2022 ODA Pavement Evaluation Program
Lake County Airport

Lakeview, Oregon

December 30, 2022
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Prepared for

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

Prepared by

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

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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.

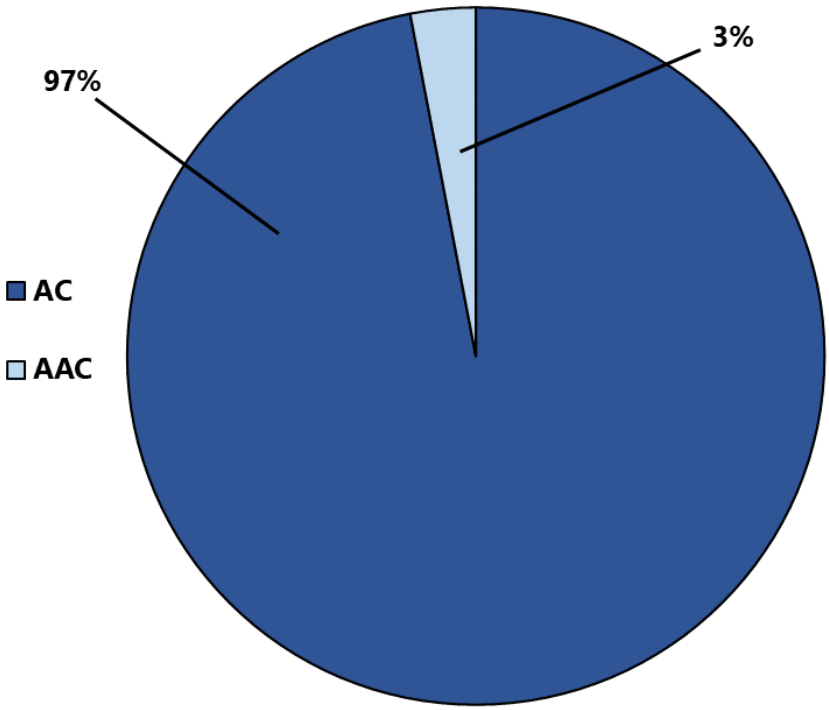


Figure 2.2 – LAKE COUNTY AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

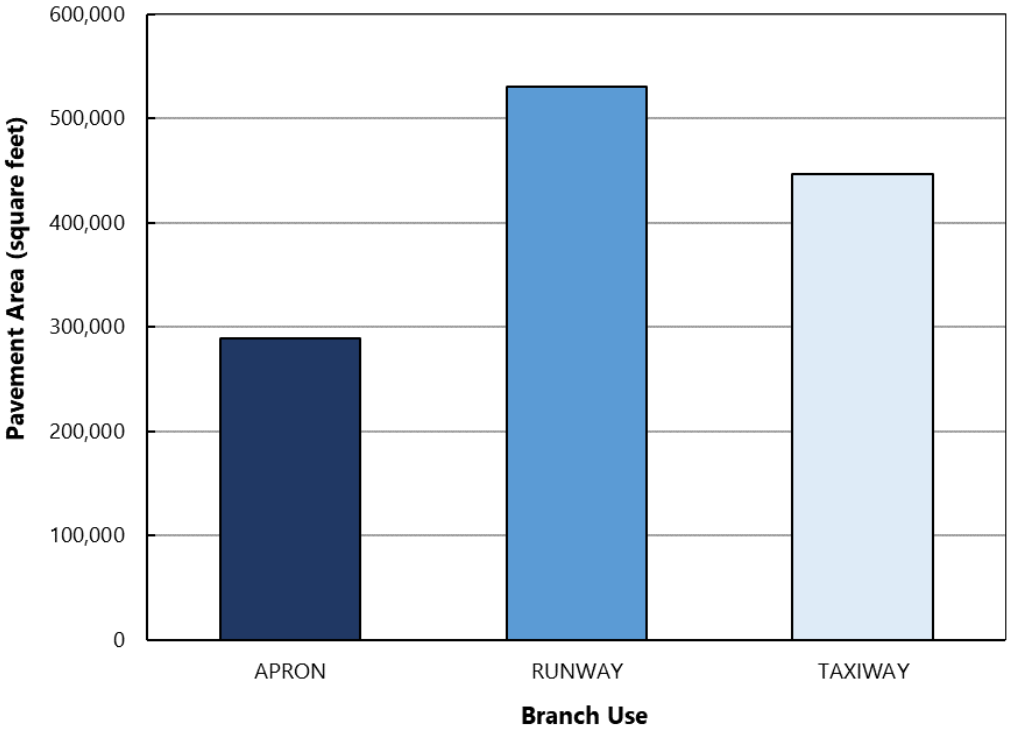
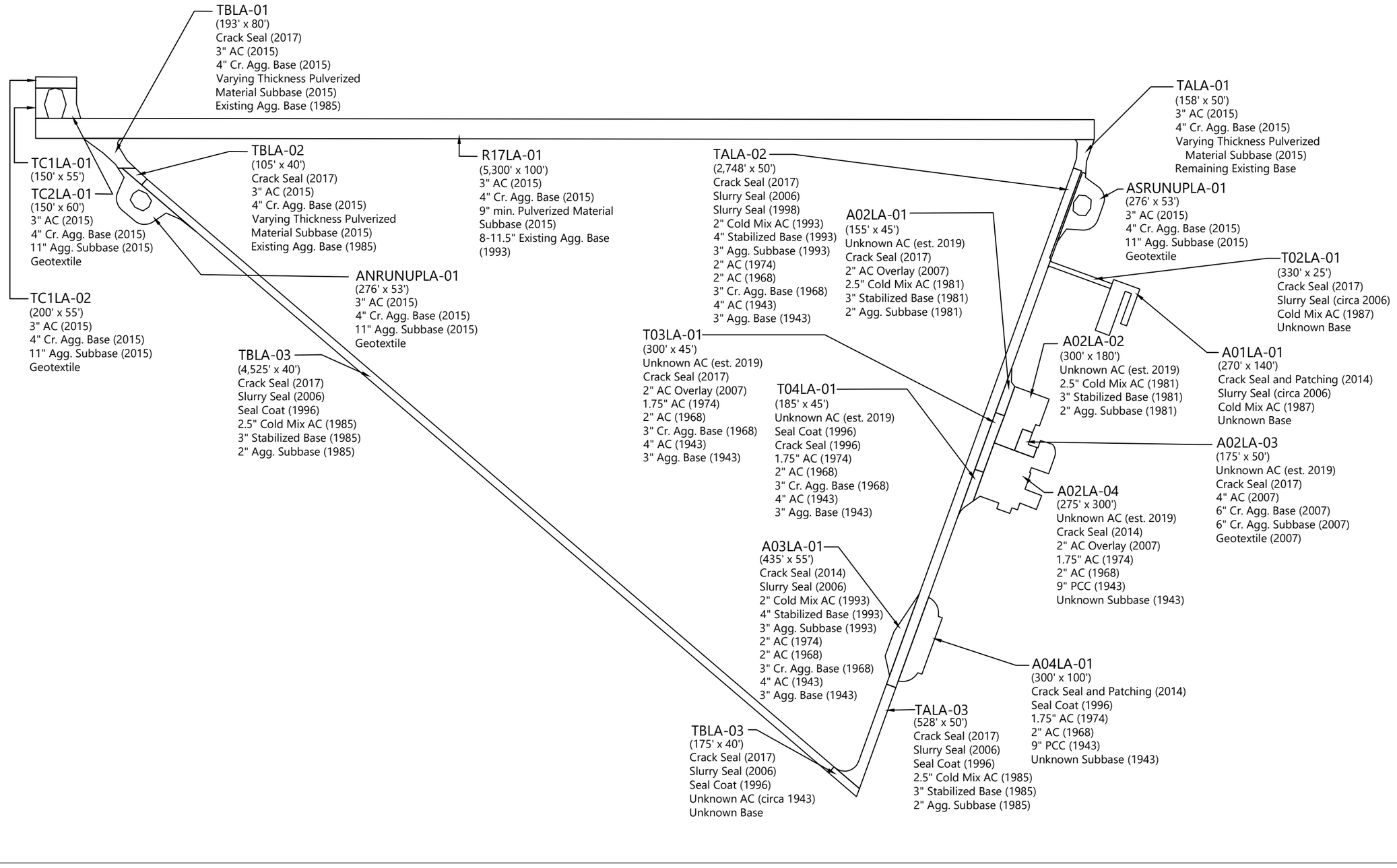


Figure 2.3 – LAKE COUNTY AIRPORT PAVEMENT AREA BY BRANCH USE



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

N

0 500 1,000 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

LAKE COUNTY AIRPORT
PAVEMENT INVENTORY

DEC. 2022 JOB NO. 6593-B FIG. 2.4

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.

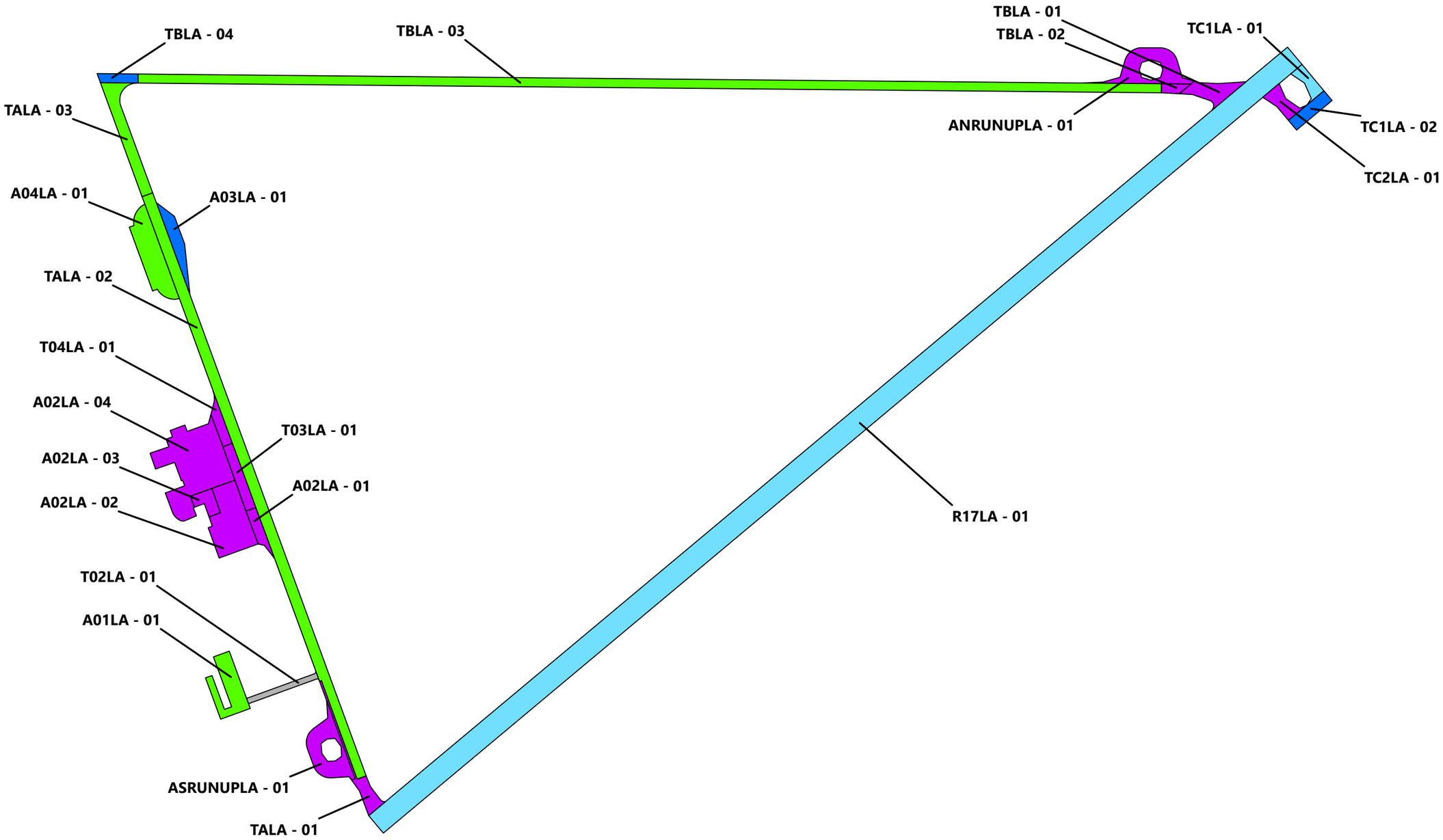
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible pavement is provided in Appendix B and summarized in Table 1B. The results of the PCI survey are displayed using a seven-category rating scale in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

Table 3-1: ASTM PCI RATING SCALE

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

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.



2022 SECTION PCI

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

N

0 600 1,200 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

2022 PCI SURVEY RESULTS

LAKE COUNTY AIRPORT

DEC. 2022 JOB NO. 6593-B FIG. 3.1

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.

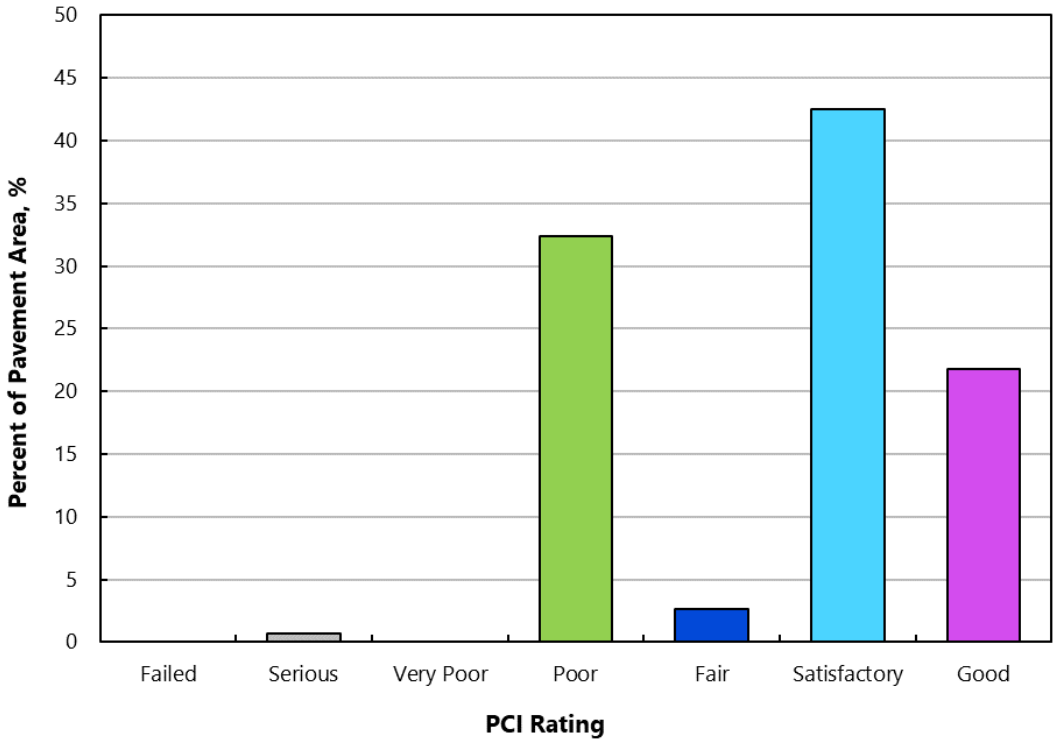


Figure 3.2 – LAKE COUNTY AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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.

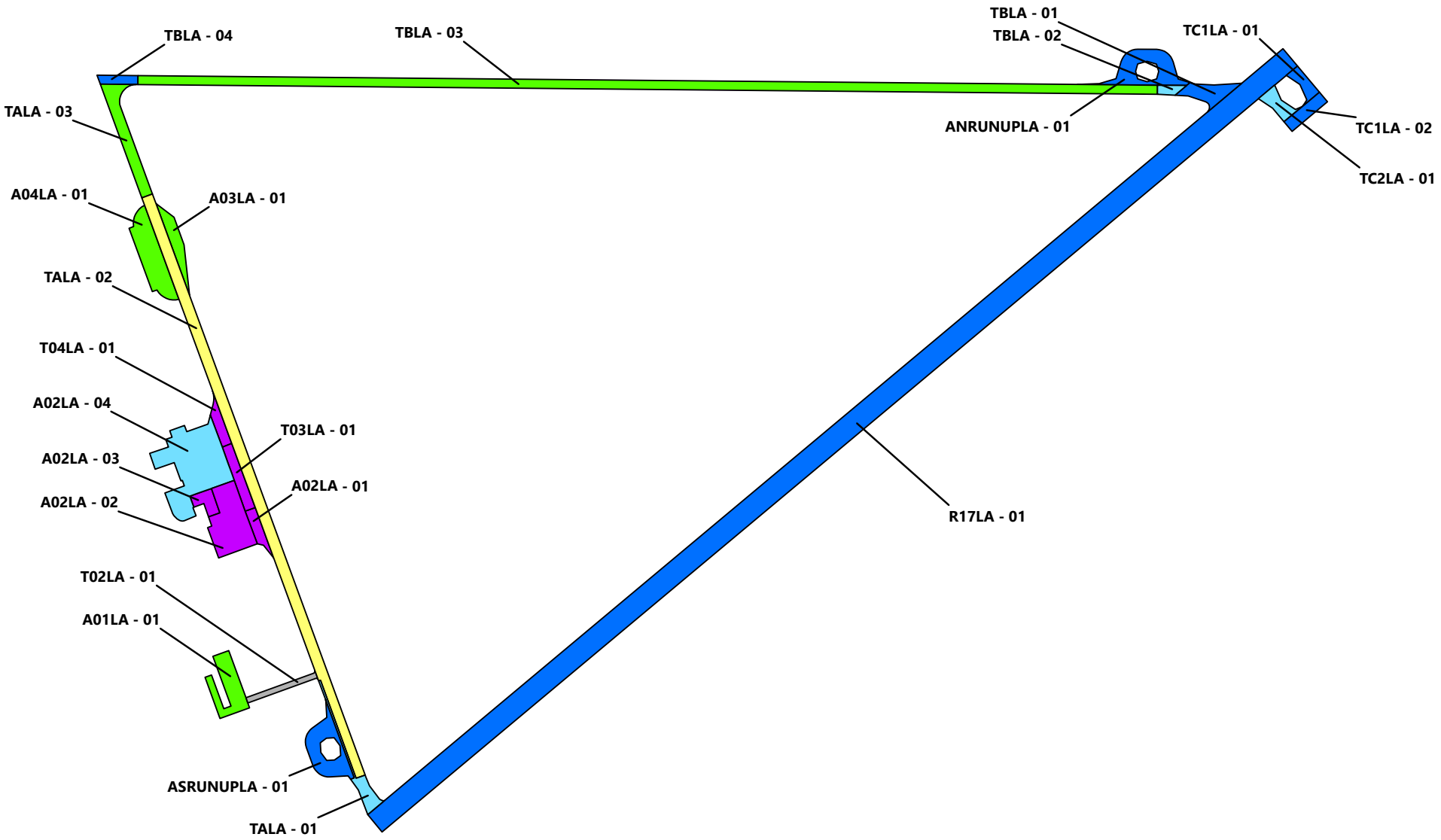
4.3 Functional Remaining Life

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.

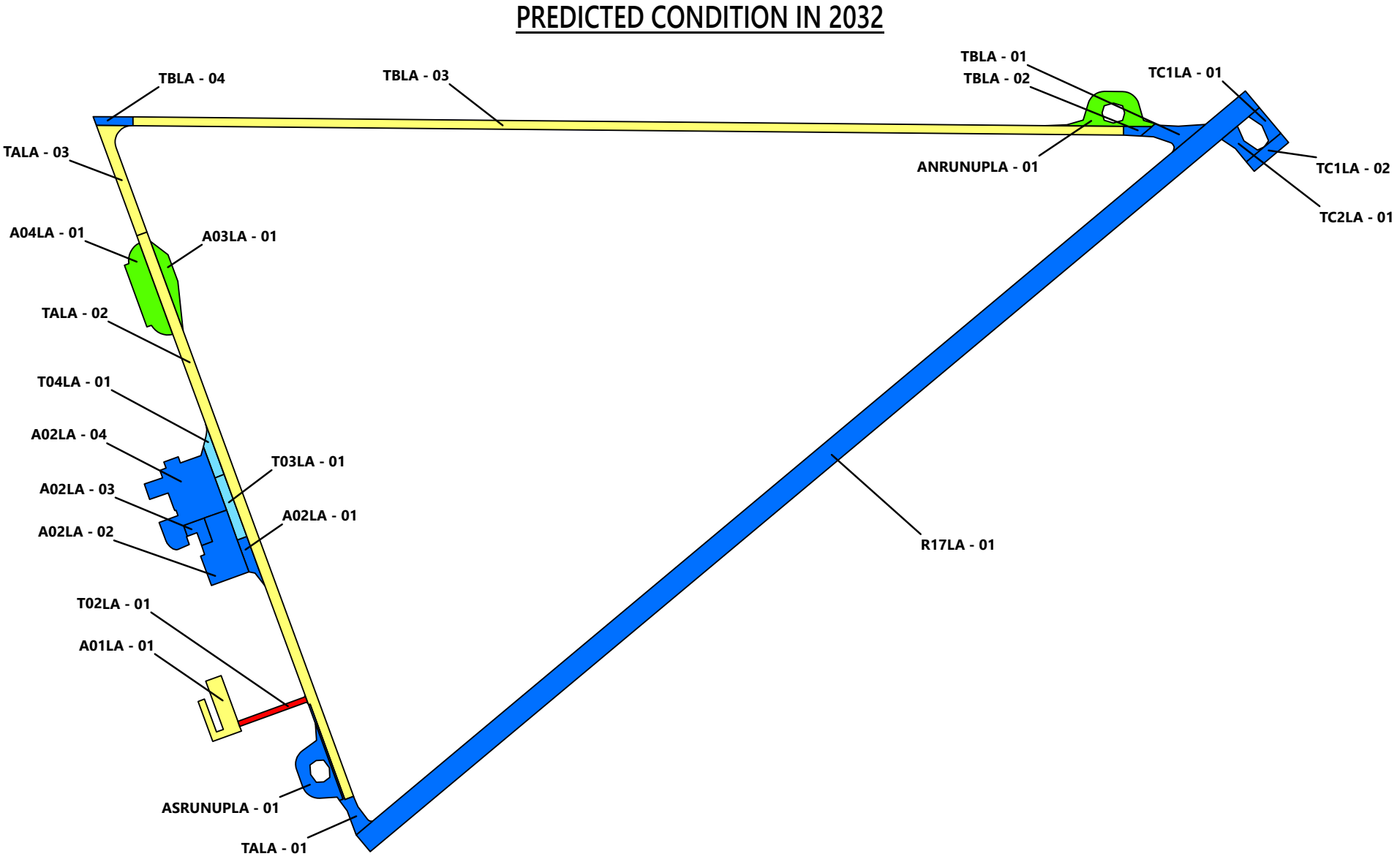
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Lake County Airport. The first type of functional remaining life is the time until rehabilitation such as an overlay is needed. The critical PCI, further discussed in Section C.3 of Appendix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

PREDICTED CONDITION IN 2027



PREDICTED CONDITION IN 2032



SECTION PCI

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

N

0 600 1,200 FEET

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FUTURE PAVEMENT CONDITION

LAKE COUNTY AIRPORT

DEC. 2022 JOB NO. 6593-B FIG. 4.1

5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

We evaluated Maintenance and Rehabilitation (M&R) needs, as determined from the PAVER analysis results, in order to develop localized maintenance, 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.

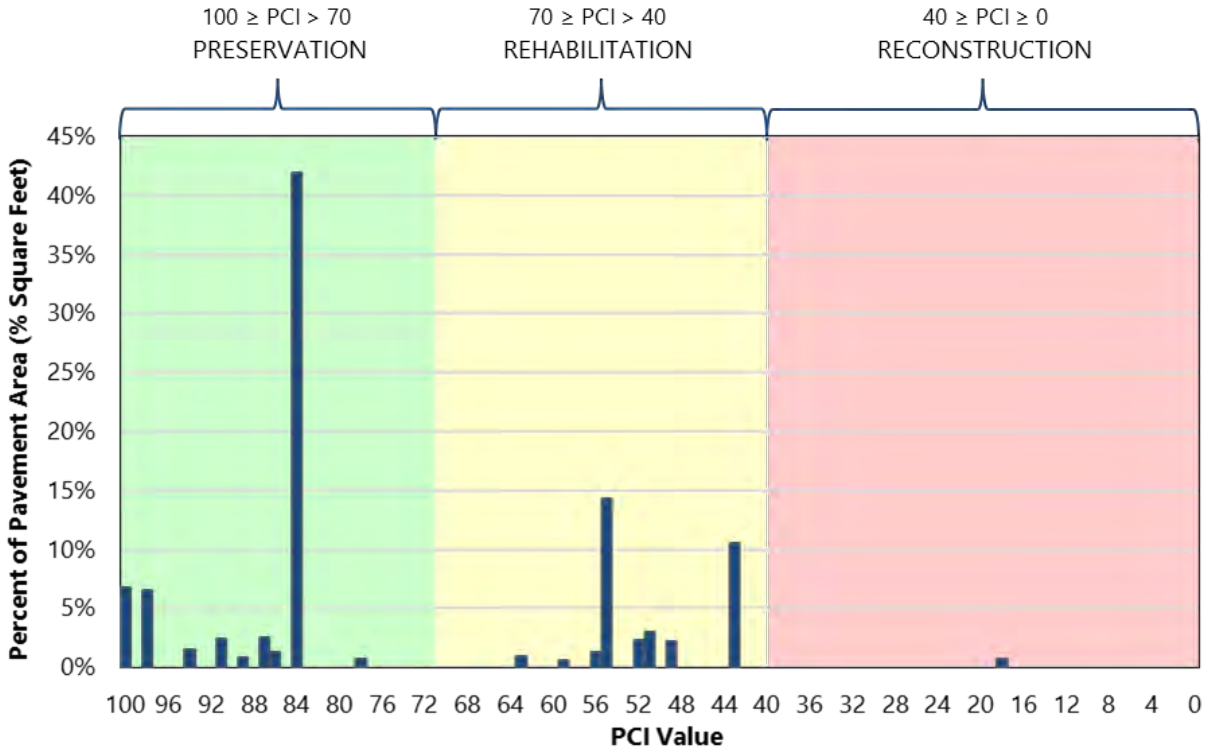


Figure 5.1 – LAKE COUNTY AIRPORT PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

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

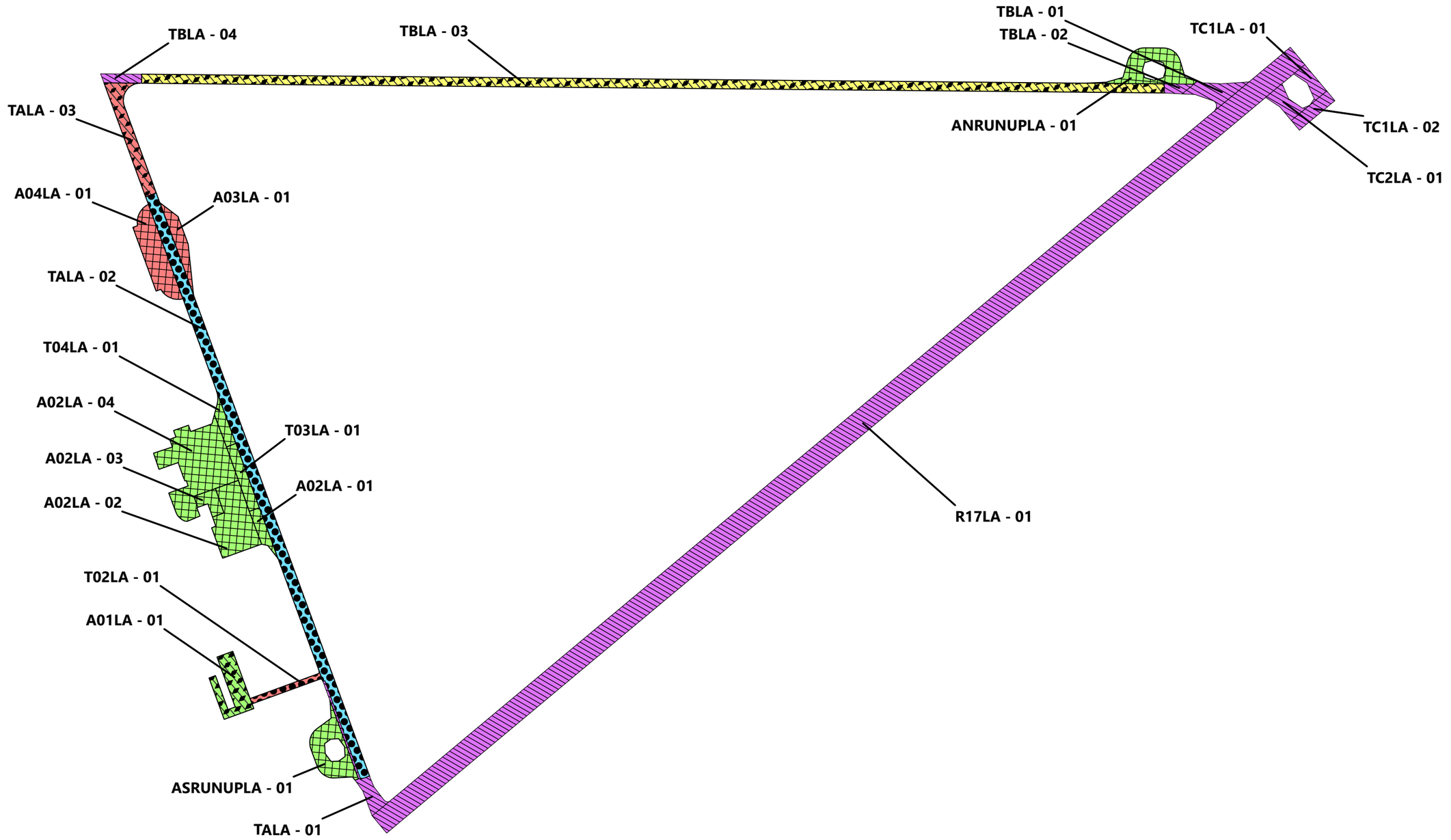
Localized Maintenance Operation	Approximate Quantity
Asphalt Concrete Crack Sealing	126,209 linear feet
Asphalt Concrete Wide Crack Sealing	402 linear feet
Asphalt Concrete Full-Depth Patching	1,158 square feet

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



ACTION TIMING

- 2023
- 2024
- 2025
- 2026
- 2027

ACTION

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

N

0 600 1,200 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

5-YEAR PAVEMENT MANAGEMENT PLAN

LAKE COUNTY AIRPORT

DEC. 2022 JOB NO. 6593-B FIG. 5.2

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

Lindsi A. Hammond, PE
Principal

Matthew A. Haynes, PE
Project Engineer

This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

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 ± 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:

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

where:

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

For the 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

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate 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	P	155	45	8,609	7/1/2019	AC
A02LA	Apron 02 Lakeview	APRON	02	Taxiway 04	A02LA-03	P	300	180	45,414	7/1/2019	AC
A02LA	Apron 02 Lakeview	APRON	03	A02LA-02	A02LA-04	P	175	50	8,645	7/1/2019	AC
A02LA	Apron 02 Lakeview	APRON	04	Taxiway 05 & 06	FBO / Main Hangar	P	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	---	P	276	53	32,703	6/4/2015	AC
ASRUNUPLA	South Run-Up Apron Lakeview	APRON	01	Taxiway A	---	P	276	53	29,857	6/4/2015	AC
R17LA	Runway17/35 Lakeview	RUNWAY	01	Runway 17 End	Runway 35 End	P	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	P	300	45	13,939	7/1/2019	AC
T04LA	Taxiway 04 Lakeview	TAXIWAY	01	Taxiway A	Apron 02	P	185	45	8,534	7/1/2019	AC
TALA	Taxiway A Lakeview	TAXIWAY	01	Runway 35 End	TALA-02	P	158	50	13,943	6/3/2015	AC
TALA	Taxiway A Lakeview	TAXIWAY	02	TALA-01	TALA-03	P	2,748	50	133,735	9/3/1993	AC
TALA	Taxiway A Lakeview	TAXIWAY	03	TALA-02	Taxiway B	P	528	50	29,092	9/3/1985	AC
TBLA	Taxiway B Lakeview	TAXIWAY	01	Runway 17 End	TBLA-02	P	193	80	16,002	6/3/2015	AC
TBLA	Taxiway B Lakeview	TAXIWAY	02	TBLA-01	TBLA-03	P	105	40	4,373	6/3/2015	AC
TBLA	Taxiway B Lakeview	TAXIWAY	03	TBLA-02	TBLA-04	P	4,525	40	180,741	6/1/1996	AC
TBLA	Taxiway B Lakeview	TAXIWAY	04	TBLA-03	Taxiway A	P	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

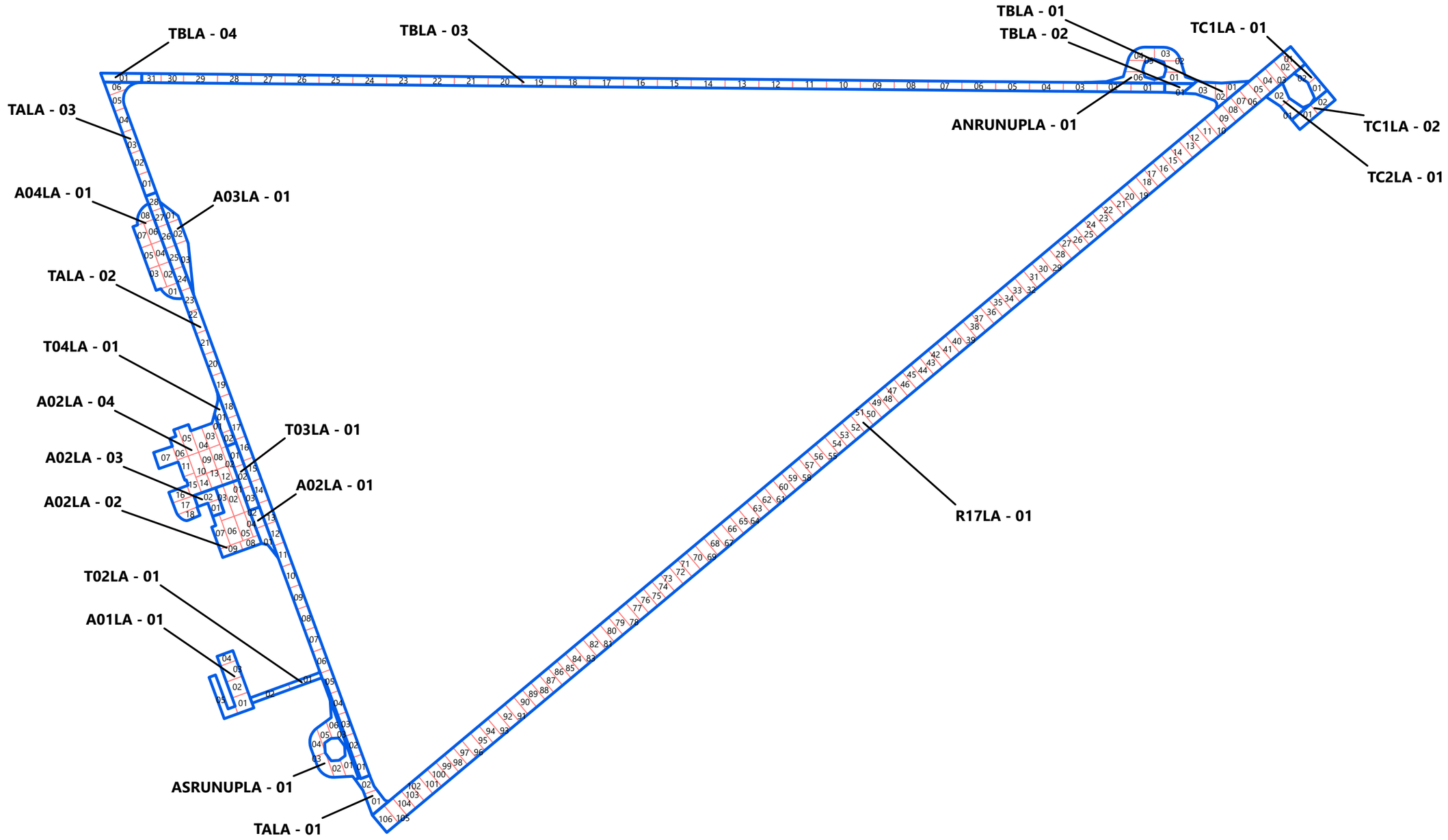
Abbreviations:
P = Primary pavement, S = Secondary pavement, AC = Asphalt Concrete, AAC = AC overlaid AC

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



SECTION

SAMPLE UNIT

N

0 600 1,200

Feet

GRI

SAMPLE UNIT LAYOUT

LAKE COUNTY AIRPORT

DEC. 2022 JOB NO. 6593-B FIG. 1A

APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. The results are displayed using a seven-category rating scale in accordance with ASTM D5340. Flexible pavement (e.g., AC) 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

Use Category	Number of Sections	Total Area, square feet	Area Weighted 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

Branch ID	Section ID	Surface Type[1]	Approximate Area, square feet	LCD[2]	2019 Survey			2022 Survey		Age[3]	Δ PCI/yr[4]	Rate of Deterioration
					PCI	PCI Category	Insp. Date	PCI	PCI Category			
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:

[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

[4] Δ PCI/yr = Change in PCI points per year between 2019 survey and 2022 survey

GRI

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.

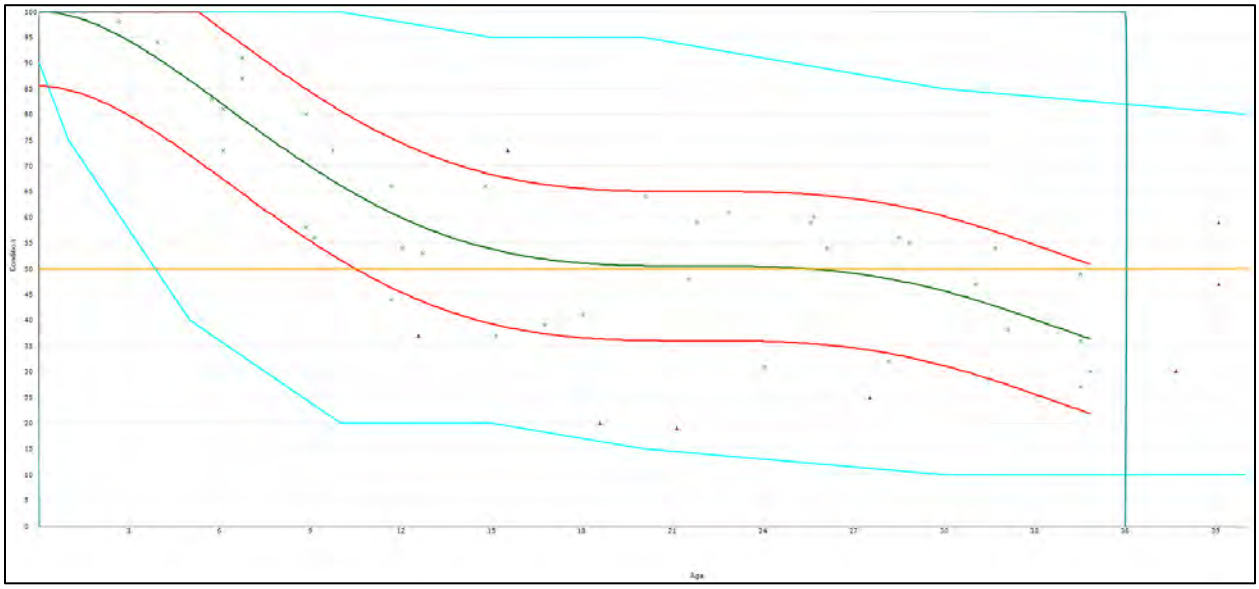


Figure 1C – CONDITION PREDICTION MODEL FOR CENTRAL CATEGORY 3 AC AND AAC APRONS

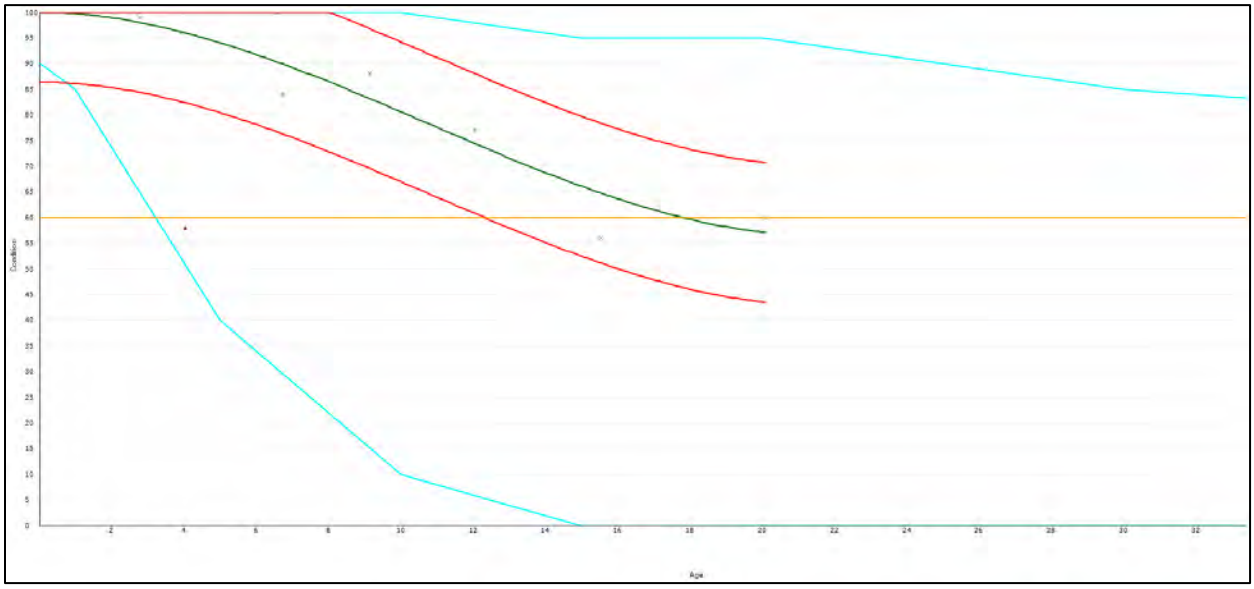


Figure 2C - CONDITION PREDICTION MODEL FOR CENTRAL CATEGORY 3 AC AND AAC RUNWAYS

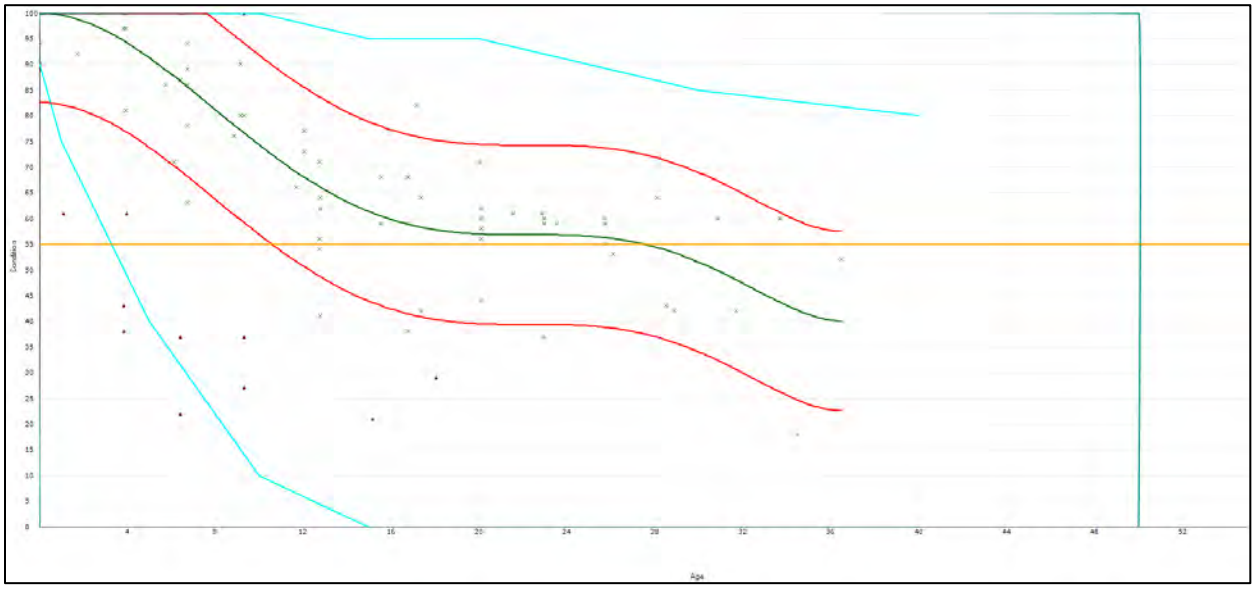


Figure 3C - CONDITION PREDICTION MODEL FOR CENTRAL CATEGORY 3 AC AND AAC TAXIWAYS

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

BranchID	SectionID	Past Inspection PCI 2019	Current PCI 2022	Predicted Future PCI 2027	Predicted Future PCI 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

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
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	Section Rank		
	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 M&R	Complete Reconstruction with AC	$11.10	Sq Ft
	Cold Mill and Overlay – 3 Inches Thick	$4.90	Sq Ft
Global M&R	Surface Treatment - Slurry Seal	$0.33	Sq Ft
	Surface Treatment - Fog Seal	$0.20	Sq Ft
Localized Preventive M&R	Crack Sealing - AC	$2.00	Ft
	Crack Sealing - PCC	$15.00	Ft
	Crack Sealing – Wide Cracks	$33.00	Ft
	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	$11,372
LakeCounty	A01LA	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,000	Ft	$2.00	$2,000	
LakeCounty	A01LA	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	202	Ft	$2.00	$404	
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	
LakeCounty	A04LA	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	306	Ft	$2.00	$612	$17,842
LakeCounty	A04LA	01	Block Cracking	Low	Crack Sealing - AC	7,724	Ft	$2.00	$15,448	
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	
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	
LakeCounty	T02LA	01	Block Cracking	Medium	Crack Sealing - AC	2,337	Ft	$2.00	$4,674	$43,233
LakeCounty	T02LA	01	Alligator Cracking	High	Patching - AC Deep	203	SqFt	$50.00	$10,166	
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	$94,449
LakeCounty	TALA	02	Block Cracking	Low	Crack Sealing - AC	3,947	Ft	$2.00	$7,893	
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	
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	$96,084
LakeCounty	TBLA	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,350	Ft	$2.00	$4,699	
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	$3,324
LakeCounty	TC1LA	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	5	Ft	$2.00	$10	
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	
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

GRI

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
2023	A03LA	01	APRON	AC	56	Fog Seal	15,538	$0.20	$3,108
	A04LA	01	APRON	AAC	51	Fog Seal	38,250	$0.20	$7,650
	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
2025	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
	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
2027	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
	TBLA	02	TAXIWAY	AC	94	Slurry Seal	4,373	$0.33	$1,443
	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

ODA_WOC3_9-1-2022_PostBendAnalysis
Generated Date 9/30/2022

Network: LakeCounty **Name:** Lake County

Branch: A01LA **Name:** Apron 01 Lakeview **Use:** APRON **Area:** 27,485 SqFt

Section: 01 of 1 **From:** Taxiway 03 **To:** Hangars **Last Const.:** 9/1/1987

Surface: AC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** S

Area: 27,485 SqFt **Length:** 270 Ft **Width:** 140 Ft

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

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

Section Comments:

Work Date: 9/1/1987	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2006	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 50

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	M	24.00	SqFt
48	L & T CR	M	248.00	Ft
50	PATCHING	L	175.00	SqFt
52	RAVELING	L	3400.00	SqFt
50	PATCHING	M	360.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 40

Sample Comments: Created by Inspection Schedule

50	PATCHING	L	182.00	SqFt
41	ALLIGATOR CR	M	16.00	SqFt
48	L & T CR	L	44.00	Ft
48	L & T CR	M	100.00	Ft
43	BLOCK CR	M	2700.00	SqFt
52	RAVELING	L	3400.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5625.00 SqFt **PCI:** 56

Sample Comments: Created by Inspection Schedule

50	PATCHING	L	400.00	SqFt
41	ALLIGATOR CR	M	12.00	SqFt
52	RAVELING	L	2800.00	SqFt
50	PATCHING	L	42.00	SqFt
50	PATCHING	L	104.00	SqFt
48	L & T CR	L	80.00	Ft
48	L & T CR	M	266.00	Ft

Network: LakeCounty **Name:** Lake County

Branch: A02LA **Name:** Apron 02 Lakeview **Use:** APRON **Area:** 145,800 SqFt

Section: 02 of 4 **From:** Taxiway 04 **To:** A02LA-03 **Last Const.:** 7/1/2019

Surface: AC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 45,414 SqFt **Length:** 300 Ft **Width:** 180 Ft

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

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

Section Comments:

Work Date: 8/1/1981	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 9/1/1981	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1981	**Work Type:** Base Course - Stabilized (Layer Construct)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 9/3/1981	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 7/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 9 **Surveyed:** 6

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3600.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 7000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 5918.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 5550.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 06 **Type:** R **Area:** 6900.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 09 **Type:** R **Area:** 3800.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: LakeCounty **Name:** Lake County

Branch: A02LA **Name:** Apron 02 Lakeview **Use:** APRON **Area:** 145,800 SqFt

Section: 04 of 4 **From:** Taxiway 05 & 06 **To:** FBO / Main Hangar **Last Const.:** 7/1/2019

Surface: AC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 83,132 SqFt **Length:** 275 Ft **Width:** 300 Ft

Slabs: **Slab Length:** Ft **Slab Width:** 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:** Overlay - AC Thin	**Code:** OL-AT	**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 Treatment - Seal Coat (Global 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 **TotalSamples:** 18 **Surveyed:** 6

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 07 **Type:** R **Area:** 6581.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 10 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 14 **Type:** R **Area:** 3654.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	60.00	Ft

Sample Number: 16 **Type:** R **Area:** 4311.00 SqFt **PCI:** 94

Sample Comments:

48	L & T CR	L	60.00	Ft

Network: LakeCounty **Name:** Lake County

Branch: A02LA **Name:** Apron 02 Lakeview **Use:** APRON **Area:** 145,800 SqFt

Section: 03 of 4 **From:** A02LA-02 **To:** A02LA-04 **Last Const.:** 7/1/2019

Surface: AC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 8,645 SqFt **Length:** 175 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/1943	**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:** Overlay - AC Thin	**Code:** OL-AT	**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 Treatment - Seal Coat (Global MR)	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/2007	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 2 **Surveyed:** 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>

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

Sample Comments:

<No Distress>

Network: LakeCounty **Name:** Lake County

Branch: A02LA **Name:** Apron 02 Lakeview **Use:** APRON **Area:** 145,800 SqFt

Section: 01 of 4 **From:** Taxiway A **To:** Taxiway 04 **Last Const.:** 7/1/2019

Surface: AC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 8,609 SqFt **Length:** 155 Ft **Width:** 45 Ft

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

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

Section Comments:

Work Date: 9/1/1981	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1981	**Work Type:** Base Course - Stabilized (Layer Construct)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 9/3/1981	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2007	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4650.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 02 **Type:** R **Area:** 3959.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: LakeCounty **Name:** Lake County

Branch: A03LA **Name:** Apron 03 Lakeview **Use:** APRON **Area:** 15,538 SqFt

Section: 01 of 1 **From:** Taxiway A near USFS **To:** **Last Const.:** 9/3/1993

Surface: AC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** S

Area: 15,538 SqFt **Length:** 435 Ft **Width:** 55 Ft

Slabs: **Slab Length:** Ft **Slab Width:** 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 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:** New Construction - 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: 9/1/1993	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1993	**Work Type:** Base Course - Stabilized (Layer Construct)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 9/3/1993	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Surface 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: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3162.00 SqFt **PCI:** 56

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	3162.00	SqFt
43	BLOCK CR	L	2852.00	SqFt
43	BLOCK CR	M	310.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5500.00 SqFt **PCI:** 56

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	4950.00	SqFt
43	BLOCK CR	M	550.00	SqFt
57	WEATHERING	L	5500.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: A04LA **Name:** Apron 04 Lakeview **Use:** APRON **Area:** 38,250 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** - **Last Const.:** 9/1/1974

Surface: AAC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** S

Area: 38,250 SqFt **Length:** 300 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** 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:** Overlay - AC Thin	**Code:** OL-AT	**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 Treatment - Seal Coat (Global MR)	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2014	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	5000.00	SqFt
57	WEATHERING	M	3700.00	SqFt
57	WEATHERING	H	1300.00	SqFt

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

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	5000.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments: Created by Inspection Schedule

52	RAVELING	M	250.00	SqFt
48	L & T CR	L	160.00	Ft
47	JT REF. CR	L	166.00	Ft
57	WEATHERING	M	4500.00	SqFt
50	PATCHING	M	77.00	SqFt
43	BLOCK CR	L	1750.00	SqFt
47	JT REF. CR	L	50.00	Ft
52	RAVELING	H	210.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	1500.00	SqFt
57	WEATHERING	M	5000.00	SqFt
47	JT REF. CR	L	250.00	Ft

Network: LakeCounty **Name:** Lake County

Branch: ANRUNUPLA **Name:** North Run-Up Apron Lakeview **Use:** APRON **Area:** 32,703 SqFt

Section: 01 of 1 **From:** Taxiway B **To:** --- **Last Const.:** 6/4/2015

Surface: AC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 32,703 SqFt **Length:** 276 Ft **Width:** 53 Ft

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

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

Section Comments:

Work Date: 6/1/2015	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/4/2015	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3930.00 SqFt **PCI:** 90

Sample Comments: Created by Inspection Schedule

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: Created by Inspection Schedule

57	WEATHERING	L	5744.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6992.00 SqFt **PCI:** 79

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	40.00	Ft
48	L & T CR	M	25.00	Ft
48	L & T CR	M	83.00	Ft
57	WEATHERING	L	6992.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: ASRUNUPLA **Name:** South Run-Up Apron Lakeview **Use:** APRON **Area:** 29,857 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** --- **Last Const.:** 6/4/2015

Surface: AC **Family:** 2022_Central_Cat3_Apron_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 29,857 SqFt **Length:** 276 Ft **Width:** 53 Ft

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

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

Section Comments:

Work Date: 6/1/2015	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/4/2015	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5550.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5550.00	SqFt
48	L & T CR	L	58.00	Ft

Sample Number: 03 **Type:** R **Area:** 5168.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5168.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4063.00 SqFt **PCI:** 92

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	4063.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: R17LA **Name:** Runway17/35 Lakeview **Use:** RUNWAY **Area:** 530,000 SqFt

Section: 01 of 1 **From:** Runway 17 End **To:** Runway 35 End **Last Const.:** 6/4/2015

Surface: AC **Family:** 2022_Central_Cat3_RW_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 530,000 SqFt **Length:** 5,300 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 9/1/1993	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1993	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1993	**Work Type:** Base Course - Stabilized (Layer Construct)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 9/4/1993	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Surface 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 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 Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Subbase - Pulverized AC	**Code:** SU-PA	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/4/2015	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 106 **Surveyed:** 6

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	36.00	Ft
48	L & T CR	M	59.00	Ft
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	42.00	Ft

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	50.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 22 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	13.00	Ft
48	L & T CR	L	10.00	Ft
48	L & T CR	M	14.00	Ft
48	L & T CR	M	40.00	Ft

Sample Number: 43 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	98.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 64 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 85 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	26.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: T02LA **Name:** Taxiway 02 Lakeview **Use:** TAXIWAY **Area:** 8,293 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Apron 01 **Last Const.:** 9/1/1987

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** S

Area: 8,293 SqFt **Length:** 330 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/1987	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Surface 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: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 18

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3792.00 SqFt **PCI:** 22

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	M	1500.00	SqFt
43	BLOCK CR	M	792.00	SqFt
41	ALLIGATOR CR	M	300.00	SqFt
43	BLOCK CR	M	1200.00	SqFt
52	RAVELING	L	3792.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4500.00 SqFt **PCI:** 14

Sample Comments: Created by Inspection Schedule

52	RAVELING	L	4000.00	SqFt
43	BLOCK CR	M	4174.00	SqFt
41	ALLIGATOR CR	M	176.00	SqFt
52	RAVELING	M	500.00	SqFt
41	ALLIGATOR CR	H	150.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: T03LA **Name:** Taxiway 03 Lakeview **Use:** TAXIWAY **Area:** 13,939 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Apron 02 **Last Const.:** 7/1/2019

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 13,939 SqFt **Length:** 300 Ft **Width:** 45 Ft

Slabs: **Slab Length:** Ft **Slab Width:** 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 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:** Overlay - AC Thin	**Code:** OL-AT	**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 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 Treatment - Seal Coat (Global MR)	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/2007	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4535.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 03 **Type:** R **Area:** 4725.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: LakeCounty **Name:** Lake County

Branch: T04LA **Name:** Taxiway 04 Lakeview **Use:** TAXIWAY **Area:** 8,534 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** Apron 02 **Last Const.:** 7/1/2019

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 8,534 SqFt **Length:** 185 Ft **Width:** 45 Ft

Slabs: **Slab Length:** Ft **Slab Width:** 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 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:** New Construction - 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 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 Treatment - Seal Coat (Global 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 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5725.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 02 **Type:** R **Area:** 2800.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: LakeCounty **Name:** Lake County

Branch: TALA **Name:** Taxiway A Lakeview **Use:** TAXIWAY **Area:** 176,770 SqFt

Section: 02 of 3 **From:** TALA-01 **To:** TALA-03 **Last Const.:** 9/3/1993

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 133,735 SqFt **Length:** 2,748 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/1943	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1943	**Work Type:** New 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:** New Construction - 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: 9/1/1993	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1993	**Work Type:** Base Course - Stabilized (Layer Construct)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 9/3/1993	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Surface 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 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: 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

Last Insp. Date: 3/1/2022 **TotalSamples:** 28 **Surveyed:** 6

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** A **Area:** 4254.00 SqFt **PCI:** 29

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	M	200.00	SqFt
43	BLOCK CR	M	4054.00	SqFt
57	WEATHERING	L	4254.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
43	BLOCK CR	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	M	5000.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5000.00	SqFt
43	BLOCK CR	M	5000.00	SqFt

Sample Number: 18 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5000.00	SqFt
43	BLOCK CR	M	5000.00	SqFt

Sample Number: 24 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5000.00	SqFt
43	BLOCK CR	L	2500.00	SqFt
43	BLOCK CR	M	2500.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TALA **Name:** Taxiway A Lakeview **Use:** TAXIWAY **Area:** 176,770 SqFt

Section: 03 of 3 **From:** TALA-02 **To:** Taxiway B **Last Const.:** 9/3/1985

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 29,092 SqFt **Length:** 528 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1985	**Work Type:** Base 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: 9/1/1996	**Work Type:** Surface Treatment - Seal Coat (Global MR)	**Code:** ST-SC	**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 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: 6/2/2011	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments: Created by Inspection Schedule

57	WEATHERING	M	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt
43	BLOCK CR	L	3750.00	SqFt
43	BLOCK CR	M	1250.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5000.00	SqFt
43	BLOCK CR	L	3750.00	SqFt
43	BLOCK CR	M	1250.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	3750.00	SqFt
57	WEATHERING	L	5000.00	SqFt
43	BLOCK CR	M	1250.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TALA **Name:** Taxiway A Lakeview **Use:** TAXIWAY **Area:** 176,770 SqFt

Section: 01 of 3 **From:** Runway 35 End **To:** TALA-02 **Last Const.:** 6/3/2015

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 13,943 SqFt **Length:** 158 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 6/1/1993	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/1/2015	**Work Type:** Subbase - Pulverized AC	**Code:** SU-PA	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6141.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	6141.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4165.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	4165.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TBLA **Name:** Taxiway B Lakeview **Use:** TAXIWAY **Area:** 388,857 SqFt

Section: 03x of 5 **From:** TBLA-02 **To:** TBLA-04 **Last Const.:** 6/1/1996

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **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:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1985	**Work Type:** Base 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:** Surface Treatment - Seal Coat (Global MR)	**Code:** ST-SC	**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 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: 6/2/2011	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 31 **Surveyed:** 7

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4350.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	4350.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	382.00	Ft
43	BLOCK CR	L	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 Schedule

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 Schedule

57	WEATHERING	L	6000.00	SqFt
43	BLOCK CR	L	5250.00	SqFt
43	BLOCK CR	M	750.00	SqFt

Sample Number: 19 **Type:** R **Area:** 6000.00 SqFt **PCI:** 56

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	5250.00	SqFt
43	BLOCK CR	M	750.00	SqFt
57	WEATHERING	L	6000.00	SqFt

Sample Number: 25 **Type:** R **Area:** 6000.00 SqFt **PCI:** 50

Sample Comments: Created by Inspection Schedule

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

Sample Number: 31 **Type:** R **Area:** 4000.00 SqFt **PCI:** 39

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	M	3000.00	SqFt
52	RAVELING	M	1000.00	SqFt
57	WEATHERING	M	200.00	SqFt
57	WEATHERING	L	2800.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TBLA **Name:** Taxiway B Lakeview **Use:** TAXIWAY **Area:** 388,857 SqFt

Section: 01 of 5 **From:** Runway 17 End **To:** TBLA-02 **Last Const.:** 6/3/2015

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 16,002 SqFt **Length:** 193 Ft **Width:** 80 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:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1985	**Work Type:** Base Course - Stabilized (Layer Construct)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 9/1/1993	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 6/1/2015	**Work Type:** Subbase - Pulverized AC	**Code:** SU-PA	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3870.00 SqFt **PCI:** 84

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	3870.00	SqFt
48	L & T CR	M	36.00	Ft

Sample Number: 02 **Type:** R **Area:** 4710.00 SqFt **PCI:** 75

Sample Comments: Created by Inspection Schedule

57	WEATHERING	M	4710.00	SqFt
48	L & T CR	M	48.00	Ft

Sample Number: 03 **Type:** R **Area:** 7422.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	7422.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TBLA **Name:** Taxiway B Lakeview **Use:** TAXIWAY **Area:** 388,857 SqFt

Section: 04 of 5 **From:** TBLA-03 **To:** Taxiway A **Last Const.:** 9/1/1943

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 7,000 SqFt **Length:** 175 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: 9/1/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1996	**Work Type:** Surface Treatment - Seal Coat (Global MR)	**Code:** ST-SC	**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 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: 6/2/2011	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7000.00 SqFt **PCI:** 59

Sample Comments: Created by Inspection Schedule

57	WEATHERING	M	7000.00	SqFt
43	BLOCK CR	L	7000.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TBLA **Name:** Taxiway B Lakeview **Use:** TAXIWAY **Area:** 388,857 SqFt

Section: 02 of 5 **From:** TBLA-01 **To:** TBLA-03 **Last Const.:** 6/3/2015

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** P

Area: 4,373 SqFt **Length:** 105 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:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1985	**Work Type:** Base Course - Stabilized (Layer Construct)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 9/1/1993	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 6/1/2015	**Work Type:** Subbase - Pulverized AC	**Code:** SU-PA	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 31 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4350.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	4350.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TBLA **Name:** Taxiway B Lakeview **Use:** TAXIWAY **Area:** 388,857 SqFt

Section: 03 of 5 **From:** TBLA-02 **To:** TBLA-04 **Last Const.:** 6/1/1996

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **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:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1985	**Work Type:** Base 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:** Surface Treatment - Seal Coat (Global MR)	**Code:** ST-SC	**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 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: 6/2/2011	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 3/1/2022 **TotalSamples:** 31 **Surveyed:** 6

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 62

Sample Comments:

57	WEATHERING	L	6000.00	SqFt
43	BLOCK CR	L	3000.00	SqFt
48	L & T CR	L	382.00	Ft

Sample Number: 06 **Type:** R **Area:** 6000.00 SqFt **PCI:** 59

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	6000.00	SqFt
57	WEATHERING	L	6000.00	SqFt

Sample Number: 12 **Type:** R **Area:** 6000.00 SqFt **PCI:** 56

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	5250.00	SqFt
43	BLOCK CR	M	750.00	SqFt
57	WEATHERING	L	6000.00	SqFt

Sample Number: 18 **Type:** R **Area:** 6000.00 SqFt **PCI:** 56

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	L	5250.00	SqFt
57	WEATHERING	L	6000.00	SqFt
43	BLOCK CR	M	750.00	SqFt

Sample Number: 24 **Type:** R **Area:** 6000.00 SqFt **PCI:** 50

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	M	750.00	SqFt
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

Sample Number: 30 **Type:** R **Area:** 4000.00 SqFt **PCI:** 39

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	M	3000.00	SqFt
57	WEATHERING	L	2800.00	SqFt
57	WEATHERING	M	200.00	SqFt
52	RAVELING	M	1000.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TC1LA **Name:** Taxiway C1 Lakeview **Use:** TAXIWAY **Area:** 20,002 SqFt

Section: 02 of 2 **From:** TC1LA-01 **To:** TC2LA **Last Const.:** 6/4/2015

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** S

Area: 11,444 SqFt **Length:** 200 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 6/1/2015	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/4/2015	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6025.00 SqFt **PCI:** 62

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	6025.00	SqFt
48	L & T CR	M	16.00	Ft
48	L & T CR	H	74.00	Ft
48	L & T CR	H	90.00	Ft

Sample Number: 02 **Type:** R **Area:** 5419.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	H	138.00	Ft
57	WEATHERING	L	5419.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TC1LA **Name:** Taxiway C1 Lakeview **Use:** TAXIWAY **Area:** 20,002 SqFt

Section: 01 of 2 **From:** Runway 17 End **To:** TC2 **Last Const.:** 6/4/2015

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** S

Area: 8,558 SqFt **Length:** 150 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 6/1/2015	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/4/2015	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4523.00 SqFt **PCI:** 66

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	5.00	Ft
57	WEATHERING	L	4523.00	SqFt
48	L & T CR	H	100.00	Ft

Sample Number: 02 **Type:** R **Area:** 4035.00 SqFt **PCI:** 91

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	4035.00	SqFt

Network: LakeCounty **Name:** Lake County

Branch: TC2LA **Name:** Taxiway C2 Lakeview **Use:** TAXIWAY **Area:** 10,581 SqFt

Section: 01 of 1 **From:** Runway 17 End **To:** TC1 **Last Const.:** 6/4/2015

Surface: AC **Family:** 2022_Central_Cat3_Taxiway_AC/AAC **Zone:** KLKV **Category:** M **Rank:** S

Area: 10,581 SqFt **Length:** 150 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 6/1/2015	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 6/2/2015	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/3/2015	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/4/2015	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 3/1/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5081.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5081.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5500.00 SqFt **PCI:** 85

Sample Comments: Created by Inspection Schedule

57	WEATHERING	L	5500.00	SqFt
48	L & T CR	M	47.00	Ft

APPENDIX F

Work History Report

Pavement Database: ODA_WOC3_9-27-2022_PostDetCurves

Network: Lake County **Branch:** A01LA Apron 01 Lakevie **Section:** 01 **Surface:**AC

L.C.D. 9/1/1987 **Use:** APRON **Rank:** S **Length:** 270.00 (Ft) **Width:** 140.00 (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 County **Branch:** A02LA Apron 02 Lakevie **Section:** 01 **Surface:**AC

L.C.D. 7/1/2019 **Use:** APRON **Rank:** P **Length:** 155.00 (Ft) **Width:** 45.00 (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	☑	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	☐	

Network: Lake County **Branch:** A02LA Apron 02 Lakevie **Section:** 02 **Surface:**AC

L.C.D. 7/1/2019 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 180.00 (Ft) **True Area:** 45414.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2019	CR-AC	Complete Reconstruction - AC	227,070.00	0.00	☑	missing construction history
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	☐	
8/1/1981	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: Lake County **Branch:** A02LA Apron 02 Lakevie **Section:** 03 **Surface:**AC

L.C.D. 7/1/2019 **Use:** APRON **Rank:** P **Length:** 175.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8645.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2019	CR-AC	Complete Reconstruction - AC	43,225.00	0.00	☑	missing construction history
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	☐	
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 County **Branch:** A02LA Apron 02 Lakevie **Section:** 04 **Surface:**AC

L.C.D. 7/1/2019 **Use:** APRON **Rank:** P **Length:** 275.00 (Ft) **Width:** 300.00 (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 County **Branch:** A03LA Apron 03 Lakevie **Section:** 01 **Surface:**AC

L.C.D. 9/3/1993 **Use:** APRON **Rank:** S **Length:** 435.00 (Ft) **Width:** 55.00 (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 County **Branch:** A04LA Apron 04 Lakevie **Section:** 01 **Surface:**AAC

L.C.D. 9/1/1974 **Use:** APRON **Rank:** S **Length:** 300.00 (Ft) **Width:** 100.00 (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	☑	

Network: Lake County **Branch:** ANRUNUPL North Run-Up Apr **Section:** 01 **Surface:**AC

L.C.D. 6/4/2015 **Use:** APRON **Rank:** P **Length:** 276.00 (Ft) **Width:** 53.00 (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: Lake County **Branch:** ASRUNUPLA South Run-Up Apr **Section:** 01 **Surface:**AC

L.C.D. 6/4/2015 **Use:** APRON **Rank:** P **Length:** 276.00 (Ft) **Width:** 53.00 (Ft) **True Area:** 29857.00000 (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: Lake County **Branch:** R17LA Runway17/35 Lak **Section:** 01 **Surface:**AC

L.C.D. 6/4/2015 **Use:** RUNWAY **Rank:** P **Length:** 5,300.00 (Ft) **Width:** 100.00 (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	☐	
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 County **Branch:** T02LA Taxiway 02 Lakevi **Section:** 01 **Surface:**AC

L.C.D. 9/1/1987 **Use:** TAXIWAY **Rank:** S **Length:** 330.00 (Ft) **Width:** 25.00 (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

Network: Lake County **Branch:** T03LA Taxiway 03 Lakevi **Section:** 01 **Surface:**AC

L.C.D. 7/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 45.00 (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	☑	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

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2019	CR-AC	Complete Reconstruction - AC	42,670.00	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	☐	
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	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 County **Branch:** TALA Taxiway A Lakevi **Section:** 01 **Surface:**AC

L.C.D. 6/3/2015 **Use:** TAXIWAY **Rank:** P **Length:** 158.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13943.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/3/2015	CR-AC	Complete Reconstruction - AC	0.00	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 Thickness
6/1/1993	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown Thickness

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 County **Branch:** TALA Taxiway A Lakevi **Section:** 03 **Surface:**AC

L.C.D. 9/3/1985 **Use:** TAXIWAY **Rank:** P **Length:** 528.00 (Ft) **Width:** 50.00 (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	☐	
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	☐	
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	☐	
9/3/1985	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	☐	

Network: Lake County **Branch:** TBLA Taxiway B Lakevi **Section:** 01 **Surface:**AC

L.C.D. 6/3/2015 **Use:** TAXIWAY **Rank:** P **Length:** 193.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 16002.00000 (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	0.00	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: Lake County **Branch:** TBLA Taxiway B Lakevi **Section:** 02 **Surface:**AC

L.C.D. 6/3/2015 **Use:** TAXIWAY **Rank:** P **Length:** 105.00 (Ft) **Width:** 40.00 (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: Lake County **Branch:** TBLA Taxiway B Lakevi **Section:** 03 **Surface:**AC

L.C.D. 6/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 4,525.00 (Ft) **Width:** 40.00 (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	☐	

Network: Lake County **Branch:** TBLA Taxiway B Lakevi **Section:** 04 **Surface:**AC

L.C.D. 9/1/1943 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 7000.000175 (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	0.00	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	☐	
9/1/1943	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: Lake County **Branch:** TC1LA Taxiway C1 Lakev **Section:** 01 **Surface:**AC
L.C.D. 6/4/2015 **Use:** TAXIWAY **Rank:** S **Length:** 150.00 (Ft) **Width:** 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	☑	
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: Lake County **Branch:** TC1LA Taxiway C1 Lakev **Section:** 02 **Surface:**AC
L.C.D. 6/4/2015 **Use:** TAXIWAY **Rank:** S **Length:** 200.00 (Ft) **Width:** 55.00 (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	☑	
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: Lake County **Branch:** TC2LA Taxiway C2 Lakev **Section:** 01 **Surface:**AC
L.C.D. 6/4/2015 **Use:** TAXIWAY **Rank:** S **Length:** 150.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 10581.00000 (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	☐	

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