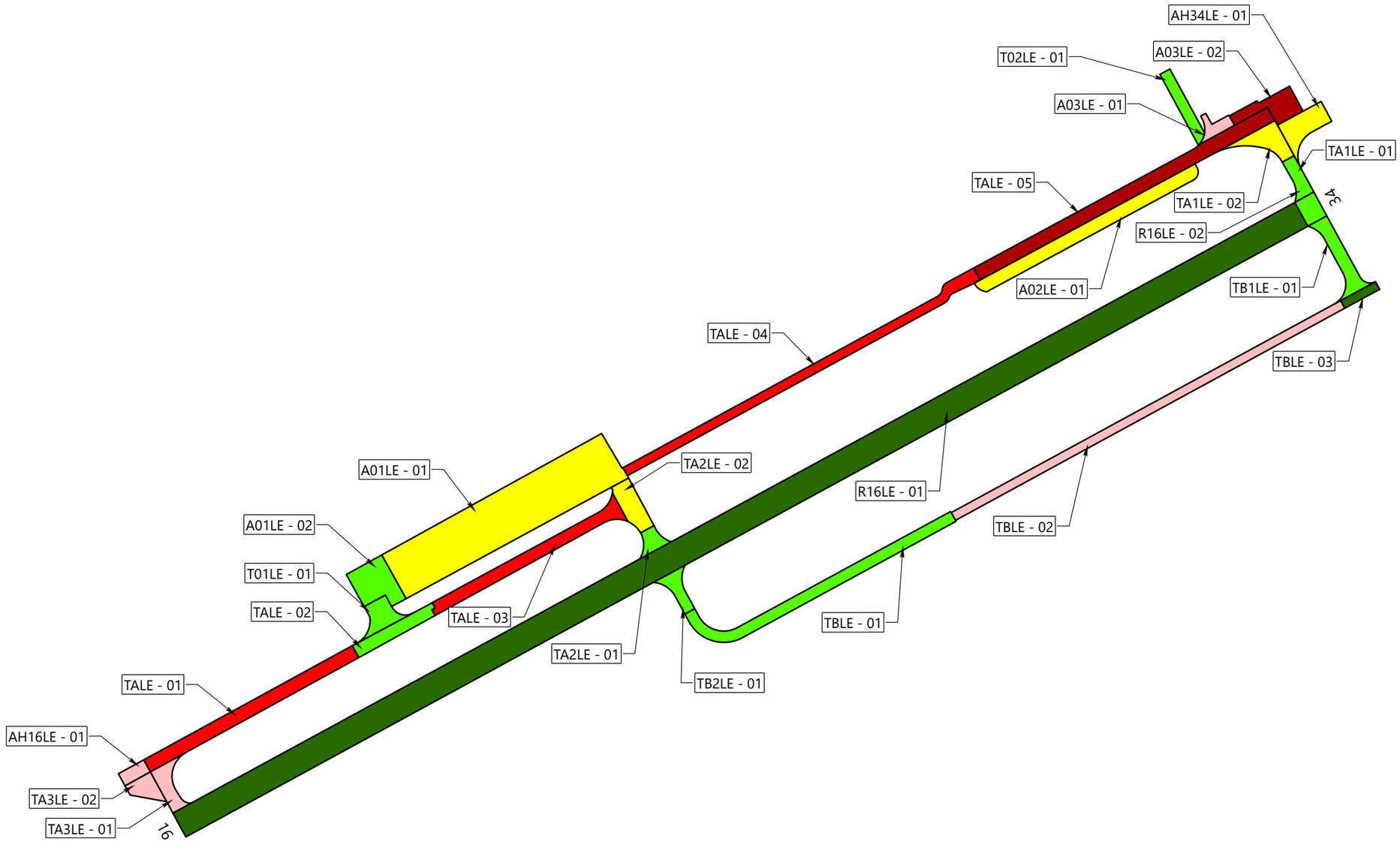
PCI Color Legend	PCI Range	PCI Rating and Definition
	86 – 100	GOOD: Pavement has minor or no distresses and should require only routine maintenance.
	71 – 85	SATISFACTORY: Pavement has scattered low-severity distresses that should require only routine maintenance.
	56 – 70	FAIR: Pavement has a combination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

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 Lebanon State Airport is approximately 65. The section PCIs ranged from a low of 13 to a high of 87. The primary distresses observed during the inspection were weathering, longitudinal and transverse

cracking, fatigue (alligator) cracking, block cracking, depression, and patching on AC-surfaced pavements. Section PCIs following our pavement survey are displayed spatially on the Lebanon State 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

0 250 500

1 INCH = 250 FEET

GRI OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

LEBANON STATE AIRPORT

2024 PCI SURVEY RESULTS

FEB. 2025 JOB NO. 6593-WOC7 FIG. 3.1

The condition distribution of the network by percent of total pavement area is provided on the Lebanon State Airport Pavement Condition Rating by Percent of Area, Figure 3.2. The pavement condition results by branch and section are summarized 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.

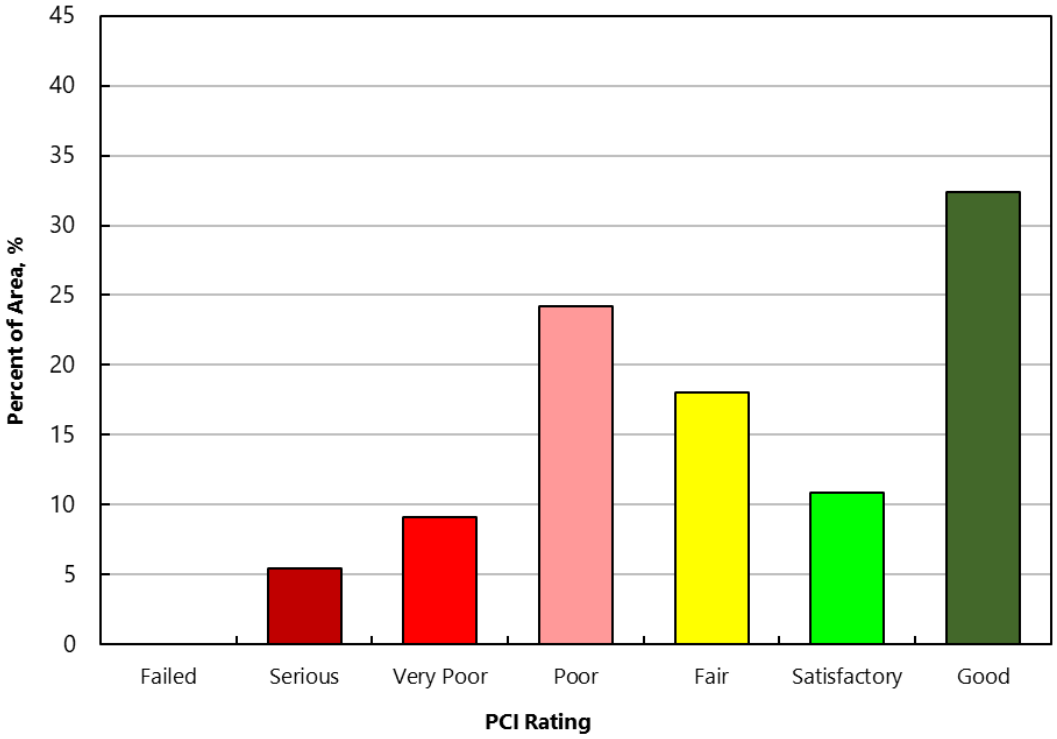


Figure 3.2: LEBANON STATE AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

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

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for five- and 10-year periods. Based on this analysis, we project the PCI to decrease from its current value of 65 to a value of 60 in 2029 and 54 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 Lebanon State Airport is displayed spatially on the Lebanon State Airport Future Pavement Condition, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

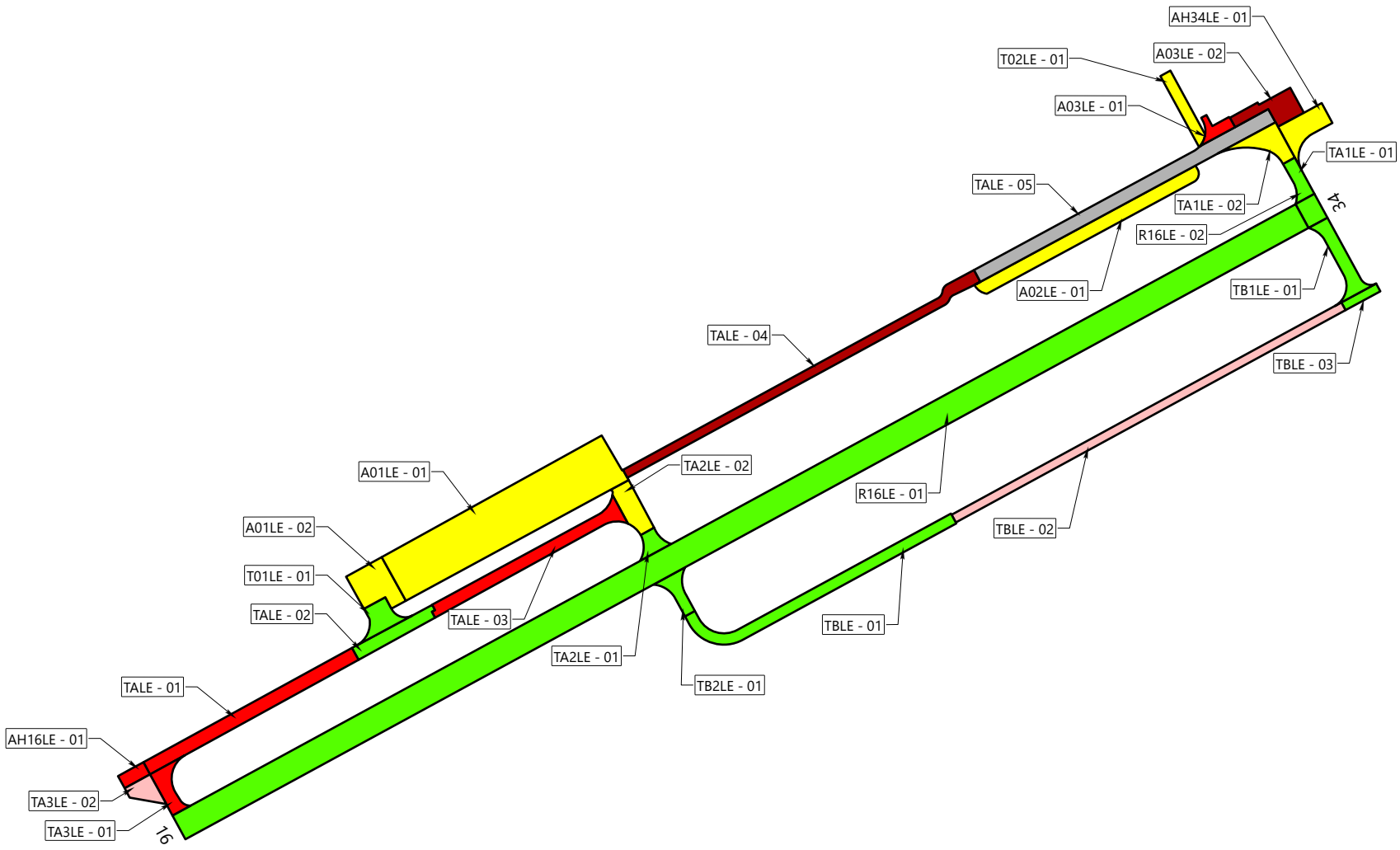
4.3 Functional Remaining Life

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

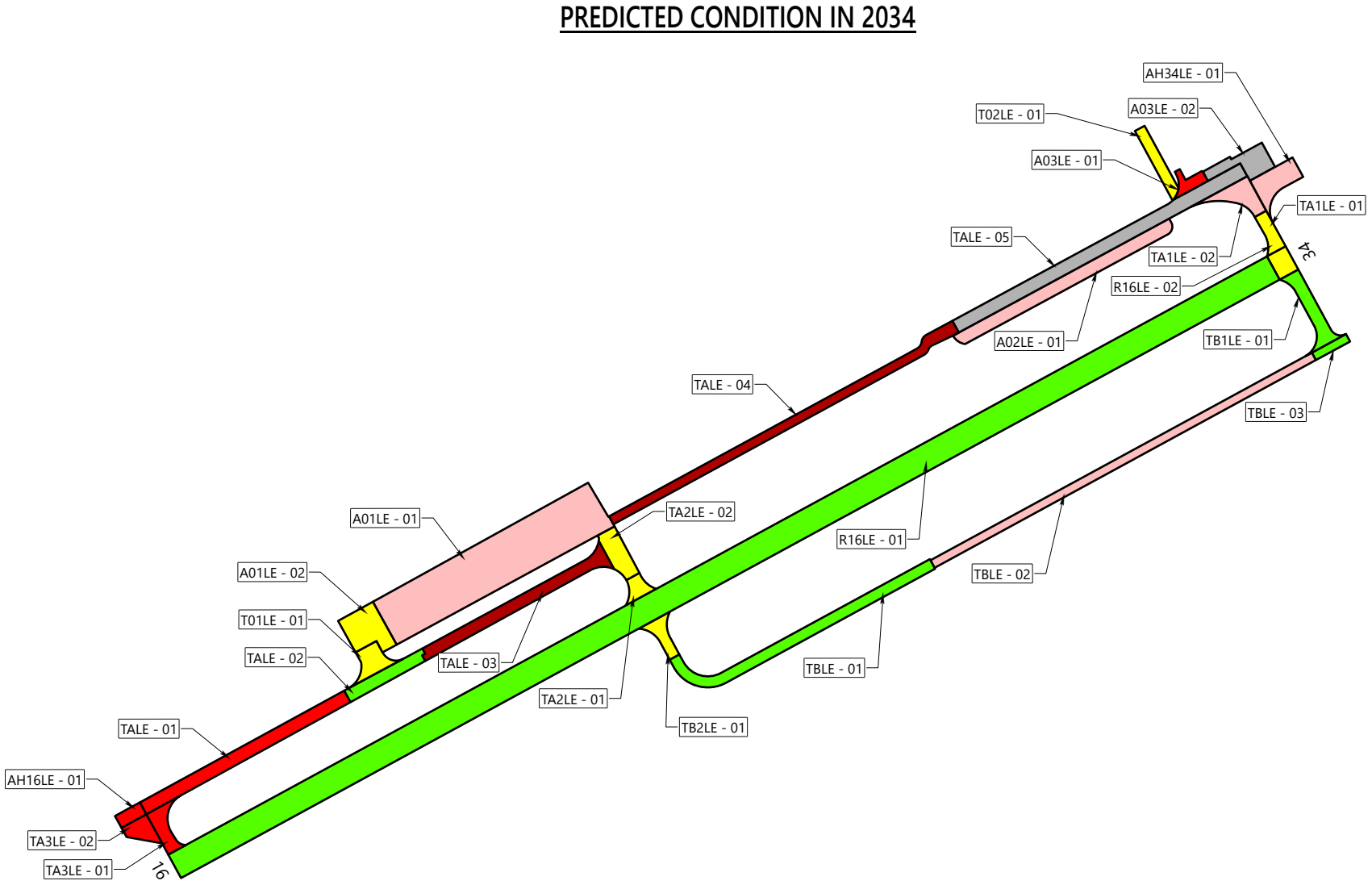
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Lebanon State Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3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

The two types of functional remaining life for each section at Lebanon State 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

N

0 350 700

1 INCH = 350 FEET

GRI

OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

LEBANON STATE AIRPORT

FUTURE PAVEMENT CONDITION

FEB. 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. The details of our M&R work priorities and unit costs for work activities are provided in Tables 1D and 2D, respectively, in Appendix D.

5.2 Recommended Localized Maintenance

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

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

Localized Maintenance Operation	Quantity, linear feet or square feet
Asphalt Concrete Crack Sealing	31,384
Asphalt Concrete Wide Crack Sealing	15,181
Asphalt Concrete Full-Depth Patching	24

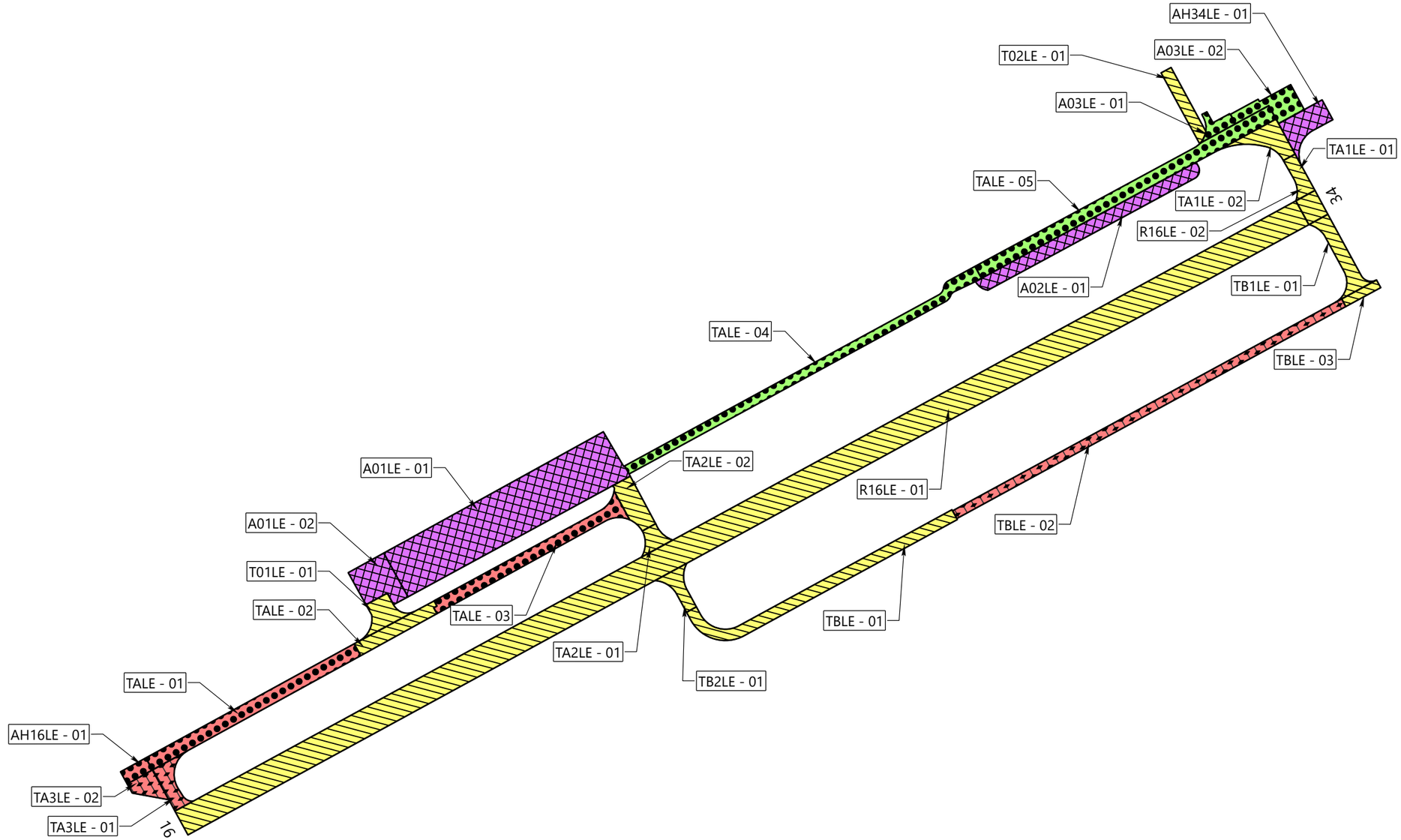
5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

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. The surface treatment, rehabilitation, and reconstruction quantities are summarized in Table 5-2.

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

Treatment Type	Quantity, square feet
Reconstruction	82,085
Overlay	23,143
Fog Seal	94,017
Slurry Seal	230,457

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



ACTION TIMING

- 2025
- 2026
- 2027
- 2028
- 2029

ACTION

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

N

0 250 500

1 INCH = 250 FEET

GRI

OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

LEBANON STATE AIRPORT

5-YEAR PAVEMENT MANAGEMENT PLAN

FEB. 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 Lebanon State Airport. The scope is limited to the specific pavement areas described within this report. The conclusions and recommendations provided in this report are based on information provided by ODAV, estimated costs, and an understanding of the pavement conditions based solely on visual assessment. The surface treatment, rehabilitation, and reconstruction recommendations and project selections provided in this report, as well as their corresponding cost estimates, are based on a practical grouping of projects and an estimate of the structural requirements. It is possible that recommendations based on a structural evaluation would differ materially from the recommendations given within this report. Therefore, the information included in this report should be used solely for project planning purposes, and rehabilitation costs 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 Lebanon State Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,

RENEWS: 06/2025

Lindsi A. Hammond, PE	Matthew A. Haynes, PE	Ana Coca, PhD
Principal	Project Engineer	Staff Engineer

This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Lebanon State Airport is in Lebanon, Oregon, and is owned and operated by the Oregon Department of Aviation (ODAV). The pavement network/facilities at Lebanon State Airport serve a variety of general aviation aircraft. Lebanon State Airport consists of one runway, one parallel taxiway, and multiple connector taxiways, taxilanes, and aprons. The types of airside pavements include asphalt concrete (AC) and AC overlaid with AC.

The current airport pavement management system (APMS) network at Lebanon State Airport has an approximate area of 529,789 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 are listed by branch and section 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 the Lebanon State Airport contains 15 branches, information about which is summarized 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 (M&R) repairs and treatments and is defined by Section 2.1.8 of ASTM International (ASTM) D5340 as "a contiguous pavement area having uniform construction, maintenance, usage history, and condition." All sections should also have the same traffic volume and load intensity. The current pavement network included in the PAVER database for Lebanon State Airport contains 27 sections that are managed by ODAV. Information about the sections is tabulated in Table 3A and section locations are shown spatially on Figure 1A.

PAVER assigns a rank that designates a pavement's prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, and terminal aprons, are ranked "Primary," while the surrounding aprons and shoulders are ranked "Secondary" and low-use areas are ranked "Tertiary." The ranks for all sections are shown on Table 2A.

To facilitate the visual survey of the airport pavement, each section is further subdivided into smaller areas called sample units. Similar sizing of these units is critical, and studies have found that maintaining the size of the sample units to within 40% of the established normal distribution reduces the standard error of the average Pavement Condition Index (PCI) values. To meet this criterion, the ASTM method recommends sample units for flexible pavements to be 5,000 ±2,000 square feet. The delineation of sample units for each section is shown 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 Lebanon State Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible and rigid pavement that reflect similar rates used for other large airport pavement networks. In general, this sampling rate distribution provides a 92% confidence level with a standard error of eight PCI points.

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

Table 3A: EXAMPLE SAMPLE RATES FOR ASPHALT CONCRETE PAVEMENTS

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

Abbreviations: AC = asphalt concrete

Table 2A: LEBANON STATE AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01LE	Apron 01 Lebanon	2	71,393
A02LE	Apron 02 Lebanon	1	16,420
A03LE	Apron 03 Lebanon	2	8,252
AH16LE	Hold Apron 16 Lebanon	1	2,718
AH34LE	Hold Apron 34 Lebanon	1	6,272
R16LE	Runway 16/34 Lebanon	2	172,587
T01LE	Taxiway 01 Lebanon	1	4,216
T02LE	Taxiway 02 Lebanon	1	4,294
TA1LE	Taxiway A1 Lebanon	2	8,107
TA2LE	Taxiway A2 Lebanon	2	7,594
TA3LE	Taxiway A3 Lebanon	2	4,043
TALE	Taxiway A Lebanon	5	76,828
TB1LE	Taxiway B1 Lebanon	1	6,174
TB2LE	Taxiway B2 Lebanon	1	3,198
TBLE	Taxiway B Lebanon	3	137,693

Table 3A: LEBANON STATE 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
A01LE	Apron 01 Lebanon	APRON	01	Taxiway 04	Taxiway 01	P	556	113	63,003	8/2/1979	AC
A01LE	Apron 01 Lebanon	APRON	02	T04LE	--	P	110	90	8,390	9/4/2009	AC
A02LE	Apron 02 Lebanon	APRON	01	Taxiway 01	Taxiway 07	S	553	30	16,420	8/1/1974	AC
A03LE	Apron 03 Lebanon	APRON	01	Taxiway A	Section 02	S	89	26	2,245	9/1/2003	AC
A03LE	Apron 03 Lebanon	APRON	02	Section 01	Hold Apron 34	S	149	60	6,007	9/1/2002	AC
AH16LE	Hold Apron 16 Lebanon	APRON	01	Taxiway 01	S End	P	80	33	2,718	8/2/1987	AC
AH34LE	Hold Apron 34 Lebanon	APRON	01	Apron 02	Apron 03	P	110	50	6,272	9/1/2002	AC
R16LE	Runway 16/34 Lebanon	RUNWAY	01	Runway 16 End	Section 02	P	2,828	60	169,707	9/1/2009	AAC
R16LE	Runway 16/34 Lebanon	RUNWAY	02	Section 01	34 End	P	48	60	2,880	9/3/2009	AC
T01LE	Taxiway 01 Lebanon	TAXIWAY	01	Apron 01	Taxiway 01	P	64	54	4,216	9/4/2009	AC
T02LE	Taxiway 02 Lebanon	TAXIWAY	01	Apron 03	Taxiway 01	S	178	25	4,294	9/1/2002	AC
TA1LE	Taxiway A1 Lebanon	TAXIWAY	01	Runway 34	Section 02	P	135	30	3,647	9/3/2009	AC
TA1LE	Taxiway A1 Lebanon	TAXIWAY	02	Section 01	Taxiway A	P	65	30	4,460	8/1/1974	AC
TA2LE	Taxiway A2 Lebanon	TAXIWAY	01	Runway 16/34	Section 02	P	50	30	2,324	9/1/2009	AC
TA2LE	Taxiway A2 Lebanon	TAXIWAY	02	Section 01	Apron	P	120	50	5,270	8/2/1979	AC
TA3LE	Taxiway A3 Lebanon	TAXIWAY	01	Taxiway A	Runway 16 End (North)	P	20	30	722	9/1/2009	AC
TA3LE	Taxiway A3 Lebanon	TAXIWAY	02	Taxiway A	Runway 16 End (North)	P	84	30	3,321	8/1/1997	AAC
TALE	Taxiway A Lebanon	TAXIWAY	01	Hold Apron 16 End	Taxiway A2	P	526	30	15,992	9/1/1997	ST
TALE	Taxiway A Lebanon	TAXIWAY	02	T01LE	Section 03	P	201	30	5,713	9/4/2009	AC
TALE	Taxiway A Lebanon	TAXIWAY	03	Section 02	Taxiway A2	P	475	30	13,380	9/1/1997	ST
TALE	Taxiway A Lebanon	TAXIWAY	04	Apron 01	Apron 02	P	896	20	18,863	8/1/1996	AC
TALE	Taxiway A Lebanon	TAXIWAY	05	Apron 02	TA1LE	P	742	30	22,880	8/2/1974	AC
TB1LE	Taxiway B1 Lebanon	TAXIWAY	01	Runway 34 End (North)	Taxiway B	P	180	30	6,174	9/3/2009	AC
TB2LE	Taxiway B2 Lebanon	TAXIWAY	01	Runway 16/34	Taxiway B	P	95	25	3,198	9/1/2009	AC
TBLE	Taxiway B Lebanon	TAXIWAY	01	Taxiway B2	Section 02	P	675	25	16,875	9/3/2008	AC
TBLE	Taxiway B Lebanon	TAXIWAY	02	Section 01	Taxiway B1	P	975	20	119,119	9/2/1979	AC
TBLE	Taxiway B Lebanon	TAXIWAY	03	End of Taxiway B1	--	P	88	20	1,699	9/3/2009	AC

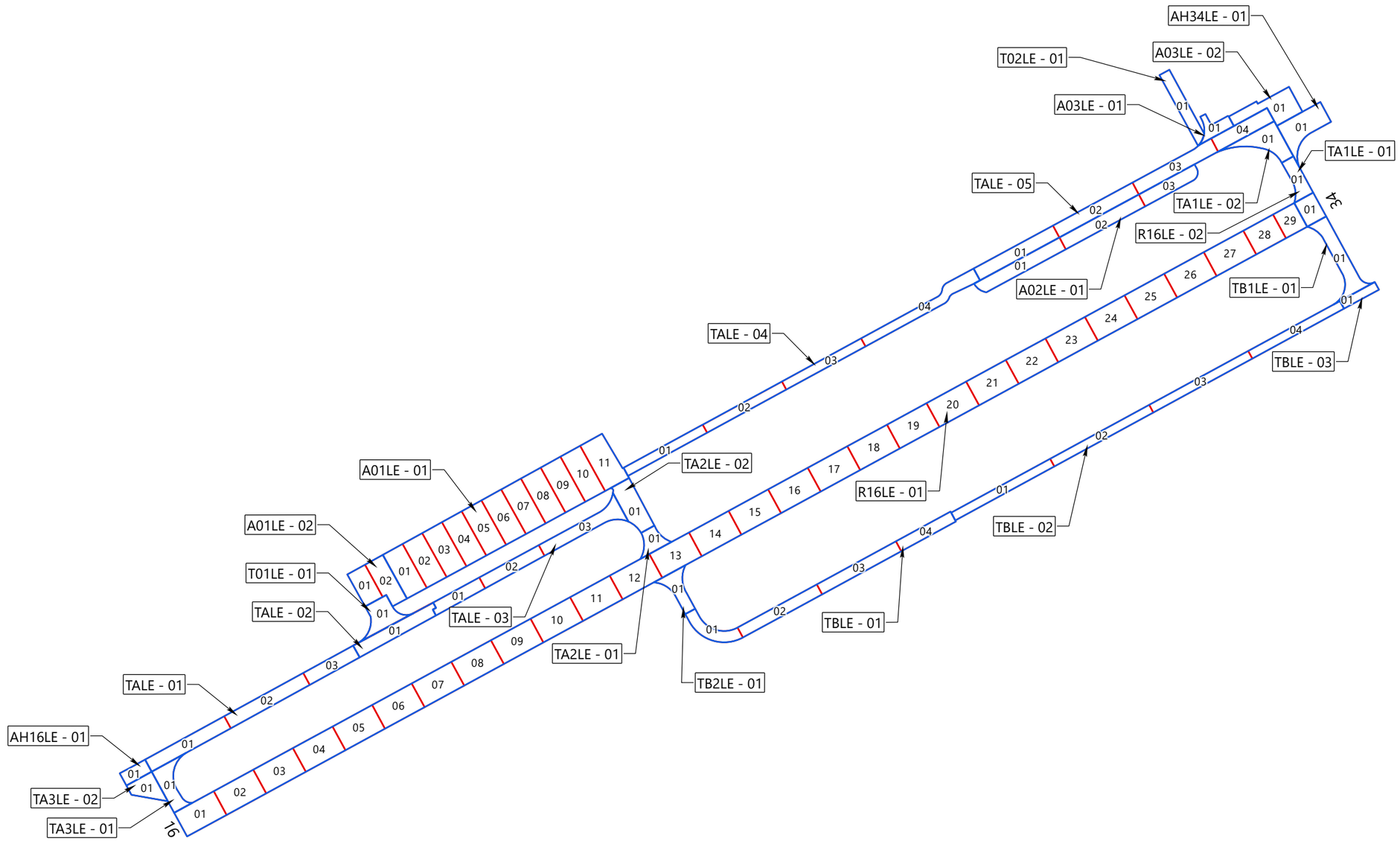
Abbreviations:

-- = not applicable

P = primary pavement, S = secondary

LCD = last construction date. The date of the last major rehabilitation (e.g., overlay).

AC = asphalt concrete, AAC = AC overlaid with AC, ST = surface treated



LEGEND

SECTIONS

SAMPLE UNIT

0 250 500

1 INCH = 250 FEET

GRI

LEBANON STATE AIRPORT
SAMPLE UNIT LAYOUT

FEB. 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) distress types are presented in Table 1B. The pavement condition results by branch and section are summarized in Tables 2B and 3B, respectively.

Table 1B: PAVER DISTRESS CODES FOR FLEXIBLE PAVEMENT

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

To obtain the section PCI, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional" (i.e., 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 in Table 3-1 is based on ASTM D5340.

Section 4.1 of ASTM D5340, which governs 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.
- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse cracking, swelling, and raveling/weathering.
- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/fatigue cracking, depressions, potholes, and swelling.
- **Other factors:** Oil spillage, jet blast erosion, bleeding, and patching.

As described above, distress may be the result of more than one cause. For example, depressions may be caused by incorrect compaction during construction or by subgrade softening due to environmental factors. In addition, distress may be initiated by one cause but may progress to a distress of higher severity by another cause. Therefore, engineering judgment is critical in analyzing the actual cause or causes of the distress.

B.3 PAVEMENT CONDITION INDEX SURVEY RESULTS

The evaluated Lebanon State Airport pavement network consists of 15 branches and 27 sections. Forty-six 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 Lebanon State Airport is approximately 65, which corresponds to a PCI rating of Fair.

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 Lebanon State Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: LEBANON STATE AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01LE	2	71,393	APRON	68	Fair
A02LE	1	16,420	APRON	63	Fair
A03LE	2	8,252	APRON	25	Serious
AH16LE	1	2,718	APRON	42	Poor
AH34LE	1	6,272	APRON	65	Fair
R16LE	2	172,587	RUNWAY	86	Good
T01LE	1	4,216	TAXIWAY	78	Satisfactory
T02LE	1	4,294	TAXIWAY	76	Satisfactory
TA1LE	2	8,107	TAXIWAY	72	Satisfactory
TA2LE	2	7,594	TAXIWAY	72	Satisfactory
TA3LE	2	4,043	TAXIWAY	48	Poor
TALE	5	76,828	TAXIWAY	31	Very Poor
TB1LE	1	6,174	TAXIWAY	84	Satisfactory
TB2LE	1	3,198	TAXIWAY	78	Satisfactory
TBLE	3	137,693	TAXIWAY	59	Fair

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	7	105,055	63
RUNWAY	2	172,587	86
TAXIWAY	18	252,147	52
ALL	**27**	**529,789**	**65**

Abbreviation: PCI = Pavement Condition Index

Table 3B: LEBANON STATE AIRPORT 2024 PAVEMENT CONDITION INDEX SURVEY RESULTS

BranchID	Section ID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection, years	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01LE	01	8/2/1979	AC	APRON	8/1/2024	45	66	Fair	50	50	0
A01LE	02	9/4/2009	AC	APRON	5/10/2018	9	82	Satisfactory	100	0	0
A02LE	01	8/1/1974	AC	APRON	8/1/2024	50	63	Fair	100	0	0
A03LE	01	9/1/2003	AC	APRON	8/1/2024	21	45	Poor	56	44	0
A03LE	02	9/1/2002	AC	APRON	8/1/2024	22	17	Serious	42	58	0
AH16LE	01	8/2/1987	AC	APRON	8/1/2024	37	42	Poor	100	0	0
AH34LE	01	9/1/2002	AC	APRON	8/1/2024	22	65	Fair	100	0	0
R16LE	01	9/1/2009	AAC	RUNWAY	8/1/2024	15	86	Good	100	0	0
R16LE	02	9/3/2009	AC	RUNWAY	8/1/2024	15	77	Satisfactory	100	0	0
T01LE	01	9/4/2009	AC	TAXIWAY	8/1/2024	15	78	Satisfactory	100	0	0
T02LE	01	9/1/2002	AC	TAXIWAY	5/10/2018	16	76	Satisfactory	100	0	0
TA1LE	01	9/3/2009	AC	TAXIWAY	8/1/2024	15	82	Satisfactory	100	0	0
TA1LE	02	8/1/1974	AC	TAXIWAY	8/1/2024	50	64	Fair	100	0	0
TA2LE	01	9/1/2009	AC	TAXIWAY	8/1/2024	15	78	Satisfactory	100	0	0
TA2LE	02	8/2/1979	AC	TAXIWAY	8/1/2024	45	70	Fair	100	0	0
TA3LE	01	9/1/2009	AC	TAXIWAY	8/1/2024	15	46	Poor	100	0	0
TA3LE	02	8/1/1997	AAC	TAXIWAY	8/1/2024	27	49	Poor	100	0	0
TALE	01	9/1/1997	ST	TAXIWAY	8/1/2024	27	40	Very Poor	44	56	0
TALE	02	9/4/2009	AC	TAXIWAY	8/1/2024	15	85	Satisfactory	100	0	0
TALE	03	9/1/1997	ST	TAXIWAY	8/1/2024	27	37	Very Poor	51	49	0
TALE	04	8/1/1996	AC	TAXIWAY	8/1/2024	28	26	Very Poor	37	63	0
TALE	05	8/2/1974	AC	TAXIWAY	8/1/2024	50	13	Serious	27	72	1
TB1LE	01	9/3/2009	AC	TAXIWAY	8/1/2024	15	84	Satisfactory	100	0	0
TB2LE	01	9/1/2009	AC	TAXIWAY	8/1/2024	15	78	Satisfactory	100	0	0
TBLE	01	9/3/2008	AC	TAXIWAY	8/1/2024	16	85	Satisfactory	100	0	0
TBLE	02	9/2/1979	AC	TAXIWAY	8/1/2024	45	54	Poor	59	41	0
TBLE	03	9/3/2009	AC	TAXIWAY	8/1/2024	15	87	Good	100	0	0

Abbreviations: PCI = pavement condition index; AC = asphalt concrete; AAC = AC overlaid with AC, ST = surface treated

Table 4B: LEBANON STATE AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2024 RESULTS

					2018 Survey			2024 Survey				
Branch ID	Section ID	Surface Type[1]	Approximate Area, square feet	LCD[2]	PCI[3]	PCI Category	Inspection Date	PCI	PCI Category	Age[4]	Δ PCI/yr[5]	Rate of Deterioration
A01LE	01	AC	63,003	8/2/79	72	Satisfactory	5/10/2018	66	Fair	39	-0.91	NORMAL
A01LE	02	AC	8,390	9/4/09	82	Satisfactory	5/10/2018	82	Satisfactory	9	0	NONE
A02LE	01	AC	16,420	8/1/74	60	Fair	5/10/2018	63	Fair	44	0.58	NONE
A03LE	01	AC	2,245	9/1/03	21	Serious	5/10/2018	45	Poor	15	4	NONE
A03LE	02	AC	6,007	9/1/02	13	Serious	5/10/2018	17	Serious	16	0.67	NONE
AH16LE	01	AC	2,718	8/2/87	42	Poor	5/10/2018	42	Poor	31	0	NONE
AH34LE	01	AC	6,272	9/1/02	78	Satisfactory	5/10/2018	65	Fair	16	-2.04	NORMAL
R16LE	01	AAC	169,707	9/1/09	85	Satisfactory	5/10/2018	86	Good	9	0	NONE
R16LE	02	AC	2,880	9/3/09	94	Good	5/10/2018	77	Satisfactory	9	-2.76	NORMAL
T01LE	01	AC	4,216	9/4/09	100	Good	5/10/2018	78	Satisfactory	9	-3	NORMAL
T02LE	01	AC	4,294	9/1/02	76	Satisfactory	5/10/2018	76	Satisfactory	16	0.00	NONE
TA1LE	01	AC	3,647	9/3/09	94	Good	5/10/2018	82	Satisfactory	9	-2	NORMAL
TA1LE	02	AC	4,460	8/1/74	55	Poor	5/10/2018	64	Fair	44	1.49	NONE
TA2LE	01	AC	2,324	9/1/09	95	Good	5/10/2018	78	Satisfactory	9	-3	NORMAL
TA2LE	02	AC	5,270	8/2/79	71	Satisfactory	5/10/2018	70	Fair	39	-0.26	NORMAL
TA3LE	01	AC	722	9/1/09	45	Poor	5/10/2018	46	Poor	9	0	NONE
TA3LE	02	AAC	3,321	8/1/97	67	Fair	5/10/2018	49	Poor	21	-3.00	NORMAL
TALE	01	ST	15,992	9/1/97	29	Very Poor	5/10/2018	40	Very Poor	21	2	NONE
TALE	02	AC	5,713	9/4/09	100	Good	5/10/2018	85	Satisfactory	9	-2.47	NORMAL
TALE	03	ST	13,380	9/1/97	57	Fair	5/10/2018	37	Very Poor	21	-3	NORMAL
TALE	04	AC	18,863	8/1/96	57	Fair	5/10/2018	26	Very Poor	22	-5.01	HIGH
TALE	05	AC	22,880	8/2/74	1	Failed	5/10/2018	13	Serious	44	2	NONE
TB1LE	01	AC	6,174	9/3/09	94	Good	5/10/2018	84	Satisfactory	9	-1.60	NORMAL
TB2LE	01	AC	3,198	9/1/09	94	Good	5/10/2018	78	Satisfactory	9	-3	NORMAL
TBLE	01	AC	16,875	9/3/08	91	Good	5/10/2018	85	Satisfactory	10	-0.93	NORMAL
TBLE	02	AC	119,119	9/2/79	69	Fair	5/10/2018	54	Poor	39	-2	NORMAL
TBLE	03	AC	1,699	9/3/09	88	Good	5/10/2018	87	Good	9	-0.26	NORMAL

Abbreviations:

[1] AC = asphalt concrete; AAC = AC overlaid with AC; ST = surface treated

[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 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 Lebanon State 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 Lebanon State Airport. For each model, we reviewed the data to filter out any inconsistent or inaccurate data or any data that falls outside boundary values set by PAVER. After outliers are removed and the data are checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" are provided on Figures 1C through 3C, below.

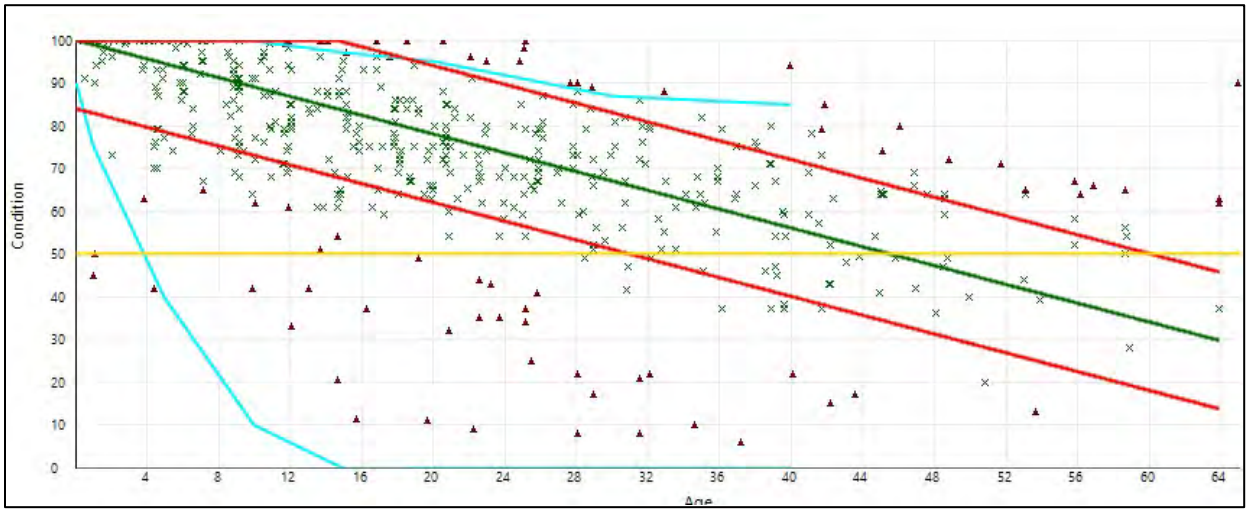


Figure 1C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3/4 ASPHALT CONCRETE APRONS

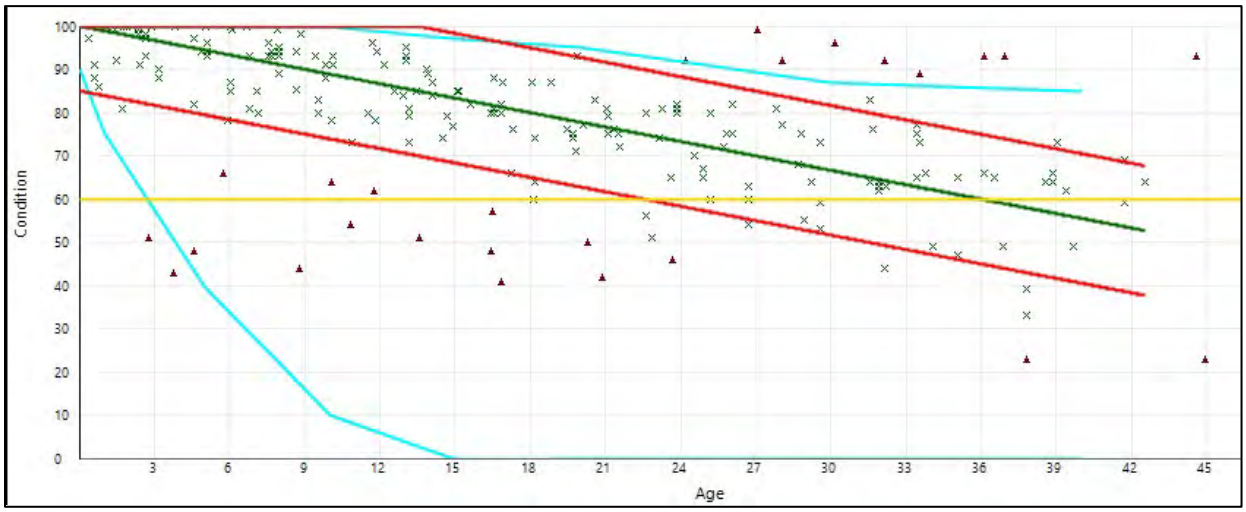


Figure 2C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3/4 ASPHALT CONCRETE RUNWAYS

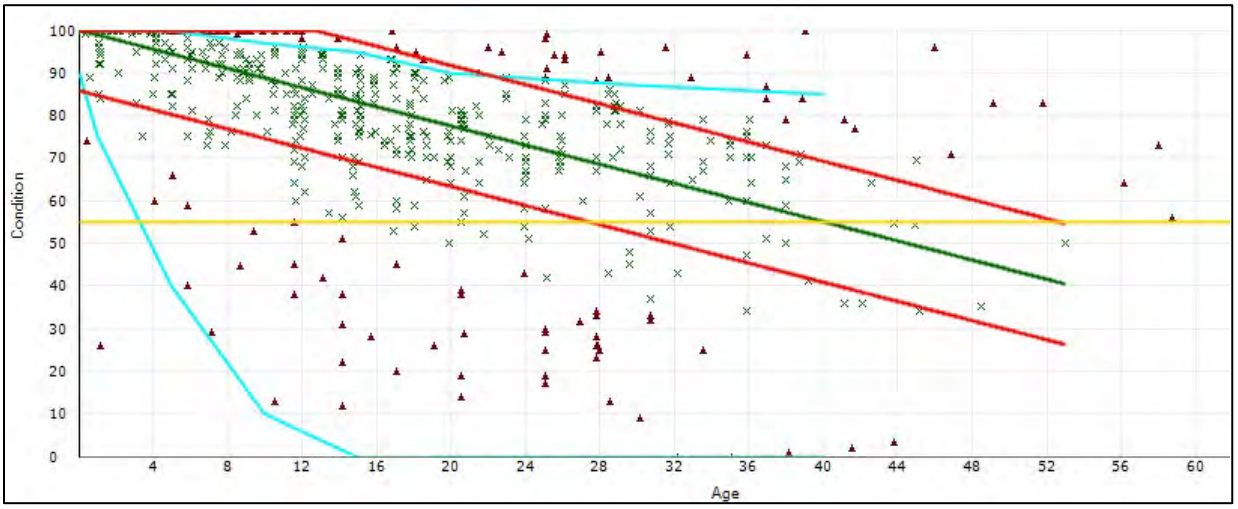


Figure 3C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3 ASPHALT CONCRETE TAXIWAYS

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 M&R (rehabilitation/reconstruction) is triggered because the cost to apply localized M&R increases significantly. Pavement sections with PCIs 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 Lebanon State Airport:

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

C.4 FUTURE CONDITION ANALYSIS

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

C.5 FUNCTIONAL REMAINING LIFE

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

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

Table 1C: PAST, PRESENT, AND FUTURE PCI

Branch ID	Section ID	Past Inspection PCI 2018	Current PCI 2024	Predicted Future PCI 2029	Predicted Future PCI 2034
NETWORK	**--**	**76**	**65**	**60**	**54**
A01LE	01	72	66	60	55
A01LE	02	82	82	70	64
A02LE	01	60	63	58	52
A03LE	01	21	45	40	34
A03LE	02	13	17	12	6
AH16LE	01	42	42	37	31
AH34LE	01	78	65	60	54
R16LE	01	85	86	81	75
R16LE	02	94	77	71	66
T01LE	01	100	78	72	67
T02LE	01	76	76	66	60
TA1LE	01	94	82	76	70
TA1LE	02	55	64	58	53
TA2LE	01	95	78	72	67
TA2LE	02	71	70	64	58
TA3LE	01	45	46	40	35
TA3LE	02	67	49	43	37
TALE	01	29	40	34	29
TALE	02	100	85	79	73
TALE	03	57	37	31	25
TALE	04	57	26	21	15
TALE	05	1	13	7	2
TB1LE	01	94	84	78	73
TB2LE	01	94	78	72	67
TBLE	01	91	85	79	74
TBLE	02	69	54	49	43
TBLE	03	88	87	81	75

Abbreviation: PCI = Pavement Condition Index

Table 2C: LEBANON STATE AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service Life
A01LE	01	AC	66	11 - 15	50	> 20
A01LE	02	AC	82	> 20	50	> 20
A02LE	01	AC	63	11 - 15	50	> 20
A03LE	01	AC	45	0 - 5	50	0 - 5
A03LE	02	AC	17	0 - 5	50	0 - 5
AH16LE	01	AC	42	0 - 5	50	0 - 5
AH34LE	01	AC	65	11 - 15	50	> 20
R16LE	01	AAC	86	> 20	60	> 20
R16LE	02	AC	77	11 - 15	60	> 20
T01LE	01	AC	78	> 20	55	> 20
T02LE	01	AC	76	11 - 15	55	> 20
TA1LE	01	AC	82	> 20	55	> 20
TA1LE	02	AC	64	6 - 10	55	> 20
TA2LE	01	AC	78	> 20	55	> 20
TA2LE	02	AC	70	11 - 15	55	> 20
TA3LE	01	AC	46	0 - 5	55	0 - 5
TA3LE	02	AAC	49	0 - 5	55	6 - 10
TALE	01	ST	40	0 - 5	55	0 - 5
TALE	02	AC	85	> 20	55	> 20
TALE	03	ST	37	0 - 5	55	0 - 5
TALE	04	AC	26	0 - 5	55	0 - 5
TALE	05	AC	13	0 - 5	55	0 - 5
TB1LE	01	AC	84	> 20	55	> 20
TB2LE	01	AC	78	> 20	55	> 20
TBLE	01	AC	85	> 20	55	> 20
TBLE	02	AC	54	0 - 5	55	11 - 15
TBLE	03	AC	87	> 20	55	> 20

Abbreviations:

PCI = Pavement Condition Index; AC = asphalt concrete, AAC = AC overlaid with AC, ST = surface treated, 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 Lebanon State Airport pavement network condition over time. We used PAVER v7.1.2 software to develop network-level project recommendations for the next five years.

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal, to determine the budget required to meet the goal. The M&R work planning analysis was based on a five-year period beginning on August 1, 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.

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

D.1.1 Pavement Rank and Use Prioritization

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

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

Table 1D: 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 Lebanon State 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 Lebanon State Airport. The costs represent the fully loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D, below.

Table 2D: REGION 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
	Wide Crack Repair	$75.00
	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: LEBANON STATE AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	1,230	Ft	$2.75	$3,382	$50,274
A01LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	2,724	Ft	$2.75	$7,490	
A01LE	01	Alligator Cracking	Low	Crack Sealing - AC	58	Ft	$2.75	$161	
A01LE	01	Alligator Cracking	Medium	Patching - AC Deep	523	SqFt	$75.00	$39,241	
A01LE	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	113	Ft	$2.75	$311	$319
A01LE	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	3	Ft	$2.75	$8	
A02LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	601	Ft	$2.75	$1,653	$4,277
A02LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	954	Ft	$2.75	$2,624	
A03LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	137	Ft	$2.75	$377	$7,704
A03LE	01	Alligator Cracking	Medium	Patching - AC Deep	98	SqFt	$75.00	$7,327	
A03LE	02	Long. & Transv. Cracking	High	Crack Seal - Wide Cracks	24	Ft	$75.00	$1,800	$123,232
A03LE	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	427	Ft	$2.75	$1,174	
A03LE	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	68	Ft	$2.75	$187	
A03LE	02	Alligator Cracking	Medium	Patching - AC Deep	1,601	SqFt	$75.00	$120,071	
AH16LE	01	Block Cracking	Medium	Crack Sealing - AC	828	Ft	$2.75	$2,278	$2,278
AH34LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	221	Ft	$2.75	$608	$2,558
AH34LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	709	Ft	$2.75	$1,950	
R16LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	4,294	Ft	$2.75	$11,807	$11,807
R16LE	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	55	Ft	$2.75	$151	$209
R16LE	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	21	Ft	$2.75	$58	
T01LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	75	Ft	$2.75	$206	$275
T01LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	25	Ft	$2.75	$69	
T02LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	100	Ft	$2.75	$275	$1,100
T02LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	300	Ft	$2.75	$825	
TA1LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	9	Ft	$2.75	$25	$143
TA1LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	43	Ft	$2.75	$118	
TA1LE	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	229	Ft	$2.75	$630	$1,837
TA1LE	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	439	Ft	$2.75	$1,207	
TA2LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	28	Ft	$2.75	$77	$297
TA2LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	80	Ft	$2.75	$220	
TA2LE	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	87	Ft	$2.75	$239	$583
TA2LE	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	125	Ft	$2.75	$344	
TA3LE	01	Block Cracking	Low	Crack Sealing - AC	132	Ft	$2.75	$363	$633
TA3LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	22	Ft	$2.75	$61	
TA3LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	76	Ft	$2.75	$209	
TA3LE	02	Block Cracking	Medium	Crack Sealing - AC	709	Ft	$2.75	$1,949	$1,949
TALE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	235	Ft	$2.75	$645	$84,399
TALE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	578	Ft	$2.75	$1,590	
TALE	01	Alligator Cracking	Medium	Patching - AC Deep	1,096	SqFt	$75.00	$82,163	
TALE	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	20	Ft	$2.75	$55	$132
TALE	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	28	Ft	$2.75	$77	

Table 3D: LEBANON STATE AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
TALE	03	Long. & Transv. Cracking	Low	Crack Sealing - AC	578	Ft	$2.75	$1,589	$69,382
TALE	03	Long. & Transv. Cracking	Medium	Crack Sealing - AC	166	Ft	$2.75	$456	
TALE	03	Alligator Cracking	Medium	Patching - AC Deep	898	SqFt	$75.00	$67,336	
TALE	04	Long. & Transv. Cracking	Medium	Crack Sealing - AC	690	Ft	$2.75	$1,898	$120,674
TALE	04	Long. & Transv. Cracking	Low	Crack Sealing - AC	1,144	Ft	$2.75	$3,147	
TALE	04	Alligator Cracking	High	Patching - AC Deep	411	SqFt	$75.00	$30,804	
TALE	04	Alligator Cracking	Medium	Patching - AC Deep	1,131	SqFt	$75.00	$84,825	
TALE	05	Long. & Transv. Cracking	Low	Crack Sealing - AC	456	Ft	$2.75	$1,254	$569,107
TALE	05	Block Cracking	Medium	Crack Sealing - AC	576	Ft	$2.75	$1,584	
TALE	05	Long. & Transv. Cracking	Medium	Crack Sealing - AC	177	Ft	$2.75	$488	
TALE	05	Alligator Cracking	Medium	Patching - AC Deep	3,976	SqFt	$75.00	$298,176	
TALE	05	Alligator Cracking	High	Patching - AC Deep	3,568	SqFt	$75.00	$267,604	
TB1LE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	13	Ft	$2.75	$36	$215
TB1LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	65	Ft	$2.75	$179	
TB2LE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	123	Ft	$2.75	$338	$338
TBLE	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	91	Ft	$2.75	$249	$356
TBLE	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	39	Ft	$2.75	$107	
TBLE	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	2,246	Ft	$2.75	$6,177	$172,423
TBLE	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	9,196	Ft	$2.75	$25,289	
TBLE	02	Alligator Cracking	Medium	Patching - AC Deep	1,879	SqFt	$75.00	$140,956	
TBLE	03	Long. & Transv. Cracking	Low	Crack Sealing - AC	40	Ft	$2.75	$110	$110

Abbreviations: Long. = longitudinal; Transv. = transverse; AC = asphalt concrete; Ft = feet; SqFt = square feet

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

Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	Area, square feet	Unit Cost per square foot	Total Cost
2025	AH16LE	01	APRON	AC	42	Reconstruction	2,718	$19.05	$51,778
	TA3LE	01	TAXIWAY	AC	46	Overlay	722	$9.41	$6,794
	TA3LE	02	TAXIWAY	AAC	49	Overlay	3,321	$9.41	$31,251
	TALE	03	TAXIWAY	ST	37	Reconstruction	13,380	$19.05	$254,886
	TALE	01	TAXIWAY	ST	40	Reconstruction	15,992	$19.05	$304,644
	TBLE	02	TAXIWAY	AC	54	Overlay	19,100	$9.41	$179,731
2026	R16LE	01	RUNWAY	AAC	86	Slurry Seal	169,707	$0.50	$84,854
	R16LE	02	RUNWAY	AC	77	Slurry Seal	2,880	$0.50	$1,440
	T01LE	01	TAXIWAY	AC	78	Slurry Seal	4,216	$0.50	$2,108
	T02LE	01	TAXIWAY	AC	71	Slurry Seal	4,294	$0.50	$2,147
	TA1LE	01	TAXIWAY	AC	82	Slurry Seal	3,647	$0.50	$1,824
	TA1LE	02	TAXIWAY	AC	64	Slurry Seal	4,460	$0.50	$2,230
	TA2LE	01	TAXIWAY	AC	78	Slurry Seal	2,324	$0.50	$1,162
	TA2LE	02	TAXIWAY	AC	70	Slurry Seal	5,270	$0.50	$2,635
	TALE	02	TAXIWAY	AC	85	Slurry Seal	5,713	$0.50	$2,857
	TB1LE	01	TAXIWAY	AC	84	Slurry Seal	6,174	$0.50	$3,087
	TB2LE	01	TAXIWAY	AC	78	Slurry Seal	3,198	$0.50	$1,599
	TBLE	01	TAXIWAY	AC	85	Slurry Seal	16,875	$0.50	$8,438
	TBLE	03	TAXIWAY	AC	87	Slurry Seal	1,699	$0.50	$850
2027	A03LE	01	APRON	AC	45	Reconstruction	2,245	$19.05	$42,767
	A03LE	02	APRON	AC	17	Reconstruction	6,007	$19.05	$114,432
	TALE	04	TAXIWAY	AC	26	Reconstruction	18,863	$19.05	$359,336
	TALE	05	TAXIWAY	AC	13	Reconstruction	22,880	$19.05	$435,859
2029	A01LE	01	APRON	AC	66	Fog Seal	62,935	$0.33	$20,769
	A01LE	02	APRON	AC	82	Fog Seal	8,390	$0.33	$2,769
	A02LE	01	APRON	AC	63	Fog Seal	16,420	$0.33	$5,419
	AH34LE	01	APRON	AC	65	Fog Seal	6,272	$0.33	$2,070

Abbreviations:
PCI = Pavement Condition Index; AC = asphalt concrete; AAC = AC overlaid with AC, ST = surface treated

Cost Summary	
2025 Total Project Cost	$829,083
2026 Total Project Cost	$115,229
2027 Total Project Cost	$952,394
2028 Total Project Cost	$0
2029 Total Project Cost	$31,026
Total Five-Year Project Cost	**$1,927,732**

APPENDIX E

Reinspection Report

Inspection Report

ODAV_2024_02-05-25_2pm_AMC
Generated Date 2/7/2025

Network: Lebanon **Name:** Lebanon State

Branch: A01LE **Name:** Apron 01 Lebanon **Use:** APRON **Area:** 71,393 SqFt

Section: 01 of 2 **From:** Taxiway 04 **To:** Taxiway 01 **Last Const.:** 8/2/1979

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 63,003 SqFt **Length:** 556 Ft **Width:** 113 Ft

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

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

Section Comments:

Work Date: 8/1/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Patching - AC Shallow	**Code:** PA-AS	**Is Major M&R:** False
Work Date: 5/3/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5551.00 SqFt **PCI:** 77

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	42.00	Ft	0.8	4.5	
48	L & T CR	M	103.00	Ft	1.9	15.1	
57	WEATHERING	L	5551.00	SqFt	100.0	6.0	

Sample Number: 04 **Type:** R **Area:** 5574.00 SqFt **PCI:** 49

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	155.00	SqFt	2.8	40.1	
48	L & T CR	L	264.00	Ft	4.7	14.2	
48	L & T CR	L	22.00	Ft	0.4	3.9	
48	L & T CR	M	64.00	Ft	1.1	12.0	
57	WEATHERING	L	5574.00	SqFt	100.0	6.0	

Sample Number: 05 **Type:** R **Area:** 5627.00 SqFt **PCI:** 65

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	L	50.00	SqFt	0.9	19.4	
48	L & T CR	L	266.00	Ft	4.7	14.2	
48	L & T CR	M	177.00	Ft	3.1	20.0	
57	WEATHERING	L	5627.00	SqFt	100.0	6.0	

Sample Number: 08 **Type:** R **Area:** 5685.00 SqFt **PCI:** 72

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	376.00	Ft	6.6	18.0	
48	L & T CR	M	94.00	Ft	1.7	14.3	
57	WEATHERING	L	5685.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: A01LE **Name:** Apron 01 Lebanon **Use:** APRON **Area:** 71,393 SqFt

Section: 02 of 2 **From:** T04LE **To:** - **Last Const.:** 9/4/2009

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 8,390 SqFt **Length:** 110 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 9/1/2009 **Work Type:** Geotextile **Code:** FB-TX **Is Major M&R:** False

Work Date: 9/2/2009 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 9/3/2009 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/4/2009 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 5/10/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3653.00 SqFt **PCI:** 85

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	M	28.00	Ft	0.8	10.0	
57	WEATHERING	L	3653.00	SqFt	100.0	6.0	

Sample Number: 02 **Type:** R **Area:** 4736.00 SqFt **PCI:** 80

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	3.00	Ft	0.1	2.5	
48	L & T CR	M	85.00	Ft	1.8	14.9	
57	WEATHERING	L	4736.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: A02LE **Name:** Apron 02 Lebanon **Use:** APRON **Area:** 16,420 SqFt

Section: 01 of 1 **From:** Taxiway 01 **To:** Taxiway 07 **Last Const.:** 8/1/1974

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S30 **Category:** G **Rank:** S

Area: 16,420 SqFt **Length:** 553 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1974 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 5/2/2005 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6302.00 SqFt **PCI:** 63

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	368.00	Ft	5.8	16.5	
48	L & T CR	M	336.00	Ft	5.3	26.6	
57	WEATHERING	L	6302.00	SqFt	100.0	6.0	

Sample Number: 02 **Type:** R **Area:** 5987.00 SqFt **PCI:** 63

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	41.00	Ft	0.7	4.4	
48	L & T CR	L	41.00	Ft	0.7	4.4	
48	L & T CR	M	170.00	Ft	2.8	18.9	
48	L & T CR	M	208.00	Ft	3.5	21.1	
57	WEATHERING	L	5987.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: A03LE **Name:** Apron 03 Lebanon **Use:** APRON **Area:** 8,252 SqFt

Section: 01 of 2 **From:** Taxiway A **To:** Section 02 **Last Const.:** 9/1/2003

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S30 **Category:** G **Rank:** S

Area: 2,245 SqFt **Length:** 89 Ft **Width:** 26 Ft

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

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

Section Comments:

Work Date: 9/1/2003 **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:** 45

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2245.00 SqFt **PCI:** 45

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	62.00	SqFt	2.8	40.0	
48	L & T CR	L	137.00	Ft	6.1	17.0	
50	PATCHING	L	180.00	SqFt	8.0	12.9	
57	WEATHERING	L	1122.50	SqFt	50.0	4.8	
57	WEATHERING	M	1122.50	SqFt	50.0	15.3	

Network: Lebanon **Name:** Lebanon State

Branch: A03LE **Name:** Apron 03 Lebanon **Use:** APRON **Area:** 8,252 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Hold Apron 34 **Last Const.:** 9/1/2002

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S30 **Category:** G **Rank:** S

Area: 6,007 SqFt **Length:** 149 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 9/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 5/2/2005 **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:** 17

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6007.00 SqFt **PCI:** 17

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	400.00	SqFt	6.7	50.9	
41	ALLIGATOR CR	M	1044.00	SqFt	17.4	63.6	
48	L & T CR	L	427.00	Ft	7.1	18.8	
48	L & T CR	M	68.00	Ft	1.1	11.9	
48	L & T CR	H	24.00	Ft	0.4	13.2	
57	WEATHERING	L	6007.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: AH16LE **Name:** Hold Apron 16 Lebanon **Use:** APRON **Area:** 2,718 SqFt

Section: 01 of 1 **From:** Taxiway 01 **To:** S End **Last Const.:** 8/2/1987

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 2,718 SqFt **Length:** 80 Ft **Width:** 33 Ft

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

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

Section Comments:

Work Date: 8/1/1987	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1987	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/27/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**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:** 42

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2718.00 SqFt **PCI:** 42

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	2718.00	SqFt	100.0	53.0	
57	WEATHERING	L	2718.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: AH34LE **Name:** Hold Apron 34 Lebanon **Use:** APRON **Area:** 6,272 SqFt

Section: 01 of 1 **From:** Apron 02 **To:** Apron 03 **Last Const.:** 9/1/2002

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 6,272 SqFt **Length:** 110 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: 9/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 5/2/2005 **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:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6272.00 SqFt **PCI:** 65

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	586.00	Ft	9.3	22.4	
48	L & T CR	L	9.00	Ft	0.1	2.7	
48	L & T CR	L	114.00	Ft	1.8	6.9	
48	L & T CR	M	43.00	Ft	0.7	9.5	
48	L & T CR	M	78.00	Ft	1.2	12.4	
48	L & T CR	M	100.00	Ft	1.6	14.0	
57	WEATHERING	L	6272.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: R16LE **Name:** Runway 16/34 Lebanon **Use:** RUNWAY **Area:** 172,587 SqFt

Section: 01 of 2 **From:** Runway 16 End **To:** Section 02 **Last Const.:** 9/1/2009

Surface: AAC **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 169,707 SqFt **Length:** 2,828 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/1980	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 29 **Surveyed:** 5

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 88

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	122.00 Ft	2.0	7.5	
57	WEATHERING	L	6000.00 SqFt	100.0	6.0	

Sample Number: 06 **Type:** R **Area:** 6000.00 SqFt **PCI:** 86

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	158.00 Ft	2.6	9.1	
57	WEATHERING	L	6000.00 SqFt	100.0	6.0	

Sample Number: 13 **Type:** R **Area:** 6000.00 SqFt **PCI:** 88

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	103.00 Ft	1.7	6.7	
57	WEATHERING	L	6000.00 SqFt	100.0	6.0	

Sample Number: 20 **Type:** R **Area:** 6000.00 SqFt **PCI:** 88

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	107.00 Ft	1.8	6.8	
57	WEATHERING	L	6000.00 SqFt	100.0	6.0	

Sample Number: 27 **Type:** R **Area:** 6000.00 SqFt **PCI:** 81

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
48	L & T CR	L	42.00 Ft	0.7	4.4	
48	L & T CR	L	227.00 Ft	3.8	12.0	

57	WEATHERING	L	6000.00	SqFt	100.0	6.0

Network: Lebanon **Name:** Lebanon State

Branch: R16LE **Name:** Runway 16/34 Lebanon **Use:** RUNWAY **Area:** 172,587 SqFt

Section: 02 of 2 **From:** Section 01 **To:** 34 End **Last Const.:** 9/3/2009

Surface: AC **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 2,880 SqFt **Length:** 48 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 9/1/2009 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 9/2/2009 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/3/2009 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

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

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2880.00 SqFt **PCI:** 77

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	21.00	Ft	0.7	4.4	
48	L & T CR	M	55.00	Ft	1.9	15.3	
57	WEATHERING	L	2880.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: T01LE **Name:** Taxiway 01 Lebanon **Use:** TAXIWAY **Area:** 4,216 SqFt

Section: 01 of 1 **From:** Apron 01 **To:** Taxiway 01 **Last Const.:** 9/4/2009

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 4,216 SqFt **Length:** 64 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: 9/1/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2009	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2009	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2009	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4216.00 SqFt **PCI:** 78

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	25.00	Ft	0.6	4.2	
48	L & T CR	M	75.00	Ft	1.8	14.8	
57	WEATHERING	L	4216.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: T02LE **Name:** Taxiway 02 Lebanon **Use:** TAXIWAY **Area:** 4,294 SqFt

Section: 01 of 1 **From:** Apron 03 **To:** Taxiway 01 **Last Const.:** 9/1/2002

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** S

Area: 4,294 SqFt **Length:** 178 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: 9/1/2002 **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:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4294.00 SqFt **PCI:** 71

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	300.00	Ft	7.0	18.6	
48	L & T CR	M	100.00	Ft	2.3	17.0	
57	WEATHERING	L	4294.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TA1LE **Name:** Taxiway A1 Lebanon **Use:** TAXIWAY **Area:** 8,107 SqFt

Section: 01 of 2 **From:** Runway 34 **To:** Section 02 **Last Const.:** 9/3/2009

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 3,647 SqFt **Length:** 135 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: 9/1/2009 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 9/2/2009 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/3/2009 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

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

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3647.00 SqFt **PCI:** 82

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	9.00	Ft	0.2	3.4	
48	L & T CR	M	43.00	Ft	1.2	12.1	
57	WEATHERING	L	3647.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TA1LE **Name:** Taxiway A1 Lebanon **Use:** TAXIWAY **Area:** 8,107 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Taxiway A **Last Const.:** 8/1/1974

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 4,460 SqFt **Length:** 65 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1974 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 5/2/2005 **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:** 64

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4460.00 SqFt **PCI:** 64

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	20.00	Ft	0.4	4.0	
48	L & T CR	L	102.00	Ft	2.3	8.2	
48	L & T CR	L	317.00	Ft	7.1	18.8	
48	L & T CR	M	74.00	Ft	1.7	14.3	
48	L & T CR	M	155.00	Ft	3.5	21.1	
57	WEATHERING	L	4460.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TA2LE **Name:** Taxiway A2 Lebanon **Use:** TAXIWAY **Area:** 7,594 SqFt

Section: 01 of 2 **From:** Runway 16/34 **To:** Section 02 **Last Const.:** 9/1/2009

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 2,324 SqFt **Length:** 50 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Patching - AC Shallow	**Code:** PA-AS	**Is Major M&R:** False
Work Date: 5/3/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True

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

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2324.00 SqFt **PCI:** 78

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	80.00	Ft	3.4	11.2	
48	L & T CR	M	28.00	Ft	1.2	12.2	
57	WEATHERING	L	2324.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TA2LE **Name:** Taxiway A2 Lebanon **Use:** TAXIWAY **Area:** 7,594 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Apron **Last Const.:** 8/2/1979

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 5,270 SqFt **Length:** 120 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: 8/1/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2005	**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:** 5270.00 SqFt **PCI:** 70

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	87.00	Ft	1.7	6.5	
48	L & T CR	M	125.00	Ft	2.4	17.2	
50	PATCHING	L	46.00	SqFt	0.9	3.3	
57	WEATHERING	L	5270.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TA3LE **Name:** Taxiway A3 Lebanon **Use:** TAXIWAY **Area:** 4,043 SqFt

Section: 01 of 2 **From:** Taxiway A **To:** Runway 16 End (North) **Last Const.:** 9/1/2009

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 722 SqFt **Length:** 20 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 8/1/1997	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/27/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True

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

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 722.00 SqFt **PCI:** 46

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	L	433.20	SqFt	60.0	30.2	
48	L & T CR	L	76.00	Ft	10.5	24.0	
48	L & T CR	M	22.00	Ft	3.0	19.7	
50	PATCHING	L	64.00	SqFt	8.9	13.7	
50	PATCHING	L	96.00	SqFt	13.3	16.8	
57	WEATHERING	L	722.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TA3LE **Name:** Taxiway A3 Lebanon **Use:** TAXIWAY **Area:** 4,043 SqFt

Section: 02 of 2 **From:** Taxiway A **To:** Runway 16 End (North) **Last Const.:** 8/1/1997

Surface: AAC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 3,321 SqFt **Length:** 84 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1974	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 8/1/1997	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/27/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**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:** 49

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3321.00 SqFt **PCI:** 49

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	2324.70	SqFt	70.0	46.3	
57	WEATHERING	L	3321.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TALE **Name:** Taxiway A Lebanon **Use:** TAXIWAY **Area:** 76,828 SqFt

Section: 01 of 5 **From:** Hold Apron 16 End **To:** Taxiway A2 **Last Const.:** 9/1/1997

Surface: ST **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 15,992 SqFt **Length:** 526 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1979	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/27/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/1/2005	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2009	**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:** 40

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6122.00 SqFt **PCI:** 52

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	39.00	SqFt	0.6	25.0	
41	ALLIGATOR CR	M	15.00	SqFt	0.2	17.0	
48	L & T CR	L	323.00	Ft	5.3	15.4	
48	L & T CR	M	151.00	Ft	2.5	17.5	
50	PATCHING	L	128.00	SqFt	2.1	5.7	
57	WEATHERING	L	6122.00	SqFt	100.0	6.0	

Sample Number: 02 **Type:** R **Area:** 6074.00 SqFt **PCI:** 27

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	143.00	SqFt	2.4	38.2	
41	ALLIGATOR CR	M	540.00	SqFt	8.9	54.7	
48	L & T CR	L	118.00	Ft	1.9	7.3	
48	L & T CR	M	28.00	Ft	0.5	8.0	
50	PATCHING	L	56.00	SqFt	0.9	3.4	
50	PATCHING	L	56.00	SqFt	0.9	3.4	
50	PATCHING	L	210.00	SqFt	3.5	7.9	
57	WEATHERING	L	6074.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TALE **Name:** Taxiway A Lebanon **Use:** TAXIWAY **Area:** 76,828 SqFt

Section: 02 of 5 **From:** T01LE **To:** Section 03 **Last Const.:** 9/4/2009

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 5,713 SqFt **Length:** 201 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: 9/1/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2009	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2009	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2009	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5713.00 SqFt **PCI:** 85

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	20.00	Ft	0.4	3.8	
48	L & T CR	M	28.00	Ft	0.5	8.2	
57	WEATHERING	L	5713.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TALE **Name:** Taxiway A Lebanon **Use:** TAXIWAY **Area:** 76,828 SqFt

Section: 03 of 5 **From:** Section 02 **To:** Taxiway A2 **Last Const.:** 9/1/1997

Surface: ST **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 13,380 SqFt **Length:** 475 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1979	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/27/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/1/2005	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2009	**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:** 37

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4081.00 SqFt **PCI:** 42

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	148.00	SqFt	3.6	43.3	
48	L & T CR	L	185.00	Ft	4.5	13.7	
48	L & T CR	M	71.00	Ft	1.7	14.6	
50	PATCHING	M	50.00	SqFt	1.2	10.1	
57	WEATHERING	L	4081.00	SqFt	100.0	6.0	

Sample Number: 03 **Type:** R **Area:** 5920.00 SqFt **PCI:** 33

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	436.00	SqFt	7.4	52.2	
48	L & T CR	L	247.00	Ft	4.2	12.9	
48	L & T CR	M	53.00	Ft	0.9	10.7	
50	PATCHING	L	684.00	SqFt	11.6	15.7	
57	WEATHERING	L	5920.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TALE **Name:** Taxiway A Lebanon **Use:** TAXIWAY **Area:** 76,828 SqFt

Section: 04 of 5 **From:** Apron 01 **To:** Apron 02 **Last Const.:** 8/1/1996

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 18,863 SqFt **Length:** 896 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 8/1/1987	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/1987	**Work Type:** Surface Course - Triple Bitum.	**Code:** SU-TB	**Is Major M&R:** True
Work Date: 8/1/1996	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/27/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 5/3/2005	**Work Type:** Patching - AC Shallow	**Code:** PA-AS	**Is Major M&R:** False

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

Conditions: **PCI:** 26

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4000.00 SqFt **PCI:** 23

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	126.00	SqFt	3.2	41.6	
41	ALLIGATOR CR	H	110.00	SqFt	2.8	49.1	
45	DEPRESSION	L	6.00	SqFt	0.2	0.4	
48	L & T CR	L	154.00	Ft	3.9	12.2	
48	L & T CR	M	231.00	Ft	5.8	27.7	
50	PATCHING	L	228.00	SqFt	5.7	10.7	
57	WEATHERING	L	4000.00	SqFt	100.0	6.0	

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 22

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	360.00	SqFt	9.0	54.8	
41	ALLIGATOR CR	M	24.00	SqFt	0.6	24.4	
41	ALLIGATOR CR	M	62.00	SqFt	1.5	33.6	
41	ALLIGATOR CR	H	32.00	SqFt	0.8	34.0	
48	L & T CR	L	210.00	Ft	5.3	15.3	
48	L & T CR	M	52.00	Ft	1.3	12.7	
50	PATCHING	L	249.00	SqFt	6.2	11.2	
57	WEATHERING	L	4000.00	SqFt	100.0	6.0	

Sample Number: 03 **Type:** R **Area:** 4000.00 SqFt **PCI:** 33

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	64.00	SqFt	1.6	33.9	
41	ALLIGATOR CR	H	70.00	SqFt	1.8	42.8	
48	L & T CR	L	364.00	Ft	9.1	22.0	
48	L & T CR	M	156.00	Ft	3.9	22.5	
57	WEATHERING	L	4000.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TALE **Name:** Taxiway A Lebanon **Use:** TAXIWAY **Area:** 76,828 SqFt

Section: 05 of 5 **From:** Apron 02 **To:** TA1LE **Last Const.:** 8/2/1974

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 22,880 SqFt **Length:** 742 Ft **Width:** 30 Ft

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

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

Section Comments:

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

Work Date: 8/2/1974 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 8/1/2000 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 8/2/2000 **Work Type:** Surface Treatment - Slurry Seal **Code:** ST-SS **Is Major M&R:** False

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

Conditions: **PCI:** 13

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6018.00 SqFt **PCI:** 6

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	48.00	SqFt	0.8	27.0	
41	ALLIGATOR CR	M	920.00	SqFt	15.3	61.9	
41	ALLIGATOR CR	H	945.00	SqFt	15.7	78.6	
48	L & T CR	L	212.00	Ft	3.5	11.4	
48	L & T CR	M	141.00	Ft	2.3	17.1	
57	WEATHERING	L	6018.00	SqFt	100.0	6.0	

Sample Number: 02 **Type:** R **Area:** 6027.00 SqFt **PCI:** 32

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	110.00	SqFt	1.8	35.4	
41	ALLIGATOR CR	M	200.00	SqFt	3.3	42.2	
43	BLOCK CR	M	1500.00	SqFt	24.9	31.8	
45	DEPRESSION	L	44.00	SqFt	0.7	5.0	
48	L & T CR	L	150.00	Ft	2.5	8.7	
57	WEATHERING	L	6027.00	SqFt	100.0	6.0	

Sample Number: 03 **Type:** R **Area:** 6119.00 SqFt **PCI:** 1

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	1680.00	SqFt	27.5	69.6	
41	ALLIGATOR CR	H	1700.00	SqFt	27.8	88.1	
50	PATCHING	M	18.00	SqFt	0.3	7.5	
57	WEATHERING	L	6119.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TB1LE **Name:** Taxiway B1 Lebanon **Use:** TAXIWAY **Area:** 6,174 SqFt

Section: 01 of 1 **From:** Runway 34 End (North) **To:** Taxiway B **Last Const.:** 9/3/2009

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 6,174 SqFt **Length:** 180 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/1974	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 8/1/1997	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/27/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2009	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2009	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6174.00 SqFt **PCI:** 84

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	18.00	Ft	0.3	3.6	
48	L & T CR	L	47.00	Ft	0.8	4.5	
48	L & T CR	M	13.00	Ft	0.2	5.3	
57	WEATHERING	L	6174.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TB2LE **Name:** Taxiway B2 Lebanon **Use:** TAXIWAY **Area:** 3,198 SqFt

Section: 01 of 1 **From:** Runway 16/34 **To:** Taxiway B **Last Const.:** 9/1/2009

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 3,198 SqFt **Length:** 95 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: 9/1/2008 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 9/2/2008 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/3/2008 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 9/1/2009 **Work Type:** Overlay - Thin **Code:** OL-ACTH **Is Major M&R:** True

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

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3198.00 SqFt **PCI:** 78

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	123.00	Ft	3.8	12.2	
50	PATCHING	M	1.00	SqFt	0.0	6.2	
57	WEATHERING	L	3198.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TBLE **Name:** Taxiway B Lebanon **Use:** TAXIWAY **Area:** 137,693 SqFt

Section: 01 of 3 **From:** Taxiway B2 **To:** Section 02 **Last Const.:** 9/3/2008

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 16,875 SqFt **Length:** 675 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 8/1/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/1974	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2008	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2008	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3428.00 SqFt **PCI:** 86

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	6.00	Ft	0.2	2.9	
48	L & T CR	M	15.00	Ft	0.4	7.8	
57	WEATHERING	L	3428.00	SqFt	100.0	6.0	

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	3.00	Ft	0.1	2.5	
48	L & T CR	M	39.00	Ft	0.8	10.1	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	22.00	Ft	0.4	4.0	
48	L & T CR	M	18.00	Ft	0.4	7.1	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TBLE **Name:** Taxiway B Lebanon **Use:** TAXIWAY **Area:** 137,693 SqFt

Section: 02 of 3 **From:** Section 01 **To:** Taxiway B1 **Last Const.:** 9/2/1979

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 119,119 SqFt **Length:** 975 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2000	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/27/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 5/3/2005	**Work Type:** Patching - AC Shallow	**Code:** PA-AS	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4901.00 SqFt **PCI:** 67

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	490.00	Ft	10.0	23.3	
48	L & T CR	M	175.00	Ft	3.6	21.4	
57	WEATHERING	L	4901.00	SqFt	100.0	6.0	

Sample Number: 02 **Type:** R **Area:** 4879.00 SqFt **PCI:** 52

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	93.00	SqFt	1.9	35.8	
41	ALLIGATOR CR	M	18.00	SqFt	0.4	20.3	
48	L & T CR	L	322.00	Ft	6.6	17.9	
57	WEATHERING	L	4879.00	SqFt	100.0	6.0	

Sample Number: 03 **Type:** R **Area:** 4857.00 SqFt **PCI:** 44

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	6.00	SqFt	0.1	11.7	
41	ALLIGATOR CR	M	93.00	SqFt	1.9	35.9	
48	L & T CR	L	318.00	Ft	6.5	17.8	
48	L & T CR	M	101.00	Ft	2.1	16.0	
50	PATCHING	L	175.00	SqFt	3.6	8.1	
50	PATCHING	L	198.00	SqFt	4.1	8.8	
57	WEATHERING	L	4857.00	SqFt	100.0	6.0	

Network: Lebanon **Name:** Lebanon State

Branch: TBLE **Name:** Taxiway B Lebanon **Use:** TAXIWAY **Area:** 137,693 SqFt

Section: 03 of 3 **From:** End of Taxiway B1 **To:** - **Last Const.:** 9/3/2009

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** S30 **Category:** G **Rank:** P

Area: 1,699 SqFt **Length:** 88 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/2009 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 9/2/2009 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/3/2009 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

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

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1699.00 SqFt **PCI:** 87

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	40.00	Ft	2.4	8.4	
57	WEATHERING	L	1699.00	SqFt	100.0	6.0	

APPENDIX F

Work History Report

Pavement Database: ODAV_2024_02-05-25_2pm_AMC

Network: Lebanon State **Branch:** A01LE Apron 01 Lebanon **Section:** 01 **Surface:** AC
L.C.D. 8/2/1979 **Use:** APRON **Rank:** P **Length:** 556.00 (Ft) **Width:** 113.00 (Ft) **True Area:** 63003 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/3/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
5/2/2005	PA-AS	Patching - AC Shallow	0.00	3.00	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/2/1979	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1979	BA-AG	Base Course - Aggregate	0.00	8.00	☐	

Network: Lebanon State **Branch:** A01LE Apron 01 Lebanon **Section:** 02 **Surface:** AC
L.C.D. 9/4/2009 **Use:** APRON **Rank:** P **Length:** 110.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 8390 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2009	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P401
9/3/2009	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/2/2009	SB-AG	Subbase - Aggregate	0.00	12.00	☐	P154
9/1/2009	FB-TX	Geotextile	0.00	0.00	☐	

Network: Lebanon State **Branch:** A02LE Apron 02 Lebanon **Section:** 01 **Surface:** AC
L.C.D. 8/1/1974 **Use:** APRON **Rank:** S **Length:** 553.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 16420 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1974	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Lebanon State **Branch:** A03LE Apron 03 Lebanon **Section:** 01 **Surface:** AC
L.C.D. 9/1/2003 **Use:** APRON **Rank:** S **Length:** 89.00 (Ft) **Width:** 26.00 (Ft) **True Area:** 2245 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2003	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Lebanon State **Branch:** A03LE Apron 03 Lebanon **Section:** 02 **Surface:** AC
L.C.D. 9/1/2002 **Use:** APRON **Rank:** S **Length:** 149.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 6007 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Lebanon State **Branch:** AH16LE Hold Apron 16 Le **Section:** 01 **Surface:** AC

L.C.D. 8/2/1987 **Use:** APRON **Rank:** P **Length:** 80.00 (Ft) **Width:** 33.00 (Ft) **True Area:** 2718 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/27/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/2/1987	NC-AC	New Construction - AC	0.00	0.00	☑	Date & Depth Unknown
8/1/1987	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Date & Depth Unknown

Network: Lebanon State **Branch:** AH34LE Hold Apron 34 Le **Section:** 01 **Surface:** AC

L.C.D. 9/1/2002 **Use:** APRON **Rank:** P **Length:** 110.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6272 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown LCD and thickness

Network: Lebanon State **Branch:** R16LE Runway 16/34 Leb **Section:** 01 **Surface:** AAC

L.C.D. 9/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 2,828.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 169707 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	OL-AS	Overlay - AC Structural	0.00	3.50	☑	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/1/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/1980	SS-RE	Surface Seal - Rejuvenating	0.00	0.50	☐	Reclamite
8/1/1974	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1974	BA-AG	Base Course - Aggregate	0.00	6.50	☐	

Network: Lebanon State **Branch:** R16LE Runway 16/34 Leb **Section:** 02 **Surface:** AC

L.C.D. 9/3/2009 **Use:** RUNWAY **Rank:** P **Length:** 48.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 2880 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/2009	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	P401
9/2/2009	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/1/2009	SB-AG	Subbase - Aggregate	0.00	18.00	☐	P154

Network: Lebanon State **Branch:** T01LE Taxiway 01 Leban **Section:** 01 **Surface:** AC

L.C.D. 9/4/2009 **Use:** TAXIWAY **Rank:** P **Length:** 64.00 (Ft) **Width:** 54.00 (Ft) **True Area:** 4216 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2009	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P401
9/3/2009	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/2/2009	SB-AG	Subbase - Aggregate	0.00	12.00	☐	P154
9/1/2009	FB-TX	Geotextile	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1979	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Pavement Database: ODAV_2024_02-05-25_2pm_AMC

Network: Lebanon State **Branch:** T02LE Taxiway 02 Leban **Section:** 01 **Surface:** AC

L.C.D. 9/1/2002 **Use:** TAXIWAY **Rank:** S **Length:** 178.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 4294 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Lebanon State **Branch:** TA1LE Taxiway A1 Leban **Section:** 01 **Surface:** AC

L.C.D. 9/3/2009 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 3647 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/2009	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	P401
9/2/2009	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/1/2009	SB-AG	Subbase - Aggregate	0.00	18.00	☐	P154

Network: Lebanon State **Branch:** TA1LE Taxiway A1 Leban **Section:** 02 **Surface:** AC

L.C.D. 8/1/1974 **Use:** TAXIWAY **Rank:** P **Length:** 65.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 4460 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1974	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Lebanon State **Branch:** TA2LE Taxiway A2 Leban **Section:** 01 **Surface:** AC

L.C.D. 9/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 2324 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	OL-ACTH	Overlay - Thin	0.00	1.75	☑	3.5-0" taper
5/3/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
5/2/2005	PA-AS	Patching - AC Shallow	0.00	3.00	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/1/1979	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Lebanon State **Branch:** TA2LE Taxiway A2 Leban **Section:** 02 **Surface:** AC

L.C.D. 8/2/1979 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5270 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2005	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2005	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/2/1979	NC-AC	New Construction - AC	0.00	2.00	☑	UNKNOWN, guess as T01-01
8/1/1979	BA-AG	Base Course - Aggregate	0.00	8.00	☐	UNKNOWN, guess as T01-01

Network: Lebanon State **Branch:** TA3LE Taxiway A3 Leban **Section:** 01 **Surface:**AC
L.C.D. 9/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 20.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 722 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	OL-ACTH	Overlay - Thin	0.00	1.75	☑	3.5-0" Taper
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/27/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/1/1997	OL-AS	Overlay - AC Structural	0.00	1.50	☑	
8/2/1974	SU-SB	Surface Course - BST	0.00	0.50	☑	Assumed date
8/1/1974	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown thickness

Network: Lebanon State **Branch:** TA3LE Taxiway A3 Leban **Section:** 02 **Surface:**AAC
L.C.D. 8/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 84.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 3321 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/27/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/1/1997	OL-AS	Overlay - AC Structural	0.00	1.50	☑	
8/2/1974	SU-SB	Surface Course - BST	0.00	0.50	☑	Assumed date
8/1/1974	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown thickness

Network: Lebanon State **Branch:** TALE Taxiway A Lebano **Section:** 01 **Surface:**ST
L.C.D. 9/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 526.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 15992 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	PA-AD	Patching - AC Deep	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
5/1/2005	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/27/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
9/1/1997	OL-ACTH	Overlay - Thin	0.00	1.50	☑	
8/2/1979	SU-SB	Surface Course - BST	0.00	2.00	☑	
8/1/1979	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown Thickness

Network: Lebanon State **Branch:** TALE Taxiway A Lebano **Section:** 02 **Surface:**AC

L.C.D. 9/4/2009 **Use:** TAXIWAY **Rank:** P **Length:** 201.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 5713 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2009	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P401
9/3/2009	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/2/2009	SB-AG	Subbase - Aggregate	0.00	12.00	☐	P154
9/1/2009	FB-TX	Geotextile	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1979	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown date and thickness

Network: Lebanon State **Branch:** TALE Taxiway A Lebano **Section:** 03 **Surface:**ST

L.C.D. 9/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 475.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 13380 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	PA-AD	Patching - AC Deep	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
5/1/2005	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/27/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
9/1/1997	OL-ACTH	Overlay - Thin	0.00	1.50	☑	
8/2/1979	SU-SB	Surface Course - BST	0.00	2.00	☑	
8/1/1979	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown Thickness

Network: Lebanon State **Branch:** TALE Taxiway A Lebano **Section:** 04 **Surface:**AC

L.C.D. 8/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 896.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 18863 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/3/2005	PA-AS	Patching - AC Shallow	0.00	3.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/27/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/1/1996	OL-AT	Overlay - AC Thin	0.00	1.50	☑	Bladed In
8/1/1987	SU-TB	Surface Course - Triple Bitum.	0.00	1.50	☑	
8/1/1987	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Depth Unknown

Network: Lebanon State **Branch:** TALE Taxiway A Lebano **Section:** 05 **Surface:**AC

L.C.D. 8/2/1974 **Use:** TAXIWAY **Rank:** P **Length:** 742.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 22880 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/2/1974	NC-AC	New Construction - AC	0.00	0.00	☑	Date & Depth Unknown
8/1/1974	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Date & Depth Unknown

Network: Lebanon State **Branch:** TB1LE Taxiway B1 Leban **Section:** 01 **Surface:** AC
L.C.D. 9/3/2009 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 6174 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/2009	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	P401
9/2/2009	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/1/2009	SB-AG	Subbase - Aggregate	0.00	18.00	☐	P154
9/27/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/1/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/1997	OL-AT	Overlay - AC Thin	0.00	1.50	☑	Bladed In
8/1/1974	SU-SB	Surface Course - BST	0.00	0.00	☑	Date & Type Unknown
8/1/1974	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Date & Depth Unknown

Network: Lebanon State **Branch:** TB2LE Taxiway B2 Leban **Section:** 01 **Surface:** AC
L.C.D. 9/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 3198 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	OL-ACTH	Overlay - Thin	0.00	1.74	☑	3.5-0" taper
9/3/2008	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P401
9/2/2008	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/1/2008	SB-AG	Subbase - Aggregate	0.00	12.00	☐	P154

Network: Lebanon State **Branch:** TBLE Taxiway B Lebano **Section:** 01 **Surface:** AC
L.C.D. 9/3/2008 **Use:** TAXIWAY **Rank:** P **Length:** 675.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 16875 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/2008	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P401
9/2/2008	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/1/2008	SB-AG	Subbase - Aggregate	0.00	12.00	☐	P154
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
8/1/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/1974	SU-SB	Surface Course - BST	0.00	0.00	☑	Date & Type Unknown
8/1/1974	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Date & Depth Unknown

Network: Lebanon State **Branch:** TBLE Taxiway B Lebano **Section:** 02 **Surface:** AC
L.C.D. 9/2/1979 **Use:** TAXIWAY **Rank:** P **Length:** 975.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 119119 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/3/2005	PA-AS	Patching - AC Shallow	0.00	3.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/27/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/2000	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	circa 2000
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	circa 2000
9/2/1979	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1979	BA-AG	Base Course - Aggregate	0.00	2.00	☐	

Pavement Database: ODAV_2024_02-05-25_2pm_AMC

Network: Lebanon State **Branch:** TBLE Taxiway B Lebano **Section:** 03 **Surface:** AC

L.C.D. 9/3/2009 **Use:** TAXIWAY **Rank:** P **Length:** 88.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 1699 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/2009	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	P401
9/2/2009	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P209
9/1/2009	SB-AG	Subbase - Aggregate	0.00	18.00	☐	P154

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	22	510,816.00	3.57	3.15
Complete Reconstruction - AC	9	52,792.00	2.89	0.99
Crack Sealing - AC	33	1,099,977.00	0.09	0.03
Geotextile	3	18,319.00	0.00	0.00
New Construction - AC	15	434,648.00	0.53	0.88
Overlay - AC Structural	3	173,750.00	2.17	0.94
Overlay - AC Thin	2	25,037.00	1.50	0.00
Overlay - Thin	5	35,616.00	1.65	0.12
Patching - AC Deep	5	64,014.00	0.00	0.00
Patching - AC Shallow	4	203,309.00	3.00	0.00
Subbase - Aggregate	9	52,792.00	14.67	2.98
Surface Course - BST	6	56,464.00	0.83	0.85
Surface Course - Triple Bitum.	1	18,863.00	1.50	0.00
Surface Seal - Rejuvenating	1	169,707.00	0.50	0.00
Surface Treatment - Slurry Seal	22	640,637.00	0.48	0.10