2022 ODA Pavement Evaluation Program Lake County Airport

Lakeview, Oregon

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Prepared for

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1 **OVERVIEW**

GRI assisted with updating the Oregon Department of Aviation (ODA) airport pavement management system and developing a five-year plan for global maintenance and rehabilitation (M&R) and preservation work for the Lake County Airport in Lakeview, Oregon. This project was implemented as a part of the ODA 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 Lake County Airport in 2022 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

Lake County Airport is located in Lakeview, Oregon, and is owned and operated by Lake County. The airport consists of one runway that serves a variety of general aviation and air taxi aircraft. The general location of the airport is shown below on the Lake County Airport Location Map, Figure 2.1.



Figure 2.1 - LAKE COUNTY AIRPORT LOCATION MAP



Lake County Airport contains one runway, two primary taxiways, and multiple connector taxiways and aprons. The airside pavements at Lake County Airport are comprised of asphalt concrete (AC) and AC overlaid with AC (AAC) pavements. The airport pavements, delineated by surface type and branch use, are shown on the Lake County Airport Percent of Pavement Area by Surface Type, Figure 2.2 and the Lake County Airport Pavement Area by Branch Use, Figure 2.3. The pavement inventory, including work history for each pavement section, is displayed spatially on the Lake County airport Pavement Inventory, Figure 2.4. The pavement facilities summarized by branch and section are listed in Tables 1A and 2A, respectively, in Appendix A. The sample unit layout for each section is shown on Figure 1A in Appendix A. We used the sampling rates outlined in Table 3A of Appendix A in our survey. The pavement inventory, including work history for individual airport pavement sections, is provided in the Work History Report, Appendix F.

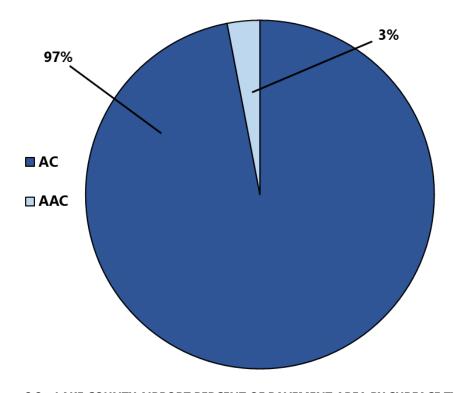


Figure 2.2 – LAKE COUNTY AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE



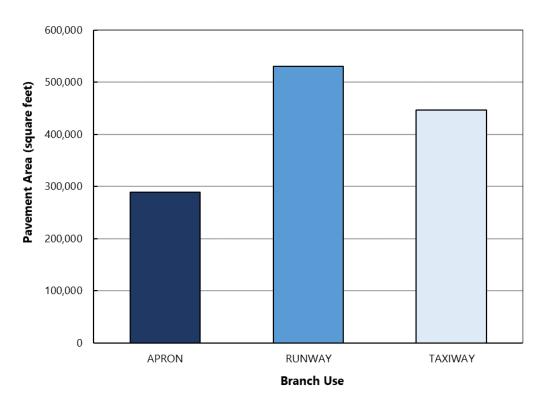
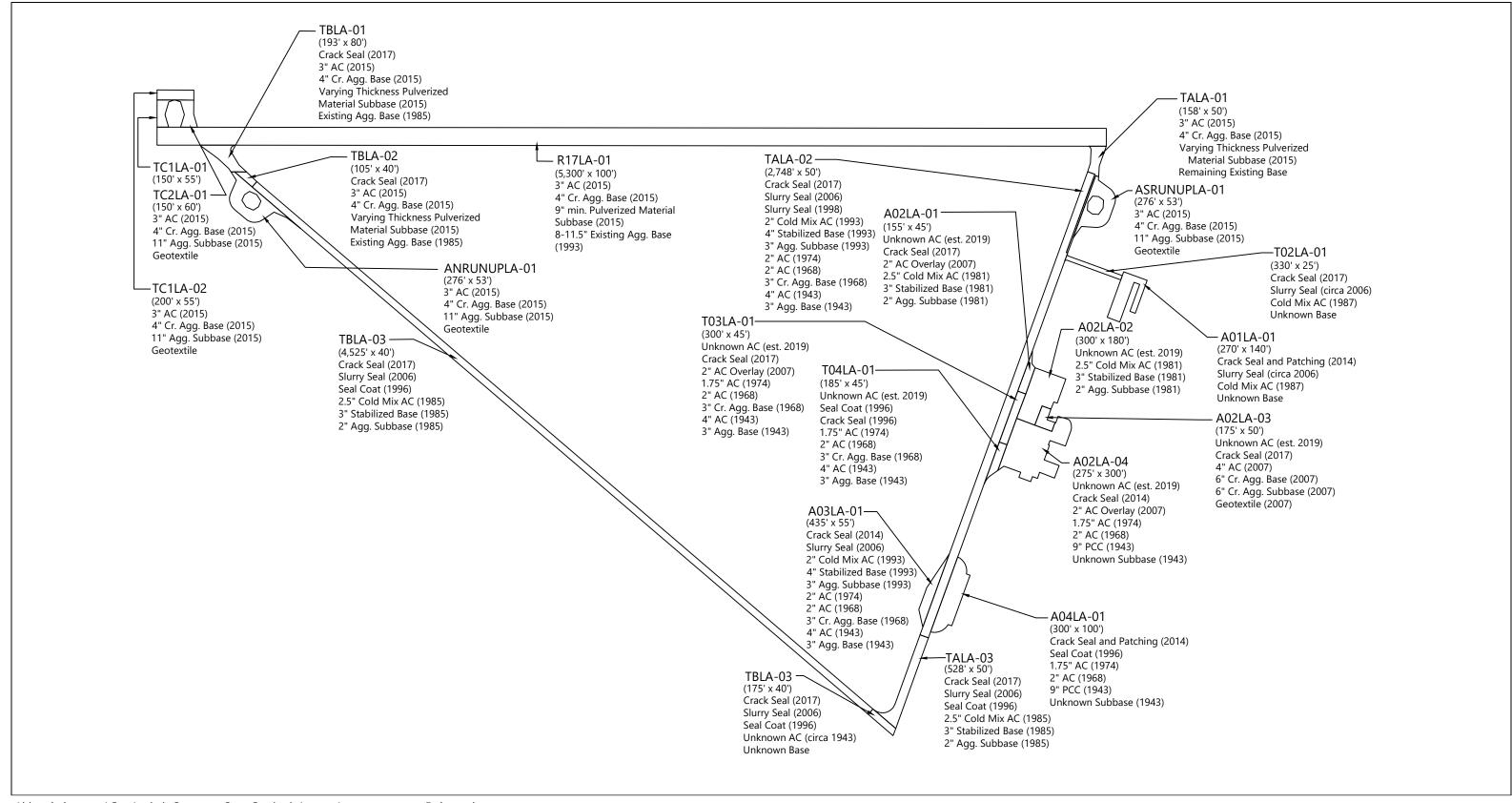
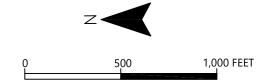


Figure 2.3 – LAKE COUNTY AIRPORT PAVEMENT AREA BY BRANCH USE



Abbreviations: AC = Asphalt Concrete; Cr. = Crushed; Agg. = Aggregate; est. = Estimated





LAKE COUNTY AIRPORT PAVEMENT INVENTORY

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3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Lake County Airport in March 2022. The 2022 survey work was performed on sections last inspected in 2019 in order to update the Lake County Airport inspection data. GRI performed the 2022 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.

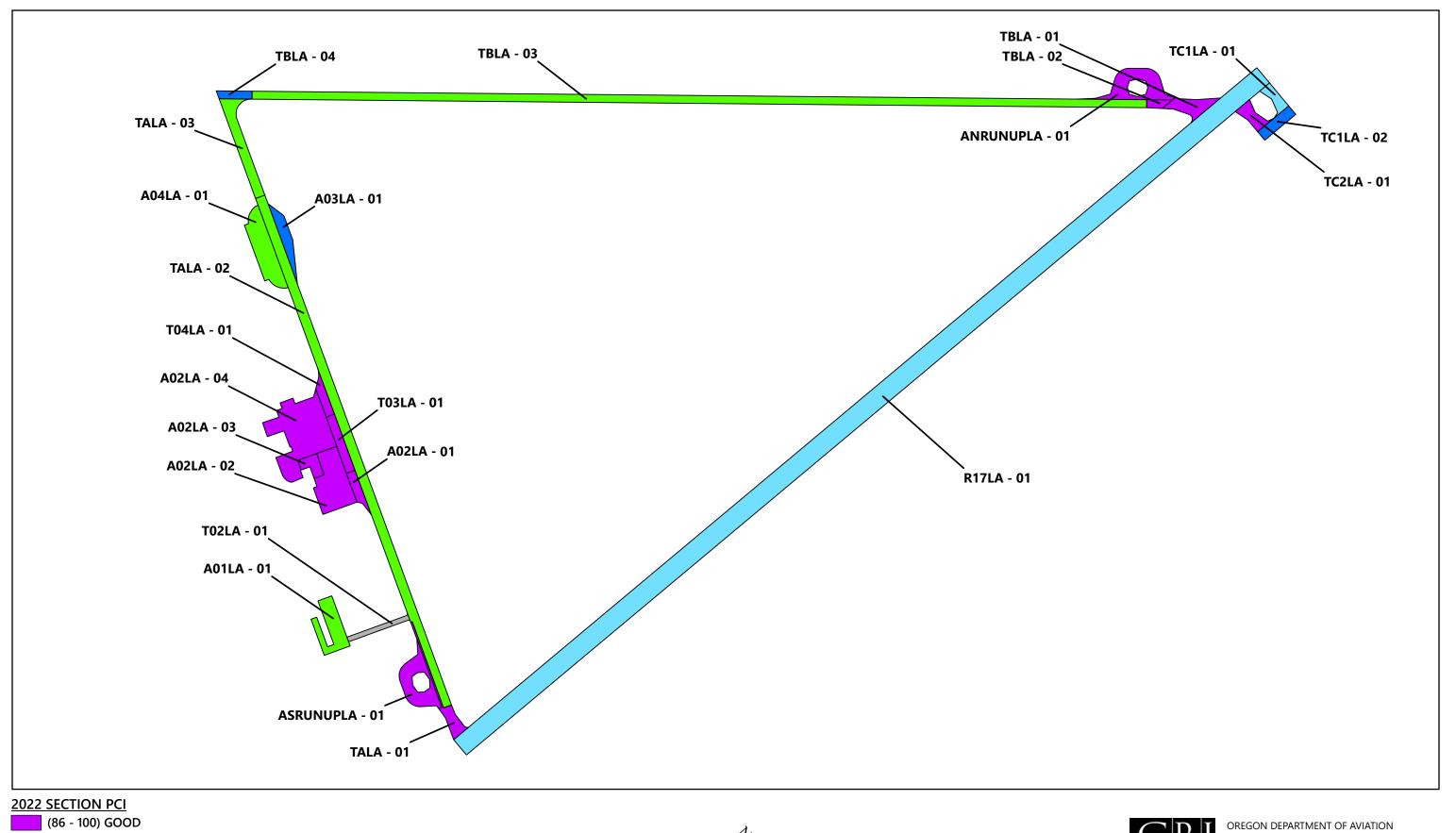
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible pavement is provided in Appendix B and summarized in Table 1B. The results of the PCI survey are displayed using a seven-category rating scale in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

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

Table 3-1: ASTM PCI RATING SCALE

3.2 Pavement Condition Index Survey Results

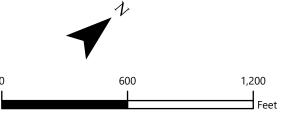
The area-weighted average PCI for all airport pavements at Lake County Airport is approximately 74. The section PCIs ranged from a low of 18 to a high of 100. The primary distresses observed during the inspection were weathering, raveling, longitudinal and transverse cracking, fatigue (alligator) cracking, and block cracking. Section PCIs following our pavement survey are displayed below spatially on the 2022 PCI Survey Results, Figure 3.1.





(11 - 25) SERIOUS

(0 - 10) FAILED







The condition distribution of the network by the percent of total pavement area is provided on the Lake County Airport Pavement Condition Rating by Percent of Area, Figure 3.2. A summary of the pavement condition results by branch and section are included in Tables 2B and 3B of Appendix B, respectively. A comparison between the previous inspection and the 2022 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.

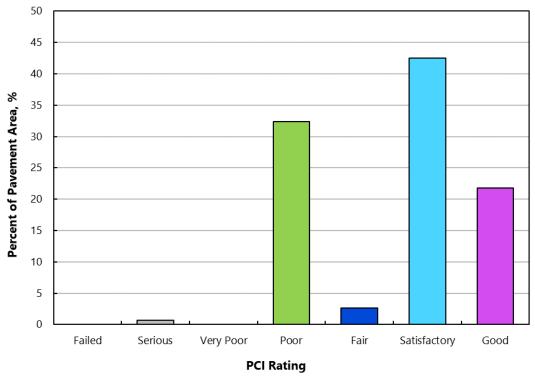


Figure 3.2 – LAKE COUNTY AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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 Lake County 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 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 74 to a value of 62 in the year 2027



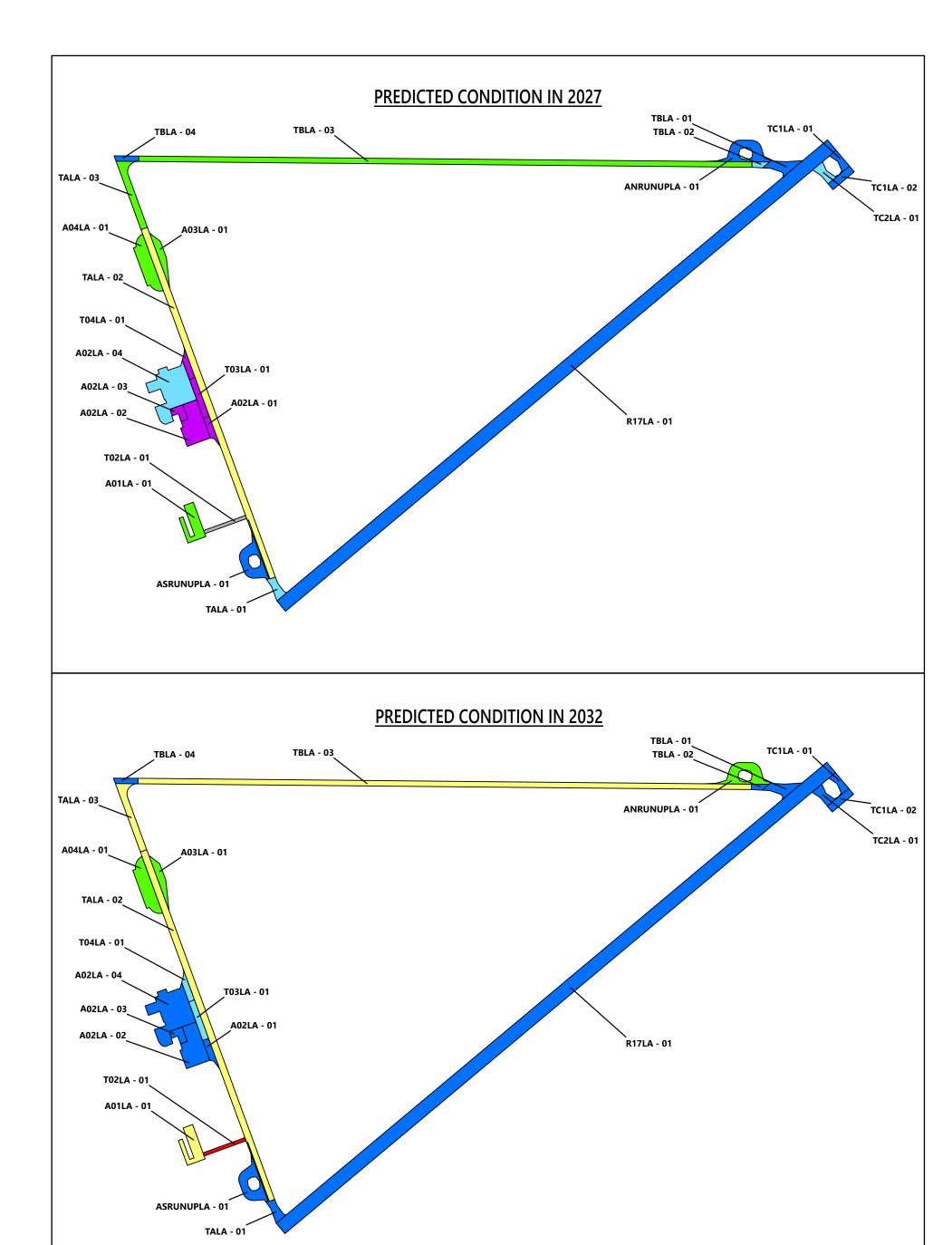
and 51 in the year 2032 if no maintenance or rehabilitation work is performed. The projected pavement condition in 5 years and 10 years for each pavement section at Lake County Airport is displayed spatially on the Future Pavement Condition, Figure 4.1 and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

4.3 Functional Remaining Life

The functional remaining life is the practical amount of time a pavement is in service before requiring rehabilitation, as estimated 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 and typically a field exploration and testing program that includes core explorations and falling weight deflectometer (FWD) deflection tests.

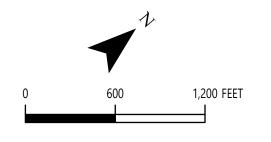
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Lake County Airport. The first type of functional remaining life is the time until rehabilitation such as an overlay is needed. The critical PCI, further discussed in Section C.3 of Appendix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



SECTION PCI







FUTURE PAVEMENT CONDITION

LAKE COUNTY AIRPORT

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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, global maintenance, and rehabilitation needs. Details of our M&R work priority and unit costs for work activities are provided in Tables 1D and 2D, respectively, in Appendix D.

Based on the 2022 PCI-survey results, the Lake County Airport Pavement Network General Treatment Type Distribution Based on PCI, Figure 5.1 displays a breakdown of the Lake County Airport network pavement condition by percent of pavement area and general M&R treatment categories. Approximately 64%, 35%, and 1% of the area require preservation treatments, rehabilitation, and reconstruction, respectively.

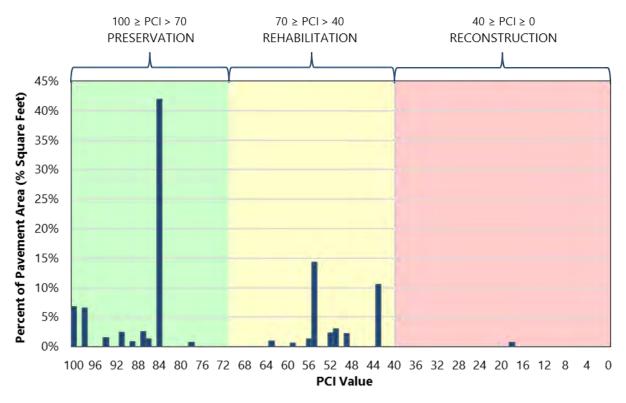


Figure 5.1 – LAKE COUNTY AIRPORT PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

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 global maintenance and rehabilitation projects associated with the five-year global



maintenance and rehabilitation work plan. A summary of the approximate total localized maintenance quantities is provided in Table 5-1 below.

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

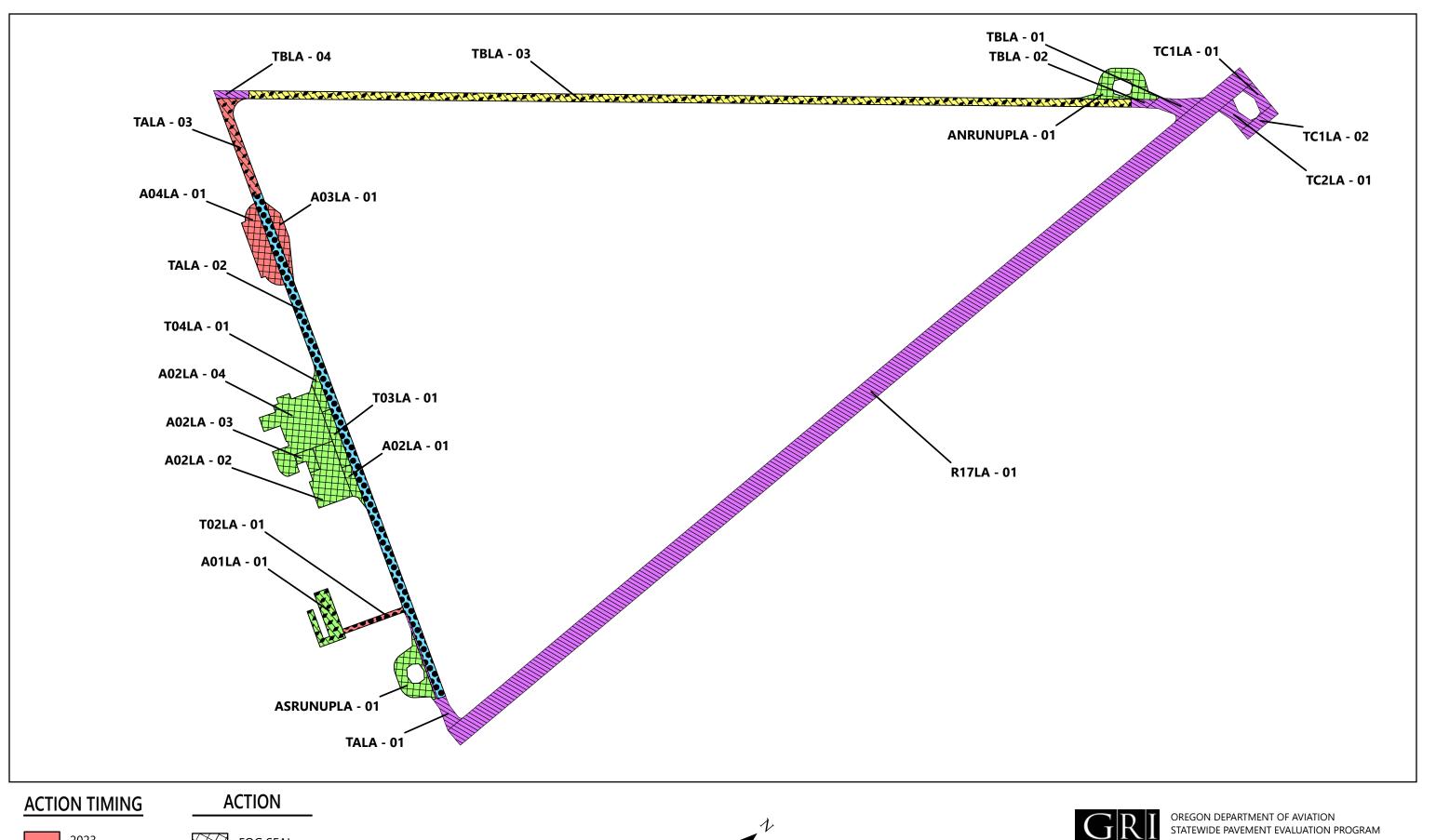
Localized Maintenance Operation	Approximate Quantity
Asphalt Concrete Crack Sealing	126,209 linear feet
Asphalt Concrete Wide Crack Sealing	402 linear feet
Asphalt Concrete Full-Depth Patching	1,158 square feet

5.3 Global Maintenance and Rehabilitation Plan

To develop the five-year work plan, we first ran the eliminate backlog scenario with the PAVER M&R Work Planning Module in order to generate a list, organized by year, of global M&R projects. We then reviewed the project list and refined it into practical construction projects for each year. A summary of global M&R quantities is provided in Table 5-2 below, and maps of the project locations by year are shown on the 5-Year Pavement Management Plan, Figure 5.2. The complete list of recommended global M&R projects is presented in Table 4D in Appendix D.

Table 5-2: GLOBAL MAINTENANCE AND REHABILITATION QUANTITIES

Global Maintenance or Rehabilitation Operation	Quantity, square feet
Reconstruction	142,028
Overlay	237,318
Fog Seal	284,621
Slurry Seal	601,901







LAKE COUNTY AIRPORT

FIG. 5.2

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6 LIMITATIONS

This report has been prepared to assist the Oregon Department of Aviation (ODA) with pavement-related project planning for the Lake County Airport. The scope is limited to the specific pavement areas described in this report. The conclusions and recommendations provided in this report are based on information provided by ODA, estimated costs, and an understanding of the pavement conditions based solely on visual assessment. The global maintenance and rehabilitation 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 in this report. Therefore, the information included in this report should be used solely for project planning purposes, and it should be understood that rehabilitation costs may vary from the cost estimates given in this report.

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

Submitted for GRI,

RENEWS 06/2023

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This document has been submitted electronically.



APPENDIX A

Pavement Inventory Reports and Maps



APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Lake County Airport is located in Lakeview, Oregon, and is owned and operated by Lake County. The pavement network/facilities at Lake County Airport serve a variety of general aviation aircraft. Lake County Airport consists of one runway, two primary taxiways, and multiple connector taxiways and aprons. The airside pavements at Lake County Airport are comprised of asphalt concrete (AC) and AC overlaid with AC (AAC) pavements.

The current airport pavement management system (APMS) network at Lake County Airport has an approximate area of 1,266,000 square feet of paved airside facilities. The pavement network has previously been divided (by others) into a hierarchical order of branches, sections, and sample units that facilitate inspection and maintenance planning. The pavement facilities summarized by branch and section are listed in Tables 1A and 2A, respectively. Pavement sections and the sample unit layout for each section are shown on Figure 1A in this appendix.

A.2 BRANCHES

A branch, as defined in the PAVER system, is a facility that is a readily identifiable part of a pavement system and has a distinct function. For airports, branches typically consist of individual runways, taxiways, and aprons. The current pavement network for Lake County Airport contains 14 branches, tabulated in Table 1A and shown on Figure 1A.

A.3 SECTIONS AND SAMPLE UNITS

A pavement section is the smallest management unit used when considering the application and selection of maintenance and rehabilitation (M&R) repairs and treatments and is defined by Section 2.1.8 of ASTM International (ASTM) D5340 as "a contiguous pavement area having uniform construction, maintenance, usage history, and condition." All sections should also have the same traffic volume and load intensity. The current pavement network included in the PAVER database for Lake County Airport contains 23 sections that are managed by Lake County, which are tabulated in Table 2A and shown spatially on Figure 1A.

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



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

A.4 SAMPLE UNIT DELINEATION

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

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

where:

n = number of sample units to be inspected

N = total number of samples in the pavement sections

e = allowable error

s = section standard deviation

For the 2022 Lake County Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible 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 Lake County Airport were selected using a systematic random sampling model method. This technique is implemented by first determining the number of sample units needed based on the confidence interval calculated using Equation 1. The first sample unit is randomly placed in the section and then the remaining sample units are systematically spaced throughout the section at an equal distance apart.

Table 1A – LAKE COUNTY AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01LA	Apron 01 Lakeview	1	27,485
A02LA	Apron 02 Lakeview	4	145,800
A03LA	Apron 03 Lakeview	1	15,538
A04LA	Apron 04 Lakeview	1	38,250
ANRUNUPLA	North Run-Up Apron Lakeview	1	32,703
ASRUNUPLA	South Run-Up Apron Lakeview	1	29,857
R17LA	Runway17/35 Lakeview	1	530,000
T02LA	Taxiway 02 Lakeview	1	8,293
T03LA	Taxiway 03 Lakeview	1	13,939
T04LA	Taxiway 04 Lakeview	1	8,534
TALA	Taxiway A Lakeview	3	176,770
TBLA	Taxiway B Lakeview	4	208,116
TC1LA	Taxiway C1 Lakeview	2	20,002
TC2LA	Taxiway C2 Lakeview	1	10,581



Table 2A - LAKE COUNTY AIRPORT CURRENT PAVEMENT INVENTORY

									Approximate		
BranchID	Branch Name	Branch Use	SectionID	From	То	Rank	Length, feet		Area, square feet	LCD ¹	Surface Type
A01LA	Apron 01 Lakeview	APRON	01	Taxiway 03	Hangars	S	270	140	27,485	9/1/1987	AC
A02LA	Apron 02 Lakeview	APRON	01	Taxiway A	Taxiway 04	Р	155	45	8,609	7/1/2019	AC
A02LA	Apron 02 Lakeview	APRON	02	Taxiway 04	A02LA-03	Р	300	180	45,414	7/1/2019	AC
A02LA	Apron 02 Lakeview	APRON	03	A02LA-02	A02LA-04	Р	175	50	8,645	7/1/2019	AC
A02LA	Apron 02 Lakeview	APRON	04	Taxiway 05 & 06	FBO / Main Hangar	Р	275	300	83,132	7/1/2019	AC
A03LA	Apron 03 Lakeview	APRON	01	Taxiway A near USFS		S	435	55	15,538	9/3/1993	AC
A04LA	Apron 04 Lakeview	APRON	01	Taxiway A		S	300	100	38,250	9/1/1974	AAC
ANRUNUPLA	North Run-Up Apron Lakeview	APRON	01	Taxiway B		Р	276	53	32,703	6/4/2015	AC
ASRUNUPLA	South Run-Up Apron Lakeview	APRON	01	Taxiway A		Р	276	53	29,857	6/4/2015	AC
R17LA	Runway17/35 Lakeview	RUNWAY	01	Runway 17 End	Runway 35 End	Р	5,300	100	530,000	6/4/2015	AC
T02LA	Taxiway 02 Lakeview	TAXIWAY	01	Taxiway A	Apron 01	S	330	25	8,293	9/1/1987	AC
T03LA	Taxiway 03 Lakeview	TAXIWAY	01	Taxiway A	Apron 02	Р	300	45	13,939	7/1/2019	AC
T04LA	Taxiway 04 Lakeview	TAXIWAY	01	Taxiway A	Apron 02	Р	185	45	8,534	7/1/2019	AC
TALA	Taxiway A Lakeview	TAXIWAY	01	Runway 35 End	TALA-02	Р	158	50	13,943	6/3/2015	AC
TALA	Taxiway A Lakeview	TAXIWAY	02	TALA-01	TALA-03	Р	2,748	50	133,735	9/3/1993	AC
TALA	Taxiway A Lakeview	TAXIWAY	03	TALA-02	Taxiway B	Р	528	50	29,092	9/3/1985	AC
TBLA	Taxiway B Lakeview	TAXIWAY	01	Runway 17 End	TBLA-02	Р	193	80	16,002	6/3/2015	AC
TBLA	Taxiway B Lakeview	TAXIWAY	02	TBLA-01	TBLA-03	Р	105	40	4,373	6/3/2015	AC
TBLA	Taxiway B Lakeview	TAXIWAY	03	TBLA-02	TBLA-04	Р	4,525	40	180,741	6/1/1996	AC
TBLA	Taxiway B Lakeview	TAXIWAY	04	TBLA-03	Taxiway A	Р	175	40	7,000	9/1/1943	AC
TC1LA	Taxiway C1 Lakeview	TAXIWAY	01	Runway 17 End	TC2	S	150	55	8,558	6/4/2015	AC
TC1LA	Taxiway C1 Lakeview	TAXIWAY	02	TC1LA-01	TC2LA	S	200	55	11,444	6/4/2015	AC
TC2LA	Taxiway C2 Lakeview	TAXIWAY	01	Runway 17 End	TC1	S	150	60	10,581	6/4/2015	AC

Abbreviations:

P = Primary pavement, S = Secondary pavement, AC = Asphalt Concrete, AAC = AC overlaid AC

Notes:



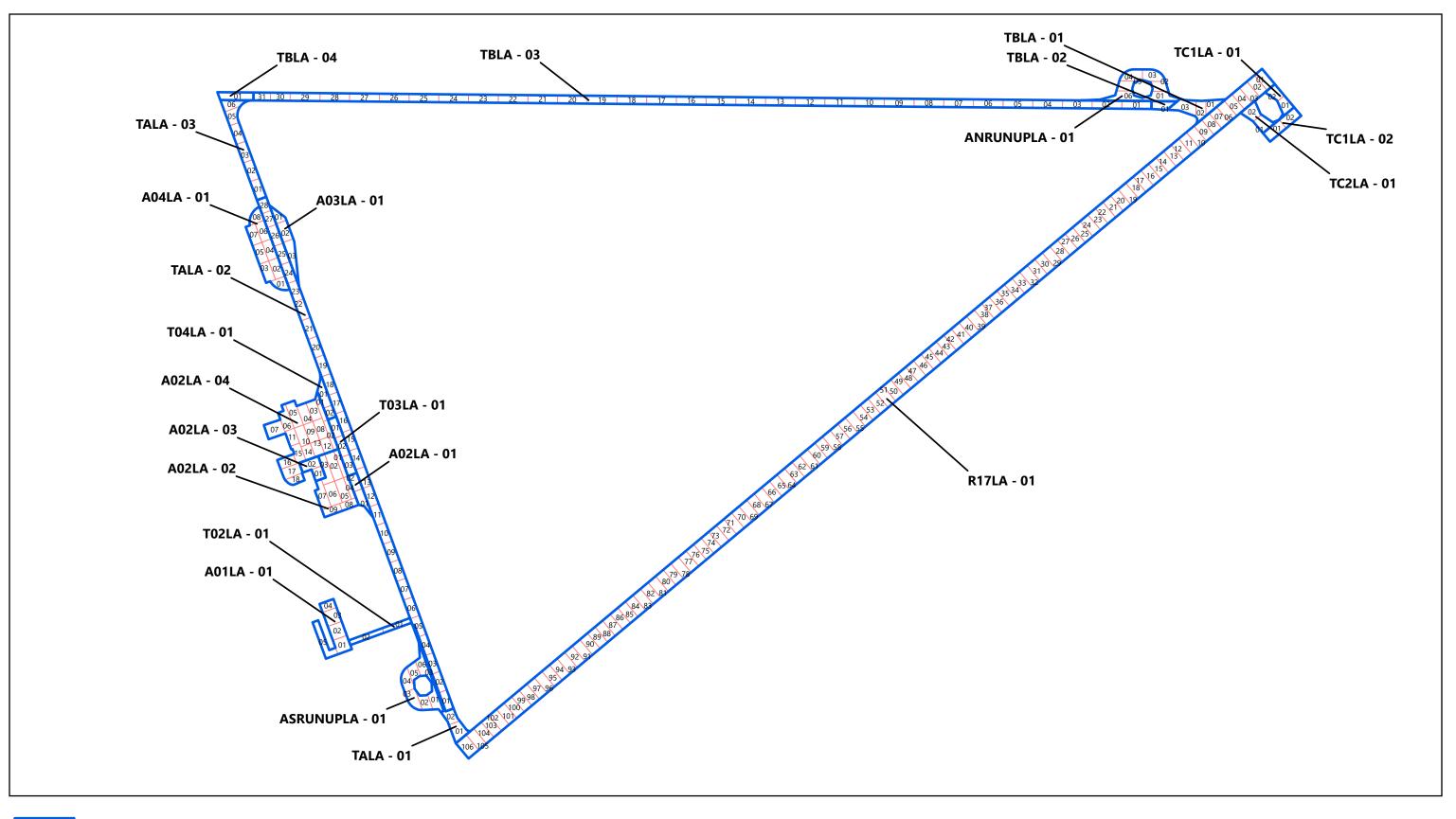
¹ LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)



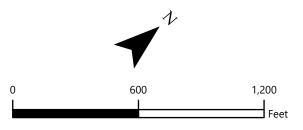
Table 3A: EXAMPLE SAMPLE RATES FOR AC PAVEMENTS

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

Note: AC = Asphalt Concrete









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APPENDIX B

Pavement Condition Index Survey Results



APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

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

Table 1B: PAVER DISTRESS CODES FOR FLEXIBLE 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"— defined as nonrepresentative instead of random— are not extrapolated over the entire section but merely added to the extrapolated quantity. The PCI rating scale presented previously in Table 3-1 of Section 3.1 and are based on ASTM D5340.

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

"The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the **present condition** of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety). The PCI **cannot** measure the structural capacity; neither does it provide a direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures."

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

B.2 DISTRESS TYPES

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

- **Load-related:** Flexible pavement distresses include alligator/fatigue cracking, corrugation, depression, polished aggregate, rutting, and slippage cracking. Rigid pavement distresses include corner breaks, longitudinal cracking, divided slabs, polished aggregate, pumping, and joint spalling.
- Climate- and durability-related: Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering. Rigid pavement distresses include blow-ups, durability cracking, longitudinal cracking, pop-outs, pumping, scaling, shrinkage cracks, and joint and corner spalling.



- Moisture- and drainage-related: Flexible pavement distresses include alligator/ fatigue cracking, depressions, potholes, and swelling. Rigid pavement distresses include corner breaks, divided slabs, and pumping.
- Other factors: Oil spillage, jet blast erosion, bleeding, patching, and concrete slab joint faulting.

As described above, a 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, a 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 Lake County Airport pavement network consists of 14 branches and 23 sections. A total of 71 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 2022 PCI survey, the area-weighted average PCI for the entire pavement network at Lake County Airport is approximately 74, which corresponds to a PCI rating of Satisfactory.

To investigate the rate of deterioration of each pavement section, we compared the PCI results from the 2022 survey to the PCI results from the previous inspection. The variation in PCI between inspections for Lake County Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B - LAKE COUNTY AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01LA	1	27,485	APRON	49	Poor
A02LA	4	145,800	APRON	99	Good
A03LA	1	15,538	APRON	56	Fair
A04LA	1	38,250	APRON	51	Poor
ANRUNUPLA	1	32,703	APRON	87	Good
ASRUNUPLA	1	29,857	APRON	91	Good
R17LA	1	530,000	RUNWAY	84	Satisfactory
T02LA	1	8,293	TAXIWAY	18	Serious
T03LA	1	13,939	TAXIWAY	100	Good
T04LA	1	8,534	TAXIWAY	100	Good
TALA	3	176,770	TAXIWAY	49	Poor
TBLA	4	208,116	TAXIWAY	58	Fair
TC1LA	2	20,002	TAXIWAY	69	Fair
TC2LA	1	10,581	TAXIWAY	89	Good

		Total Area,	Area Weighted
Use Category	Number of Sections	square feet	Average PCI
APRON	9	289,633	83
RUNWAY	1	530,000	84
TAXIWAY	13	446,235	57
ALL	23	1,265,868	74



Table 3B - LAKE COUNTY AIRPORT 2022 PAVEMENT CONDITION INDEX SURVEY RESULTS

BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01LA	01	9/1/1987	AC	APRON	3/1/2022	35	49	Poor	84	16	0
A02LA	01	7/1/2019	AC	APRON	3/1/2022	3	100	Good	100	0	0
A02LA	02	7/1/2019	AC	APRON	3/1/2022	3	100	Good	100	0	0
A02LA	03	7/1/2019	AC	APRON	3/1/2022	3	100	Good	100	0	0
A02LA	04	7/1/2019	AC	APRON	3/1/2022	3	98	Good	100	0	0
A03LA	01	9/3/1993	AC	APRON	3/1/2022	28	56	Fair	100	0	0
A04LA	01	9/1/1974	AAC	APRON	3/1/2022	48	51	Poor	100	0	0
ANRUNUPLA	01	6/4/2015	AC	APRON	3/1/2022	7	87	Good	100	0	0
ASRUNUPLA	01	6/4/2015	AC	APRON	3/1/2022	7	91	Good	100	0	0
R17LA	01	6/4/2015	AC	RUNWAY	3/1/2022	7	84	Satisfactory	100	0	0
T02LA	01	9/1/1987	AC	TAXIWAY	3/1/2022	35	18	Serious	50	50	0
T03LA	01	7/1/2019	AC	TAXIWAY	3/1/2022	3	100	Good	100	0	0
T04LA	01	7/1/2019	AC	TAXIWAY	3/1/2022	3	100	Good	0	0	0
TALA	01	6/3/2015	AC	TAXIWAY	3/1/2022	7	94	Good	100	0	0
TALA	02	9/3/1993	AC	TAXIWAY	3/1/2022	28	43	Poor	86	14	0
TALA	03	9/3/1985	AC	TAXIWAY	3/1/2022	36	52	Poor	100	0	0
TBLA	01	6/3/2015	AC	TAXIWAY	3/1/2022	7	86	Good	100	0	0
TBLA	02	6/3/2015	AC	TAXIWAY	3/1/2022	7	94	Good	100	0	0
TBLA	03	6/1/1996	AC	TAXIWAY	3/1/2022	26	55	Poor	100	0	0
TBLA	04	9/1/1943	AC	TAXIWAY	3/1/2022	79	59	Fair	100	0	0
TC1LA	01	6/4/2015	AC	TAXIWAY	3/1/2022	7	78	Satisfactory	100	0	0
TC1LA	02	6/4/2015	AC	TAXIWAY	3/1/2022	7	63	Fair	100	0	0
TC2LA	01	6/4/2015	AC	TAXIWAY	3/1/2022	7	89	Good	100	0	0

Abbreviations:

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



Table 4B - LAKE COUNTY AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2022 RESULTS

			Approximate Area, square			2019 Surve	y	20	022 Survey			Rate of
Branch ID	Section ID	Surface Type ¹	feet	LCD ²	PCI	PCI Category	Insp. Date	PCI	PCI Category	Age ³	Δ PCI/yr ⁴	Deterioration
A01LA	01	AC	27,485	9/1/1987	54	Poor	5/13/2019	49	Poor	32	-1.78	NORMAL
A02LA	01	AC	8,609	7/1/2019	66	Fair	5/13/2019	100	Good	0	12.13	NONE
A02LA	02	AC	45,414	7/1/2019	30	Very Poor	5/13/2019	100	Good	0	24.98	NONE
A02LA	03	AC	8,645	7/1/2019	44	Poor	5/13/2019	100	Good	0	19.98	NONE
A02LA	04	AC	83,132	7/1/2019	44	Poor	5/13/2019	98	Good	0	19.27	NONE
A03LA	01	AC	15,538	9/3/1993	60	Fair	5/13/2019	56	Fair	26	-1.43	NORMAL
A04LA	01	AAC	38,250	9/1/1974	53	Poor	5/13/2019	51	Poor	45	-0.71	NORMAL
ANRUNUPLA	01	AC	32,703	6/4/2015	100	Good	5/13/2019	87	Good	4	-4.64	HIGH
ASRUNUPLA	01	AC	29,857	6/4/2015	94	Good	5/13/2019	91	Good	4	-1.07	NORMAL
R17LA	01	AC	530,000	6/4/2015	96	Good	5/13/2019	84	Satisfactory	4	-4.28	HIGH
T02LA	01	AC	8,293	9/1/1987	42	Poor	5/13/2019	18	Serious	32	-8.56	HIGH
T03LA	01	AC	13,939	7/1/2019	66	Fair	5/13/2019	100	Good	0	12.13	NONE
T04LA	01	AC	8,534	7/1/2019	37	Very Poor	5/13/2019	100	Good	0	22.48	NONE
TALA	01	AC	13,943	6/3/2015	100	Good	5/13/2019	94	Good	4	-2.14	NORMAL
TALA	02	AC	133,735	9/3/1993	60	Fair	5/13/2019	43	Poor	26	-6.07	HIGH
TALA	03	AC	29,092	9/3/1985	60	Fair	5/13/2019	52	Poor	34	-2.85	NORMAL
TBLA	01	AC	16,002	6/3/2015	100	Good	5/13/2019	86	Good	4	-5.00	HIGH
TBLA	02	AC	4,373	6/3/2015	61	Fair	5/13/2019	94	Good	4	11.77	NONE
TBLA	03	AC	180,741	6/1/1996	59	Fair	5/13/2019	55	Poor	23	-1.43	NORMAL
TBLA	04	AC	7,000	9/1/1943	57	Fair	5/13/2019	59	Fair	76	0.71	NONE
TC1LA	01	AC	8,558	6/4/2015	100	Good	5/13/2019	78	Satisfactory	4	-7.85	HIGH
TC1LA	02	AC	11,444	6/4/2015	81	Satisfactory	5/13/2019	63	Fair	4	-6.42	HIGH
TC2LA	01	AC	10,581	6/4/2015	97	Good	5/13/2019	89	Good	4	-2.85	NORMAL

Abbreviations:

 $^{^4}$ Δ PCI/yr = Change in PCI points per year between 2019 survey and 2022 survey



¹ AC = Asphalt Concrete, AAC = Asphalt Overlay AC

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

³ Age = Pavement age in years at the time of the PCI survey in 2019



APPENDIX C

Future Pavement Condition Analysis



APPENDIX C

FUTURE PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy its future condition. In a pavement management plan (PMP), this is done with the aid of a prediction model. When an APMS is initially implemented, the default models are typically used to predict the future condition of a pavement. However, after PCI surveys are completed, the historical data are then used to refine the models, so they better represent the deterioration of a particular class of pavement based on local climatic conditions, loading, material sources, construction procedures, etc. The importance of accurate prediction models is part of the reason it is essential to conduct periodic, routine surveys in order to track the rate of deterioration

In PAVER, the pavement deterioration curves are developed based on the "family" model procedure. A pavement "family" is defined as a group of pavements with similar deterioration characteristics. The procedure for developing the prediction models is:

- 1. Define the pavement families.
- 2. Review the data.
- 3. Conduct a data outlier analysis.
- 4. Model the data.

C.2 PREDICTION MODELS

We developed separate condition prediction models for each pavement "family" at Lake County Airport. The delineation is based on branch use, surface type, section rank, and structural design life. We use three distinct models for the following "families" of pavements at Lake County Airport. For each model, we reviewed the data in order to filter out any suspicious or inaccurate data or any data that fall 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 fourth-order, 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.



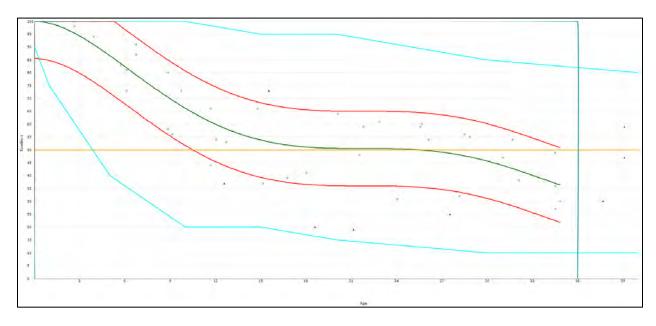


Figure 1C - CONDITION PREDICTION MODEL FOR CENTRAL CATEGORY 3 AC AND AAC APRONS

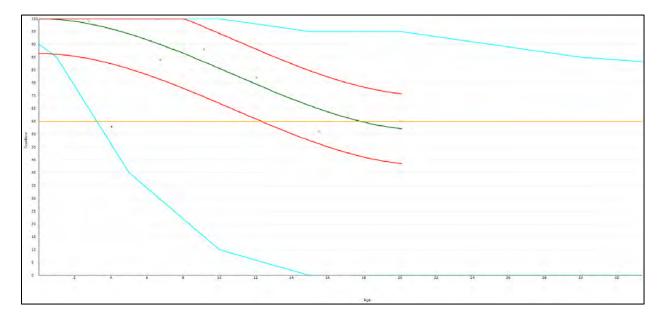


Figure 2C - CONDITION PREDICTION MODEL FOR CENTRAL CATEGORY 3 AC AND AAC RUNWAYS



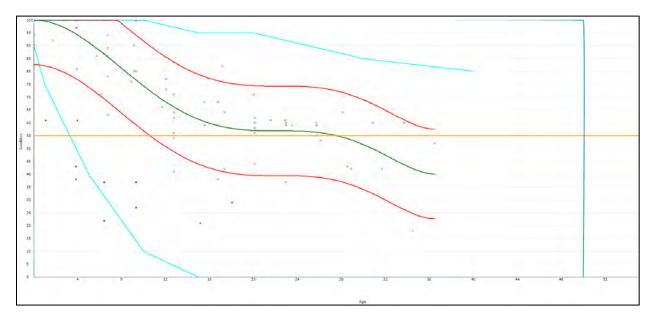


Figure 3C - CONDITION PREDICTION MODEL FOR CENTRAL CATEGORY 3 AC AND AAC TAXIWAYS

C.3 CRITICAL PAVEMENT CONDITION INDEX

Each of the condition-prediction models have 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 is triggered because the cost to apply localized M&R increases significantly. Pavement sections with PCI above the critical value are given a higher priority for funding during budget analysis in order to prevent them from deteriorating to the point where more costly rehabilitation is necessary. We used the following critical PCI values at Lake County 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 5- and 10-year periods. The projected pavement conditions in 5 years and 10 years for each pavement section at Lake County 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 Lake County Airport, the time until rehabilitation, and the time until the pavement is no longer operational due to high foreign object debris potential and increased safety concerns for trafficking aircraft (PCI less than 40). The results of the functional life analysis are provided in Table 2C.

Table 1C - PAST, PRESENT, AND FUTURE PCI

		Past Inspection PCI	Current PCI	Predicted F	uture PCI
BranchID	SectionID	2019	2022	2027	2032
A01LA	01	54	49	42	32
A02LA	01	66	100	87	66
A02LA	02	30	100	87	66
A02LA	03	44	100	87	66
A02LA	04	44	98	79	61
A03LA	01	60	56	51	50
A04LA	01	53	51	50	48
ANRUNUPLA	01	100	87	67	54
ASRUNUPLA	01	94	91	70	56
R17LA	01	96	84	69	58
T02LA	01	42	18	11	5
T03LA	01	66	100	91	74
T04LA	01	37	100	91	74
TALA	01	100	94	78	63
TALA	02	60	43	37	30
TALA	03	60	52	42	36
TBLA	01	100	86	69	59
TBLA	02	61	94	78	63
TBLA	03	59	55	46	39
TBLA	04	57	59	57	56
TC1LA	01	100	78	63	57
TC1LA	02	81	63	57	57
TC2LA	01	97	89	72	60

Abbreviations:

PCI = Pavement Condition Index



Table 2C - LAKE COUNTY AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

		Surface	Current	Years to Major	Major M&R	Years to End of
Branch ID	Section ID	Туре	PCI	M&R	Trigger PCI ¹	Functional Service
A01LA	01	AC	49	0 - 5	50	0 - 5
A02LA	01	AC	100	> 20	50	> 20
A02LA	02	AC	100	> 20	50	> 20
A02LA	03	AC	100	> 20	50	> 20
A02LA	04	AC	98	> 20	50	> 20
A03LA	01	AC	56	11 - 15	50	> 20
A04LA	01	AAC	51	6 - 10	50	11 - 15
ANRUNUPLA	01	AC	87	> 20	50	> 20
ASRUNUPLA	01	AC	91	> 20	50	> 20
R17LA	01	AC	84	6 - 10	60	> 20
T02LA	01	AC	18	0 - 5	55	0 - 5
T03LA	01	AC	100	> 20	55	> 20
T04LA	01	AC	100	> 20	55	> 20
TALA	01	AC	94	> 20	55	> 20
TALA	02	AC	43	0 - 5	55	0 - 5
TALA	03	AC	52	0 - 5	55	6 - 10
TBLA	01	AC	86	> 20	55	> 20
TBLA	02	AC	94	> 20	55	> 20
TBLA	03	AC	55	0 - 5	55	6 - 10
TBLA	04	AC	59	6 - 10	55	> 20
TC1LA	01	AC	78	16 - 20	55	> 20
TC1LA	02	AC	63	11 - 15	55	> 20
TC2LA	01	AC	89	> 20	55	> 20

Abbreviations:

M&R = Maintenance and Rehabilitation, AC = Asphalt Concrete, AAC = AC overlaid AC



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 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 Lake County Airport pavement network condition over time. We used PAVER v7 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, 2023. A backlog elimination analysis scenario was selected to generate a list of global maintenance and rehabilitation projects in order to optimize the allocation of capital and establish preservation-based project recommendations. The repair strategies considered for pavement sections in our analysis are as follows:

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

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

D.1.1 Pavement Rank and Use Prioritization

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



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

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

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

D.2 MAINTENANCE POLICIES AND UNIT COSTS

The 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 distress types and severities are established by ASTM D5340.

Although our work scope does not include budget analysis, we did assign construction costs to the maintenance work so that PAVER would allocate M&R projects that were approximately equal in cost 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 2019 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Lake County Airport and information provided by the project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Lake County 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: LAKE COUNTY AIRPORT UNIT COST DATA

Type of M&R	Work Type	Unit Cost	Work Unit
Major Med	Complete Reconstruction with AC	\$11.10	Sq Ft
Major M&R	Cold Mill and Overlay – 3 Inches Thick	\$4.90	Sq Ft
Clabal MO.D	Surface Treatment - Slurry Seal	\$0.33	Sq Ft
Global M&R	Surface Treatment - Fog Seal	\$0.20	Sq Ft
	Crack Sealing - AC	\$2.00	Ft
	Crack Sealing - PCC	\$15.00	Ft
Localized Preventive M&R	Crack Sealing – Wide Cracks	\$33.00	Ft
rieventive war	AC Patching – Full Depth	\$50.00	Sq Ft
	PCC Patching – Full Depth	\$100.00	Sq Ft



D.3 RECOMMENDED LOCALIZED MAINTENANCE

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

D.4 RECOMMENDED GLOBAL MAINTENANCE AND REHABILITATION PROJECTS

Global maintenance and rehabilitation projects refer to activities such as slurry seal and thin AC overlays, as well as thick AC overlays and reconstruction. A list of recommended global M&R activities is provided in Table 4D of this appendix.

Table 3D - LAKE COUNTY AIRPORT NETWORK MAINTENANCE REPORT

Network	Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
LakeCounty	A01LA	01	Block Cracking	Medium	Crack Sealing - AC	1,341	Ft	\$2.00	\$2,681	_
LakeCounty	A01LA	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,000	Ft	\$2.00	\$2,000	- \$11,372
LakeCounty	A01LA	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	202	Ft	\$2.00	\$404	- \$11,37Z
LakeCounty	A01LA	01	Alligator Cracking	Medium	Patching - AC Deep	126	SqFt	\$50.00	\$6,287	
LakeCounty	A02LA	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	338	Ft	\$2.00	\$675	\$675
LakeCounty	A03LA	01	Block Cracking	Medium	Crack Sealing - AC	470	Ft	\$2.00	\$940	- \$9,472
LakeCounty	A03LA	01	Block Cracking	Low	Crack Sealing - AC	4,266	Ft	\$2.00	\$8,532	- \$9,47Z
LakeCounty	A04LA	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	306	Ft	\$2.00	\$612	
LakeCounty	A04LA	01	Block Cracking	Low	Crack Sealing - AC	7,724	Ft	\$2.00	\$15,448	\$17,842
LakeCounty	A04LA	01	Joint Reflective Cracking	Low	Crack Sealing - AC	891	Ft	\$2.00	\$1,782	
LakeCounty	ANRUNUPLA	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	212	Ft	\$2.00	\$424	- \$659
LakeCounty	ANRUNUPLA	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	118	Ft	\$2.00	\$235	\$039
LakeCounty	ASRUNUPLA	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	123	Ft	\$2.00	\$246	\$246
LakeCounty	R17LA	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	5,247	Ft	\$2.00	\$10,494	- \$13,957
LakeCounty	R17LA	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,731	Ft	\$2.00	\$3,463	- \$15,551
LakeCounty	T02LA	01	Block Cracking	Medium	Crack Sealing - AC	2,337	Ft	\$2.00	\$4,674	
LakeCounty	T02LA	01	Alligator Cracking	High	Patching - AC Deep	203	SqFt	\$50.00	\$10,166	\$43,233
LakeCounty	T02LA	01	Alligator Cracking	Medium	Patching - AC Deep	568	SqFt	\$50.00	\$28,394	
LakeCounty	TALA	02	Block Cracking	Medium	Crack Sealing - AC	36,755	Ft	\$2.00	\$73,510	_
LakeCounty	TALA	02	Block Cracking	Low	Crack Sealing - AC	3,947	Ft	\$2.00	\$7,893	\$94,449
LakeCounty	TALA	02	Alligator Cracking	Medium	Patching - AC Deep	260	SqFt	\$50.00	\$13,046	
LakeCounty	TALA	03	Block Cracking	Medium	Crack Sealing - AC	2,217	Ft	\$2.00	\$4,434	- \$17,735
LakeCounty	TALA	03	Block Cracking	Low	Crack Sealing - AC	6,651	Ft	\$2.00	\$13,301	\$11,135
LakeCounty	TBLA	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	84	Ft	\$2.00	\$168	\$168
LakeCounty	TBLA	03	Block Cracking	Low	Crack Sealing - AC	37,186	Ft	\$2.00	\$74,372	_
LakeCounty	TBLA	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,350	Ft	\$2.00	\$4,699	\$96,084
LakeCounty	TBLA	03	Block Cracking	Medium	Crack Sealing - AC	8,507	Ft	\$2.00	\$17,013	
LakeCounty	TBLA	04	Block Cracking	Low	Crack Sealing - AC	2,134	Ft	\$2.00	\$4,267	\$4,267
LakeCounty	TC1LA	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	100	Ft	\$33.00	\$3,300	_
LakeCounty	TC1LA	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	5	Ft	\$2.00	\$10	\$3,324
LakeCounty	TC1LA	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	7	Ft	\$2.00	\$14	
LakeCounty	TC1LA	02	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	302	Ft	\$33.00	\$9,966	- \$9,998
LakeCounty	TC1LA	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	16	Ft	\$2.00	\$32	φ9,990
LakeCounty	TC2LA	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	47	Ft	\$2.00	\$94	\$94

Long. = Longitudinal; Trans. = 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
	A03LA	01	APRON	AC	56	Fog Seal	15,538	\$0.20	\$3,108
2023	A04LA	01	APRON	AAC	51	Fog Seal	38,250	\$0.20	\$7,650
2023	T02LA	01	TAXIWAY	AC	18	Reconstruction	8,293	\$11.10	\$92,053
	TALA	03	TAXIWAY	AC	52	Overlay	29,092	\$5.35	\$155,530
2024	TBLA	03	TAXIWAY	AC	55	Overlay	180,741	\$4.90	\$885,578
	A01LA	01	APRON	AC	49	Overlay	27,485	\$8.15	\$224,137
	A02LA	01	APRON	AC	100	Fog Seal	8,609	\$0.20	\$1,722
	A02LA	02	APRON	AC	100	Fog Seal	45,414	\$0.20	\$9,083
	A02LA	03	APRON	AC	100	Fog Seal	8,645	\$0.20	\$1,729
2025	A02LA	04	APRON	AC	98	Fog Seal	83,132	\$0.20	\$16,627
	ANRUNUPLA	01	APRON	AC	87	Fog Seal	32,703	\$0.20	\$6,541
	ASRUNUPLA	01	APRON	AC	91	Fog Seal	29,857	\$0.20	\$5,971
	T03LA	01	TAXIWAY	AC	100	Fog Seal	13,939	\$0.20	\$2,788
	T04LA	01	TAXIWAY	AC	100	Fog Seal	8,534	\$0.20	\$1,707
2026	TALA	02	TAXIWAY	AC	43	Reconstruction	133,735	\$11.10	\$1,484,459
	R17LA	01	RUNWAY	AC	84	Slurry Seal	530,000	\$0.33	\$174,900
	TALA	01	TAXIWAY	AC	94	Slurry Seal	13,943	\$0.33	\$4,601
	TBLA	01	TAXIWAY	AC	86	Slurry Seal	16,002	\$0.33	\$5,281
2027	TBLA	02	TAXIWAY	AC	94	Slurry Seal	4,373	\$0.33	\$1,443
2021	TBLA	04	TAXIWAY	AC	59	Slurry Seal	7,000	\$0.33	\$2,310
	TC1LA	01	TAXIWAY	AC	78	Slurry Seal	8,558	\$0.33	\$2,824
	TC1LA	02	TAXIWAY	AC	63	Slurry Seal	11,444	\$0.33	\$3,777
	TC2LA	01	TAXIWAY	AC	89	Slurry Seal	10,581	\$0.33	\$3,492

Abbreviations:

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

Cost Summary	
2023 Total Project Cost	\$258,340
2024 Total Project Cost	\$885,578
2025 Total Project Cost	\$270,304
2026 Total Project Cost	\$1,484,459
2027 Total Project Cost	\$198,628
Total 5-Year Project Cost	\$3,097,308





APPENDIX E

Re-Inspection Report

Re-Inspection Report

48

L & T CR

ODA_WOC3_9-1-2022_PostBendAnalysis Generated Date 9/3 Page 1 of 28

Genera	ated Date		9/30/2022								Page 1 of 28
Netwo	rk: LakeCounty				Name:	Lake Coun	ty				
Brancl	h: A01LA		Name	: Aproi	n 01 Lakeview		Use: A	PRON	Area:	27,485 SqFt	;
Section	n: 01	0:	f 1	From:	Taxiway 03			To: Hangars		Last Cons	st.: 9/1/1987
Surfac	e: AC	Family:	2022_Cent _AC/AAC	tral_Cat3_Apro	on Zone:	KLKV		Category: M		Rank: S	
Area:	27,4	185 SqFt	Leng	gth:	270 Ft	Widt	h:	140 Ft			
Slabs:		Slab Len	igth:	Ft	Slab	Width:		Ft	Joint I	Length:	Ft
Should	ler:	Street Ty	ype:		Grad	le: 0			Lanes	: 0	
Section	n Comments:										
Work	Date: 9/1/1987	W	ork Type: 1	New Constructi	on - AC		Code:	NC-AC	Is	Major M&R: True	
Work	Date: 9/1/2006	W	ork Type: S	Surface Treatm	ent - Slurry Se	al	Code:	ST-SS	Is	Major M&R: False	e
Work	Date: 9/1/2014	W	ork Type: (Crack Sealing -	AC		Code:	CS-AC	Is	Major M&R: False	e
Work	Date: 9/2/2014	W	ork Type: I	Patching - AC l	Оеер		Code:	PA-AD	Is	Major M&R: False	e
Last In	isp. Date: 3/1/2022	2	To	talSamples:	5	Sı	rveyed:	3			
Condit				<u>.</u>							
	tion Comments:										
Sample	e Number: 01	Туг	e: R		Area:	5625.00 Sc	Ft	PCI: 50	1		
Sample	e Comments:	reated by Ins	pection Sche	edule							
41	ALLIGATOR CR		M	24.00	SqFt						
	L & T CR		M	248.00							
	PATCHING		L	175.00							
52	RAVELING		L	3400.00	-						
50	PATCHING		M	360.00	SqFt						
Sample	e Number: 02	Тур	e: R		Area:	5625.00 Sc	Ft	PCI: 40)		
Sample	e Comments: C	reated by Ins	pection Sche	edule							
50	PATCHING		L	182.00	SaFt						
41	ALLIGATOR CR		M		SqFt						
	L & T CR		L	44.00							
	L & T CR		M	100.00	Ft						
43	BLOCK CR		M	2700.00	SqFt						
52	RAVELING		L	3400.00	-						
Sample	e Number: 03	Тур	e: R		Area:	5625.00 Sc	Ft	PCI: 56			
Sample	e Comments:	reated by Ins	pection Scho	edule							
50	PATCHING		L	400.00							
41	ALLIGATOR CR		M	12.00	SqFt						
52	RAVELING		L	2800.00	SqFt						
	PATCHING		L		SqFt						
50	PATCHING		L	104.00	-						
48	L & T CR		L	80.00							

266.00 Ft

M

Network: LakeCour	nty		Name:	Lake County			
Branch: A02LA		Name:	Apron 02 Lakeview	Use	: APRON	Area:	145,800 SqFt
Section: 02	of 4	Fre	om: Taxiway 04		To: A02LA-0)3	Last Const.: 7/1/2019
Surface: AC		22_Central_Ca .C/AAC	at3_Apron Zone:	KLKV	Category: M		Rank: P
Area:	15,414 SqFt	Length:	300 Ft	Width:	180 Ft		
Slabs:	Slab Length:		Ft Slab	Width:	Ft	Joint Lengt	h: Ft
Shoulder:	Street Type:		Grad	le: 0		Lanes:	0
Section Comments:							
Work Date: 8/1/1981	Work '	Type: New Co	onstruction - Initial		Code: NU-IN	Is Majo	or M&R: True
Work Date: 9/1/1981	Work '	Type: Subbas	e - Aggregate		Code: SB-AG	Is Majo	or M&R: False
Work Date: 9/2/1981	Work	Type: Base C	ourse - Stabilized (Laye	er Construct)	Code: BA-ST	Is Majo	or M&R: False
Work Date: 9/3/1981	Work '	Type: New Co	onstruction - AC		Code: NC-AC	Is Majo	or M&R: True
Work Date: 7/1/2019	Work	Type: Comple	ete Reconstruction - AC	2	Code: CR-AC	Is Majo	or M&R: True
Last Insp. Date: 3/1/2	022	TotalSan	iples: 9	Surve	eyed: 6		
Conditions: PCI:	100						
Inspection Comments:							
Sample Number: 01	Туре:	R	Area:	3600.00 SqFt	PCI: 100	0	
Sample Comments:							
<no distress=""></no>							
Sample Number: 02	Туре:	R	Area:	7000.00 SqFt	PCI: 100	0	
Sample Comments:							
<no distress=""></no>							
Sample Number: 03	Type:	R	Area:	5918.00 SqFt	PCI: 100	0	
Sample Comments:							
<no distress=""></no>							
Sample Number: 05	Type:	R	Area:	5550.00 SqFt	PCI: 100	0	
Sample Comments:	Created by Inspecti	ion Schedule					
<no distress=""></no>							
Sample Number: 06	Type:	R	Area:	6900.00 SqFt	PCI: 100	0	
Sample Comments:	Created by Inspecti			-			
<no distress=""></no>							
Sample Number: 09	Туре:	R	Area:	3800.00 SqFt	PCI: 100	0	
Sample Comments:	Created by Inspecti			•			
<no distress=""></no>							

	y	Name:	Lake County		
Branch: A02LA	Name:	Apron 02 Lakeview	Use:	APRON	Area: 145,800 SqFt
ection: 04	of 4	From: Taxiway 05 & 0	06	To: FBO	Main Hangar Last Const.: 7/1/2019
Surface: AC	Family: 2022_Central_ _AC/AAC	Cat3_Apron Zone:	KLKV	Category: 1	M Rank: P
Area: 83,	132 SqFt Length:	275 Ft	Width:	300 Ft	
Slabs:	Slab Length:	Ft Slab V	Vidth:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade	: 0		Lanes: 0
Section Comments:					
Work Date: 9/1/1943	Work Type: New	Construction - PCC	(Code: NC-PC	Is Major M&R: True
Work Date: 9/1/1968	Work Type: New	Construction - AC	(Code: NC-AC	Is Major M&R: True
Work Date: 9/1/1974	Work Type: Over	lay - AC Thin	(Code: OL-AT	Is Major M&R: True
Work Date: 9/1/1996	Work Type: Crac	k Sealing - AC	(Code: CS-AC	Is Major M&R: False
Work Date: 9/2/1996	Work Type: Surfa	ace Treatment - Seal Coat (Global MR)	Code: ST-SC	Is Major M&R: False
Work Date: 7/1/2019	Work Type: Com	plete Reconstruction - AC	(Code: CR-AC	Is Major M&R: True
Last Insp. Date: 3/1/202	22 TotalS	amples: 18	Survey	yed: 6	
Conditions: PCI: 98	8				
Inspection Comments:					
Sample Number: 03	Type: R	Area:	5000.00 SqFt	PCI:	100
Sample Comments:	a . 11 I				
	Created by Inspection Schedule				
-	created by Inspection Schedule				
<no distress=""></no>		Area:	6581.00 SqFt	PCI:	100
<no distress=""> Sample Number: 07</no>			6581.00 SqFt	PCI:	100
<no distress=""> Sample Number: 07 Sample Comments:</no>			6581.00 SqFt	PCI:	100
<no distress=""> Sample Number: 07 Sample Comments: <no distress=""></no></no>	Type: R			PCI:	
No Distress> Sample Number: 07 Sample Comments: No Distress> Sample Number: 09	Type: R	Area:	6581.00 SqFt 5000.00 SqFt		
Sample Number: 07 Sample Comments: No Distress> Sample Number: 09 Sample Comments: 09	Type: R Type: R	Area:			
No Distress> Sample Number: 07 Sample Comments: No Distress> Sample Number: 09 Sample Comments: <no distress=""></no>	Type: R Type: R	Area:			100
Sample Number: 07 Sample Comments: No Distress> Sample Number: 09 Sample Comments: 09 No Distress> Sample Number: 10	Type: R Type: R Created by Inspection Schedule	Area:	5000.00 SqFt	PCI:	100
Sample Number: 07 Sample Comments: No Distress> Sample Number: 09 Sample Comments: 09 No Distress> Sample Number: 10 Sample Comments: 09	Type: R Type: R Created by Inspection Schedule Type: R	Area:	5000.00 SqFt	PCI:	100
Sample Number: 07 Sample Comments: No Distress> Sample Number: 09 Sample Comments: 09 No Distress> Sample Number: 10 Sample Comments: 09 Sample Comments: 09	Type: R Type: R Created by Inspection Schedule Type: R	Area:	5000.00 SqFt	PCI:	100
Sample Number: 07 Sample Comments: No Distress> Sample Number: 09 Sample Comments: 09 No Distress> Sample Number: 10 Sample Comments: 09 Sample Number: 10 Sample Number: 14	Type: R Type: R Created by Inspection Schedule Type: R Created by Inspection Schedule	Area: Area: Area:	5000.00 SqFt 5000.00 SqFt	PCI:	100
Sample Number: 07 Sample Comments: No Distress> Sample Comments: 09 Sample Comments: 0 No Distress> Sample Number: 10 Sample Comments: 0 No Distress> Sample Number: 14 Sample Comments: 0	Type: R Type: R Created by Inspection Schedule Type: R Created by Inspection Schedule Type: R	Area: Area: Area:	5000.00 SqFt 5000.00 SqFt	PCI:	100
No Distress> Sample Number: 07 Sample Comments: No Distress> Sample Number: 09 Sample Comments: No Distress> Sample Number: 10 Sample Comments: (No Distress> Sample Comments: (Sample Comments: (Sample Number: 14 Sample Comments: (Sample Comments:	Type: R Type: R Created by Inspection Schedule Type: R Created by Inspection Schedule Type: R Created by Inspection Schedule	Area: Area: Area:	5000.00 SqFt 5000.00 SqFt	PCI:	100 100 94
No Distress> Sample Number: 07 Sample Comments: No Distress> Sample Number: 09 Sample Comments: 0 No Distress> Sample Number: 10 Sample Comments: 0 No Distress> Sample Number: 14 Sample Number: 14 Sample Comments: 0 48 L & T CR	Type: R Type: R Created by Inspection Schedule Type: R Created by Inspection Schedule Type: R Created by Inspection Schedule	Area: Area: Area: 60.00 Ft	5000.00 SqFt 5000.00 SqFt 3654.00 SqFt	PCI: PCI:	100 100 94

Network: LakeCour	nty		Name:	Lake County					
Branch: A02LA	Na	ame: Apr	on 02 Lakeview	Use	APRON	Ar	rea: 14	5,800 SqFt	
Section: 03	of 4	From:	A02LA-02		To:	A02LA-04		Last Const.:	7/1/2019
Surface: AC	Family: 2022_6 _AC/A	Central_Cat3_Ap AAC	ron Zone:	KLKV	Cate	gory: M		Rank: P	
Area:	8,645 SqFt I	Length:	175 Ft	Width:		50 Ft			
Slabs:	Slab Length:	I	t Slab V	Width:	Ft		Joint Length:	Ft	
Shoulder:	Street Type:		Grade	e: 0			Lanes: 0		
Section Comments:									
Work Date: 9/1/1943	Work Typ	e: New Construc	ction - PCC		Code: NC-	-PC	Is Major M	&R: True	
Work Date: 9/1/1968	Work Typ	e: New Construc	ction - AC		Code: NC-	-AC	Is Major M	&R: True	
Work Date: 9/1/1974	Work Typ	e: Overlay - AC	Thin		Code: OL-	AT	Is Major M	&R: True	
Work Date: 9/1/1996	Work Typ	e: Crack Sealing	; - AC		Code: CS-	AC	Is Major M	&R: False	
Work Date: 9/2/1996	Work Typ	e: Surface Treat	ment - Seal Coat ((Global MR)	Code: ST-	SC	Is Major M	&R: False	
Work Date: 9/1/2007	Work Typ	e: Overlay - Thi	n		Code: OL-	ACTH	Is Major M	&R: True	
Work Date: 9/1/2014	Work Typ	e: Crack Sealing	; - AC		Code: CS-	AC	Is Major M	&R: False	
Work Date: 7/1/2019	Work Typ	e: Complete Rec	construction - AC		Code: CR-	·AC	Is Major M	&R: True	
Last Insp. Date: 3/1/2	022	TotalSamples:	2	Surve	yed: 2				
Conditions: PCI:	100								
Inspection Comments:									
Sample Number: 01	Type:	R	Area:	3356.00 SqFt		PCI: 100			
Sample Comments:	Created by Inspection	Schedule							
<no distress=""></no>									
Sample Number: 02	Type:	R	Area:	5289.00 SaFt		PCI: 100			

PCI: 100 Sample Number: 02 Type: Area: 5289.00 SqFt R

Sample Comments:

<No Distress>

Network: LakeCou	inty		Name:	Lake County					
Branch: A02LA	N	ame: A	pron 02 Lakeview	Use	: AP	PRON	Area:	145,800 SqFt	
Section: 01	of 4	From:	Taxiway A			To: Taxiway 04	1	Last Const.:	7/1/2019
Surface: AC	Family: 2022_ _AC/A	Central_Cat3_A AAC	Apron Zone:	KLKV		Category: M		Rank: P	
Area:	8,609 SqFt	Length:	155 Ft	Width:		45 Ft			
Slabs:	Slab Length:		Ft Slab V	Vidth:		Ft	Joint Length	r: Ft	
Shoulder:	Street Type:		Grade	: 0			Lanes: 0	1	
Section Comments:									
Work Date: 9/1/1981	Work Typ	e: Subbase - A	ggregate		Code:	SB-AG	Is Major	r M&R: False	
Work Date: 9/2/1981	Work Typ	e: Base Course	e - Stabilized (Layer	Construct)	Code:	BA-ST	Is Major	r M&R: False	
Work Date: 9/3/1981	Work Typ	e: New Constr	ruction - AC		Code:	NC-AC	Is Major	r M&R: True	
Work Date: 9/1/2007	Work Typ	oe: Overlay - T	hin		Code:	OL-ACTH	Is Major	r M&R: True	
Work Date: 9/1/2014	Work Typ	e: Crack Seali	ng - AC		Code:	CS-AC	Is Major	r M&R: False	
Work Date: 9/1/2017	Work Typ	e: Crack Seali	ng - AC		Code:	CS-AC	Is Major	r M&R: False	
Work Date: 7/1/2019	Work Typ	oe: Complete R	econstruction - AC		Code:	CR-AC	Is Major	r M&R: True	
Last Insp. Date: 3/1/2	2022	TotalSamples	s: 2	Surve	eyed: 2	2			
Conditions: PCI:	100								
Inspection Comments:									
Sample Number: 01	Туре:	R	Area:	4650.00 SqFt		PCI: 100			
Sample Comments:	Created by Inspection	Schedule							
<no distress=""></no>									
Sample Number: 02	Type:	R	Area:	3959.00 SqFt		PCI: 100			

Sample Comments:

<No Distress>

Created by Inspection Schedule

Network:	LakeCoun	ty			Nam	e:	Lake C	County						
Branch:	A03LA		Name:	Apron (3 Lake	view		Use:	AP	PRON	Area	:	15,538	SqFt
Section: 0	01	of 1	Fre	om: T	axiway	A near U	SFS			То:			Last	Const.: 9/3/199
Surface: A	AC		2_Central_Ca C/AAC	nt3_Apron	Zone	: KI	KV			Category:	M		Rank	x: S
Area:	1:	5,538 SqFt	Length:		435 Ft		V	Vidth:		55 Ft				
Slabs:		Slab Length:		Ft		Slab Wid	lth:			Ft		Joint Length	ı :	Ft
Shoulder:		Street Type:				Grade:	0					Lanes: 0		
Section Con	nments:													
Work Date:	9/1/1943	Work T	ype: Base C	ourse - Ag	gregate	:			Code:	BA-AG		Is Major	· M&R:	False
Vork Date:	9/2/1943	Work T	ype: New Co	onstruction	ı - AC				Code:	NC-AC		Is Major	M&R:	True
Work Date:	9/1/1968	Work T	ype: Base C	ourse - Ag	gregate	:			Code:	BA-AG		Is Major	· M&R:	False
Work Date:	9/2/1968	Work T	ype: New Co	onstruction	n - AC				Code:	NC-AC		Is Major	· M&R:	True
Work Date:	9/1/1974	Work T	ype: Overlay	/ - AC Thi	n				Code:	OL-AT		Is Major	M&R:	True
Work Date:	9/1/1993	Work T	ype: Subbas	e - Aggreg	ate				Code:	SB-AG		Is Major	M&R:	False
Work Date:	9/2/1993	Work T	ype: Base C	ourse - Sta	bilized	(Layer Co	onstruct	t)	Code:	BA-ST		Is Major	M&R:	False
Work Date:	9/3/1993	Work T	ype: New Co	onstruction	ı - AC				Code:	NC-AC		Is Major	M&R:	True
Work Date:	9/1/2006	Work T	ype: Crack S	Sealing - A	.C				Code:	CS-AC		Is Major	M&R:	False
Work Date:	9/2/2006	Work T	ype: Surface	Treatmen	t - Slur	ry Seal			Code:	ST-SS		Is Major	M&R:	False
Work Date:	6/1/2011	Work T	ype: Crack S	Sealing - A	.C				Code:	CS-AC		Is Major	M&R:	False
Work Date:	9/1/2014	Work T	ype: Crack S	Sealing - A	.C				Code:	CS-AC		Is Major	M&R:	False
Last Insp. D	ate: 3/1/20)22	TotalSan	iples: 3				Surve	yed: 2	2				
Conditions:	PCI:	56												
Inspection C	Comments:													
Sample Nun	nber: 01	Type:	R	Aı	ea:		3162.00	0 SqFt		PCI:	56			
Sample Con		Created by Inspectio						. 1						
	THERING	I		3162.00										
	CK CR	I		2852.00	-									
	CK CR		M	310.00			5500.00	0 G F:		D.C.I.				
Sample Nun Sample Con		Type: Created by Inspection	R on Schedule	Ai	ea:		5500.00	∪ SqFt		PCI:	56			
43 BLO	CK CR	I		4950.00	SaFt									
	CK CR		M	550.00	-									
	THERING	I		5500.00	-									

	·k: LakeCo				Nam	e: Lak	e County							
Branch	: A04LA		Name:	Apron	04 Lake	view	Use	: AP	PRON	Ar	ea:	38,250) SqFt	
Section	: 01	of	f 1	From:	Taxiway	A			То: -			Last	t Const.:	9/1/1974
Surfac	e: AAC	Family:	2022_Centr _AC/AAC	al_Cat3_Apro	n Zone	: KLKV	•		Category:	M		Ran	ık: S	
Area:		38,250 SqFt	Lengt	h:	300 Ft		Width:		100 Ft					
Slabs:		Slab Len	gth:	Ft		Slab Width:			Ft		Joint Lengt	h:	F	t
Should	er:	Street Ty	pe:			Grade: 0					Lanes:	0		
Section	Comments:													
Work 1	Date: 9/1/1943	Wo	ork Type: N	ew Construction	on - PCC			Code:	NC-PC		Is Majo	or M&R:	True	
Work 1	Date: 9/1/1968	Wo	ork Type: N	ew Construction	on - AC			Code:	NC-AC		Is Majo	r M&R:	True	
Work 1	Date: 9/1/1974	Wo	ork Type: O	verlay - AC Th	nin			Code:	OL-AT		Is Majo	r M&R:	True	
Work 1	Date: 9/1/1996	Wo	ork Type: Ci	ack Sealing -	AC			Code:	CS-AC		Is Majo	r M&R:	False	
Work 1	Date: 9/2/1996	Wo	ork Type: Su	ırface Treatme	nt - Seal	Coat (Global	MR)	Code:	ST-SC		Is Majo	r M&R:	False	
Work 1	Date: 9/1/2014	Wo	ork Type: Ci	ack Sealing -	AC			Code:	CS-AC		Is Majo	r M&R:	False	
Work 1	Date: 9/2/2014	Wo	ork Type: Pa	tching - AC D	Э еер			Code:	PA-AD		Is Majo	r M&R:	False	
ast In	sp. Date: 3/1/	10.000	TD. 4	16 1	0		Curro	yed: 4	4					
Last III	isp. Date. 3/1/	/2022	I ota	alSamples:	8		Surve	ycu. ¬	•					
Condit	-		1 ota	usampies:	8		Surve	yeu.						
Condit	-	51	I ota	usampies:	8		Surve	yeu.						
Condit	ions: PCI:	51			Xrea:	500	0.00 SqFt		PCI:	46				
Condit Inspect	ions: PCI:	51	e: R	A		500		yeu.		46				
Condit Inspect Sample	ions: PCI: tion Comments Number: 02 Comments:	51 S: Typ	e: R pection Sched	A dule	Area:	500		yeu.		46				
Condit Inspect Sample Sample	ions: PCI: tion Comments e Number: 02	51 Typ Created by Insp	pe: R pection Schee	Alule 5000.00	Area: SqFt	500		yeu.		46				
Condit Inspect Sample Sample 43	ions: PCI: tion Comments e Number: 02 e Comments: BLOCK CR	51 Typ Created by Insp	e: R pection Sched	A dule	Area: SqFt SqFt	500		yeu.		46				
Conditions of Co	ions: PCI: tion Comments PNumber: 02 Comments: BLOCK CR WEATHERING	51 Typ Created by Insp	pe: R pection Sched L M H	5000.00 3700.00 1300.00	Area: SqFt SqFt			yeu.						
Condit Inspect Sample Sample 43 57 57 Sample	ions: PCI: tion Comments Number: 02 Comments: BLOCK CR WEATHERING	51 Typ Created by Insp	pe: R pection Scheo L M H ee: R	Adule 5000.00 3700.00 1300.00	SqFt SqFt SqFt SqFt		0.00 SqFt	yeu.	PCI:					
Condit Inspect Sample Sample 57 57 Sample Sample	ions: PCI: tion Comments PNumber: 02 Comments: BLOCK CR WEATHERING WEATHERING NUMBER: 03 COmments:	51 Typ Created by Insp	pection Scheo L M H De: R	5000.00 3700.00 1300.00	SqFt SqFt SqFt SqFt		0.00 SqFt	yeu.	PCI:					
Condit Inspect Sample 43 57 57 Sample Sample	ions: PCI: tion Comments P Number: 02 Comments: BLOCK CR WEATHERING WEATHERING Number: 03	Typ Created by Insp	pe: R pection Scheo L M H ee: R	Adule 5000.00 3700.00 1300.00	SqFt SqFt SqFt Area:		0.00 SqFt	yeu.	PCI:					
Condit Inspect Sample 43 57 57 Sample 43 57	ions: PCI: tion Comments PNumber: 02 Comments: BLOCK CR WEATHERING WEATHERING Number: 03 Comments: BLOCK CR	51 Typ Created by Insp G G Typ Created by Insp	pee: R pection Scheo L M H Pee: R pection Scheo L M	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00	SqFt SqFt SqFt Area:	500	0.00 SqFt	yeu.	PCI:	59				
Conditions of the Conditions o	ions: PCI: tion Comments PNumber: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING	Typ Created by Insp G G Typ Created by Insp	pee: R L M H Dee: R pection Scheoo	5000.00 3700.00 1300.00 Adule 5000.00 5000.00	SqFt SqFt SqFt SqFt Area:	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	59				
Conditions of the Conditions of the Conditions of the Condition of the Con	ions: PCI: tion Comments PNumber: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING Number: 03	Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp	pee: R L M H Dee: R pection Scheoo	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule	SqFt SqFt SqFt Area: SqFt SqFt Area:	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	59				
Conditions of the Conditions o	ions: PCI: tion Comments PNumber: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING Number: 05	Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp	pection Scheo L M H De: R pection Scheo L M	5000.00 3700.00 1300.00 Adule 5000.00 5000.00	SqFt SqFt SqFt Area: SqFt SqFt SqFt SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	59				
Conditions of the Conditions of the Conditions of the Condition of the Con	ions: PCI: tion Comments PNumber: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING Number: 05 Comments:	Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp	pection Scheo L M H De: R pection Scheo L M De: R	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule 250.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	59				
Conditions of the Conditions of the Conditions of the Condition of the Con	ions: PCI: tion Comments PNumber: 02 Comments: BLOCK CR WEATHERING COMMENTS: BLOCK CR WEATHERING COMMENTS: BLOCK CR WEATHERING COMMENTS:	Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp G Created by Insp	pection Scheo L M H De: R pection Scheo L M De: R pection Scheo	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule 250.00 160.00 166.00 4500.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	59				
Conditions of the Conditions o	ions: PCI: tion Comments Number: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING Number: 05 Comments: RAVELING L & T CR JT REF. CR WEATHERING PATCHING	Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp G Created by Insp	pection Scheol L M H De: R pection Scheol L M De: R pection Scheol M L L L	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule 250.00 160.00 166.00 4500.00 77.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	59				
Conditions of Co	ions: PCI: tion Comments Number: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING Number: 05 Comments: RAVELING L & T CR JT REF. CR WEATHERING BLOCK CR	Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp G Created by Insp	pection Scheol L M H De: R pection Scheol L M De: R M L L M	1000.00 3700.00 3700.00 1300.00 A 1000 1000 A 1000 160.00 166.00 4500.00 77.00 1750.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	59				
Conditions of Co	ions: PCI: tion Comments Number: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING Number: 05 Comments: RAVELING L & T CR JT REF. CR WEATHERING BLOCK CR JT REF. CR	Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp G Created by Insp	pection Scheol L M H De: R pection Scheol L M De: R pection Scheol L M L L M M L L L M M L L L	1000 A A A A A A A A A A A A A A A A A A	SqFt SqFt SqFt SqFt Area: SqFt Ft Ft SqFt SqFt SqFt Ft Ft SqFt Sq	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	59				
Condit Inspect Sample 43 57 Sample 43 57 Sample 52 48 47 57 50 43 47 52	ions: PCI: tion Comments e Number: 02 e Comments: BLOCK CR WEATHERING e Number: 03 e Comments: BLOCK CR WEATHERING e Number: 05 e Comments: RAVELING L & T CR JT REF. CR WEATHERING PATCHING BLOCK CR JT REF. CR RAVELING	Typ Created by Insp G G G Typ Created by Insp G Created by Insp G G G G G G G G G G G G G G G G G G G	pee: R pection Scheo L M H Pee: R pection Scheo L M L M L L M M L L H	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule 250.00 160.00 166.00 4500.00 77.00 1750.00 50.00 210.00	SqFt SqFt SqFt Area: SqFt SqFt Area: SqFt Ft Ft SqFt SqFt Ft SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	32				
Conditions of Co	ions: PCI: tion Comments Number: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING Number: 05 Comments: RAVELING L & T CR JT REF. CR WEATHERING BLOCK CR JT REF. CR	Typ Created by Insp G G Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp	pee: R pection Scheo L M H Pee: R pection Scheo L M Dee: R Pection Scheo M L L M M L L H Dee: R	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule 250.00 160.00 166.00 4500.00 77.00 1750.00 50.00 210.00	SqFt SqFt SqFt SqFt Area: SqFt Ft Ft SqFt SqFt SqFt Ft Ft SqFt Sq	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	32				
Sample	ions: PCI: tion Comments e Number: 02 e Comments: BLOCK CR WEATHERING e Number: 03 e Comments: BLOCK CR WEATHERING e Number: 05 e Comments: RAVELING L & T CR JT REF. CR WEATHERING PATCHING BLOCK CR JT REF. CR RAVELING	Typ Created by Insp G G G Typ Created by Insp G Created by Insp G G G G G G G G G G G G G G G G G G G	pee: R pection Scheo L M H Pee: R pection Scheo L M Dee: R Pection Scheo M L L M M L L H Dee: R	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule 250.00 160.00 166.00 4500.00 77.00 1750.00 50.00 210.00	SqFt SqFt SqFt Area: SqFt SqFt Area: SqFt Ft Ft SqFt SqFt Ft SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	32				
Condit Inspect Sample 43 57 Sample 43 57 Sample 52 48 47 57 50 43 47 52 Sample 52 53 57	ions: PCI: tion Comments Number: 02 Comments: BLOCK CR WEATHERING Number: 03 Comments: BLOCK CR WEATHERING Number: 05 Comments: RAVELING L & T CR JT REF. CR WEATHERING PATCHING BLOCK CR JT REF. CR RAVELING CR RAVELING CR RAVELING CR RAVELING CR	Typ Created by Insp G G Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp	pee: R pection Scheo L M H Pee: R pection Scheo L M Dee: R Pection Scheo M L L M M L L H Dee: R	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule 250.00 160.00 166.00 4500.00 77.00 1750.00 50.00 210.00 Adule	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	32				
Conditions of Co	ions: PCI: tion Comments e Number: 02 e Comments: BLOCK CR WEATHERING e Number: 03 e Comments: BLOCK CR WEATHERING e Number: 05 e Comments: RAVELING L & T CR JT REF. CR WEATHERING PATCHING BLOCK CR JT REF. CR RAVELING E Number: 07 e Comments:	Typ Created by Insp G G Typ Created by Insp G G Typ Created by Insp G Typ Created by Insp	pee: R pection Scheo L M H Pee: R pection Scheo L M L L M L L H Pee: R pection Scheo R pection Scheo A L L C C C C C C C C C C C C C C C C	Adule 5000.00 3700.00 1300.00 Adule 5000.00 5000.00 Adule 250.00 160.00 166.00 4500.00 77.00 1750.00 50.00 210.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt	500	0.00 SqFt 0.00 SqFt	yeu.	PCI:	32				

Network: LakeCounty		Name:	Lake County			
Branch: ANRUNUP	LA Name:	North Run-Up Apro	on Lakeview Use:	APRON	Area:	32,703 SqFt
Section: 01	of 1	From: Taxiway B		То:		Last Const.: 6/4/2015
Surface: AC	Family: 2022_Centra _AC/AAC	1_Cat3_Apron Zone:	KLKV	Category: M		Rank: P
Area: 32,7	703 SqFt Length	: 276 Ft	Width:	53 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Le	ngth: Ft
Shoulder:	Street Type:	Gra	de: 0		Lanes:	0
Section Comments:						
Work Date: 6/1/2015	Work Type: Ge	otextile	(Code: FB-TX	Is M	lajor M&R: False
Work Date: 6/2/2015	Work Type: Su	obase - Aggregate	(Code: SB-AG	Is M	lajor M&R: False
Work Date: 6/3/2015	Work Type: Ba	se Course - Aggregate	(Code: BA-AG	Is M	lajor M&R: False
Work Date: 6/4/2015	Work Type: Ne	w Construction - AC	(Code: NC-AC	Is M	lajor M&R: True
Last Insp. Date: 3/1/2022	2 Tota	Samples: 6	Survey	ed: 3		
Conditions: PCI: 87						
Inspection Comments:						
Sample Number: 02	Type: R	Area:	3930.00 SqFt	PCI: 90		
Sample Comments: C	reated by Inspection Schedu	ıle				
48 L & T CR	L	20.00 Ft				
57 WEATHERING	L	3930.00 SqFt				
Sample Number: 03	Type: R	Area:	5744.00 SqFt	PCI: 94		
Sample Comments: C	reated by Inspection Schede	ıle				
57 WEATHERING	L	5744.00 SqFt				
Sample Number: 06	Type: R	Area:	6992.00 SqFt	PCI: 79		
Sample Comments: C	reated by Inspection Schede	ıle				
48 L & T CR	L	40.00 Ft				
48 L & T CR	M	25.00 Ft				
48 L & T CR 57 WEATHERING	M L	83.00 Ft 6992.00 SqFt				

Network:	LakeCounty				Name:	Lake (County					
Branch:	ASRUNUPLA	A	Name	: Sout	th Run-Up Ap	oron Lakeview	Use:	APRON	Area:		29,857 SqFt	
Section: 01		of	f 1	From:	Taxiway A			То:			Last Const.	: 6/4/2015
Surface: AC	C	Family:	2022_Cen _AC/AAC	tral_Cat3_Ap	ron Zone:	KLKV		Category:	M		Rank: P	
Area:	29,85	7 SqFt	Leng	gth:	276 Ft	1	Vidth:	53 Ft				
Slabs:		Slab Len	gth:	F	t Sla	ab Width:		Ft	J	Joint Length:		Ft
Shoulder:		Street Ty	pe:		Gı	rade: 0			1	Lanes: 0		
Section Comn	nents:											
Work Date: 6	5/1/2015	W	ork Type: (Geotextile			C	Code: FB-TX		Is Major	M&R: False	
Work Date: 6	5/2/2015	W	ork Type: S	Subbase - Agg	gregate		C	Code: SB-AG		Is Major	M&R: False	
Work Date: 6	5/3/2015	W	ork Type:	Base Course -	Aggregate		C	Code: BA-AG		Is Major	M&R: False	
Work Date: 6	5/4/2015	W	ork Type:	New Construc	tion - AC		C	Code: NC-AC		Is Major	M&R: True	
Last Insp. Dat	te: 3/1/2022		To	talSamples:	6		Survey	ed: 3				
Conditions:	PCI: 91											
Inspection Co	mments:											
Sample Numb	oer: 01	Тур	e: R		Area:	5550.0	0 SqFt	PCI:	89			
Sample Comn	nents: Cro	eated by Ins	pection Sch	edule								
57 WEAT	HERING CR		L L		0 SqFt 0 Ft							
Sample Numb	per: 03	Тур	e: R		Area:	5168.0	0 SqFt	PCI:	94			
Sample Comn			pection Sch	edule			-					
57 WEAT	HERING		L	5168.0	0 SqFt							
Sample Numb	oer: 05	Тур	e: R		Area:	4063.0	0 SqFt	PCI:	92			
Sample Comn	nents: Cre	eated by Ins	pection Sch	edule								
48 L&T	CR HERING		L L		0 Ft 0 SqFt							

Network: LakeCounty		Name:	Lake County				
Branch: R17LA	Name:	Runway17/35 Lakevie	w Use	e: RUN	NWAY	Area:	530,000 SqFt
Section: 01	of 1 Fr	om: Runway 17 End		7	Γο: Runway	y 35 End	Last Const.: 6/4/2015
Surface: AC Family	y: 2022_Central_C AC/AAC	at3_RW_ Zone: I	KLKV	(Category: M		Rank: P
Area: 530,000 SqFt	Length:	5,300 Ft	Width:		100 Ft		
Slabs: Slab	Length:	Ft Slab W	idth:	F	₹t	Joint Length:	: Ft
Shoulder: Stree	et Type:	Grade:	: 0			Lanes: 0	
Section Comments:							
Work Date: 9/1/1993	Work Type: Subbas	se - Aggregate		Code:	SB-AG	Is Major	M&R: False
Work Date: 9/2/1993	Work Type: Base C	Course - Aggregate		Code:	BA-AG	Is Major	M&R: False
Work Date: 9/3/1993	Work Type: Base C	Course - Stabilized (Layer	Construct)	Code:	BA-ST	Is Major	M&R: False
Work Date: 9/4/1993	Work Type: New C	Construction - AC		Code:	NC-AC	Is Major	M&R: True
Work Date: 9/1/1998	Work Type: Surface	e Treatment - Slurry Seal		Code:	ST-SS	Is Major	M&R: False
Work Date: 9/1/2001	Work Type: Crack	Sealing - AC		Code:	CS-AC	Is Major	M&R: False
Work Date: 9/1/2006	Work Type: Crack	Sealing - AC		Code:	CS-AC	Is Major	M&R: False
Work Date: 9/2/2006	Work Type: Surface	e Treatment - Slurry Seal		Code:	ST-SS	Is Major	M&R: False
Work Date: 6/1/2011	Work Type: Crack	Sealing - AC		Code:	CS-AC	Is Major	M&R: False
Work Date: 6/1/2015	Work Type: Cold M	Milling		Code:	MI-CO	Is Major	M&R: False
Work Date: 6/2/2015	Work Type: Subbas	se - Pulverized AC		Code:	SU-PA	Is Major	M&R: False
Work Date: 6/3/2015	Work Type: Base C	Course - Aggregate		Code:	BA-AG	Is Major	M&R: False
Work Date: 6/4/2015	Work Type: Compl	ete Reconstruction - AC		Code:	CR-AC	Is Major	M&R: True
Last Insp. Date: 3/1/2022	TotalSar	mples: 106	Surv	eyed: 6			
Conditions: PCI: 84							
Inspection Comments:							
Sample Number: 01	Type: R	Area:	5000.00 SqFt		PCI: 7	6	
Sample Comments: Created by	Inspection Schedule						
48 L & T CR	M	36.00 Ft					
48 L & T CR	M	59.00 Ft					
57 WEATHERING 48 L & T CR	L L	5000.00 SqFt 42.00 Ft					
			5000 00 C E		DOL 0	.4	
	Type: R Inspection Schedule	Area:	5000.00 SqFt		PCI: 8	4	
48 L & T CR	M	50.00 Ft					
57 WEATHERING	L	5000.00 SqFt	5000 00 = 		B. C		
	Type: R	Area:	5000.00 SqFt		PCI: 8	1	
	Inspection Schedule						
57 WEATHERING	L	5000.00 SqFt					
48 L & T CR	L	13.00 Ft					
48 L & T CR 48 L & T CR	L M	10.00 Ft 14.00 Ft					
48 L&TCR	M M	14.00 Ft 40.00 Ft					
	Type: R	Area:	5000.00 SqFt		PCI: 7	9	
	Inspection Schedule	AI Ca.	Jood.oo sqrt		101. /	,	
48 L & T CR	M	98.00 Ft					
57 WEATHERING	L	5000.00 SqFt					

Sam	ple Number: 64	Type:	R	Area:	5000.00 SqFt	PCI: 91
Sam	ple Comments:	Created by Inspectio	n Schedu	ıle		
48	L & T CR	I	,	7.00 Ft		
57	WEATHERING	I		5000.00 SqFt		
Sam	ple Number: 85	Type:	R	Area:	5000.00 SqFt	PCI: 90
Sam	ple Comments:	Created by Inspectio	n Schedu	ıle		
48	L & T CR	I	,	26.00 Ft		
57	WEATHERING	I		5000.00 SqFt		

	LakeCou	inty			Name:	Lake	County						
Branch:	T02LA		Nam	e: Taxiwa	ay 02 Lakevi	iew	Use:	TAXIW	AY	Area:	8,293	3 SqFt	
Section:	01	0	f 1	From:	Taxiway A			To:	Apron 01		Last	t Const.:	9/1/1987
Surface:	AC	Family:	2022_Cer ay_AC/A	ntral_Cat3_Taxiv AC	v Zone:	KLKV		Cate	gory: M		Ran	ık: S	
Area:		8,293 SqFt	Len	igth:	330 Ft		Width:		25 Ft				
Slabs:		Slab Len	igth:	Ft	Slal	b Width:		Ft		Joint Le	ength:	F	t
Shoulder:		Street T	ype:		Gra	nde: 0				Lanes:	0		
Section Cor	mments:												
Work Date:	: 9/1/1987	W	ork Type:	New Construction	on - AC		(Code: NC-	AC	Is M	Iajor M&R:	True	
Work Date:	: 9/1/2006	W	ork Type:	Crack Sealing -	AC		(Code: CS-	AC	Is M	Iajor M&R:	False	
Work Date:	: 9/2/2006	W	ork Type:	Surface Treatme	nt - Slurry S	eal	(Code: ST-	SS	Is N	Iajor M&R:	False	
Work Date:	: 6/1/2011	W	ork Type:	Crack Sealing -	AC		(Code: CS-	AC	Is N	Iajor M&R:	False	
Work Date:	: 9/1/2017	W	ork Type:	Crack Sealing -	AC		(Code: CS-	AC	Is N	Iajor M&R:	False	
Last Insp. I	Date: 3/1/2	2022	т	otalSamples:	2		C	1 0					
	D. 1. 2	2022	1	otaisampies.	4		Survey	ed: 2					
		18		otaisampies.	<i></i>		Survey	ed: 2					
Conditions:		18	1	otaisampies.	2		Survey	ed: 2					
Conditions: Inspection (: PCI: Comments:	18			rea:	3792	00 SqFt		PCI: 22				
Conditions: Inspection (Sample Nu	: PCI: Comments: mber: 01	18	pe: R	. A		3792			PCI: 22				
Conditions: Inspection (Sample Nur Sample Cor	: PCI: Comments: mber: 01	18	pe: R	. A	Area:	3792			PCI: 22				
Conditions: Inspection (Sample Nur Sample Cor 43 BLO	: PCI: Comments: mber: 01 mments:	18	pe: R	. A	Area: SqFt	3792			PCI: 22				
Conditions: Inspection (Sample Nur Sample Cor 43 BLC 43 BLC 41 ALL	: PCI: Comments: mber: 01 mments: OCK CR OCK CR LIGATOR C	Tyj Created by Ins	pe: R spection Scl	nedule 1500.00 792.00 300.00	SqFt SqFt SqFt SqFt	3792			PCI: 22				
Conditions: Inspection (Sample Nur Sample Cor 43 BLC 43 BLC 41 ALL 43 BLC	: PCI: Comments: mber: 01 mments: OCK CR OCK CR LIGATOR C OCK CR	Tyj Created by Ins	pe: R spection Scl M M M M	nedule 1500.00 792.00 300.00 1200.00	SqFt SqFt SqFt SqFt SqFt	3792			PCI: 22				
Conditions: Inspection (Sample Nur Sample Cor 43 BLC 43 BLC 41 ALL 43 BLC	: PCI: Comments: mber: 01 mments: OCK CR OCK CR LIGATOR C	Tyj Created by Ins	pe: R spection Scl M M M	nedule 1500.00 792.00 300.00	SqFt SqFt SqFt SqFt SqFt	3792			PCI: 22				
Conditions: Inspection (Sample Nur Sample Cor 43 BLC 43 BLC 41 ALL 43 BLC 52 RAV	: PCI: Comments: mber: 01 mments: DCK CR DCK CR LIGATOR C DCK CR VELING	Tyj Created by Ins	pe: R spection Scl M M M M L	1500.00 792.00 300.00 1200.00 3792.00	SqFt SqFt SqFt SqFt SqFt				PCI: 22				
Conditions: Inspection (Sample Num Sample Con 43 BLC 43 BLC 41 ALL 43 BLC 52 RAV Sample Num	: PCI: Comments: mber: 01 mments: OCK CR OCK CR LIGATOR COCK CR VELING mber: 02	Typ Created by Ins	pe: R spection Scl M M M M L	1500.00 792.00 300.00 1200.00 3792.00	SqFt SqFt SqFt SqFt SqFt SqFt		.00 SqFt						
Conditions: Inspection (Sample Num Sample Con 43 BLC 43 BLC 41 ALL 43 BLC 52 RAV Sample Num Sample Con	mber: 01 mments: OCK CR OCK CR LIGATOR COCK CR VELING mber: 02 mments:	Tyj Created by Ins R	pe: R spection Scl M M M M L	1500.00 792.00 300.00 1200.00 3792.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt		.00 SqFt						
Conditions: Inspection (Sample Num Sample Con 43 BLC 43 BLC 41 ALL 43 BLC 52 RAV Sample Num Sample Con 52 RAV	: PCI: Comments: mber: 01 mments: OCK CR OCK CR LIGATOR COCK CR VELING mber: 02	Tyj Created by Ins R	pe: R spection Sch M M M M L pe: R	1500.00 792.00 300.00 1200.00 3792.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt		.00 SqFt						
Conditions: Inspection (Sample Nur Sample Cor 43 BLC 43 BLC 41 ALL 43 BLC 52 RAV Sample Nur Sample Cor 52 RAV 43 BLC	: PCI: Comments: mber: 01 mments: OCK CR OCK CR LIGATOR COCK CR VELING mber: 02 mments:	Tyj Created by Ins R Tyj Created by Ins	pe: R spection Scl M M M L pe: R spection Scl	1500.00 792.00 300.00 1200.00 3792.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt Area:		.00 SqFt						
Conditions: Inspection (Sample Nur Sample Cor 43 BLC 43 BLC 41 ALL 43 BLC 52 RAV Sample Nur 52 RAV 43 BLC 41 ALL 43 BLC 41 ALL	: PCI: Comments: mber: 01 mments: OCK CR OCK CR LIGATOR COCK CR VELING mber: 02 mments: VELING OCK CR	Tyj Created by Ins R Tyj Created by Ins	pe: R spection Scl M M M L pe: R spection Scl L M	1500.00 792.00 300.00 1200.00 3792.00 Anedule 4000.00 4174.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt		.00 SqFt						

Network: LakeCounty		Name:	Lake County		
Branch: T03LA	Name:	Taxiway 03 Lakeview	Use: T	AXIWAY Are	ea: 13,939 SqFt
Section: 01 Surface: AC		rom: Taxiway A at3_Taxiw Zone: K	KLKV	To: Apron 02 Category: M	Last Const.: 7/1/2019 Rank: P
Area: 13,9	39 SqFt Length:	300 Ft	Width:	45 Ft	
Slabs:	Slab Length:	Ft Slab W	idth:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade:	0		Lanes: 0
Section Comments:					
Work Date: 9/1/1943	Work Type: Base (Course - Aggregate	Code	: BA-AG	Is Major M&R: False
Work Date: 9/2/1943	Work Type: New O	Construction - AC	Code	: NC-AC	Is Major M&R: True
Work Date: 9/1/1968	Work Type: Base (Course - Aggregate	Code	: BA-AG	Is Major M&R: False
Work Date: 9/2/1968	Work Type: Overl	y - AC Thin	Code	: OL-AT	Is Major M&R: True
Work Date: 9/1/1974	Work Type: Overl	y - AC Thin	Code	: OL-AT	Is Major M&R: True
Work Date: 6/1/1996	Work Type: New O	Construction - Initial	Code	: NU-IN	Is Major M&R: True
Work Date: 9/1/1996	Work Type: Crack	Sealing - AC	Code	: CS-AC	Is Major M&R: False
Work Date: 9/2/1996	Work Type: Surface	e Treatment - Seal Coat (C	Global MR) Code	: ST-SC	Is Major M&R: False
Work Date: 9/1/2007	Work Type: Overl	y - Thin	Code	: OL-ACTH	Is Major M&R: True
Work Date: 9/1/2014	Work Type: Crack	Sealing - AC	Code	: CS-AC	Is Major M&R: False
Work Date: 9/1/2017	Work Type: Crack	Sealing - AC	Code	: CS-AC	Is Major M&R: False
Work Date: 7/1/2019	Work Type: Comp	lete Reconstruction - AC	Code	: CR-AC	Is Major M&R: True
Last Insp. Date: 3/1/2022	2 TotalSa	mples: 3	Surveyed:	2	
Conditions: PCI: 100	0				
Inspection Comments:					
Sample Number: 01	Type: R	Area:	4535.00 SqFt	PCI: 100	
Sample Comments: Cr	reated by Inspection Schedule				
<no distress=""></no>					
Sample Number: 03	Type: R	Area:	4725.00 SqFt	PCI: 100	

Sample Comments:

<No Distress>

Network: LakeCounty		Name: I	Lake County		
Branch: T04LA	Name:	Taxiway 04 Lakeview	Use: T	TAXIWAY A	rea: 8,534 SqFt
Section: 01	of 1 Fron	Taxiway A		To: Apron 02	Last Const.: 7/1/2019
Surface: AC F	family: 2022_Central_Cat3 ay_AC/AAC	_Taxiw Zone: KLl	ΚV	Category: M	Rank: P
Area: 8,534 S	SqFt Length:	185 Ft	Width:	45 Ft	
Slabs:	Slab Length:	Ft Slab Widt	th:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade:	0		Lanes: 0
Section Comments:					
Work Date: 9/1/1943	Work Type: Base Cou	rse - Aggregate	Code	: BA-AG	Is Major M&R: False
Work Date: 9/2/1943	Work Type: New Con	struction - AC	Code	: NC-AC	Is Major M&R: True
Work Date: 9/1/1968	Work Type: Base Cou	rse - Aggregate	Code	: BA-AG	Is Major M&R: False
Work Date: 9/2/1968	Work Type: New Con	struction - AC	Code	: NC-AC	Is Major M&R: True
Work Date: 9/1/1974	Work Type: Overlay -	AC Thin	Code	: OL-AT	Is Major M&R: True
Work Date: 6/1/1996	Work Type: New Con	struction - Initial	Code	: NU-IN	Is Major M&R: True
Work Date: 9/1/1996	Work Type: Crack Sea	aling - AC	Code	: CS-AC	Is Major M&R: False
Work Date: 9/2/1996	Work Type: Surface T	reatment - Seal Coat (Glo	bal MR) Code	: ST-SC	Is Major M&R: False
Work Date: 7/1/2019	Work Type: Complete	Reconstruction - AC	Code	: CR-AC	Is Major M&R: True
Last Insp. Date: 3/1/2022	TotalSamp	les: 2	Surveyed:	2	
Conditions: PCI: 100					
Inspection Comments:					
Sample Number: 01	Type: R	Area: 5	5725.00 SqFt	PCI: 100	
Sample Comments: Create	ed by Inspection Schedule				
<no distress=""></no>					
Sample Number: 02	Type: R	Area: 2	2800.00 SqFt	PCI: 100	

<No Distress>

Sample Comments:

Created by Inspection Schedule

Netwo	rk: LakeCount	у	Name:	Lake C	County			
Branc	h: TALA	Name:	Taxiway A Lake	view	Use:	TAXIWAY	Area: 176,770 SqFt	
Section	n: 02	of 3	From: TALA-01			To: TALA-03	3 Last Const.: 9/3/19	993
Surfac	ee: AC	Family: 2022_Central_ay_AC/AAC	Cat3_Taxiw Zone:	KLKV		Category: M	Rank: P	
Area:		,735 SqFt Length:	2,748 Ft		Vidth:	50 Ft		
Slabs:		Slab Length:		lab Width:		Ft	Joint Length: Ft	
Should	ler: n Comments:	Street Type:	G	Grade: 0			Lanes: 0	
		W LT D				I DA AC	AM: MOD EI	
Work	Date: 9/1/1943		Course - Aggregate			ode: BA-AG	Is Major M&R: False	
Work	Date: 9/2/1943	Work Type: New	Construction - AC		Со	ode: NC-AC	Is Major M&R: True	
Work	Date: 9/1/1968	Work Type: Base	Course - Aggregate		Со	ode: BA-AG	Is Major M&R: False	
Work	Date: 9/2/1968	Work Type: New	Construction - AC		Co	ode: NC-AC	Is Major M&R: True	
Work	Date: 9/1/1974	Work Type: Ove	rlay - AC Thin		Со	ode: OL-AT	Is Major M&R: True	
Work	Date: 9/1/1993	Work Type: Subl	pase - Aggregate		Со	ode: SB-AG	Is Major M&R: False	
Work	Date: 9/2/1993	Work Type: Base	Course - Stabilized (l	Layer Construc	t) Co	ode: BA-ST	Is Major M&R: False	
Work	Date: 9/3/1993	Work Type: New	Construction - AC		Со	ode: NC-AC	Is Major M&R: True	
Work	Date: 9/1/1998	Work Type: Surf	ace Treatment - Slurry	Seal	Со	ode: ST-SS	Is Major M&R: False	
Work	Date: 9/1/2001	Work Type: Crac	k Sealing - AC		Со	ode: CS-AC	Is Major M&R: False	
Work	Date: 9/1/2006	Work Type: Crac	k Sealing - AC		Со	ode: CS-AC	Is Major M&R: False	
Work	Date: 9/2/2006	Work Type: Surf	ace Treatment - Slurry	Seal	Со	ode: ST-SS	Is Major M&R: False	
Work	Date: 6/1/2011	Work Type: Crac	k Sealing - AC		Со	ode: CS-AC	Is Major M&R: False	
Work	Date: 9/1/2014	Work Type: Crac	k Sealing - AC		Со	ode: CS-AC	Is Major M&R: False	
Work	Date: 9/1/2017	Work Type: Crac	k Sealing - AC		Со	ode: CS-AC	Is Major M&R: False	
	nsp. Date: 3/1/20	22 TotalS	Samples: 28		Surveyed	l: 6		
Condi		3						
	tion Comments:							
-	e Number: 01	Type: A	Area:	4254.0	0 SqFt	PCI : 29		
•		Created by Inspection Schedul						
41 43	ALLIGATOR CR BLOCK CR	M M	200.00 SqFt 4054.00 SqFt					
57	WEATHERING	L	4254.00 SqFt					
Sampl	e Number: 02	Type: R	Area:	5000.0	0 SqFt	PCI: 42		
Sampl	e Comments:							
57 43	WEATHERING BLOCK CR	L M	5000.00 SqFt 5000.00 SqFt					
	e Number: 06	Type: R	Area:	5000.0	0 SqFt	PCI: 42		
_		Created by Inspection Schedul		2000.0	<u>-</u> - <u>-</u> - <u>-</u> <u>-</u>	1 01. 12		
43	BLOCK CR	М	5000.00 SqFt					
57	WEATHERING	Type: R	5000.00 SqFt Area:	5000.0	O SaE+	PCI: 42		
_	e Number: 10 e Comments:	Type: R Created by Inspection Schedul		3000.0	o syri	FCI: 42		
57	WEATHERING	L	5000.00 SqFt					
43	BLOCK CR	M	5000.00 SqFt					

Sam	ple Number: 18	Type:	R	Area:	5000.00 SqFt	PCI: 42
Sam	ple Comments:	reated by Inspection	n Schedi	ıle		
57	WEATHERING]		5000.00 SqFt		
43	BLOCK CR]	M	5000.00 SqFt		
Sam	ple Number: 24	Type:	R	Area:	5000.00 SqFt	PCI: 49
Sam	ple Comments:	reated by Inspection	n Schedi	ıle		
57	WEATHERING]		5000.00 SqFt		
43	BLOCK CR]		2500.00 SqFt		
43	BLOCK CR	1	M	2500.00 SqFt		

Network:	LakeCo	unty			Name:	Lake	County						
Branch:	TALA		Name:	Taxiwa	y A Lakeview	V	Use:	TA	XIWAY	A	Area:	176,770 SqFt	
Section: (03	(of 3	From: T	ALA-02				To: Ta	xiway B		Last Const.	9/3/1985
Surface: A	AC	Family:	2022_Centra ay_AC/AAC	al_Cat3_Taxiw	Zone:	KLKV			Category	: M		Rank: P	
Area:		29,092 SqFt	Lengt	h:	528 Ft	,	Width:		50	Ft			
Slabs:		Slab Le	ngth:	Ft	Slab V	Width:			Ft		Joint Lengt	t h: 1	₹t
Shoulder:		Street T	Гуре:		Grade	e: 0					Lanes:	0	
Section Con	nments:												
Work Date:	: 9/1/1985	V	Vork Type: Su	ıbbase - Aggreg	gate		1	Code:	SB-AG		Is Majo	or M&R: False	
Work Date:	: 9/2/1985	V	Vork Type: Ba	ise Course - Sta	bilized (Laye	er Constru	ct)	Code:	BA-ST		Is Majo	or M&R: False	
Work Date:	9/3/1985	V	Vork Type: No	ew Construction	n - AC			Code:	NC-AC		Is Majo	or M&R: True	
Work Date:	9/1/1996	V	Vork Type: Su	rface Treatmen	t - Seal Coat	(Global M	MR)	Code:	ST-SC		Is Majo	or M&R: False	
Work Date:	9/1/2006	V	Vork Type: Ci	rack Sealing - A	ı.C			Code:	CS-AC		Is Majo	or M&R: False	
Work Date:	9/2/2006	V	Vork Type: Su	rface Treatmen	t - Slurry Sea	ıl	1	Code:	ST-SS		Is Majo	or M&R: False	
Work Date:	6/1/2011	V	Vork Type: C1	ack Sealing - A	ı.C			Code:	CS-AC		Is Majo	or M&R: False	
Work Date:	: 6/2/2011	V	Vork Type: C1	ack Seal - Wide	e Cracks		ı	Code:	CS-WD		Is Majo	or M&R: False	
Work Date:	9/1/2014	V	Vork Type: C1	ack Sealing - A	ı.C		ı	Code:	CS-AC		Is Majo	or M&R: False	
Work Date:	9/1/2017	V	Vork Type: C1	ack Sealing - A	.C		ı	Code:	CS-AC		Is Majo	or M&R: False	
Last Insp. D	Date: 3/1/	2022	Tota	alSamples: 6			Surve	yed: 3	3				
Conditions:	PCI:	52											
nspection (Comments	•											
Sample Nur	mber: 01	Ту	pe: R	Ai	rea:	5000.	00 SqFt		PC	[: 49			
Sample Cor	nments:	Created by In	spection Sched	ule									
57 WE <i>A</i>	ATHERING	ì	M	1250.00	SaFt								
	ATHERING		L	3750.00	•								
	CK CR		L	3750.00									
BLO	CK CR		M	1250.00	SqFt								
Sample Nur	mber: 03	Ту	pe: R	Aı	rea:	5000.	00 SqFt		PC	I: 53			
Sample Cor	nments:	Created by In	spection Sched	ule									
	ATHERING	ĵ	L	5000.00	-								
	CK CR		L	3750.00	-								
	CK CR		M	1250.00		5000	00 G E:						
Sample Nur Sample Cor		-	r pe: R spection Sched		rea:	5000.0	00 SqFt		PC.	I: 53			
_		Created by In	spection sched	uic									
	CK CR		L	3750.00									
	ATHERING	Ĵ	L	5000.00	-								
13 BLO	CK CR		M	1250.00	SqFt								

Network:	LakeCoun	ty			Name:	Lake	e County						
Branch:	TALA		Name:	Taxiwa	y A Lakeviev	v	Use	: TA	XIWAY	Area:	1	76,770 SqFt	
Section:	01	of	3	From: R	tunway 35 E	nd			To: TAL	A-02		Last Const.:	6/3/2015
Surface:	AC	Family:	2022_Central ay_AC/AAC	_Cat3_Taxiw	Zone:	KLKV			Category:	M		Rank: P	
Area:	13	3,943 SqFt	Length	:	158 Ft		Width:		50 F	t			
Slabs:		Slab Len	gth:	Ft	Slab	Width:			Ft	J	oint Length:	F	t
Shoulder:		Street Ty	pe:		Grad	le: 0				I	Lanes: 0		
Section Cor	mments:												
Work Date	: 6/1/1993	Wo	ork Type: Bas	e Course - Ag	gregate			Code:	BA-AG		Is Major I	M&R: False	
Work Date	: 6/1/2015	Wo	ork Type: Sub	base - Pulveri	zed AC			Code:	SU-PA		Is Major I	M&R: False	
Work Date	: 6/2/2015	Wo	ork Type: Bas	e Course - Ag	gregate			Code:	BA-AG		Is Major I	M&R: False	
Work Date	: 6/3/2015	Wo	ork Type: Cor	nplete Recons	truction - AC	2		Code:	CR-AC		Is Major l	M&R: True	
Last Insp. I	Date: 3/1/20	22	Total	Samples: 3			Surve	yed: 2	2				
Conditions	: PCI : 9	94											
Inspection (Comments:												
Sample Nu	mber: 01	Тур	e: R	Aı	rea:	6141	.00 SqFt		PCI:	94			
Sample Co	mments:	Created by Insp	pection Schedu	le									
57 WE	ATHERING		L	6141.00	SqFt								
Sample Nu	mber: 02	Тур	e: R	Aı	rea:	4165	5.00 SqFt		PCI:	94			
Sample Co	mments:	Created by Insp	pection Schedu	le									
57 WE	ATHERING		L	4165.00	SqFt								

Network: LakeCounty	Name: Lake County		
Branch: TBLA Name:	Taxiway B Lakeview Us	se: TAXIWAY Are	ea: 388,857 SqFt
Section: 03x of 5	From: TBLA-02	To: TBLA-04	Last Const.: 6/1/1996
Surface: AC Family: 2022_Central ay AC/AAC	_Cat3_Taxiw Zone: KLKV	Category: M	Rank: P
Area: 180,741 SqFt Length:	4,525 Ft Width:	40 Ft	
Slabs: Slab Length:	Ft Slab Width:	Ft	Joint Length: Ft
Shoulder: Street Type:	Grade: 0		Lanes: 0
Section Comments:			
Work Date: 9/1/1985 Work Type: Subl	pase - Aggregate	Code: SB-AG	Is Major M&R: False
Work Date: 9/2/1985 Work Type: Base	e Course - Stabilized (Layer Construct)	Code: BA-ST	Is Major M&R: False
Work Date: 9/3/1985 Work Type: New	Construction - AC	Code: NC-AC	Is Major M&R: True
Work Date: 6/1/1996 Work Type: New	Construction - Initial	Code: NU-IN	Is Major M&R: True
Work Date: 9/1/1996 Work Type: Surf	ace Treatment - Seal Coat (Global MR)	Code: ST-SC	Is Major M&R: False
Work Date: 9/1/2006 Work Type: Crac	k Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 9/2/2006 Work Type: Surf	ace Treatment - Slurry Seal	Code: ST-SS	Is Major M&R: False
Work Date: 6/1/2011 Work Type: Crac	k Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 6/2/2011 Work Type: Crac	k Seal - Wide Cracks	Code: CS-WD	Is Major M&R: False
Work Date: 9/1/2014 Work Type: Crac	k Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 9/1/2017 Work Type: Crac	k Sealing - AC	Code: CS-AC	Is Major M&R: False
Last Insp. Date: 3/1/2022 TotalS	Samples: 31 Surv	veyed: 7	
Conditions: PCI: 59			
Inspection Comments:			
Sample Number: 01 Type: R	Area: 4350.00 SqFt	PCI: 94	
Sample Comments: Created by Inspection Schedul			
57 WEATHERING L	4350.00 SqFt		
Sample Number: 02 Type: R	Area: 6000.00 SqFt	PCI: 62	
Sample Comments:	111000		
-	202 00 E4		
48 L & T CR L 43 BLOCK CR L	382.00 Ft 3000.00 SqFt		
57 WEATHERING L	6000.00 SqFt		
Sample Number: 07 Type: R	Area: 6000.00 SqFt	PCI: 59	
Sample Comments: Created by Inspection Schedul	e		
57 WEATHERING L	6000.00 SqFt		
43 BLOCK CR L	6000.00 SqFt		
Sample Number: 13 Type: R	Area: 6000.00 SqFt	PCI: 56	
Sample Comments: Created by Inspection Schedul	е		
57 WEATHERING L	6000.00 SqFt		
43 BLOCK CR L 43 BLOCK CR M	5250.00 SqFt		
	750.00 SqFt 6000.00 SqFt	DCI, 56	
•	Area: 6000.00 SqFt	PCI: 56	
Sample Comments: Created by Inspection Schedul	e		
43 BLOCK CR L	5250.00 SqFt		
43 BLOCK CR M	750.00 SqFt		
		PCI: 50	

48	L & T CR	L	60.00 Ft			
57	WEATHERING	M	600.00 SqFt			
43	BLOCK CR	L	3450.00 SqFt			
57	WEATHERING	L	5400.00 SqFt			
43	BLOCK CR	M	750.00 SqFt			
Sam	ple Number: 31	Type: R	Area:	4000.00 SqFt	PCI: 39	
Sam	ple Comments: Create	ed by Inspection Schedu	ıle			
Sam	ple Comments: Create BLOCK CR	ed by Inspection Schedu M	3000.00 SqFt			
	•	, ,				
43	BLOCK CR	M	3000.00 SqFt			
43 52	BLOCK CR RAVELING	M M	3000.00 SqFt 1000.00 SqFt			

Network: LakeCo	unty		Ī	Name:	Lake County						
Branch: TBLA		Name:	Taxiway E	Lakeview	Use	: TA	XIWAY	Ar	rea: 388	,857 SqFt	
Section: 01	of	f 5	From: Run	way 17 End			To: TBI	LA-02		Last Const.:	6/3/2015
Surface: AC	Family:	2022_Centra ay_AC/AAC	al_Cat3_Taxiw Z	Zone: KL	KV		Category	M		Rank: P	
Area:	16,002 SqFt	Lengtl	h: 19	3 Ft	Width:		80 1	₹t			
Slabs:	Slab Len	gth:	Ft	Slab Wid	th:		Ft		Joint Length:	F	t
Shoulder:	Street Ty	vpe:		Grade:	0				Lanes: 0		
Section Comments:											
Work Date: 9/1/1985	Wo	ork Type: Su	bbase - Aggregate	;		Code:	SB-AG		Is Major Ma	&R: False	
Work Date: 9/2/1985	Wo	ork Type: Ba	se Course - Stabil	ized (Layer Co	nstruct)	Code:	BA-ST		Is Major Ma	&R: False	
Work Date: 9/1/1993	We	ork Type: Ov	verlay - AC Thin			Code:	OL-AT		Is Major Ma	&R: True	
Work Date: 6/1/2015	We	ork Type: Su	bbase - Pulverize	l AC		Code:	SU-PA		Is Major Ma	&R: False	
Work Date: 6/2/2015	Wo	ork Type: Ba	se Course - Aggre	egate		Code:	BA-AG		Is Major Ma	&R: False	
Work Date: 6/3/2015	Wo	ork Type: Co	omplete Reconstru	ction - AC		Code:	CR-AC		Is Major Ma	&R: True	
Work Date: 9/1/2017	Wo	ork Type: Cr	ack Sealing - AC			Code:	CS-AC		Is Major Ma	&R: False	
Last Insp. Date: 3/1	/2022	Tota	alSamples: 3		Surve	eyed: 3	3				
Conditions: PCI:	86										
Inspection Comments	:										
Sample Number: 01	Тур	e: R	Area	: 3	3870.00 SqFt		PCI:	84			
Sample Comments:	Created by Insp	pection Sched	ule								
57 WEATHERING	3	L	3870.00 Sq	Ft							
48 L & T CR		M	36.00 Ft								
Sample Number: 02	Тур	e: R	Area	:	1710.00 SqFt		PCI:	75			
Sample Comments:	Created by Insp	pection Sched	ule								
57 WEATHERING	J	M	4710.00 Sq	Ft							
48 L & T CR		M	48.00 Ft								
Sample Number: 03	Тур	e: R	Area	: 7	7422.00 SqFt		PCI:	94			

L 7422.00 SqFt

WEATHERING

Network:	LakeCou	ınty				Namo	e:	Lake	County								
Branch:	TBLA			Name:	Taxi	way B Lak	eview		Use	: TA	XIW	AY	Area	:	38	88,857 SqFt	
Section:	04		of 5		From:	TBLA-0	3				To:	Taxiway	A			Last Const.	: 9/1/1943
Surface:	AC	Family		22_Central AC/AAC		xiw Zone	: KL	KV			Categ	gory: M				Rank: P	
Area:		7,000 SqFt		Length	:	175 Ft			Width:			40 Ft					
Slabs:		Slab I	Length:		F	t	Slab Wid	th:			Ft			Joint Lei	ngth:]	Ft
Shoulder:		Street	Type:				Grade:	0						Lanes:	0		
Section Co	mments:																
Work Date	e: 9/1/1943		Work 7	Гуре: Nev	w Construc	tion - AC				Code:	NC-	AC		Is M	ajor N	1&R: True	
Work Date	e: 9/1/1996		Work 7	Гуре: Sur	face Treati	nent - Seal	Coat (Glo	bal N	MR)	Code:	ST-S	SC		Is M	ajor N	1&R: False	
Work Date	e: 9/1/2006		Work 7	Гуре: Cra	ck Sealing	- AC				Code:	CS-A	AC		Is M	ajor N	1&R: False	
Work Date	e: 9/2/2006		Work 7	Гуре: Sur	face Treati	nent - Sluri	y Seal			Code:	ST-S	SS		Is M	ajor N	1&R: False	
Work Date	e: 6/1/2011		Work 7	Гуре: Cra	ck Sealing	- AC				Code:	CS-A	AC		Is M	ajor N	1&R: False	
Work Date	e: 6/2/2011		Work 7	Гуре: Cra	ck Seal - V	Vide Crack	S			Code:	CS-V	WD		Is M	ajor N	1&R: False	
Work Date	e: 9/1/2014		Work 7	Гуре: Cra	ck Sealing	- AC				Code:	CS-A	AC		Is M	ajor N	1&R: False	
Work Date	e: 9/1/2017		Work 7	Гуре: Cra	ck Sealing	- AC				Code:	CS-A	AC		Is M	ajor N	1&R: False	
Last Insp.	Date: 3/1/2	2022		Total	Samples:	1			Surv	eyed:	1						
Conditions	s: PCI:	59															
Inspection	Comments:																
Sample Nu	ımber: 01	7	Гуре:	R		Area:	•	7000	.00 SqFt		:	PCI: 59)				
Sample Co	omments:	Created by	Inspecti	on Schedu	ıle												
	EATHERING OCK CR	÷		M L		0 SqFt 0 SqFt											

Network:	LakeCou	nty			Name:	Lake	County						
Branch:	TBLA		Name:	Taxiwa	y B Lakeview		Use:	TAXI	WAY	Area:	388,85	7 SqFt	
Section: 02	2		of 5	From: T	BLA-01			То	: TBLA-03		Las	st Const.:	6/3/2015
Surface: A	С	Family:	2022_Central ay_AC/AAC	_Cat3_Taxiw	Zone:	KLKV		Ca	tegory: M		Ra	nk: P	
Area:		4,373 SqFt	Length:		105 Ft		Width:		40 Ft				
Slabs:		Slab Le	ngth:	Ft	Slab V	Vidth:		Ft		Joint Le	ngth:	F	t
Shoulder:		Street T	Гуре:		Grade	e: 0				Lanes:	0		
Section Com	ments:												
Work Date:	9/1/1985	V	Vork Type: Sub	base - Aggreg	gate		C	ode: SI	B-AG	Is M	lajor M&R	: False	
Work Date:	9/2/1985	v	Vork Type: Bas	e Course - Sta	bilized (Laye	r Constru	ct) C	ode: B	A-ST	Is M	Iajor M&R	: False	
Work Date:	9/1/1993	v	Vork Type: Ove	erlay - AC Thi	n		C	ode: O	L-AT	Is M	Iajor M&R	: True	
Work Date:	6/1/2015	v	Vork Type: Sub	base - Pulveri	zed AC		C	ode: SU	U-PA	Is M	Iajor M&R	: False	
Work Date:	6/2/2015	V	Vork Type: Bas	e Course - Ag	gregate		C	ode: B	A-AG	Is M	lajor M&R	: False	
Work Date:	6/3/2015	V	Vork Type: Con	nplete Recons	truction - AC		C	ode: C	R-AC	Is M	lajor M&R	: True	
Work Date:	9/1/2017	V	Vork Type: Cra	ck Sealing - A	ı.C		C	ode: C	S-AC	Is M	lajor M&R	: False	
Last Insp. Da	ate: 3/1/2	022	Total	Samples: 3	1		Surveye	e d: 1					
Conditions:	PCI:	94											
Inspection Co	omments:												
Sample Num	ber: 01	Tv	pe: R	A	rea:	4350.	00 SqFt		PCI: 94				

Sample Comments:

WEATHERING

57

Created by Inspection Schedule

L

4350.00 SqFt

Netwoi	r k: LakeCou	ntv			Nam	ρ· Ιο	ke County							
Branch		ıııy	Name:	Tavium	ay B Lal		Us	е• ТА	AXIWAY	Are	-a.	388,857	7 SaFt	
		of 5			TBLA-(. 17	To: TBL				•	. 6/1/1007
Section														.: 6/1/1996
Surfac		ay_	22_Central_0 _AC/AAC	Cat3_Taxiw	v Zone	e: KLK	V		Category:	M		Ran	ık: P	
Area:	18	30,741 SqFt	Length:	2	4,525 F	t	Width:		40 F	t				
Slabs:		Slab Length:		Ft		Slab Width	:		Ft		Joint Lengt	th:		Ft
Should	er:	Street Type:				Grade:	0				Lanes:	0		
Section	Comments:													
Work 1	Date: 9/1/1985	Work	Гуре: Subb	ase - Aggre	gate			Code:	SB-AG		Is Majo	or M&R:	False	
Work 1	Date: 9/2/1985	Work	Type: Base	Course - St	abilized	(Layer Cons	struct)	Code:	BA-ST		Is Majo	or M&R:	False	
Work	Date: 9/3/1985	Work	Гуре: New	Constructio	on - AC			Code:	NC-AC		Is Majo	or M&R:	True	
Work	Date: 6/1/1996	Work	Type: New	Constructio	n - Initi	al		Code:	NU-IN		Is Majo	or M&R:	True	
Work	Date: 9/1/1996	Work	Type: Surfa	ce Treatmen	nt - Seal	l Coat (Globa	ıl MR)	Code:	ST-SC		Is Majo	or M&R:	False	
Work 1	Date: 9/1/2006	Work	Гуре: Crack	Sealing - A	AC			Code:	CS-AC		Is Majo	or M&R:	False	
Work	Date: 9/2/2006	Work	Гуре: Surfa	ce Treatme	nt - Slur	ry Seal		Code:	ST-SS		Is Majo	or M&R:	False	
Work	Date: 6/1/2011	Work	Гуре: Cracl	Sealing - A	AC			Code:	CS-AC		Is Majo	or M&R:	False	
Work	Date: 6/2/2011	Work	Гуре: Crack	Seal - Wid	le Crack	is			CS-WD		Is Majo	or M&R:	False	
Work 1	Date: 9/1/2014	Work	Type: Crack	Sealing - A	AC			Code:	CS-AC		Is Majo	or M&R:	False	
Work 1	Date: 9/1/2017	Work	Type: Crack	Sealing - A	AC			Code:	CS-AC		Is Majo	or M&R:	False	
Last In	sp. Date: 3/1/2	022	TotalSa	amples: 3	31		Surv	eyed: (6					
Condit	ions: PCI:	55												
Inspec	tion Comments:													
Sample	e Number: 01	Type:	R	Α.	rea:	60	00.00 SqFt		PCI:	62				
_		Type.	K	A	uca.	00	00.00 Sqrt		101.	02				
Sample	e Comments:													
57	WEATHERING		L	6000.00										
43	BLOCK CR		L	3000.00	SqFt									
48	L & T CR		L	382.00	Ft									
Sample	e Number: 06	Type:	R	A	rea:	60	00.00 SqFt		PCI:	59				
Sample	e Comments:	Created by Inspecti	on Schedule											
-	DI OCIV CD		.	6000.00	G . E.									
	BLOCK CR WEATHERING		L L	6000.00 6000.00										
							00 00 G E		D.C.I.	7.0				
_	e Number: 12	Type:	R		rea:	600	00.00 SqFt		PCI:	56				
Sample	e Comments:	Created by Inspecti	on Schedule											
43	BLOCK CR		L	5250.00	SqFt									
43	BLOCK CR		M	750.00										
57	WEATHERING		L	6000.00	SqFt									
Sample	Number: 18	Type:	R	A	rea:	60	00.00 SqFt		PCI:	56				
_	e Comments:	Created by Inspecti												
	BLOCK CR		L	5250.00										
	WEATHERING		L	6000.00	-									
	BLOCK CR		M	750.00	SqFt									
Sample	e Number: 24	Type:	R	A	rea:	60	00.00 SqFt		PCI:	50				
_	e Comments:	Created by Inspecti												
	BLOCK CR		M	750.00	-									
	L & T CR		L	60.00										
	WEATHERING PLOCK CR		M	600.00	-									
	BLOCK CR WEATHERING		L L	3450.00 5400.00	-									
			L	J 4 UU.UU	SUFL									

Samp	le Number: 30	Type: R	Area	4000.00 SqFt	PCI:
Samp	le Comments:	Created by Inspection Schedule			
43	BLOCK CR	M	3000.00 Sq	't	
57	WEATHERING	L	2800.00 Sq	't	
57	WEATHERING	M	200.00 Sq	t	
52	RAVELING	M	1000.00 Sq	t	

Network:	LakeCounty				Name:	Lake	e County							
Branch:	TC1LA		Name:	Taxiway	C1 Lakevi	iew	Use	: TA	XIWA	7	Area:	2	20,002 SqFt	
Section:	02	of 2	Fı	rom: TC	1LA-01				To: T	C2LA			Last Const.:	6/4/2015
Surface:	AC		2_Central_C AC/AAC	Cat3_Taxiw	Zone:	KLKV			Catego	ry: M			Rank: S	
Area:	11,4	44 SqFt	Length:	2	00 Ft		Width:		5	5 Ft				
Slabs:		Slab Length:		Ft	Slab	Width:			Ft		Joint	Length:	F	t
Shoulder:		Street Type:			Gra	de: 0					Lane	s: 0		
Section Co	omments:													
Work Date	e: 6/1/2015	Work T	ype: Geote	xtile				Code:	FB-TX	<u> </u>	Is	s Major M	1&R: False	
Work Date	e: 6/2/2015	Work T	ype: Subba	se - Aggregat	e			Code:	SB-AG	j	Is	s Major N	1&R: False	
Work Date	e: 6/3/2015	Work T	ype: Base (Course - Aggi	egate			Code:	BA-A	3	Is	s Major N	1&R: False	
Work Date	e: 6/4/2015	Work T	ype: New C	Construction -	AC			Code:	NC-A	C	Is	s Major N	1&R: True	
Last Insp.	Date: 3/1/2022	2	TotalSa	mples: 2			Surve	yed: 2	2					
Conditions	s: PCI: 63													
Inspection	Comments:													
Sample Nu	umber: 01	Туре:	R	Are	a:	6025	5.00 SqFt		P	CI: 62				
Sample Co	omments: Ci	reated by Inspection	on Schedule											
57 WE	EATHERING]	L	6025.00 Sc	ιFt									
48 L &	t T CR]	M	16.00 Ft										
48 L &	Ł T CR]	Н	74.00 Ft										
48 L &	k T CR]	Н	90.00 Ft										
Sample Nu	umber: 02	Type:	R	Are	a:	5419	0.00 SqFt		P	CI: 65				
Sample Co	omments:													
48 L&	t T CR]	Н	138.00 Ft										
	EATHERING]	L	5419.00 Sc	ĮFt									

Network:	LakeCour	nty				Nam	ie:	Lake C	County							
Branch:	TC1LA			Name:	Taxiw	ay C1 L	akeview		Use	: TA	AXIWAY	1	Area:	20,0	002 SqFt	
Section:	01		of 2		From:	Runway	17 End				To: TC2			L	ast Const	6/4/2015
Surface:	AC	Family:		22_Centra _AC/AAC	al_Cat3_Taxi	w Zon e	e: K	LKV			Category:	M		R	ank: S	
Area:		8,558 SqFt		Length	ı:	150 F	t	V	Vidth:		55 F	t				
Slabs:		Slab L	ength:		Ft		Slab Wi	idth:			Ft		Joint Leng	gth:		Ft
Shoulder:		Street '	Туре:				Grade:	0					Lanes:	0		
Section Cor	mments:															
Work Date:	: 6/1/2015	•	Work '	Гуре: Ge	eotextile					Code:	FB-TX		Is Ma	jor M&	R: False	
Work Date:	: 6/2/2015	1	Work '	Type: Su	bbase - Aggr	egate				Code:	SB-AG		Is Ma	jor M&	R: False	
Work Date:	: 6/3/2015	•	Work '	Гуре: Ва	se Course - A	aggregate	e			Code:	BA-AG		Is Ma	jor M&	R: False	
Work Date:	: 6/4/2015	1	Work '	Гуре: Ne	w Constructi	on - AC				Code:	NC-AC		Is Ma	jor M&	R: True	
Last Insp. I	Date: 3/1/20)22		Tota	lSamples:	2			Surve	yed: 2	2					
Conditions:	: PCI:	78														
Inspection (Comments:															
Sample Nui	mber: 01	T	ype:	R	1	Area:		4523.0	0 SqFt		PCI:	66				
Sample Cor	mments:	Created by In	nspecti	on Sched	ule											
48 L&	T CR			M	5.00	Ft										
57 WE	ATHERING			L	4523.00	SqFt										
48 L &	T CR			Н	100.00	Ft										
Sample Nui	mber: 02	T	ype:	R	1	Area:		4035.0	0 SqFt		PCI:	91				
Sample Cor	mments:	Created by In	-	on Sched	ule				-							
48 L &	T CR			L	7.00	Ft										
57 WE	ATHERING			L	4035.00	SqFt										

Network: LakeCou	inty			Name:	Lake County						
Branch: TC2LA		Name:	Taxiway	C2 Lakeview	Us	e: TA	AXIWAY	Area:	10,	581 SqFt	
Section: 01	of 1	1 I	From: Ru	nway 17 End			To: TC1]	Last Const.:	6/4/2015
Surface: AC		022_Central_ y_AC/AAC	Cat3_Taxiw	Zone: K	ILKV		Category:	M	Ī	Rank: S	
Area:	10,581 SqFt	Length:	1	50 Ft	Width:		60 Ft				
Slabs:	Slab Length	ı:	Ft	Slab W	idth:		Ft	Joint	Length:	F	't
Shoulder:	Street Type	:		Grade:	0			Lane	s: 0		
Section Comments:											
Work Date: 6/1/2015	Work	Type: Geot	extile			Code:	FB-TX	I	s Major M&	R: False	
Work Date: 6/2/2015	Work	Type: Subb	ase - Aggregat	te		Code:	SB-AG	I	s Major M&	R: False	
Work Date: 6/3/2015	Work	Type: Base	Course - Aggr	regate		Code:	BA-AG	I	s Major M&	R: False	
Work Date: 6/4/2015	Work	Type: New	Construction -	- AC		Code:	NC-AC	I	s Major M&	R: True	
Last Insp. Date: 3/1/2	2022	TotalS	amples: 2		Surv	eyed:	2				
Conditions: PCI:	89										
Inspection Comments:											
Sample Number: 01	Type:	R	Are	a:	5081.00 SqFt		PCI:	94			
Sample Comments:	Created by Inspec	tion Schedule	;								
57 WEATHERING	•	L	5081.00 Se	_l Ft							
Sample Number: 02	Type:	R	Are	a:	5500.00 SqFt		PCI:	85			
Sample Comments:	Created by Inspec	tion Schedule	:								
57 WEATHERING	t	L	5500.00 So	_l Ft							
48 L & T CR		M	47.00 Ft	-							



APPENDIX F

Work History Report

Page 1 of 8

Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Network:	Lake Cour	nty Branch: A01LA	Apron	01 Lakevie	Section:	01 Surface:AC
L.C.D. 9/1/1	987 U:	se: APRON Rank: S L	ength: 270	.00 (Ft) Wie	dth: 140.0	0 (Ft) True Area: 27485.00090 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00		
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00		
9/1/2006	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00		Estimate date
9/1/1987	NC-AC	New Construction - AC	0.00	0.00		UNKNOWN, Cold Mix AC surface
	•	·				
Network:	Lake Cour	nty Branch: A02LA	Apron	02 Lakevie	Section:	01 Surface: AC
L.C.D. 7/1/2	019 U:	se: APRON Rank: P L	ength: 155	.00 (Ft) Wid	dth: 45.0	0 (Ft) True Area: 8609.000002 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2019	CR-AC	Complete Reconstruction - AC	43,045.00	0.00	V	missing construction history
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00		,
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00		
9/1/2007	OL- ACTH	Overlay - Thin	0.00	2.00		
9/3/1981	NC-AC	New Construction - AC	0.00	2.50		
9/2/1981	BA-ST	Base Course - Stabilized (Layer Construct)	0.00	3.00		Assume cold mix AC stabilized
9/1/1981	SB-AG	Subbase - Aggregate	0.00	2.00		
No. T. A. B.	Lalra Caux	D	A	00 T 1 '		02 S
Network:				02 Lakevie	Section:	
Network: L.C.D. 7/1/2	019 Us			.00 (Ft) Wi	dth: 180.0	0 (Ft) True Area: 45414.00001 (SqFt
L.C.D. 7/1/2	019 Us Work	se: APRON Rank: P L	ength: 300	.00 (Ft) Wie	dth: 180.0 Major	0 (Ft) True Area: 45414.00001 (SqFt
L.C.D. 7/1/2	019 Us Work Code	work Description	ength: 300	.00 (Ft) Wid Thickness (in)	dth: 180.0 Major M&R	0 (Ft) True Area: 45414.00001 (SqFt Comments
L.C.D. 7/1/2 Work Date 7/1/2019	Work Code CR-AC	work Description Complete Reconstruction - AC	Cost 227,070.00	Thickness (in)	Major M&R	0 (Ft) True Area: 45414.00001 (SqFt Comments
Work Date 7/1/2019 9/3/1981	Work Code CR-AC NC-AC	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer	Cost 227,070.00 0.00	7.00 (Ft) Wid Thickness (in) 0.00 2.50	Major M&R	0 (Ft) True Area: 45414.00001 (SqFt Comments missing construction history
Work Date 7/1/2019 9/3/1981 9/2/1981	Work Code CR-AC NC-AC BA-ST	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct)	Cost 227,070.00 0.00 0.00	0.00 (Ft) Wid Thickness (in) 0.00 2.50 3.00	Major M&R	0 (Ft) True Area: 45414.00001 (SqFt Comments missing construction history
Work Date 7/1/2019 9/3/1981 9/1/1981	Work Code CR-AC NC-AC BA-ST SB-AG	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate	Cost 227,070.00 0.00 0.00 0.00	0.00 (Ft) Wid Thickness (in) 0.00 2.50 3.00 2.00	Major M&R	0 (Ft) True Area: 45414.00001 (SqFt Comments missing construction history
Work Date 7/1/2019 9/3/1981 9/1/1981	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial	Cost 227,070.00 0.00 0.00 0.00 0.00	0.00 (Ft) Wid Thickness (in) 0.00 2.50 3.00 2.00	Major M&R	O (Ft) True Area: 45414.00001 (SqFt Comments missing construction history Assume cold mix AC stabilized
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network:	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Branch: A02LA	Cost 227,070.00 0.00 0.00 0.00 0.00 Apron	0.00 (Ft) Wind Thickness (in) 0.00 2.50 3.00 2.00 0.00 0.20 0.00	Major M&R	Comments missing construction history Assume cold mix AC stabilized
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network:	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Branch: A02LA	Cost 227,070.00 0.00 0.00 0.00 0.00 Apron	0.00 (Ft) Wind Thickness (in) 0.00 2.50 3.00 2.00 0.00 0.20 0.00	Major M&R	Comments missing construction history Assume cold mix AC stabilized Surface:AC
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network: L.C.D. 7/1/20	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN Lake Cour 019 Work	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Ty Branch: A02LA See: APRON Rank: P L	Cost 227,070.00 0.00 0.00 0.00 0.00 Apron ength: 175	0.00 (Ft) Wide Thickness (in)	Major M&R W Section: dth: 50.0	Comments missing construction history Assume cold mix AC stabilized Surface:AC 0 (Ft) True Area: 8645.000002 (SqFt
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network: L.C.D. 7/1/2 Work Date	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN Lake Cour 019 Work Code	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Ty Branch: A02LA See: APRON Rank: P L Work Description	Cost 300 Cost 227,070.00 0.00 0.00 0.00 0.00 Apron ength: 175 Cost	0.00 (Ft) Wide Thickness (in)	Major M&R W Section: dth: 50.0 Major M&R	Comments missing construction history Assume cold mix AC stabilized Surface:AC 0 (Ft) True Area: 8645.000002 (SqFt
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network: L.C.D. 7/1/2: Work Date 7/1/2019	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN Lake Cour 019 Work Code CR-AC	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Ty Branch: A02LA See: APRON Rank: P L Work Description Complete Reconstruction - AC	Cost 227,070.00 0.00 0.00 0.00 0.00 Apron ength: 175 Cost 43,225.00	0.00 (Ft) Wide Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Major M&R W Section: dth: 50.0 Major M&R	Comments missing construction history Assume cold mix AC stabilized Surface:AC 0 (Ft) True Area: 8645.000002 (SqFt
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network: L.C.D. 7/1/2 Work Date 7/1/2019 9/1/2014	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN Lake Cour 019 Work Code CR-AC CS-AC OL-	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Branch: A02LA See: APRON Rank: P L Work Description Complete Reconstruction - AC Crack Sealing - AC	Cost 227,070.00 0.00 0.00 0.00 0.00 Apron ength: 175 Cost 43,225.00 0.00	0.00 (Ft) Wide Thickness (in)	Major M&R W Section: dth: 50.0 Major M&R V	Comments missing construction history Assume cold mix AC stabilized Surface:AC 0 (Ft) True Area: 8645.000002 (SqFt
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network: L.C.D. 7/1/2 Work Date 7/1/2019 9/1/2014 9/1/2007	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN Lake Cour 019 Work Code CR-AC CS-AC OL- ACTH	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Ty Branch: A02LA See: APRON Rank: P L Work Description Complete Reconstruction - AC Crack Sealing - AC Overlay - Thin Surface Treatment - Seal Coat	Cost 227,070.00 0.00 0.00 0.00 Apron ength: 175 Cost 43,225.00 0.00 0.00	0.00 (Ft) Wide Thickness (in)	Major M&R W Section: dth: 50.0 Major M&R V	Comments missing construction history Assume cold mix AC stabilized Surface:AC 0 (Ft) True Area: 8645.000002 (SqFt
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network: L.C.D. 7/1/2 Work Date 7/1/2019 9/1/2014 9/1/2007 9/2/1996	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN Lake Cour 019 Work Code CR-AC CS-AC OL- ACTH ST-SC	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Branch: A02LA See: APRON Rank: P L Work Description Complete Reconstruction - AC Crack Sealing - AC Overlay - Thin Surface Treatment - Seal Coat (Global MR)	Cost 227,070.00 0.00 0.00 0.00 0.00 Apron ength: 175 Cost 43,225.00 0.00 0.00	0.00 (Ft) Wide Thickness (in) 0.00 2.50 3.00 0.00 0.00 0.00 0.00 0.00 0.00 0	Major M&R W Section: dth: 50.0 Major M&R V	Comments missing construction history Assume cold mix AC stabilized Surface:AC 0 (Ft) True Area: 8645.000002 (SqFt
Work Date 7/1/2019 9/3/1981 9/2/1981 9/1/1981 8/1/1981 Network: L.C.D. 7/1/2 Work Date 7/1/2019 9/1/2014 9/1/2007 9/2/1996 9/1/1996	Work Code CR-AC NC-AC BA-ST SB-AG NU-IN Lake Cour 019 Work Code CR-AC CS-AC OL- ACTH ST-SC CS-AC	Work Description Complete Reconstruction - AC New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate New Construction - Initial Branch: A02LA Branch: A02LA Branch: A02LA Branch: AC Coverlay - Thin Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC	Cost 227,070.00 0.00 0.00 0.00 Apron ength: 175 Cost 43,225.00 0.00 0.00 0.00	0.00 (Ft) Wide Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Major M&R W Section: dth: 50.0 Major M&R V	Comments missing construction history Assume cold mix AC stabilized Surface:AC 0 (Ft) True Area: 8645.000002 (SqFt

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Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Network:	Lake Cour	nty Branch: A02LA	Apron	02 Lakevie	Section:	04 Surface: AC
L.C.D. 7/1/2	019 Us	se: APRON Rank: P L	ength: 275	.00 (Ft) Wie	dth: 300.0	0 (Ft) True Area: 83132.00002 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2019	CR-AC	Complete Reconstruction - AC	415,660.00	0.00	~	missing construction history
9/2/1996	ST-SC	Surface Treatment - Seal Coat (Global MR)	0.00	0.10		
9/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10		
9/1/1974	OL-AT	Overlay - AC Thin	0.00	1.75		
9/1/1968	NC-AC	New Construction - AC	0.00	2.00		
9/1/1943	NC-PC	New Construction - PCC	0.00	9.00		
Network:	Lake Cour	nty Branch: A03LA	Apron	03 Lakevie	Section:	01 Surface:AC
L.C.D. 9/3/1	993 Us	se: APRON Rank: S L	ength: 435	.00 (Ft) Wie	dth: 55.0	0 (Ft) True Area: 15538.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00		
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00		PMP 2011
9/2/2006	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00		
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00		
9/3/1993	NC-AC	New Construction - AC	0.00	2.00		
9/2/1993	BA-ST	Base Course - Stabilized (Layer Construct)	0.00	4.00		Assume cold mix AC stabilized
9/1/1993	SB-AG	Subbase - Aggregate	0.00	3.00		
9/1/1974	OL-AT	Overlay - AC Thin	0.00	2.00		
9/2/1968	NC-AC	New Construction - AC	0.00	2.00		
9/1/1968	BA-AG	Base Course - Aggregate	0.00	3.00		
9/2/1943	NC-AC	New Construction - AC	0.00	4.00		
9/1/1943	BA-AG	Base Course - Aggregate	0.00	3.00		
Network:	Lake Cour	nty Branch: A04LA	Apron	04 Lakevie	Section:	01 Surface: AAC
L.C.D. 9/1/1	974 Us	se: APRON Rank: S L	ength: 300	.00 (Ft) Wie	dth: 100.0	0 (Ft) True Area: 38250.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2014	PA-AD	Patching - AC Deep	0.00	0.00		
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00		
9/2/1996	ST-SC	Surface Treatment - Seal Coat (Global MR)	0.00	0.10		
9/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10		
9/1/1974	OL-AT	Overlay - AC Thin	0.00	1.75		
9/1/1968	NC-AC	New Construction - AC	0.00	2.00		
9/1/1943	NC-PC	New Construction - PCC	0.00	9.00		

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Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Network:	Lake Coun	aty Branch: ANRUI	NUPL North Run-Up Apr		Section:	01 Surface:AC	
L.C.D. 6/4/2	015 Us	se: APRON Rank: P L	ength: 276	.00 (Ft) Wid	1th: 53.0	0 (Ft) True Area: 32703.00000 (SqFt	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
6/4/2015	NC-AC	New Construction - AC	0.00	3.00	~		
6/3/2015	BA-AG	Base Course - Aggregate	0.00	4.00			
6/2/2015	SB-AG	Subbase - Aggregate	0.00	11.00			
6/1/2015	FB-TX	Geotextile	0.00	0.00			
Network: L.C.D. 6/4/2		•			Section:	01 Surface: AC 0 (Ft) True Area: 29857.00000 (SqFt	
L.C.D. 0/4/2		Rank: P L	ength: 276	.00 (Ft) Wid		(Ft) True Area: 29837.00000 (Sqrt	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
6/4/2015	NC-AC	New Construction - AC	0.00	3.00			
6/3/2015	BA-AG	Base Course - Aggregate	0.00	4.00	<u> </u>		
6/2/2015	SB-AG	Subbase - Aggregate	0.00	11.00	<u></u>		
6/1/2015	FB-TX	Geotextile	0.00	0.00			
Network:		•		1y17/35 Lak	Section:		
L.C.D. 6/4/2		se: RUNWAY Rank: P L	ength: 5,300			0 (Ft) True Area: 530000.0001 (SqFt	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
6/4/2015	CR-AC	Complete Reconstruction - AC	0.00	3.00	~	P401	
6/3/2015	BA-AG	Base Course - Aggregate	0.00	4.00		P209	
6/2/2015	SU-PA	Subbase - Pulverized AC	0.00	9.00			
6/1/2015	MI-CO	Cold Milling	0.00	-6.60			
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00		PMP 2011	
9/2/2006	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00			
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00			
9/1/2001	CS-AC	Crack Sealing - AC	0.00	0.10		circa 2001	
9/1/1998	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	<u> </u>		
9/4/1993	NC-AC	New Construction - AC	0.00	2.00	~		
9/3/1993	BA-ST	Base Course - Stabilized (Layer Construct)	0.00	4.00		Assume cold mix AC stabilized	
9/2/1993	BA-AG	Base Course - Aggregate	0.00	11.00			
9/1/1993	SB-AG	Subbase - Aggregate	0.00	4.00			
Network:	Lake Coun	ty Branch: T02LA	Taxiwa	ay 02 Lakevi	Section:	01 Surface:AC	
L.C.D. 9/1/1	987 Us	se: TAXIWAY Rank: S L	ength: 330	.00 (Ft) Wid	ith: 25.0	0 (Ft) True Area: 8293.000206 (SqFt	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00		,	
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00		PMP 2011	
9/2/2006	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00			
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00			
9/1/1987	NC-AC	New Construction - AC	0.00	0.00		UNKNOWN, Cold Mix AC surface	

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Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Network: Lake County		nty Branch: T03LA	Taxiwa	ay 03 Lakevi	Section:	01 Surface:AC		
L.C.D. 7/1/20	019 Us	se: TAXIWAY Rank: P L	ength: 300	.00 (Ft) Wie	dth: 45.0	0 (Ft) True Area: 13939.00000 (SqFt		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments		
7/1/2019	CR-AC	Complete Reconstruction - AC	69,695.00	0.00	V	missing construction history		
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00		,		
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00				
9/1/2007	OL- ACTH	Overlay - Thin	0.00	2.00				
9/2/1996	ST-SC	Surface Treatment - Seal Coat (Global MR)	0.00	0.10				
9/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	:			
6/1/1996	NU-IN	New Construction - Initial	0.00	0.00				
9/1/1974	OL-AT	Overlay - AC Thin	0.00	1.75				
9/2/1968	OL-AT	Overlay - AC Thin	0.00	2.00				
9/1/1968	BA-AG	Base Course - Aggregate	0.00	3.00				
9/2/1943	NC-AC	New Construction - AC	0.00	4.00				
9/1/1943	BA-AG	Base Course - Aggregate	0.00	3.00				
				•				
Network: Lake County Branch: T04LA Taxiway 04 Lakevi Section: 01 Surface: AC								
L.C.D. 7/1/2019 Use: TAXIWAY Rank: P Length: 185.00 (Ft) Width: 45.00 (Ft) True Area: 8534.000002 (SqFt								
L.C.D. //1/20	019 0:	se; IAAIWAI Kalik; P L	engui. 105	.00 (Ft) WIG	utii. 45.0	o (11) 1140 111000 occ 11000002 (5411		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments		
	Work			Thickness	Major	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments		
Work Date 7/1/2019	Work Code CR-AC	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat	Cost 42,670.00	Thickness (in)	Major M&R	Comments		
Work Date 7/1/2019 9/2/1996	Work Code CR-AC ST-SC	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR)	Cost 42,670.00 0.00	Thickness (in) 0.00 0.10	Major M&R	Comments		
Work Date 7/1/2019 9/2/1996 9/1/1996	Work Code CR-AC ST-SC CS-AC	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC	Cost 42,670.00 0.00 0.00	Thickness (in) 0.00 0.10 0.10	Major M&R	Comments		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996	Work Code CR-AC ST-SC CS-AC NU-IN	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial	Cost 42,670.00 0.00 0.00 0.00	Thickness (in) 0.00 0.10 0.10 0.00	Major M&R	Comments		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00	Thickness (in) 0.00 0.10 0.10 0.10 0.75	Major M&R	Comments		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00	Major M&R	Comments		
7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968 9/1/1968	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC BA-AG	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC Base Course - Aggregate	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00 3.00	Major M&R	Comments		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968 9/1/1968 9/2/1943	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC BA-AG NC-AC	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC Base Course - Aggregate New Construction - AC	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00 3.00 4.00	Major M&R	Comments		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968 9/1/1968 9/2/1943	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC BA-AG NC-AC BA-AG	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00 3.00 4.00	Major M&R	Comments missing construction history		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968 9/1/1968 9/2/1943 9/1/1943	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC BA-AG NC-AC	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate Recourse - Aggregate	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00 3.00 4.00 3.00	Major M&R	Comments missing construction history		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968 9/1/1968 9/2/1943 9/1/1943 Network:	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC BA-AG NC-AC	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate Recourse - Aggregate	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00 3.00 4.00 3.00	Major M&R	Comments missing construction history 01 Surface:AC		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968 9/1/1968 9/2/1943 9/1/1943 Network: L.C.D. 6/3/20	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC BA-AG NC-AC BA-AG VC-AC BA-AG Work	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate aty Branch: TALA se: TAXIWAY Rank: P	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00 3.00 4.00 3.00 4.00 3.00 Thickness	Major M&R W Section: dth: 50.0	Comments missing construction history 01 Surface:AC 0 (Ft) True Area: 13943.00000 (SqFt		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968 9/1/1968 9/2/1943 9/1/1943 Network: L.C.D. 6/3/20 Work Date	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC BA-AG NC-AC BA-AG Work Code	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate Lety Branch: TALA See: TAXIWAY Rank: P Work Description	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00 3.00 4.00 3.00 4.00 3.00 Thickness (in)	Major M&R	Comments missing construction history 01 Surface:AC 0 (Ft) True Area: 13943.00000 (SqFt Comments		
Work Date 7/1/2019 9/2/1996 9/1/1996 6/1/1996 9/1/1974 9/2/1968 9/1/1968 9/2/1943 9/1/1943 Network: L.C.D. 6/3/20 Work Date 6/3/2015	Work Code CR-AC ST-SC CS-AC NU-IN OL-AT NC-AC BA-AG NC-AC BA-AG Lake Cour 015 Work Code CR-AC	Work Description Complete Reconstruction - AC Surface Treatment - Seal Coat (Global MR) Crack Sealing - AC New Construction - Initial Overlay - AC Thin New Construction - AC Base Course - Aggregate New Construction - AC Base Course - Aggregate Ty Branch: TALA See: TAXIWAY Rank: P Work Description Complete Reconstruction - AC	Cost 42,670.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Thickness (in) 0.00 0.10 0.10 0.00 1.75 2.00 3.00 4.00 3.00 ay A Lakevi 00 (Ft) Wich Thickness (in) 3.00	Major M&R	Comments missing construction history 01 Surface: AC 0 (Ft) True Area: 13943.00000 (SqFt Comments		

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Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Network: Lake County Branch: TALA Taxiway A Lakevi Section: 02 Surface: AC							
L.C.D. 9/3/1993 Use: TAXIWAY Rank: P Length: 2,748.00 (Ft) Width: 50.00 (Ft) True Area: 133735 (SqFt							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00		,	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00			
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00		PMP 2011	
9/2/2006	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00			
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00			
9/1/2001	CS-AC	Crack Sealing - AC	0.00	0.10		circa 2001	
9/1/1998	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50			
9/3/1993	NC-AC	New Construction - AC	0.00	2.00			
9/2/1993	BA-ST	Base Course - Stabilized (Layer Construct)	0.00	4.00		Assume cold mix AC stabilized	
9/1/1993	SB-AG	Subbase - Aggregate	0.00	3.00			
9/1/1974	OL-AT	Overlay - AC Thin	0.00	2.00			
9/2/1968	NC-AC	New Construction - AC	0.00	2.00			
9/1/1968	BA-AG	Base Course - Aggregate	0.00	3.00			
9/2/1943	NC-AC	New Construction - AC	0.00	4.00			
9/1/1943	BA-AG	Base Course - Aggregate	0.00	3.00			
			•				
Network:	Lake Cour	ty Branch: TALA	Taxiway A Lakevi S		Section:	03 Surface:AC	
L.C.D. 9/3/19	L.C.D. 9/3/1985 Use: TAXIWAY Rank: P			.00 (Ft) Wie	dth: 50.0	0 (Ft) True Area: 29092 (SqFt	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00		,	
					_		
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00			
9/1/2014 6/2/2011	CS-WD	Crack Seal - Wide Cracks	0.00 0.00	0.00 0.00		PMP 2011	
6/2/2011 6/1/2011	CS-WD CS-AC	Crack Seal - Wide Cracks Crack Sealing - AC	0.00 0.00	0.00 0.00		PMP 2011 PMP 2011	
6/2/2011	CS-WD	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal	0.00	0.00			
6/2/2011 6/1/2011	CS-WD CS-AC	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC	0.00 0.00	0.00 0.00			
6/2/2011 6/1/2011 9/2/2006	CS-WD CS-AC ST-SS	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal	0.00 0.00 0.00	0.00 0.00 0.00			
6/2/2011 6/1/2011 9/2/2006 9/1/2006	CS-WD CS-AC ST-SS CS-AC ST-SC	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00			
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct)	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.10 2.50 3.00			
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.10 2.50		PMP 2011	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.10 2.50 3.00	; ;	PMP 2011 Assume cold mix AC stabilized	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985 Network:	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.10 2.50 3.00 2.00	Section:	PMP 2011 Assume cold mix AC stabilized Surface:AC	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG Lake Cour	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.10 2.50 3.00 2.00 ay B Lakevi	Section:	PMP 2011 Assume cold mix AC stabilized	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985 Network: L.C.D. 6/3/20	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG Lake Cour 015 Us Work Code	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate Branch: TBLA See: TAXIWAY Rank: P L Work Description	0.00 0.00 0.00 0.00 0.00 0.00 0.00 Taxiw ength: 193	0.00 0.00 0.00 0.10 2.50 3.00 2.00 ay B Lakevi .00 (Ft) Wie	Section:	PMP 2011 Assume cold mix AC stabilized Surface:AC	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985 Network: L.C.D. 6/3/20 Work Date 9/1/2017	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG Lake Cour 015 Us Work Code CS-AC	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate Ty Branch: TBLA See: TAXIWAY Rank: P L Work Description Crack Sealing - AC	0.00 0.00 0.00 0.00 0.00 0.00 0.00 Taxiw ength: 193 Cost 0.00	0.00 0.00 0.00 0.10 2.50 3.00 2.00 ay B Lakevi 00 (Ft) Wie Thickness (in) 0.00	Section: dth: 80.0 Major M&R	PMP 2011 Assume cold mix AC stabilized 01 Surface:AC 0 (Ft) True Area: 16002.00000 (SqFt Comments ,	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985 Network: L.C.D. 6/3/20 Work Date 9/1/2017 6/3/2015	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG Lake Cour 015 Us Work Code CS-AC CR-AC	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate Branch: TBLA Se: TAXIWAY Rank: P L Work Description Crack Sealing - AC Complete Reconstruction - AC	0.00 0.00 0.00 0.00 0.00 0.00 0.00 Taxiw ength: 193 Cost 0.00 0.00	0.00 0.00 0.00 0.10 2.50 3.00 2.00 ay B Lakevi .00 (Ft) Wickness (in) 0.00 3.00	Section: dth: 80.0 Major	Assume cold mix AC stabilized O1 Surface:AC O (Ft) True Area: 16002.00000 (SqFt Comments ,	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985 Network: L.C.D. 6/3/20 Work Date 9/1/2017 6/3/2015 6/2/2015	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG Lake Cour 015 Us Work Code CS-AC CR-AC BA-AG	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate Branch: TBLA See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Complete Reconstruction - AC Base Course - Aggregate	0.00 0.00 0.00 0.00 0.00 0.00 0.00 Taxiw ength: 193 Cost 0.00 0.00	0.00 0.00 0.00 0.10 2.50 3.00 2.00 ay B Lakevi 0.00 (Ft) Wich Thickness (in) 0.00 3.00 4.00	Section: dth: 80.0 Major M&R	Assume cold mix AC stabilized 01 Surface:AC 0 (Ft) True Area: 16002.00000 (SqFt Comments , P401 P209	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985 Network: L.C.D. 6/3/2 Work Date 9/1/2017 6/3/2015 6/2/2015 6/1/2015	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG Lake Cour 015 Work Code CS-AC CR-AC BA-AG SU-PA	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate Branch: TBLA Re: TAXIWAY Rank: P L Work Description Crack Sealing - AC Complete Reconstruction - AC Base Course - Aggregate Subbase - Pulverized AC	0.00 0.00 0.00 0.00 0.00 0.00 Taxiw ength: 193 Cost 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.10 2.50 3.00 2.00 ay B Lakevi 00 (Ft) Wic Thickness (in) 0.00 3.00 4.00 0.00	Section: dth: 80.0 Major M&R	Assume cold mix AC stabilized O1 Surface:AC O (Ft) True Area: 16002.00000 (SqFt Comments , P401 P209 Variable	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985 Network: L.C.D. 6/3/20 Work Date 9/1/2017 6/3/2015 6/1/2015 9/1/1993	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG Lake Cour 015 Us Work Code CS-AC CR-AC BA-AG	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate My Branch: TBLA See: TAXIWAY Rank: P L Work Description Crack Sealing - AC Complete Reconstruction - AC Base Course - Aggregate Subbase - Pulverized AC Overlay - AC Thin	0.00 0.00 0.00 0.00 0.00 0.00 0.00 Taxiw ength: 193 Cost 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.10 2.50 3.00 2.00 ay B Lakevi 00 (Ft) Wi Thickness (in) 0.00 3.00 4.00 0.00 2.00	Section: dth: 80.0 Major M&R	Assume cold mix AC stabilized O1 Surface:AC O (Ft) True Area: 16002.00000 (SqFt Comments , P401 P209 Variable Taper from Runway 16/34	
6/2/2011 6/1/2011 9/2/2006 9/1/2006 9/1/1996 9/3/1985 9/2/1985 9/1/1985 Network: L.C.D. 6/3/2 Work Date 9/1/2017 6/3/2015 6/2/2015 6/1/2015	CS-WD CS-AC ST-SS CS-AC ST-SC NC-AC BA-ST SB-AG Lake Cour 015 Work Code CS-AC CR-AC BA-AG SU-PA	Crack Seal - Wide Cracks Crack Sealing - AC Surface Treatment - Slurry Seal Crack Sealing - AC Surface Treatment - Seal Coat (Global MR) New Construction - AC Base Course - Stabilized (Layer Construct) Subbase - Aggregate Branch: TBLA Re: TAXIWAY Rank: P L Work Description Crack Sealing - AC Complete Reconstruction - AC Base Course - Aggregate Subbase - Pulverized AC	0.00 0.00 0.00 0.00 0.00 0.00 Taxiw ength: 193 Cost 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.10 2.50 3.00 2.00 ay B Lakevi 00 (Ft) Wic Thickness (in) 0.00 3.00 4.00 0.00	Section: dth: 80.0 Major M&R	Assume cold mix AC stabilized O1 Surface:AC O (Ft) True Area: 16002.00000 (SqFt Comments , P401 P209 Variable	

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Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Network: Lake County Branch: TBLA		Taxiway B Lakevi		Section:	02 Surface:AC	
L.C.D. 6/3/2015 Use: TAXIWAY Rank: P Lo		ength: 105.00 (Ft) Wi		dth: 40.0	(Ft) True Area: 4373.000001 (SqFt	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00		
6/3/2015	CR-AC	Complete Reconstruction - AC	21,865.00	3.00		P401
6/2/2015	BA-AG	Base Course - Aggregate	0.00	4.00		P209
6/1/2015	SU-PA	Subbase - Pulverized AC	0.00	0.00		Variable
9/1/1993	OL-AT	Overlay - AC Thin	0.00	2.00		Taper from Runway 16/34
9/2/1985	BA-ST	Base Course - Stabilized (Layer Construct)	0.00	3.00		Assume cold mix AC stabilized
9/1/1985	SB-AG	Subbase - Aggregate	0.00	2.00		
Network:		•		ay B Lakevi	Section:	
L.C.D. 6/1/1		se: TAXIWAY Rank: P L	ength: 4,525	.00 (Ft) Wie		0 (Ft) True Area: 180741.0000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00		
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00		
6/2/2011	CS-WD	Crack Seal - Wide Cracks	0.00	0.00		PMP 2011
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00		PMP 2011
9/2/2006	ST-SS	Surface Treatment - Slurry Seal	63,259.35	0.00		
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00		
9/1/1996	ST-SC	Surface Treatment - Seal Coat (Global MR)	0.00	0.10		
6/1/1996	NU-IN	New Construction - Initial	0.00	0.00		
9/3/1985	NC-AC	New Construction - AC	0.00	2.50		
9/2/1985	BA-ST	Base Course - Stabilized (Layer Construct)	0.00	3.00		Assume cold mix AC stabilized
9/1/1985	SB-AG	Subbase - Aggregate	0.00	2.00		
		D I TDI	T .	D. 1 .	G 4	
Network: L.C.D. 9/1/1				ay B Lakevi .00 (Ft) Wi o	Section:	04 Surface: AC 0 (Ft) True Area: 7000.000175 (SqFt
Work Date	Work	Work Description	Cost	Thickness	Major	Comments
9/1/2017	Code CS-AC	Crack Sealing - AC	0.00	(in) 0.00	M&R	
9/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00		,
6/2/2011	CS-WD	Crack Seal - Wide Cracks	0.00	0.00		PMP 2011
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00		PMP 2011
9/2/2006	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00		201
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00		
9/1/1996	ST-SC	Surface Treatment - Seal Coat (Global MR)	0.00	0.10		
9/1/1943	NC-AC	New Construction - AC	0.00	0.00		UNKNOWN

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Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Network: Lake Coun		ty Branch: TC1LA	Taxiw	ay C1 Lakev	Section: 0	Ol Surface: AC
L.C.D. 6/4/2	015 Us	se: TAXIWAY Rank: S L	ength: 150	.00 (Ft) Wie	dth: 55.00	(Ft) True Area: 8558.000002 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/4/2015	NC-AC	New Construction - AC	0.00	3.00	V	
6/3/2015	BA-AG	Base Course - Aggregate	0.00	4.00		
6/2/2015	SB-AG	Subbase - Aggregate	0.00	11.00		
6/1/2015	FB-TX	Geotextile	0.00	0.00		
Network:	I ake Cour	aty Branch: TC1LA	Taviw	ay C1 Lakev	Section: 0)2 Surface:AC
				•		
L.C.D. 6/4/2		se: TAXIWAY Rank: S L	ength: 200	· · ·		(Ft) True Area: 11444.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/4/2015	NC-AC	New Construction - AC	0.00	3.00	V	
6/3/2015	BA-AG	Base Course - Aggregate	0.00	4.00		
6/2/2015	SB-AG	Subbase - Aggregate	0.00	11.00		
6/1/2015	FB-TX	Geotextile	0.00	0.00		
			•			
Network:	Network: Lake County Branch: TC2LA			ay C2 Lakev	Section: 0	Ol Surface: AC
L.C.D. 6/4/2015 Use: TAXIWAY Rank: S Length: 150.00 (Ft) Width: 60.00 (Ft) True Area: 10581.00000 (Sq.						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/4/2015	NC-AC	New Construction - AC	0.00	3.00	V	
6/3/2015	BA-AG	Base Course - Aggregate	0.00	4.00		
6/2/2015	SB-AG	Subbase - Aggregate	0.00	11.00		
6/1/2015	FB-TX	Geotextile	0.00	0.00		

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Work History Report

Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	19	1,544,896.00	3.74	1.94
Base Course - Stabilized (Layer Construct)	9	963,504.00	3.33	0.47
Cold Milling	1	530,000.00	-6.60	0.00
Complete Reconstruction - AC	10	732,591.00	1.20	1.47
Crack Seal - Wide Cracks	3	216,833.00	0.00	0.00
Crack Sealing - AC	40	3,489,851.00	0.02	0.04
Geotextile	5	93,143.00	0.00	0.00
New Construction - AC	25	1,538,630.00	2.36	1.11
New Construction - Initial	4	248,628.00	0.00	0.00
New Construction - PCC	3	130,027.00	9.00	0.00
Overlay - AC Thin	10	336,087.00	1.87	0.12
Overlay - Thin	3	31,193.00	2.00	0.00
Patching - AC Deep	2	65,735.00	0.00	0.00
Subbase - Aggregate	14	1,056,647.00	5.50	4.14
Subbase - Pulverized AC	4	564,318.00	2.25	3.90
Surface Treatment - Seal Coat (Global MR)	8	369,333.00	0.10	0.00
Surface Treatment - Slurry Seal	10	1,595,619.00	0.10	0.20