2022 ODA Pavement Evaluation Program Burns Municipal Airport

Boardman, Oregon

May 8, 2023

Prepared for

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TABLE OF CONTENTS

1	C	JVEKV	/IEW			
2						
3	F	PAVEM	IENT CONDITION INSPECTION RESULTS			
	3.1 lı	ntrodu	iction4			
	3.2 P	Paveme	ent Condition Index Survey Results			
4			E PAVEMENT CONDITION ANALYSIS5			
			iction			
			Condition Analysis6			
			onal Remaining Life6			
5			TENANCE AND REHABILITATION PROJECT RECOMMENDATIONS			
_			action			
			mended Localized Maintenance			
			Maintenance and Rehabilitation Plan			
6						
6	L	.iivii i <i>P</i>	ITIONS			
TA	DI EC					
	BLES le 3-1		ASTM PCI Rating Scale			
	ile 5- ile 5-		Localized Maintenance Quantities			
	ile 5-2		Global Maintenance and Rehabilitation Quantities			
	URE					
_	ure 2.		Burns Municipal Airport Location Map			
_	ure 2.		Burns Municipal Airport Percent of Pavement Area by Surface Type			
_	ure 2.		Burns Municipal Airport Payement Inventory			
_	ure 2. ure 3.		Burns Municipal Airport Pavement Inventory 2022 PCI Survey Results Burns Municipal Airport			
_	ure 3.		Burns Municipal Airport Pavement Condition Rating by Percent of Area			
_	ure 4.		Future Pavement Condition Burns Municipal Airport			
_	ure 5.		Burns Municipal Airport Pavement Network General Treatment Type Distribution			
			Based on PCI			
Fig	ure 5.	.2:	5-Year Pavement Management Plan Burns Municipal Airport			
ΑP	PEN	DICES				
App	pendi	ix A:	Pavement Inventory Report and Maps			
App	pendi	ix B:	Pavement Condition Index Survey Results			
App	pendi	ix C:	Future Pavement Condition Analysis			
App	pendi	ix D:	Unit Cost Data and Maintenance and Rehabilitation Plan			
App	pendi	ix E:	Reinspection Report			



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 Burns Municipal Airport in Burns, 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 Burns Municipal 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

Burns Municipal Airport is located in Burns, Oregon, and is owned and operated by the City of Burns. The airport consists of two runways that serves a variety of general aviation and military aircraft. The general location of the airport is shown on the Burns Municipal Airport Location Map, Figure 2.1.





Figure 2.1 - BURNS MUNICIPAL AIRPORT LOCATION MAP

Burns Municipal Airport contains two runways, one exit/turnoff taxilane, aprons, and helipads. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC (AAC), and portland cement concrete (PCC). The airport pavements, delineated by surface type and branch use, are shown on the Burns Municipal Airport Percent of Pavement Area by Surface Type, Figure 2.2, and the Burns Municipal Airport Pavement Area by Branch Use, Figure 2.3. The pavement inventory, including work history for each pavement section, is displayed spatially on the Burns Municipal 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, Table 1F.



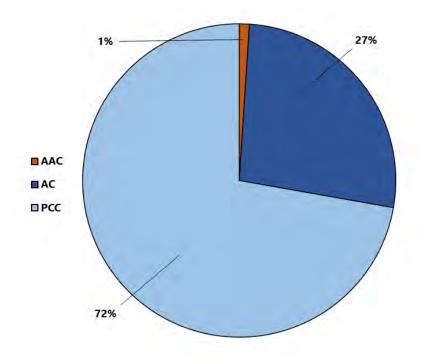


Figure 2.2 - BURNS MUNICIPAL AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

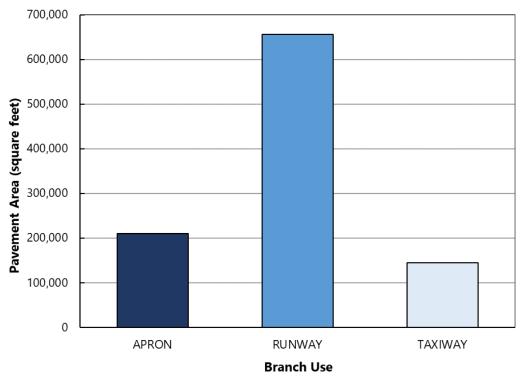
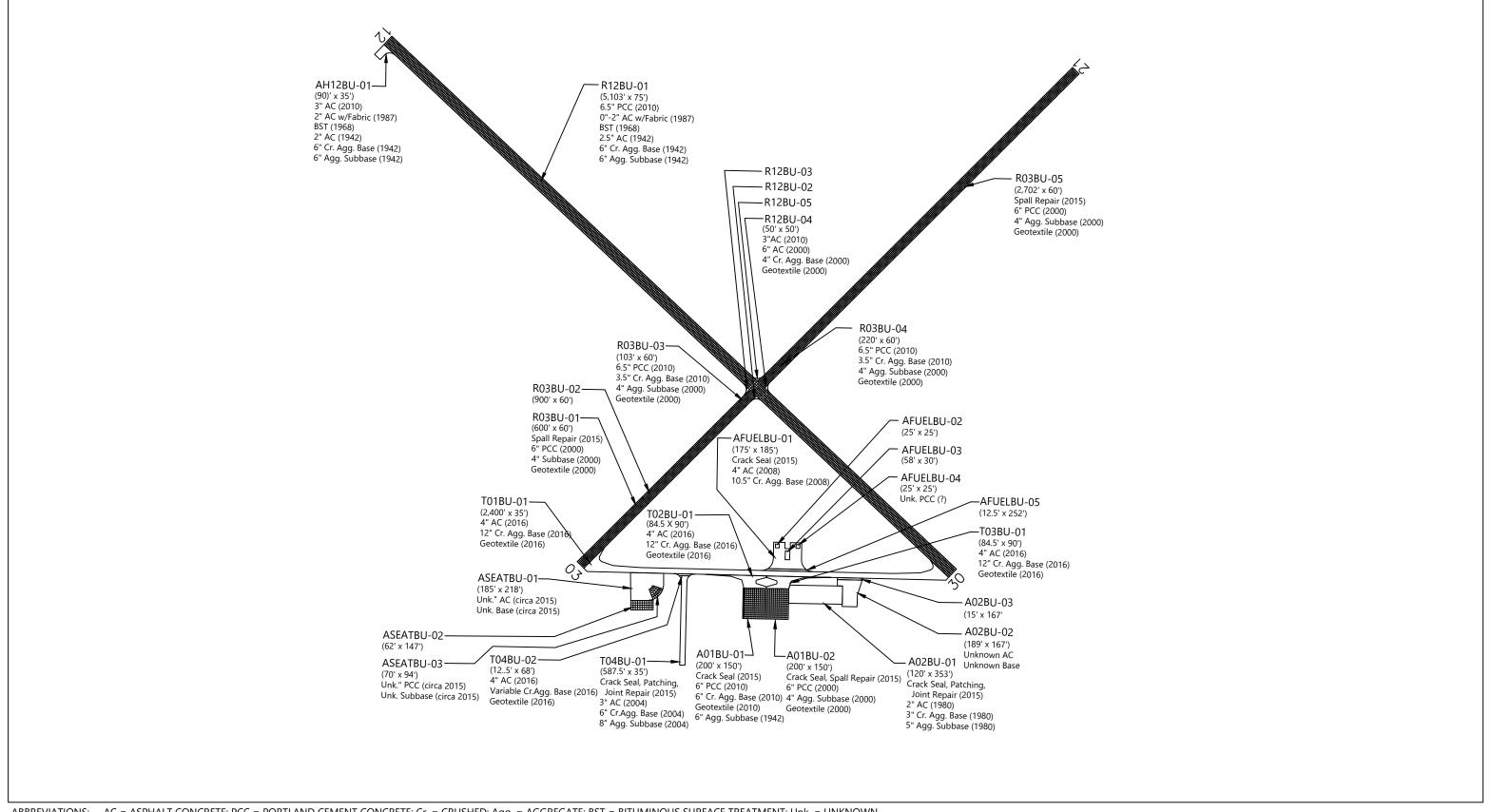
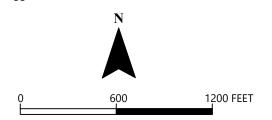


Figure 2.3 - BURNS MUNICIPAL AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; PCC = PORTLAND CEMENT CONCRETE; Cr. = CRUSHED; Agg. = AGGREGATE; BST = BITUMINOUS SURFACE TREATMENT; Unk. = UNKNOWN





BURNS MUNICIPAL AIRPORT PAVEMENT INVENTORY

JOB NO. 6593-C MAY 2023 FIG. 2.4



3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Burns Municipal Airport in July 2022. The 2022 survey work was performed on sections last inspected in 2017 in order to update the Burns Municipal 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.

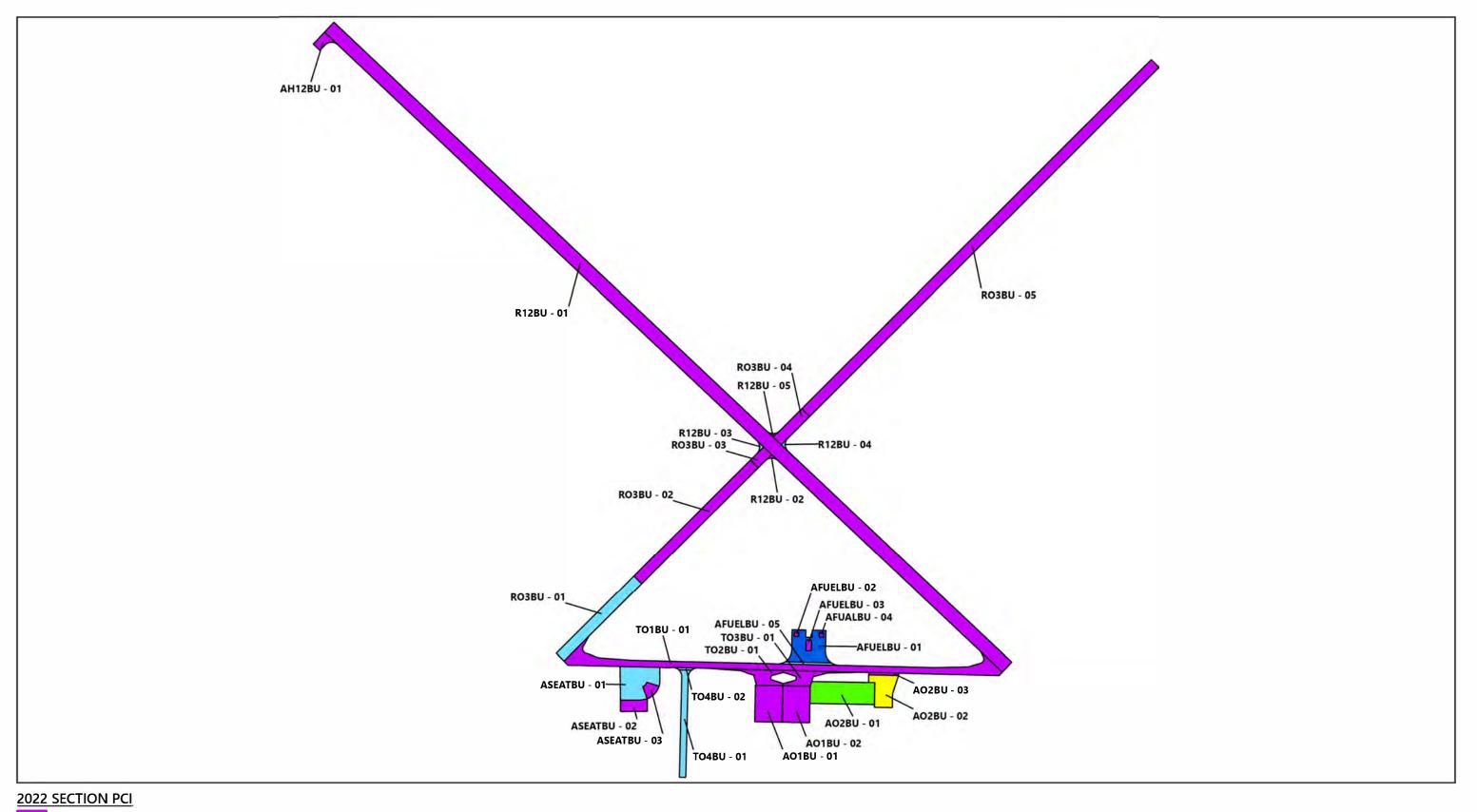
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category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

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

Table 3-1: ASTM PCI RATING SCALE

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Burns Municipal Airport is approximately 91. The section PCIs ranged from a low of 31 to a high of 98. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, and patching on AC-surfaced pavements, and shrinkage cracking, linear cracking, faulting, spalling, shattered slabs and small and large patching on PCC pavements. Section PCIs following our pavement survey are displayed below spatially on the 2022 PCI Survey Results Burns Municipal Airport, Figure 3.1.



(86 - 100) GOOD

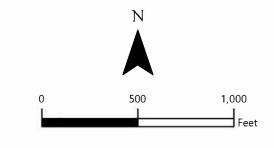
(71 - 85) SATISFACTORY

(56 - 70) FAIR

(41 - 55) POOR

(26 - 40) VERY POOR

(11 - 25) SERIOUS (0 - 10) FAILED





2022 PCI SURVEY RESULTS BURNS MUNICIPAL AIRPORT

MAY 2023

JOB NO. 6593-C

FIG. 3.1



The condition distribution of the network by the percent of total pavement area is provided below on Burns Municipal 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 reinspection report that includes inspection details for individual sample units is provided in Table 1E in Appendix E.

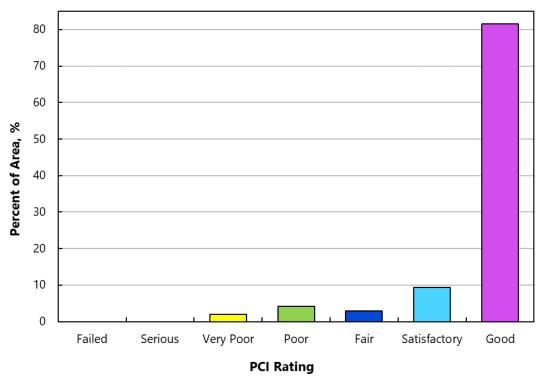


Figure 3.2 - BURNS MUNICIPAL AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy the future condition. Additional details regarding our future pavement condition analysis, including pavement condition prediction models, are provided in Appendix C. PCI performance curves developed for Burns Municipal Airport are displayed on Figures 1C through 4C in Appendix C.



4.2 Future Condition Analysis

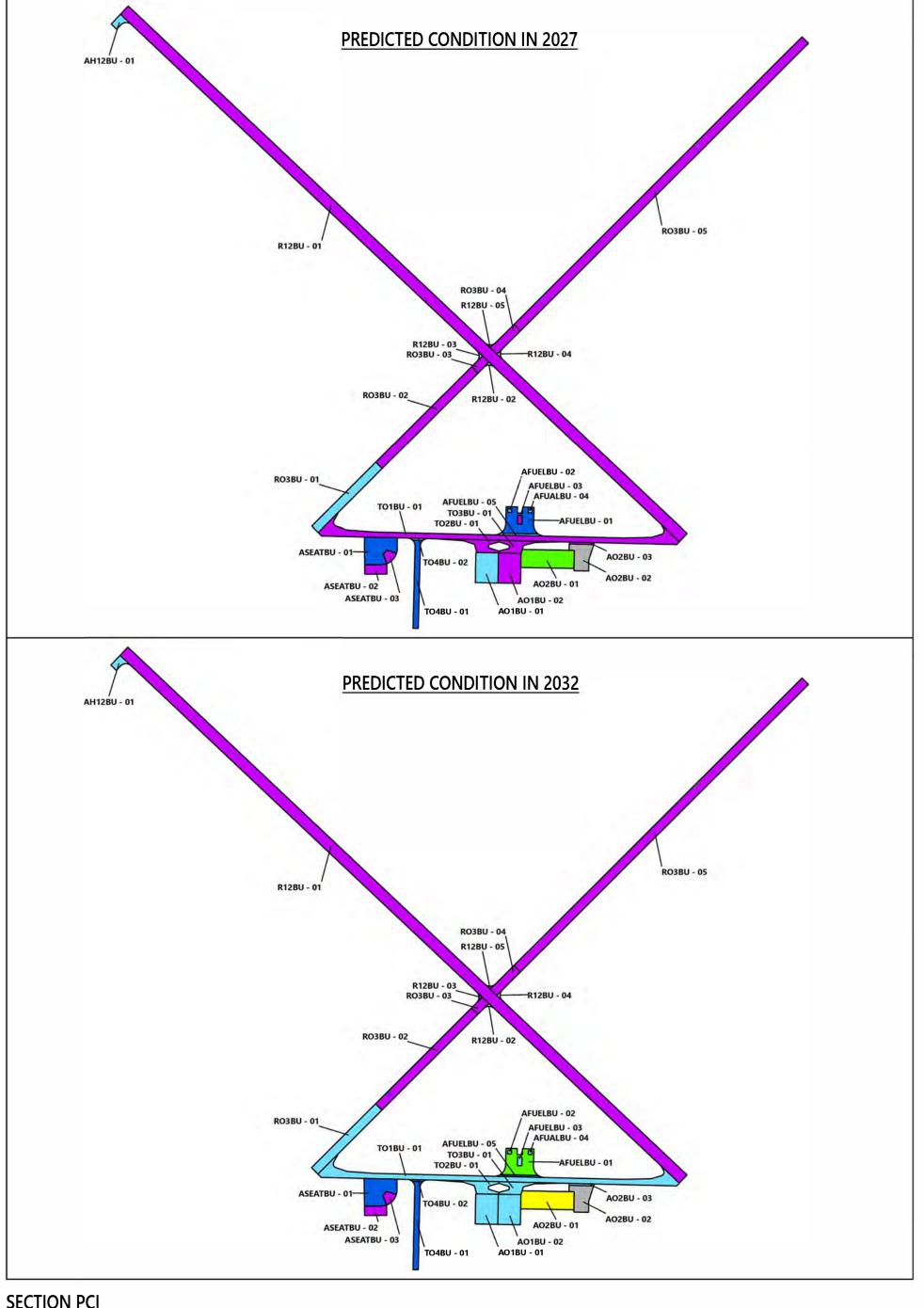
Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 91 to a value of 86 in the year 2027 and 81 in year the 2032 if no maintenance or rehabilitation work is performed. The projected pavement condition in 5 years and 10 years for each pavement section at Burns Municipal Airport which is displayed spatially on the Future Pavment Condition Burns Municipal Airport, 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 solely based on visual condition. This is not to be confused with structural remaining life, which requires analysis of the structural capacity of a pavement and typically a field exploration and testing program that includes core explorations and falling weight deflectometer (FWD) deflection tests.

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

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



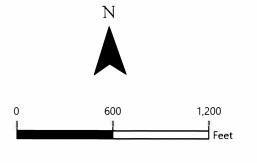


(86 - 100) GOOD (71 - 85) SATISFACTORY (56 - 70) FAIR (41 - 55) POOR

(11 - 25) SERIOUS

(0 - 10) FAILED

(26 - 40) VERY POOR





FUTURE PAVEMENT CONDITION BURNS MUNICIPAL AIRPORT

MAY 2023 JOB NO. 6593-C FIG. 4.1



5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

We evaluated M&R needs, as determined from the PAVER analysis results, in order to develop localized maintenance, 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, shown on the Burns Municipal Airport Pavement Network General Treatment Type Distribution Based on PCI, Figure 5.1 displays a breakdown of the Burns Municipal Airport network pavement condition by percent of area and general M&R treatment categories. Approximately 91%, 7%, and 2% of the area require preservation treatments, rehabilitation, and reconstruction, respectively.

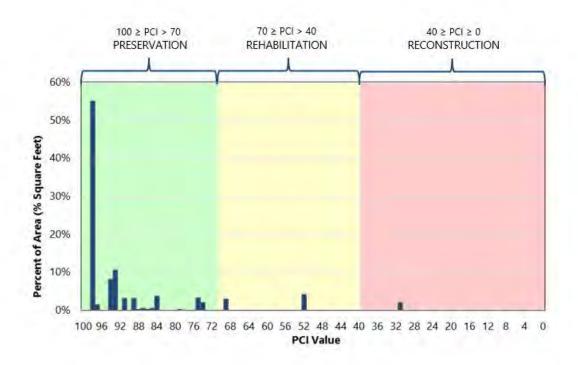


Figure 5.1 - BURNS MUNICIPAL AIRPORT PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

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 total localized maintenance quantities is provided in Table 5-1 below.

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

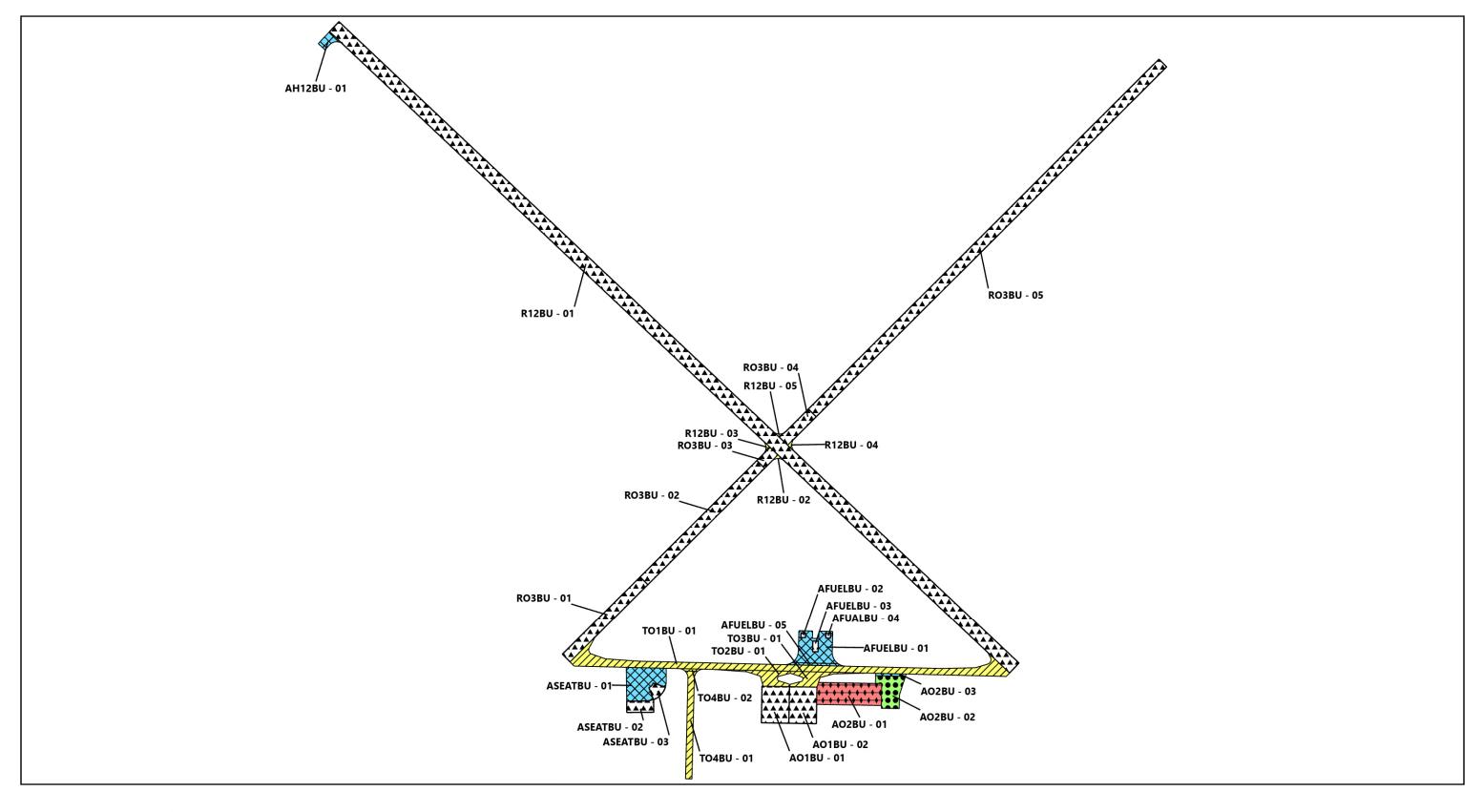
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	9,023 linear feet
Asphalt Concrete Wide Crack Sealing	18 linear feet
Portland Cement Concrete Crack Sealing	552 linear feet
Asphalt Concrete Full-Depth Patching	1,964 square feet
Portland Cement Concrete Full Depth Patching	2 square feet

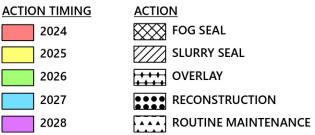
5.3 Global Maintenance and Rehabilitation Plan

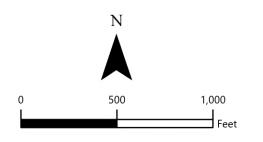
To develop the five-year work plan, we first ran the eliminate backlog scenario with the PAVER M&R Work Planning Module in order to generate a list, organized by year, of global M&R projects. We then reviewed the project list and refined it into practical construction projects for each year. A summary 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 Burns Municipal Airport, 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	20,291
Overlay	42,261
Fog Seal	71,893
Slurry Seal	146,424









5-YEAR PAVEMENT MANAGEMENT PLAN BURNS MUNICIPAL AIRPORT

MAY 2023 JOB NO. 6593-C



6 LIMITATIONS

This report has been prepared to assist the Oregon Department of Aviation (ODA) with pavement-related project planning for the Burns Municipal Airport. The scope is limited to the specific pavement areas described herein. 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 herein. Therefore, the information included in this report should be used solely for project planning purposes, and it should be understood that rehabilitation costs may vary from the cost estimates given within this report.

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

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This document has been submitted electronically.



APPENDIX A

Pavement Inventory Reports and Maps



APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Burns Municipal Airport is located in Burns, Oregon, and is owned and operated by the City of Burns. The pavement network/facilities at Burns Municipal Airport serve a variety of general aviation and military aircraft. Burns Municipal Airport consists of two runways, one exit/turnoff taxilane, aprons and helipads. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC (AAC), and portland cement concrete (PCC).

The current airport pavement management system (APMS) network at Burns Municipal Airport has an approximate area of 1.01 million 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 Burns Municipal Airport contains 11 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 Burns Municipal Airport contains 29 sections that are managed by the City of Boardman, which are tabulated in Table 2A and shown spatially on Figure 1A.

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



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

A.4 SAMPLE UNIT DELINEATION

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

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

where:

n = number of sample units to be inspected

N = total number of samples in the pavement sections

e = allowable error

s = section standard deviation

For the 2022 Burns Municipal Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible and rigid pavement that reflect similar rates used for other large airport pavement networks. In general, this sampling rate distribution provides a 92% confidence level with a standard error of eight PCI points.

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

Table 1A - BURNS AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01BU	Apron 01 Burns	2	59,000
A02BU	Apron 02 Burns	3	64,693
AFUELBU	Fuel Apron Burns	5	35,602
AH12BU	Hold Apron 12 Burns	1	5,011
ASEATBU	SEAT Apron Burns	3	46,018
R03BU	Runway 03/21 Burns	5	271,577
R12BU	Runway 12/30 Burns	5	384,830
T01BU	Taxiway 01 Burns	1	96,942
T02BU	Taxiway 02 Burns	1	12,737



Table 2A - BURNS AIRPORT CURRENT PAVEMENT INVENTORY

									Approximate Area, square		
BranchID	Branch Name	Branch Use	SectionID	From	То	Rank	Length, feet		feet	LCD	Surface Type
A01BU	Apron 01 Burns	APRON	01	T02BU-01	A01BU-02	Р	200	150	30,000	9/3/2010	PCC
A01BU	Apron 01 Burns	APRON	02	A01BU-01	A02BU-01	Р	200	145	29,000	9/3/2000	PCC
A02BU	Apron 02 Burns	APRON	01	A01BU-02	END	Р	353	120	42,261	9/3/1980	AC
A02BU	Apron 02 Burns	APRON	02	Taxiway 01	Section 01	Р	176	90	20,291	6/1/2005	AC
A02BU	Apron 02 Burns	APRON	03	Taxiway 01	Section 02	Р	167	13	2,141	8/3/2016	AC
AFUELBU	Fuel Apron Burns	APRON	01	North End	AFUELBU-02	S	175	182	29,128	9/2/2008	AC
AFUELBU	Fuel Apron Burns	APRON	02	-	-	Р	25	25	625	6/1/2011	PCC
AFUELBU	Fuel Apron Burns	APRON	03	-	-	Р	58	30	1,740	6/1/2011	PCC
AFUELBU	Fuel Apron Burns	APRON	04	-	-	Р	25	25	625	6/1/2011	PCC
AFUELBU	Fuel Apron Burns	APRON	05	AFUELBU-01	Taxiway 01	S	13	252	3,484	8/2/2016	AAC
AH12BU	Hold Apron 12 Burns	APRON	01	R12BU-01, 12 End	West End	Р	90	50	5,011	9/1/2010	AAC
ASEATBU	SEAT Apron Burns	APRON	01	-	-	S	185	218	32,129	6/1/2015	AC
ASEATBU	SEAT Apron Burns	APRON	02	-	-	S	62	147	9,206	6/1/2015	PCC
ASEATBU	SEAT Apron Burns	APRON	03	-	=	S	70	94	4,683	6/1/2015	PCC
R03BU	Runway 03/21 Burns	RUNWAY	01	T01BU-01	R03BU-02	S	600	60	36,000	9/3/2000	PCC
R03BU	Runway 03/21 Burns	RUNWAY	02	R03BU-01	R03BU-03	S	900	60	54,000	9/3/2000	PCC
R03BU	Runway 03/21 Burns	RUNWAY	03	R03BU-02	R12BU-01	S	103	60	6,128	9/2/2010	PCC
R03BU	Runway 03/21 Burns	RUNWAY	04	R12BU-01	R03BU-05	S	220	60	13,306	9/2/2010	PCC
R03BU	Runway 03/21 Burns	RUNWAY	05	R03BU-04	Runway 21 End	S	2,702	60	162,143	9/3/2000	PCC
R12BU	Runway 12/30 Burns	RUNWAY	01	Runway 12 End	Runway 30 End	Р	5,103	75	382,758	9/1/2010	PCC
R12BU	Runway 12/30 Burns	RUNWAY	02	R03BU	R12BU	Р	50	50	422	9/2/2010	AAC
R12BU	Runway 12/30 Burns	RUNWAY	03	R03BU	R12BU	Р	50	50	575	9/2/2010	AAC
R12BU	Runway 12/30 Burns	RUNWAY	04	R03BU	R12BU	Р	50	50	575	9/2/2010	AAC
R12BU	Runway 12/30 Burns	RUNWAY	05	R03BU	R12BU	Р	50	50	500	9/2/2010	AAC
T01BU	Taxiway 01 Burns	TAXIWAY	01	Runway 03 End	Runway 30 End	Р	2,400	35	96,942	8/3/2016	AC
T02BU	Taxiway 02 Burns	TAXIWAY	01	T01BU-03	A01BU-01	Р	84	90	12,737	8/3/2016	AC
T03BU	Taxiway 03 Burns	TAXIWAY	01	T01-03	T03BU-02	Р	84	90	12,601	8/3/2016	AC
T04BU	Taxiway 04 Burns	TAXIWAY	01	T01BU-03	END	S	587	35	20,952	8/3/2004	AC
T04BU	Taxiway 04 Burns	TAXIWAY	02	T01	T04-02	S	12	68	1,120	8/3/2016	AC

Abbreviations:

P = Primary pavement, S = Secondary pavement

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

AC = Asphalt Concrete, AAC = AC overlaid AC, PCC = Portland Cement Concrete





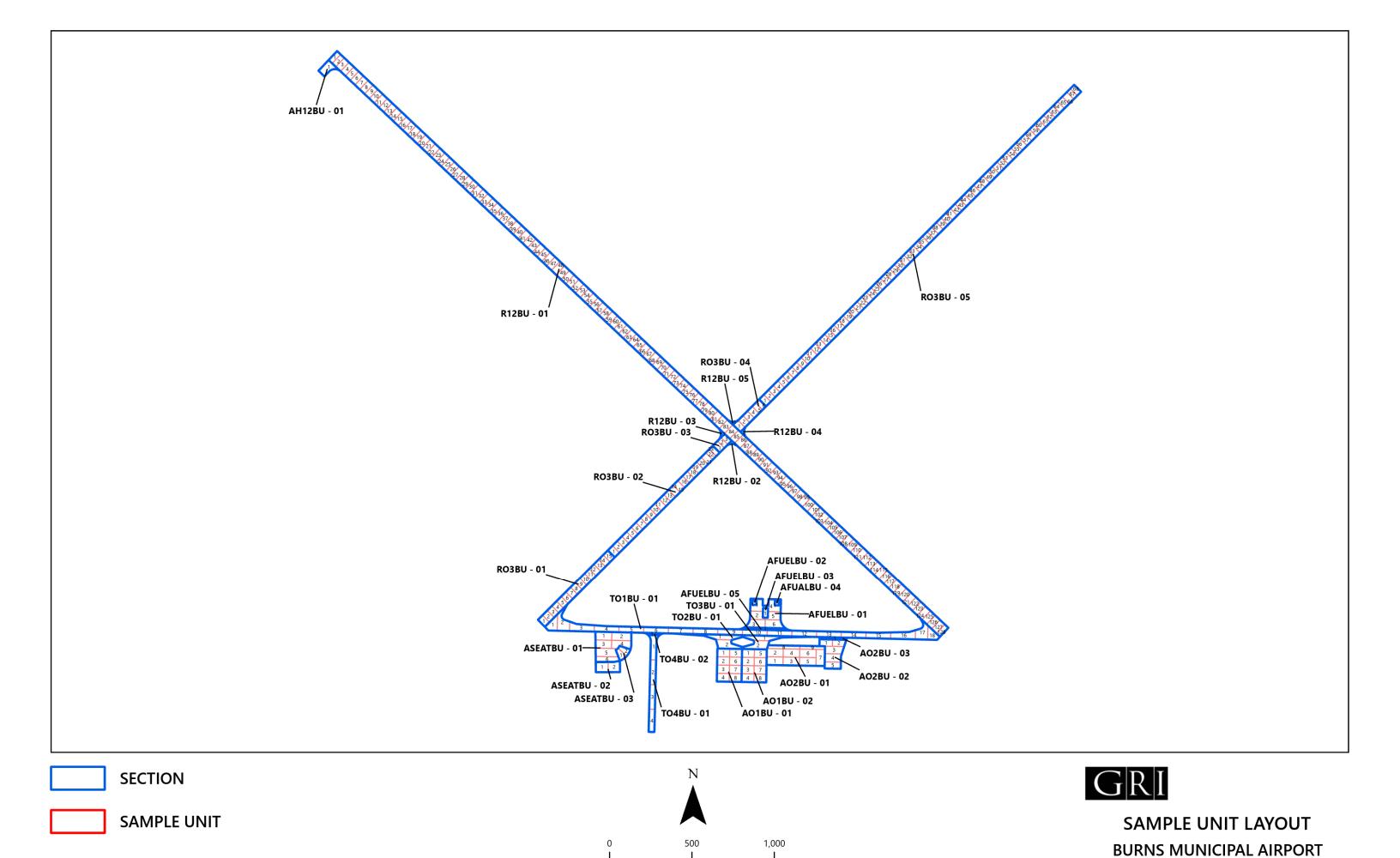
Table 3A: EXAMPLE SAMPLE RATES FOR AC AND PCC PAVEMENTS

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

Note: AC = Asphalt Concrete

PCC = Portland Cement Concrete

PCC Sampling Rate					
Total Number of Sample Units, N	Sample Units to Survey, n				
1	1				
2	2				
3-4	3				
5-6	4				
7-8	5				
9-11	6				
12-14	7				
15-19	8				
20-27	9				
28-38	10				
39-58	11				
59-104	12				
105-313	13				
314+	14				



MAY 2023

JOB NO. 6593-C



APPENDIX B

Pavement Condition Index Survey Results



APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

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

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

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

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

Rigid Pavement



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

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

To obtain the section PCI, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional"— defined as nonrepresentative instead of random— are not extrapolated over the entire section but merely added to the extrapolated quantity. The PCI rating scale presented previously in Table 3-1 of Section 3.1 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; nor does it provide a direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures."

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

B.2 DISTRESS TYPES

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

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



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

- Climate- and durability-related: Flexible pavement distresses include bleeding, block
 cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling,
 and raveling/weathering. Rigid pavement distresses include blow-ups, durability
 cracking, longitudinal cracking, pop-outs, pumping, scaling, shrinkage cracks, and joint
 and corner spalling.
- **Moisture-** and drainage-related: Flexible pavement distresses include alligator/ fatigue cracking, depressions, potholes, and swelling. Rigid pavement distresses include corner breaks, divided slabs, and pumping.
- Other factors: Oil spillage, jet blast erosion, bleeding, patching, and concrete slab joint faulting.

As described above, 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 Burns Municipal Airport pavement network consists of 11 branches and 29 sections. A total of 112 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 Burns Municipal Airport is approximately 91, which corresponds to a PCI rating of Good.

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 Burns Municipal Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B - BURNS AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01BU	2	59,000	APRON	90	Good
A02BU	3	64,693	APRON	47	Poor
AFUELBU	5	35,602	APRON	72	Satisfactory
AH12BU	1	5,011	APRON	87	Good
ASEATBU	3	46,018	APRON	81	Satisfactory
R03BU	5	271,577	RUNWAY	95	Good
R12BU	5	384,830	RUNWAY	98	Good
T01BU	1	96,942	TAXIWAY	93	Good
T02BU	1	12,737	TAXIWAY	94	Good
T03BU	1	12,601	TAXIWAY	94	Good
T04BU	2	22,072	TAXIWAY	74	Satisfactory

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	14	210,324	72
RUNWAY	10	656,407	97
TAXIWAY	5	144,352	90
ALL	29	1,011,083	91

Abbreviation: PCI = Pavement Condition Index



Table 3B - BURNS 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
A01BU	01	9/3/2010	PCC	APRON	7/1/2022	12	89	Good	0	60	40
A01BU	02	9/3/2000	PCC	APRON	7/1/2022	22	91	Good	0	45	55
A02BU	01	9/3/1980	AC	APRON	7/1/2022	42	52	Poor	66	34	0
A02BU	02	6/1/2005	AC	APRON	7/1/2022	17	31	Very Poor	35	59	6
A02BU	03	8/3/2016	AC	APRON	7/1/2022	6	94	Good	100	0	0
AFUELBU	01	9/2/2008	AC	APRON	7/1/2022	14	69	Fair	100	0	0
AFUELBU	02	6/1/2011	PCC	APRON	7/1/2022	11	89	Good	0	0	100
AFUELBU	03	6/1/2011	PCC	APRON	7/1/2022	11	91	Good	0	0	100
AFUELBU	04	6/1/2011	PCC	APRON	7/1/2022	11	89	Good	0	0	100
AFUELBU	05	8/2/2016	AAC	APRON	7/1/2022	6	85	Satisfactory	100	0	0
AH12BU	01	9/1/2010	AAC	APRON	7/1/2022	12	87	Good	100	0	0
ASEATBU	01	6/1/2015	AC	APRON	7/1/2022	7	75	Satisfactory	100	0	0
ASEATBU	02	6/1/2015	PCC	APRON	7/1/2022	7	93	Good	0	0	100
ASEATBU	03	6/1/2015	PCC	APRON	7/1/2022	7	98	Good	0	0	100
R03BU	01	9/3/2000	PCC	RUNWAY	7/1/2022	22	84	Satisfactory	0	0	100
R03BU	02	9/3/2000	PCC	RUNWAY	7/1/2022	22	94	Good	0	0	100
R03BU	03	9/2/2010	PCC	RUNWAY	7/1/2022	12	98	Good	0	0	100
R03BU	04	9/2/2010	PCC	RUNWAY	7/1/2022	12	97	Good	84	0	16
R03BU	05	9/3/2000	PCC	RUNWAY	7/1/2022	22	98	Good	0	0	100
R12BU	01	9/1/2010	PCC	RUNWAY	7/1/2022	12	98	Good	0	38	62
R12BU	02	9/2/2010	AAC	RUNWAY	7/1/2022	12	88	Good	100	0	0
R12BU	03	9/2/2010	AAC	RUNWAY	7/1/2022	12	84	Satisfactory	100	0	0
R12BU	04	9/2/2010	AAC	RUNWAY	7/1/2022	12	85	Satisfactory	100	0	0
R12BU	05	9/2/2010	AAC	RUNWAY	7/1/2022	12	86	Good	100	0	0
T01BU	01	8/3/2016	AC	TAXIWAY	7/1/2022	6	93	Good	100	0	0
T02BU	01	8/3/2016	AC	TAXIWAY	7/1/2022	6	94	Good	100	0	0
T03BU	01	8/3/2016	AC	TAXIWAY	7/1/2022	6	94	Good	100	0	0
T04BU	01	8/3/2004	AC	TAXIWAY	7/1/2022	18	74	Satisfactory	100	0	0
T04BU	02	8/3/2016	AC	TAXIWAY	7/1/2022	6	79	Satisfactory	100	0	0

Abbreviations:

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



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

			Approximate									
			Area, square			2017 Surve	<u> </u>	-	022 Survey	,		Rate of
Branch ID		Surface Type ¹	feet	LCD ²	PCI	PCI Category	Insp. Date	PCI	PCI Category	Age ³	Δ PCI/yr ⁴	Deterioration
A01BU	01	PCC	30,000	9/3/2010	97	Good	6/15/2017	89	Good	7	-1.59	NORMAL
A01BU	02	PCC	29,000	9/3/2000	96	Good	6/15/2017	91	Good	17	-0.99	NORMAL
A02BU	01	AC	42,261	9/3/1980	31	Very Poor	6/15/2017	52	Poor	37	4.16	NONE
A02BU	02	AC	20,291	6/1/2005	63	Fair	6/15/2017	31	Very Poor	12	-6.34	HIGH
A02BU	03	AC	2,141	8/3/2016	100	Good	6/15/2017	94	Good	1	-1.19	NORMAL
AFUELBU	01	AC	29,128	9/2/2008	76	Satisfactory	6/15/2017	69	Fair	9	-1.39	NORMAL
AFUELBU	02	PCC	625	6/1/2011	89	Good	6/15/2017	89	Good	6	0.00	NONE
AFUELBU	03	PCC	1,740	6/1/2011	95	Good	6/15/2017	91	Good	6	-0.79	NORMAL
AFUELBU	04	PCC	625	6/1/2011	81	Satisfactory	6/15/2017	89	Good	6	1.59	NONE
AFUELBU	05	AAC	3,484	8/2/2016	100	Good	6/15/2017	85	Satisfactory	1	-2.97	NORMAL
AH12BU	01	AAC	5,011	9/1/2010	100	Good	6/15/2017	87	Good	7	-2.58	NORMAL
ASEATBU	01	AC	32,129	6/1/2015	99	Good	6/15/2017	75	Satisfactory	2	-4.76	HIGH
ASEATBU	02	PCC	9,206	6/1/2015	99	Good	6/15/2017	93	Good	2	-1.19	NORMAL
ASEATBU	03	PCC	4,683	6/1/2015	99	Good	6/15/2017	98	Good	2	-0.20	NORMAL
R03BU	01	PCC	36,000	9/3/2000	91	Good	6/15/2017	84	Satisfactory	17	-1.39	NORMAL
R03BU	02	PCC	54,000	9/3/2000	98	Good	6/15/2017	94	Good	17	-0.79	NORMAL
R03BU	03	PCC	6,128	9/2/2010	100	Good	6/15/2017	98	Good	7	-0.40	NORMAL
R03BU	04	PCC	13,306	9/2/2010	100	Good	6/15/2017	97	Good	7	-0.59	NORMAL
R03BU	05	PCC	162,143	9/3/2000	100	Good	6/15/2017	98	Good	17	-0.40	NORMAL
R12BU	01	PCC	382,758	9/1/2010	99	Good	6/15/2017	98	Good	7	-0.20	NORMAL
R12BU	02	AAC	422	9/2/2010	100	Good	6/15/2017	88	Good	7	-2.38	NORMAL
R12BU	03	AAC	575	9/2/2010	96	Good	6/15/2017	84	Satisfactory	7	-2.38	NORMAL
R12BU	04	AAC	575	9/2/2010	100	Good	6/15/2017	85	Satisfactory	7	-2.97	NORMAL
R12BU	05	AAC	500	9/2/2010	100	Good	6/15/2017	86	Good	7	-2.77	NORMAL
T01BU	01	AC	96,942	8/3/2016	100	Good	6/15/2017	93	Good	1	-1.39	NORMAL
T02BU	01	AC	12,737	8/3/2016	100	Good	6/15/2017	94	Good	1	-1.19	NORMAL
T03BU	01	AC	12,601	8/3/2016	100	Good	6/15/2017	94	Good	1	-1.19	NORMAL
T04BU	01	AC	20,952	8/3/2004	87	Good	6/15/2017	74	Satisfactory	13	-2.58	NORMAL
T04BU	02	AC	1,120	8/3/2016	100	Good	6/15/2017	79	Satisfactory	1	-4.16	HIGH

Abbreviations:



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

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

³ Age = Pavement age in years at the time of the PCI survey in 2017

 $^{^4}$ Δ PCI/yr = Change in PCI points per year between 2017 survey and 2022 survey



APPENDIX C

Future Pavement Condition Analysis



APPENDIX C

PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy its future condition. In a pavement management plan (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 Burns Municipal Airport. The delineation is based on branch use, surface type, section rank, and structural design life. We use five distinct models for the following "families" of pavements at Burns Municipal Airport. For each model, we reviewed the data in order to filter out any inconsistent 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 4C below.



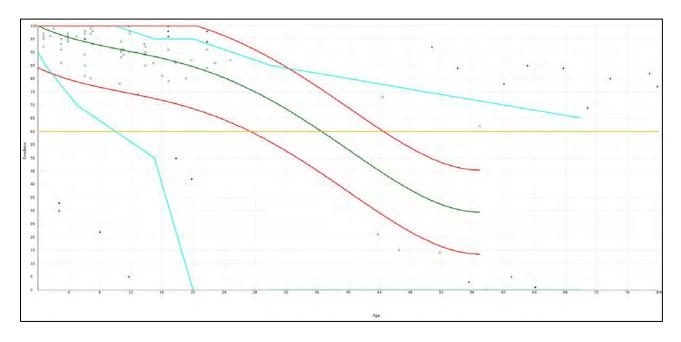


Figure 1C: - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 PCC RUNWAYS, TAXIWAYS, AND APRONS

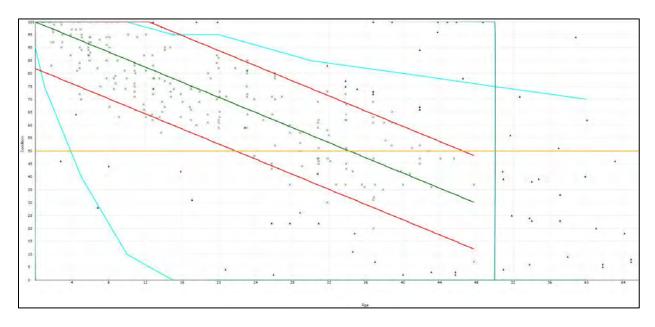


Figure 2C: - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC AND AAC APRONS



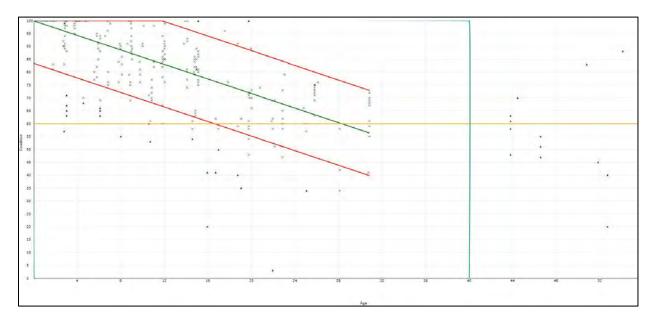


Figure 3C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC AND AAC RUNWAYS

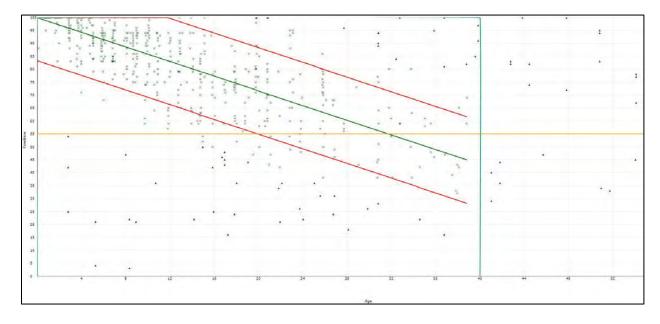


Figure 4C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC AND AAC TAXIWAYS



C.3 CRITICAL PCI

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 Burns Municipal Airport:

- Runways 60
- Taxiways/Taxilanes 55
- Aprons 50

C.4 FUTURE CONDITION ANALYSIS

As previously discussed, the projected condition of each pavement section was determined for 5- and 10-year periods. The projected pavement conditions in 5 years and 10 years for each pavement section at Burns Municipal Airport, along with the conditions at the previous inspection, are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

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

We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Burns Municipal 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

				Daniel Control	Fortuna DCI
		Past Inspection PCI	<u>Current PCI</u>		Future PCI
BranchID	SectionID	2017	2022	2027	2032
A01BU	01	97	89	85	80
A01BU	02	96	91	88	84
A02BU	01	31	52	45	37
A02BU	02	63	31	24	16
A02BU	03	100	94	87	79
AFUELBU	01	76	69	62	54
AFUELBU	02	89	89	85	80
AFUELBU	03	95	91	88	84
AFUELBU	04	81	89	85	80
AFUELBU	05	100	85	78	70
AH12BU	01	100	87	80	72
ASEATBU	01	99	75	68	60
ASEATBU	02	99	93	90	87
ASEATBU	03	99	98	94	90
R03BU	01	91	84	78	71
R03BU	02	98	94	91	88
R03BU	03	100	98	94	90
R03BU	04	100	97	93	90
R03BU	05	100	98	94	90
R12BU	01	99	98	94	90
R12BU	02	100	88	81	74
R12BU	03	96	84	77	70
R12BU	04	100	85	78	71
R12BU	05	100	86	79	72
T01BU	01	100	93	86	79
T02BU	01	100	94	87	80
T03BU	01	100	94	87	80
T04BU	01	87	74	67	60
T04BU	02	100	79	72	65

Abbreviation: PCI = Pavement Condition Index



Table 2C - BURNS AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Table 2C - BURNS AIRPORT FUNCTIONAL REMAINING LIFE AMALYSIS									
Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI ¹	Years to End of Functional Service Life			
A01BU	01	PCC	90	> 20	50	> 20			
A01BU	02	PCC	91	> 20	50	> 20			
A02BU	01	AC	52	0 - 5	50	6 - 10			
A02BU	02	AC	31	0 - 5	50	0 - 5			
A02BU	03	AC	94	> 20	50	> 20			
AFUELBU	01	AC	69	11 - 15	50	> 20			
AFUELBU	02	PCC	89	> 20	50	> 20			
AFUELBU	03	PCC	91	> 20	50	> 20			
AFUELBU	04	PCC	89	> 20	50	> 20			
AFUELBU	05	AAC	85	> 20	50	> 20			
AH12BU	01	AAC	87	> 20	50	> 20			
ASEATBU	01	AC	75	16 - 20	50	> 20			
ASEATBU	02	PCC	93	> 20	50	> 20			
ASEATBU	03	PCC	98	> 20	50	> 20			
R03BU	01	PCC	84	16 - 20	60	> 20			
R03BU	02	PCC	94	> 20	60	> 20			
R03BU	03	PCC	98	> 20	60	> 20			





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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 Burns Municipal Airport pavement network condition over time. We used PAVER v7.0.8 software to develop network-level project recommendations for the next five years.

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal to determine the budget required to meet the goal. The M&R work planning analysis was based on a five-year period beginning on August 1, 2024. A backlog elimination analysis scenario was selected to generate a list of 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

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

D.2 MAINTENANCE POLICIES AND UNIT COSTS

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

Although our work scope does not include budget analysis, we did assign construction costs to the maintenance work so that PAVER would allocate M&R projects that were approximately equal in 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 2017 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Burns Municipal 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 Burns Municipal Airport. The costs represent the fully-loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D below.



Table 2D: BURNS MUNICIPAL AIRPORT UNIT COST DATA

Type of M&R	Work Type	Unit Cost	Work Unit
Maior MARD	Complete Reconstruction with AC	\$13.32	Sq Ft
Major M&R	Cold Mill and Overlay – 2 Inches Thick	\$5.88	Sq Ft
Clobal Mar	Surface Treatment - Slurry Seal	\$0.40	Sq Ft
Global M&R	Surface Treatment - Fog Seal	\$0.24	Sq Ft
	Crack Sealing - AC	\$2.40	Ft
	Crack Sealing - PCC	\$18.00	Ft
Localized Preventive M&R	Crack Sealing – Wide Cracks	\$39.60	Ft
i reventive man	AC Patching – Full Depth	\$60.00	Sq Ft
	PCC Patching – Full Depth	\$120.00	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 - BURNS AIRPORT NETWORK MAINTENANCE REPORT

Network	Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
Burns	A01BU	01	Shattered Slab	Low	Crack Sealing - PCC	27	Ft	\$18.00	\$488	
Burns	A01BU	01	Linear Cracking	Low	Crack Sealing - PCC	176	Ft	\$18.00	\$3,169	\$3,816
Burns	A01BU	01	Corner Break	Low	Crack Sealing - PCC	9	Ft	\$18.00	\$160	
Burns	A01BU	02	Linear Cracking	Low	Crack Sealing - PCC	88	Ft	\$18.00	\$1,575	\$1,870
Burns	A01BU	02	Corner Break	Low	Crack Sealing - PCC	16	Ft	\$18.00	\$295	\$1,670
Burns	A02BU	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	12	Ft	\$39.60	\$475	
Burns	A02BU	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,263	Ft	\$2.40	\$5,432	\$58,103
Burns	A02BU	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,338	Ft	\$2.40	\$3,212	\$50,105
Burns	A02BU	01	Alligator Cracking	Medium	Patching - AC Deep	816	SqFt	\$60.00	\$48,983	
Burns	A02BU	02	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	6	Ft	\$39.60	\$252	
Burns	A02BU	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	357	Ft	\$2.40	\$856	
Burns	A02BU	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	339	Ft	\$2.40	\$813	\$70,888
Burns	A02BU	02	Alligator Cracking	Low	Crack Sealing - AC	16	Ft	\$2.40	\$38	\$70,000
Burns	A02BU	02	Alligator Cracking	High	Patching - AC Deep	825	SqFt	\$60.00	\$49,471	
Burns	A02BU	02	Alligator Cracking	Medium	Patching - AC Deep	324	SqFt	\$60.00	\$19,459	
Burns	AFUELBU	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	763	Ft	\$2.40	\$1,833	\$3,637
Burns	AFUELBU	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	752	Ft	\$2.40	\$1,805	\$3,037
Burns	AFUELBU	05	Long. & Trans. Cracking	Low	Crack Sealing - AC	107	Ft	\$2.40	\$257	\$257
Burns	AH12BU	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	114	Ft	\$2.40	\$274	\$274
Burns	ASEATBU	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	440	Ft	\$2.40	\$1,056	\$4,618
Burns	ASEATBU	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,485	Ft	\$2.40	\$3,563	\$4,010
Burns	ASEATBU	02	Small patch	High	Patching - PCC Partial Depth	2	SqFt	\$120.00	\$323	\$323
Burns	R12BU	01	Linear Cracking	Low	Crack Sealing - PCC	236	Ft	\$18.00	\$4,239	\$4,239
Burns	R12BU	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	7	Ft	\$2.40	\$17	\$17
Burns	R12BU	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	4	Ft	\$2.40	\$9	\$14
Burns	R12BU	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	2	Ft	\$2.40	\$5	\$14
Burns	R12BU	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1	Ft	\$2.40	\$2	\$11
Burns	R12BU	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	4	Ft	\$2.40	\$9	\$11
Burns	R12BU	05	Long. & Trans. Cracking	Low	Crack Sealing - AC	2	Ft	\$2.40	\$5	\$8
Burns	R12BU	05	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1	Ft	\$2.40	\$3	\$0
Burns	T01BU	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	92	Ft	\$2.40	\$222	\$222
Burns	T04BU	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	600	Ft	\$2.40	\$1,439	\$2,094
Burns	T04BU	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	273	Ft	\$2.40	\$654	→ \$∠,U9 4
Burns	T04BU	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	64	Ft	\$2.40	\$154	\$154



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	Total Cost
2024	A02BU	01	APRON	AC	52	Overlay	42,261	\$6.66	\$281,504
	R12BU	02	RUNWAY	AAC	88	Slurry Seal	422	\$0.40	\$169
	R12BU	03	RUNWAY	AAC	84	Slurry Seal	575	\$0.40	\$230
	R12BU	04	RUNWAY	AAC	85	Slurry Seal	575	\$0.40	\$230
	R12BU	05	RUNWAY	AAC	86	Slurry Seal	500	\$0.40	\$200
2025	T01BU	01	TAXIWAY	AC	93	Slurry Seal	96,942	\$0.40	\$38,777
	T02BU	01	TAXIWAY	AC	94	Slurry Seal	12,737	\$0.40	\$5,095
	T03BU	01	TAXIWAY	AC	94	Slurry Seal	12,601	\$0.40	\$5,040
	T04BU	01	TAXIWAY	AC	74	Slurry Seal	20,952	\$0.40	\$8,381
	T04BU	02	TAXIWAY	AC	79	Slurry Seal	1,120	\$0.40	\$448
2026	A02BU	02	APRON	AC	31	Reconstruction	20,291	\$13.32	\$270,285
	A02BU	03	APRON	AC	94	Fog Seal	2,141	\$0.24	\$514
	AFUELBU	01	APRON	AC	69	Fog Seal	29,128	\$0.24	\$6,991
2027	AFUELBU	05	APRON	AAC	85	Fog Seal	3,484	\$0.24	\$836
	AH12BU	01	APRON	AAC	87	Fog Seal	5,011	\$0.24	\$1,203
	ASEATBU	01	APRON	AC	75	Fog Seal	32,129	\$0.24	\$7,711

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

Cost Summary	
2024 Total Project Cost	\$281,504
2025 Total Project Cost	\$58,570
2026 Total Project Cost	\$270,285
2027 Total Project Cost	\$17,254
2028 Total Project Cost	\$0
Total 5-Year Project Cost	\$627,614





APPENDIX E

Reinspection Report

	VOC3_4-10-2023 ted Date	_PostWHEdits_	4PM 4/13/2	2023											Page 1 of 3
Networ	k: Burns					Name:	Bui	ns Municij	oal						
Branch	: A01BU		N	ame:	Apron	01 Burns		Uso	: AI	PRON		Area	59,00	00 SqFt	
Section	: 01	of	2	Fr	om:	Γ02BU-01				To:	A01BU-	02	La	st Const.:	9/3/2010
Surface	: PCC		2022_! lUses_		at1/2/3_A	Zone:	KBNC	•		Categ	ory: P		Ra	ank: P	
Area:	30),000 SqFt	I	ength:		200 Ft		Width:		1	50 Ft				
Slabs:	208	Slab Leng	th:		13 Ft	Sl	ab Width:		13	Ft			Joint Length:	4,450 I	₹t
Shoulde	er:	Street Typ	e:			G	rade: 0						Lanes: 0		
Section	Comments:														
Work D	Date: 9/1/1942	Woi	k Typ	e: Subbas	se - Aggre	gate			Code:	SB-A	.G		Is Major M&F	R: True	
Work D	Date: 9/2/1942	Woi	k Typ	e: Subbas	se - Aggre	gate			Code:	SB-A	.G		Is Major M&F	R: True	
Work D	Date: 9/3/1942	Woi	·k Typ	e: New C	Constructio	n - PCC			Code:	NC-I	PC .		Is Major M&F	R: True	
Work D	Date: 9/1/2010	Woi	k Typ	e: Subbas	se - Geotex	dile			Code:	SB-T	X		Is Major M&F	R: False	
Work D	Date: 9/2/2010	Woi	k Typ	e: Base C	Course - Cr	rushed Agg	gregate		Code:	BA-0	CA		Is Major M&F	R: False	
Work D	Date: 9/3/2010	Woi	·k Typ	e: New C	Constructio	n - PCC			Code:	NC-I	PC		Is Major M&F	R: True	
Work D	Date: 9/1/2015	Woı	k Typ	e: Crack	Sealing - F	PCC			Code:	CS-P	С		Is Major M&F	R: False	
Last Ins Conditi	sp. Date: 7/1/20 ons: PCI: 8	22 39		TotalSar	mples: 8	3		Surve	eyed:	8					
	ion Comments:	59													
Sample	Number: 01	Type	:	R	A	rea:	2	4.00 Slabs		1	PCI: 88	3			
Sample	Comments:														
63 I	LINEAR CR		L		2.00	Slabs									
	SHRINKAGE CR		N		1.00										
	JOINT SPALL		L			Slabs									
75 (CORNER SPALL		L		1.00	Slabs									
•	Number: 02	Type	:	R	A	rea:	2	4.00 Slabs		I	PCI: 99)			
Sample	Comments:														
	JOINT SPALL		L		1.00	Slabs									
_	Number: 03	Type	:	R	A	rea:	2	4.00 Slabs		I	PCI: 97	7			
Sample	Comments:														
	JOINT SPALL		L		2.00										
_	Number: 04	Туре	:	R	A	rea:	2	4.00 Slabs		1	PCI: 69)			
Sample	Comments:														
62 (CORNER BREAF	ζ	L		1.00										
	LINEAR CR		L		2.00										
	LINEAR CR		L		2.00										
	LINEAR CR		L			Slabs									
	SMALL PATCH		L			Slabs									
	SHAT. SLAB JOINT SPALL		L L		1.00 3.00										
	Number: 05	Туре		R		rea:	า	4.00 Slabs		1	PCI: 94	1			
•	Comments:	туре	•	IV.	A	1 ca.	2	7.00 S1a08			C1. 9 ²	T			
_			т		2.00	C1-1									
	JOINT SPALL		L		2.00										
	JOINT SPALL CORNER SPALL		L L		1.00 1.00										
	Number: 06	Туре		R		rea:	2	4.00 Slabs		1	PCI: 94	1			
_	Comments:	. 1													

74	JOINT SPALL	L	3.00 Slabs			
74	JOINT SPALL	L	2.00 Slabs			
Sam	ple Number: 07	Type: R	Area:	24.00 Slabs	PCI: 84	
Sam	ple Comments:					
63	LINEAR CR	L	3.00 Slabs			
74	JOINT SPALL	L	3.00 Slabs			
75	CORNER SPALL	L	1.00 Slabs			
Sam	ple Number: 08	Type: R	Area:	24.00 Slabs	PCI: 88	
Sam	ple Comments:					
74	JOINT SPALL	L	6.00 Slabs			
74	JOINT SPALL	M	1.00 Slabs			
75	CORNER SPALL	L	1.00 Slabs			

Netwo	rk: Burns			Nam	ne: Burns Municip	al			
Branc	h: A01BU		Name:	Apron 01 Burn			Area:	59,00	0 SqFt
Section	n: 02	of 2	<u>. </u>	From: A01BU	-01	To: A02	BU-01	Las	st Const.: 9/3/2000
Surfac	e: PCC	Family: 20)22_Easter	n_Cat1/2/3_Al Zon		Category:		Ra	nk: P
			Jses_PCC	_					
Area:	29,	000 SqFt	Lengtl	200 F	t Width:	145 F	t		
Slabs:	192	Slab Length	:	13 Ft	Slab Width:	13 Ft	J	oint Length:	4,295 Ft
Should	ler:	Street Type:	;		Grade: 0		I	Lanes: 0	
Section	n Comments:								
Work	Date: 9/1/2000	Work	Type: Su	bgrade-Geotextile		Code: SG-GE		Is Major M&R	: True
Work	Date: 9/2/2000	Work	Type: Su	bbase - Aggregate		Code: SB-AG		Is Major M&R	: True
Work	Date: 9/3/2000	Work	Type: No	ew Construction - PCC		Code: NC-PC		Is Major M&R	: True
Work	Date: 9/1/2015	Work	Type: Cr	ack Sealing - PCC		Code: CS-PC		Is Major M&R	: False
Work	Date: 9/2/2015	Work	Type: Pa	tching - PCC Partial I	Depth	Code: PA-PP		Is Major M&R	: False
Last I	nsp. Date: 7/1/202	.2	Tota	lSamples: 8	Surve	yed: 8			
Condi	tions: PCI: 9	l							
Inspec	tion Comments:								
Sampl	e Number: 01	Type:	R	Area:	24.00 Slabs	PCI:	97		
_	e Comments:	- J Pv.	==		0 2.400	2011	•		
_			ī	3.00 Slabs					
66 74	SMALL PATCH JOINT SPALL		L L	3.00 Slabs 1.00 Slabs					
	e Number: 02	Type:	R	Area:	24.00 Slabs	PCI:	100		
_	e Comments:	.,,	-			- 21	-		
_	istress>								
		Trmat	R	A	24.00 Slabs	PCI:	00		
_	e Number: 03	Туре:	K	Area:	24.00 Stabs	rci:	77		
эашрі	e Comments:								
74	JOINT SPALL		L	1.00 Slabs					
_	e Number: 04	Type:	R	Area:	24.00 Slabs	PCI:	83		
Sampl	e Comments:								
62	CORNER BREAK		L	1.00 Slabs					
62	CORNER BREAK		L	1.00 Slabs					
63	LINEAR CR		L	1.00 Slabs					
66 74	SMALL PATCH JOINT SPALL		L	2.00 Slabs 1.00 Slabs					
74 75	CORNER SPALL		L L	2.00 Slabs					
	e Number: 05	Type:	R	Area:	24.00 Slabs	PCI:	86		
_	e Comments:	V 1							
63			ī	2.00 Slabs					
66	LINEAR CR SMALL PATCH		L L	2.00 Slabs 1.00 Slabs					
73	SHRINKAGE CR		N N	1.00 Slabs					
74	JOINT SPALL		L	2.00 Slabs					
75	CORNER SPALL		L	1.00 Slabs					
Sampl	e Number: 06	Type:	R	Area:	24.00 Slabs	PCI:	97		
Sampl	e Comments:								
73	SHRINKAGE CR		N	2.00 Slabs					
74	JOINT SPALL		L	1.00 Slabs					
_	e Number: 07	Type:	R	Area:	24.00 Slabs	PCI:	83		
Sampl	e Comments:								
63	LINEAR CR		L	1.00 Slabs					
71	FAULTING		L	2.00 Slabs					
74	JOINT SPALL		L	2.00 Slabs					

74 75	JOINT SPALL CORNER SPALL	L L	1.00 Slabs 1.00 Slabs			
Samj	ple Number: 08	Type: R	Area:	24.00 Slabs	PCI: 82	
Sam	ple Comments:					
63	LINEAR CR	L	3.00 Slabs			
66	SMALL PATCH	L	2.00 Slabs			
74	JOINT SPALL	L	2.00 Slabs			
75	CORNER SPALL	L	2.00 Slabs			

Branch Section Surface Area: Slabs: Should Section	n: 01	of	Na f 3		Apron 02 Bu	rns	Us	e: AF	PRON	Are	a:		64,693	SqFt	
Surfac Area: Slabs: Should		of	• 3												
Area: Slabs: Should	ee: AC			From	: A01B	U-02			To: END				Last	Const	.: 9/3/198
Slabs: Should		Family:	2022_E _AC/A	Eastern_Cat3_ AC	_Apron Zo	ne: KE	BNO		Category:	P			Ran	k: P	
Should	42,26	1 SqFt	L	ength:	353	Ft	Width:		120 Ft						
		Slab Len	gth:		Ft	Slab Wid	lth:		Ft		Joint I	ength:			Ft
Section	ler:	Street Ty	pe:			Grade:	0				Lanes:	0			
	n Comments:														
Work I	Date: 9/1/1980	Wo	ork Type	e: Subbase -	Aggregate			Code:	SB-AG		Is	Major 1	M&R:	True	
Work I	Date: 9/2/1980	Wo	ork Type	e: Base Cour	se - Aggrega	ate		Code:	BA-AG		Is	Major 1	M&R:	True	
Work I	Date: 9/3/1980	Wo	ork Type	e: New Cons	truction - A	C		Code:	NC-AC		Is	Major 1	M&R:	True	
Work I	Date: 9/1/1988	Wo	ork Type	e: Crack Sea	ling - AC			Code:	CS-AC		Is	Major 1	M&R:	False	
Work I	Date: 9/1/1997	Wo	ork Type	e: Crack Sea	ling - AC			Code:	CS-AC		Is	Major 1	M&R:	False	
Work I	Date: 6/1/2001	Wo	ork Type	e: Crack Sea	ling - AC			Code:	CS-AC		Is	Major 1	M&R:	False	
Work I	Date: 9/1/2004	Wo	ork Type	e: Crack Sea	ling - AC			Code:	CS-AC		Is	Major 1	M&R:	False	
Work I	Date: 9/1/2008	Wo	ork Type	e: Crack Sea	ling - AC			Code:	CS-AC		Is	Major 1	M&R:	False	
Work I	Date: 9/1/2015	Wo	ork Type	e: Patching -	AC Deep			Code:	PA-AD		Is	Major 1	M&R:	False	
Work 1	Date: 9/2/2015	Wo	ork Type	e: Crack Sea	ling - AC			Code:	CS-AC		Is	Major 1	M&R:	False	
Last Ir	nsp. Date: 7/1/2022			TotalSampl	es: 9		Surv	eyed: 5	5						
Condit	tions: PCI: 52														
Inspec	tion Comments:														
Sample	e Number: 01	Тур	e:	A	Area:		5000.00 SqFt		PCI:	33					
Sample	e Comments:														
41	ALLIGATOR CR		M	2.	30.00 SqFt										
	ALLIGATOR CR		M		64.00 SqFt										
	L & T CR		M		26.00 Ft										
	L & T CR		Н		12.00 Ft										
	WEATHERING	Tun	M	A 300	00.00 SqFt		5000.00 SqFt		PCI:	27					
_	e Number: 02 e Comments:	Тур	e:	A	Area:		3000.00 SqFt		PCI;	3/					
41	ALLIGATOR CR		M	1,	40.00 SqFt										
	ALLIGATOR CR		M		22.00 SqFt										
	L & T CR		L		89.00 Ft										
	L & T CR		M		23.00 Ft										
50	PATCHING		L	19	96.00 SqFt										
57	WEATHERING		M	500	00.00 SqFt										
_	e Number: 03	Тур	e:	R	Area:		5000.00 SqFt		PCI:	65					
_	e Comments:														
	ALLIGATOR CR		M		12.00 SqFt										
	L & T CR		L		60.00 Ft										
	L & T CR WEATHERING		M M		81.00 Ft 00.00 SqFt										
							5000 00 C F		D.C.T	5.0					
_	e Number: 04 e Comments:	Тур	e:	R	Area:		5000.00 SqFt		PCI:	30					
41	ALLIGATOR CR		M	4	42.00 SqFt										
	L & T CR		L		30.00 Ft										
48	L & T CR		M		93.00 Ft										
	Laick		171												

Samp	ple Number: 06	Type:	R	Area:	5000.00 SqFt	PCI:	52
Samp	ole Comments:						
41	ALLIGATOR CR	M	62.00	SqFt			
48	L & T CR	L	421.00	Ft			
48	L & T CR	M	100.00	Ft			
57	WEATHERING	M	5000.00	SqFt			

Network: Burns Name: Burns Municipal Branch: A02BU Apron 02 Burns Use: APRON 64,693 SqFt Name: Area: 03 of 3 To: Section 02 Section: From: Taxiway 01 Last Const.: 8/3/2016 ACFamily: 2022_Eastern_Cat3_Apron Zone: KBNO Category: P Rank: P Surface: _AC/AAC Width: 2,141 SqFt Length: 13 Ft Area: 167 Ft Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft **Street Type:** 0 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 8/1/2016 Work Type: Geotextile Code: FB-TX Is Major M&R: False Work Date: 8/2/2016 Work Type: Base Course - Aggregate Code: BA-AG Is Major M&R: False Work Date: 8/3/2016 Work Type: Complete Reconstruction - AC Code: CR-AC Is Major M&R: True TotalSamples: 1 **Last Insp. Date:** 7/1/2022 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** Sample Number: 01 R 2141.00 SqFt PCI: 94 Type: Area:

Sample Comments:

57

WEATHERING L 2141.00 SqFt

Netwo	ork: Burns			Name:	Burns Municipal			
Branc			Name:	Apron 02 Burns	Use:	APRON	Area:	64,693 SqFt
Section	on: 02	of 3		From: Taxiway 0	1	To: Section 0)1	Last Const.: 6/1/2005
Surfa	ce: AC		22_Easter AC/AAC	n_Cat3_Apron Zone:	KBNO	Category: P		Rank: P
Area	20,29	1 SqFt	Length	176 Ft	Width:	90 Ft		
Slabs	:	Slab Length:	:	Ft S	lab Width:	Ft	Joint Length:	Ft
Shoul	lder:	Street Type:		G	rade: 0		Lanes: 0	
Section	on Comments:							
Work	x Date: 6/1/2005	Work	Type: Ne	w Construction - AC	(Code: NC-AC	Is Major I	M&R: True
Last	Insp. Date: 7/1/2022		Tota	lSamples: 5	Survey	ed: 4		
Cond	itions: PCI: 31							
Inspe	ction Comments:							
	ole Number: 01	Type:	R	Area:	3307.00 SqFt	PCI: 45		
_	ole Comments:	Type.	TC .	111011	3307.00 5411	101.		
41	ALLIGATOR CR		M	9.00 SqFt				
41	ALLIGATOR CR		M	48.00 SqFt				
48	L & T CR		L	69.00 Ft				
48 50	L & T CR PATCHING		M L	42.00 Ft 135.00 SqFt				
57	WEATHERING		M	3307.00 SqFt				
Samp	ole Number: 02	Type:	R	Area:	3206.00 SqFt	PCI: 56		
Samp	ole Comments:							
41	ALLIGATOR CR		L	21.00 SqFt				
45	DEPRESSION		L	44.00 SqFt				
48	L & T CR		L	18.00 Ft				
48 48	L & T CR L & T CR		M H	6.00 Ft 5.00 Ft				
50	PATCHING		L	41.00 SqFt				
57	WEATHERING		M	3206.00 SqFt				
Samp	ole Number: 03	Type:	R	Area:	4923.00 SqFt	PCI: 22		
Samp	ole Comments:							
41	ALLIGATOR CR		M	102.00 SqFt				
41	ALLIGATOR CR		Н	140.00 SqFt				
45	DEPRESSION		L	125.00 SqFt				
48	L & T CR		L	193.00 Ft				
48 50	L & T CR PATCHING		M L	90.00 Ft 34.00 SqFt				
57	WEATHERING		M	4923.00 SqFt				
	ole Number: 04	Type:	R	Area:	4500.00 SqFt	PCI: 14		
_	le Comments:	, <u>,</u>			•			
41	ALLIGATOR CR		M	42.00 SqFt				
41	ALLIGATOR CR		Н	420.00 SqFt				
45	DEPRESSION		L	100.00 SqFt				
48	L & T CR		M	128.00 Ft				
50 57	PATCHING WEATHERING		L M	24.00 SqFt 4500.00 SqFt				
				541				

Network: Burns Municipal Burns Name: **Branch:** AFUELBU Fuel Apron Burns Use: APRON 35,602 SqFt Name: Area: **Section:** 04 of 5 To: -**Last Const.:** 6/1/2011 From: See Map Surface: PCC Family: 2022_Eastern_Cat1/2/3_Al Zone: KBNO Category: P Rank: P lUses_PCC Width: 625 SqFt Length: 25 Ft 25 Ft Area: 12 Ft Slabs: 4 Slab Length: Slab Width: 12 Ft Joint Length: 50 Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Date: 6/1/2011 Work Type: New Construction - PCC Code: NC-PC Is Major M&R: True **Last Insp. Date:** 7/1/2022 **TotalSamples:** 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 89 Sample Number: 01 Type: R Area: 4.00 Slabs **Sample Comments:**

74

JOINT SPALL

L

2.00 Slabs

Network: Burns Municipal Burns Name: **Branch:** AFUELBU Name: Fuel Apron Burns Use: APRON 35,602 SqFt Area: Section: 03 of 5 From: To: -**Last Const.:** 6/1/2011 See Map Surface: PCC Family: 2022_Eastern_Cat1/2/3_Al Zone: KBNO Category: P Rank: P lUses_PCC 1,740 SqFt Width: Length: 58 Ft 30 Ft Area: 14 Ft 15 Ft Slabs: 8 Slab Length: Slab Width: Joint Length: 152 Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Date: 6/1/2011 Work Type: New Construction - PCC Code: NC-PC Is Major M&R: True **Last Insp. Date:** 7/1/2022 **TotalSamples:** 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 91 Sample Number: 01 Type: R Area: 8.00 Slabs **Sample Comments:**

74

JOINT SPALL

L

3.00 Slabs

Network: Burns Municipal Burns Name: **Branch:** AFUELBU Fuel Apron Burns Use: APRON 35,602 SqFt Name: Area: Section: 02 of 5 To: -**Last Const.:** 6/1/2011 From: See Map Surface: PCC Family: 2022_Eastern_Cat1/2/3_Al Zone: KBNO Category: P Rank: P lUses_PCC Width: 625 SqFt Length: 25 Ft 25 Ft Area: 12 Ft Slabs: 4 Slab Length: Slab Width: 12 Ft Joint Length: 50 Ft Shoulder: **Street Type:** Grade: 0 Lanes: 0 **Section Comments:** Work Date: 6/1/2011 Work Type: New Construction - PCC Code: NC-PC Is Major M&R: True **Last Insp. Date:** 7/1/2022 **TotalSamples:** 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** Sample Number: 01 Type: R Area: 4.00 Slabs **PCI:** 89 **Sample Comments:**

74

JOINT SPALL

L

2.00 Slabs

.					3 .7		36					
Network:	Burns				Name:	Burr	s Municipal					
Branch:	AFUEL	BU	Name:	Fuel Ap	ron Burns		Use:	APRON		Area:	35,602 SqFt	
Section:	05	(of 5	From: A	FUELBU-0	1		To:	Taxiway ()1	Last Const.	: 8/2/2016
Surface:	AAC	Family:	2022_Eastern_AC/AAC	n_Cat3_Apron	Zone:	KBNO		Cate	gory: P		Rank: S	
Area:		3,484 SqFt	Length	:	13 Ft		Width:		252 Ft			
Slabs:		Slab Le	ngth:	Ft	Slab	Width:		Ft		Joint Lengtl	n:	Ft
Shoulder:		Street T	ype:		Grad	de: 0				Lanes:)	
Section Co	omments:											
Work Date	e: 9/1/2008	W	Vork Type: Bas	se Course - Cru	shed Aggre	gate	C	ode: BA-	-CA	Is Majo	r M&R: False	
Work Dat	e: 9/2/2008	W	Vork Type: Ne	w Construction	- AC		C	ode: NC-	-AC	Is Majo	r M&R: True	
Work Dat	e: 8/1/2016	W	Vork Type: Co	ld Milling			C	ode: MI-	СО	Is Majo	r M&R: False	
Work Dat	e: 8/2/2016	W	Vork Type: Ov	erlay - AC Stru	ctural		C	ode: OL-	AS	Is Majo	r M&R: True	
Last Insp.	Date: 7/1/2	2022	Total	Samples: 1			Survey	e d: 1				
Condition	s: PCI:	85										
Inspection	Comments:	:										
Sample Nu	umber: 01	Ту	pe: R	Ar	ea:	3484	.00 SqFt		PCI: 85			
Sample Co	omments:	·					-					
	Ł T CR EATHERING	j	L L	107.00 I 3484.00 S								

Networ	k: Burns			Na	me: Bu	rns Municipal				
Branch	: AFUELBU		Name	: Fuel Apron l	Burns	Use:	APRON	Area:	35,602 SqFt	
Section	: 01	of	5	From: North	End		To: AFU	ELBU-02	Last Const	.: 9/2/2008
Surface	: AC		2022_Easte _AC/AAC	ern_Cat3_Apron Zo	ne: KBNC)	Category:	P	Rank: S	
Area:	29,12	28 SqFt	Leng	th: 175	Ft	Width:	182 Ft			
Slabs:		Slab Leng	gth:	Ft	Slab Width:		Ft	Joint	Length:	Ft
Should	er:	Street Ty	pe:		Grade: 0			Lane	es: 0	
Section	Comments:									
Work I	Date: 9/1/2008	Wo	rk Type: E	Base Course - Crushed	l Aggregate	C	Code: BA-CA	I	s Major M&R: False	
Work I	Date: 9/2/2008	Wo	rk Type: N	New Construction - A	С	C	Code: NC-AC	I	s Major M&R: True	
Work I	Date: 9/1/2015	Wo	rk Type: (Crack Sealing - AC		C	Code: CS-AC	I	s Major M&R: False	
Last In	sp. Date: 7/1/2022		To	talSamples: 6		Surveyo	ed: 4			
Conditi	ions: PCI: 69									
Inspect	ion Comments:									
	Number: 02	Туре	: R	Area:	406	0.00 SqFt	PCI:	69		
_	Comments:	- 7 F								
48	L & T CR		L	112.00 Ft						
	L & T CR		M	86.00 Ft						
	PATCHING		L	56.00 SqFt						
	WEATHERING		L	4060.00 SqFt						
Sample	Number: 03	Туре	e: R	Area:	574	8.00 SqFt	PCI:	69		
Sample	Comments:									
48	L & T CR		L	236.00 Ft						
	L & T CR		M	40.00 Ft						
48	L & T CR		M	166.00 Ft						
57	WEATHERING		L	5748.00 SqFt						
Sample	Number: 05	Туре	e: R	Area:	466	2.00 SqFt	PCI:	76		
Sample	Comments:									
48	L & T CR		L	83.00 Ft						
	L & T CR		M	20.00 Ft						
50	PATCHING		L	202.00 SqFt						
57	WEATHERING		L	4662.00 SqFt						
Sample	Number: 06	Туре	e: R	Area:	574	8.00 SqFt	PCI:	64		
Sample	Comments:									
48	L & T CR		L	99.00 Ft						
	L & T CR		M	210.00 Ft						

210.00 Ft 80.00 SqFt 5748.00 SqFt

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50

57

PATCHING

Network: Burns		Name: Burn	ns Municipal		
Branch: AH12BU	Name:	Hold Apron 12 Burns	Use: APRON	Area:	5,011 SqFt
Section: 01	of 1 From	R12BU-01, 12 End	To: West	End	Last Const.: 9/1/2010
Surface: AAC	Family: 2022_Eastern_Cat3 _AC/AAC	_Apron Zone: KBNO	Category:	P	Rank: P
Area:	5,011 SqFt Length:	90 Ft	Width: 50 Ft		
Slabs: 10	Slab Length:	25 Ft Slab Width:	25 Ft	Joint Length:	219 Ft
Shoulder:	Street Type:	Grade: 0		Lanes: 0	
Section Comments:					
Work Date: 9/1/1942	Work Type: Subbase -	Aggregate	Code: SB-AG	Is Major	M&R: True
Work Date: 9/2/1942	Work Type: Base Cou	rse - Aggregate	Code: BA-AG	Is Major	M&R: True
Work Date: 9/3/1942	Work Type: New Con	struction - AC	Code: NC-AC	Is Major	M&R: True
Work Date: 9/1/1968	Work Type: Surface C	ourse - BST	Code: SU-SB	Is Major	M&R: True
Work Date: 9/1/1987	Work Type: Overlay -	AC Fabric	Code: OL-AF	Is Major	M&R: True
Work Date: 9/1/1997	Work Type: Crack Sea	lling - AC	Code: CS-AC	Is Major	M&R: False
Work Date: 9/1/2004	Work Type: Crack Sea	lling - AC	Code: CS-AC	Is Major	M&R: False
Work Date: 9/1/2008	Work Type: Crack Sea	ıl - Wide Cracks	Code: CS-WD	Is Major	M&R: False
Work Date: 9/1/2010	Work Type: Overlay -	AC Structural	Code: OL-AS	Is Major	M&R: True
Last Insp. Date: 7/1/2	022 TotalSamp	les: 1	Surveyed: 1		
Conditions: PCI:	87				
Inspection Comments:					
Sample Number: 01	Type: R	Area: 5011	.00 SqFt PCI:	87	
Sample Comments:					
48 L&TCR		14.00 Ft			
WEATHERING	L 50	11.00 SqFt			

Network: Burns								
ictwork: Duriis			Name:	Burns Municipal				
Branch: ASEATBU	N	ame: SEAT	Apron Burns	Use:	APRON	Area:	46,018 SqFt	
Section: 01	of 3	From:	See Map		То: -		Last Const.:	6/1/2015
Surface: AC	Family: 2022_ _AC/2	_Eastern_Cat3_Apro AAC	n Zone:	KBNO	Category: P		Rank: S	
Area: 32,129	SqFt 1	Length:	185 Ft	Width:	218 Ft			
Slabs:	Slab Length:	Ft	Slab V	Width:	Ft	Joint Lengt	h: F	t
Shoulder:	Street Type:		Grade	e: 0		Lanes:)	
Section Comments:								
Work Date: 6/1/2015	Work Ty	pe: New Construction	on - AC	C	ode: NC-AC	Is Majo	r M&R: True	
Last Insp. Date: 7/1/2022		TotalSamples:	6	Surveye	d: 4			
Conditions: PCI: 75								
nspection Comments:								
Sample Number: 01	Type:	R	Area:	4955.00 SqFt	PCI:	75		
Sample Comments:								
18 L & T CR	L	263.00	Ft					
18 L & T CR	M							
7 WEATHERING	L	4955.00						
Sample Number: 03	Type:	R	Area:	4865.00 SqFt	PCI:	75		
Sample Comments:								
18 L & T CR	L	249.00	Ft					
18 L & T CR	M	80.00	Ft					
7 WEATHERING	L	4865.00	SqFt					
Sample Number: 05	Type:	R	Area:	6500.00 SqFt	PCI:	76		
Sample Comments:								
18 L & T CR	L	247.00	Ft					
18 L & T CR	M	109.00	Ft					
7 WEATHERING	L	6500.00	SqFt					
Sample Number: 06	Type:	R	Area:	4500.00 SqFt	PCI:	76		
Sample Comments:	• •			•				

203.00 Ft

26.00 Ft 4500.00 SqFt

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L & T CR

L & T CR

Network	: Burns			Na	me: Burn	s Municipal			
Branch:	ASEATE	BU	Name:	SEAT Apron		Use:	APRON	Area:	46,018 SqFt
Section:	02	(of 3	From: See M	ap		То: -		Last Const.: 6/1/201
Surface:	PCC	Family:	2022_Easter lUses_PCC	n_Cat1/2/3_A1 Zo n	ne: KBNO		Category: P		Rank: S
Area:		9,206 SqFt	Length	62	Ft	Width:	147 Ft		
Slabs:	42	Slab Le	ngth:	15 Ft	Slab Width:		15 Ft	Joint Lengt	th: 1,006 Ft
Shoulder	:	Street T	ype:		Grade: 0			Lanes:	0
Section (Comments:								
Work Da	ate: 6/1/2015	W	ork Type: Ne	w Construction - PC	CC	Со	de: NC-PC	Is Majo	or M&R: True
Last Insp	o. Date: 7/1/2	2022	Tota	lSamples: 2		Surveyed	: 2		
Conditio	ns: PCI:	93							
Inspectio	on Comments:								
Sample N	Number: 01	Tv	pe: R	Area:	20	.00 Slabs	PCI: 9	7	
•	Comments:	- ,	per 1	1110111	20	.00 21405	101,	,	
•		_							
	HRINKAGE C ORNER SPAL		N L	1.00 Slabs 1.00 Slabs					
	Number: 02		pe: R	Area:		.00 Slabs	PCI: 9	0	
-	Comments:	1,9	pc. K	nica.	22	.00 51403	101.	O	
_									
	MALL PATCH		Н	1.00 Slabs					
77 (*)	HRINKAGE C	R	N	1.00 Slabs					
			-						
74 JO	DINT SPALL ORNER SPAL		L L	1.00 Slabs 1.00 Slabs					

Network:	Burns						Name:	Bur	ns Municipal					
Branch:	ASEAT	BU			Name:	SEAT.	Apron Burr	ıs	Use:	APRON		Area:	46,0	018 SqFt
Section:	03		O	f 3		From: S	See Map			To:	-		L	ast Const.: 6/1/20
Surface:	PCC]	Family:		2_Eastern s_PCC	_Cat1/2/3_A	l Zone:	KBNO		Cate	gory: P		R	ank: S
Area:		4,683	SqFt		Length:		70 Ft		Width:		94 Ft			
Slabs:	28		Slab Len	gth:		15 Ft	Sla	b Width:		14 Ft		Joint Len	gth:	745 Ft
Shoulder:			Street Ty	pe:			Gr	ade: 0				Lanes:	0	
Section Co	omments:													
Work Date	e: 6/1/2015		W	ork T	ype: Nev	v Constructio	n - PCC		C	ode: NC	-PC	Is Ma	jor M&l	R: True
Last Insp.	Date: 7/1/	2022			Totals	Samples: 2	2		Surveye	ed: 2				
Condition	s: PCI:	98												
Inspection	Comments	:												
Sample Nu	umber: 01		Typ	e:	R	A	rea:	14	4.00 Slabs		PCI: 97	7		
Sample Co	omments:													
75 CO	RNER SPA	LL		L	,	1.00	Slabs							
Sample Nu	umber: 02		Typ	e:	R	A	rea:	14	4.00 Slabs		PCI: 99)		
Sample Co	omments:													

73

SHRINKAGE CR

N 1.00 Slabs

Networ	k: Burns			Nan	ne: Burns Municip	oal			
Branch			Name				Area	a: 271,577 Sql	
Section	ı: 05	of 5	;	From: R03BU	-04	To: Runy	vay 21 Enc	d Last Co	nst.: 9/3/2000
Surface	e: PCC	Family: 20)22 East	tern Cat1/2/3 Al Zon	e: KBNO	Category:	-	Rank:	S
		lU	Jses_PC0	C					
Area:	162,1	43 SqFt	Leng	gth: 2,702 F		60 F	t		
Slabs:	1,632	Slab Length		10 Ft	Slab Width:	10 Ft		Joint Length: 29,6	62 Ft
Should	er:	Street Type:	:		Grade: 0			Lanes: 0	
Section	Comments:								
Work I	Date: 9/1/2000	Work	Type: S	Subgrade-Geotextile		Code: SG-GE		Is Major M&R: Tru	le
Work I	Date: 9/2/2000	Work	Type: S	Subbase - Aggregate		Code: SB-AG		Is Major M&R: Tru	ie
Work I	Date: 9/3/2000	Work	Type: 1	New Construction - PCO	C	Code: NC-PC		Is Major M&R: Tru	ie
Work I	Date: 9/1/2015	Work	Type: 1	Patching - PCC Partial I	Depth	Code: PA-PP		Is Major M&R: Fal	se
Last In	sp. Date: 7/1/2022		То	talSamples: 68	Surve	eyed: 13			
Conditi	ions: PCI: 98								
Inspect	tion Comments:								
Sample	e Number: 01	Type:	R	Area:	24.00 Slabs	PCI:	96		
Sample	e Comments:								
	SMALL PATCH LARGE PATCH		L L	1.00 Slabs 1.00 Slabs					
	Number: 05	Type:	R	Area:	24.00 Slabs	PCI:	99		
_	e Comments:	- 1 Pe.		111000	200 51405	101.			
~pc			_	4 00 01 1					
	CLAST DATECT								
	SMALL PATCH	T	L	1.00 Slabs	24.00.01.1	DCI.	100		
Sample	e Number: 10	Туре:	L R	1.00 Slabs Area:	24.00 Slabs	PCI:	100		
Sample		Туре:			24.00 Slabs	PCI:	100		
Sample Sample	e Number: 10	Туре:			24.00 Slabs	PCI:	100		
Sample Sample <no di<="" td=""><td>e Number: 10</td><td>Type:</td><td></td><td></td><td>24.00 Slabs 24.00 Slabs</td><td>PCI:</td><td></td><td></td><td></td></no>	e Number: 10	Type:			24.00 Slabs 24.00 Slabs	PCI:			
Sample Sample <no di<br="">Sample</no>	e Number: 10 e Comments: stress>		R	Area:					
Sample Sample <no di<br="">Sample Sample</no>	e Number: 10 e Comments: stress> e Number: 15		R	Area:					
Sample Sample <no di<br="">Sample Sample</no>	e Number: 10 e Comments: stress> e Number: 15 e Comments:		R	Area:					
Sample Sample <no di<br="">Sample Sample 66 73</no>	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH		R R	Area: 3.00 Slabs			97		
Sample Sample No Di Sample Sample 66 73	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR	Туре:	R R L N	Area: 3.00 Slabs 1.00 Slabs	24.00 Slabs	PCI:	97		
Sample Sample Sample Sample Sample 66 73 Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR	Туре:	R R L N	Area: 3.00 Slabs 1.00 Slabs	24.00 Slabs	PCI:	97		
Sample Sample Sample Sample 66 73 Sample Sample 666 74	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL	Туре:	R R L N R	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs	24.00 Slabs	PCI:	97		
Sample Sample Sample Sample Sample 66 73 Sample Sample 66 74 75	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL	Type:	R R R L N R	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs 1.00 Slabs	24.00 Slabs 24.00 Slabs	PCI:	97		
Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL	Туре:	R R L N R	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs	24.00 Slabs	PCI:	97		
Sample Sample Sample Sample Sample 66 73 Sample Sample 66 74 75 Sample Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments:	Type:	R R R L N R	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs 1.00 Slabs	24.00 Slabs 24.00 Slabs	PCI:	97		
Sample Sample Sample Sample 66 73 Sample Sample 66 74 75 Sample Sample Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress>	Type:	R R L N R L L L R	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs 1.00 Slabs	24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI:	97 95 100		
Sample Sample Sample Sample 66 73 Sample Sample 66 74 75 Sample Sample <no di="" sample<="" td=""><td>e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30</td><td>Type:</td><td>R R R L N R</td><td>Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs 1.00 Slabs</td><td>24.00 Slabs 24.00 Slabs</td><td>PCI:</td><td>97 95 100</td><td></td><td></td></no>	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30	Type:	R R R L N R	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs 1.00 Slabs	24.00 Slabs 24.00 Slabs	PCI:	97 95 100		
Sample Sample Sample Sample 66 73 Sample Sample 66 74 75 Sample Sample Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments:	Type:	R R L N R L L L R	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs 1.00 Slabs Area: Area:	24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI:	97 95 100		
Sample Sample Sample Sample 66 73 Sample 68 Sample 68 Sample Sample Sample Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments: SMALL PATCH	Type:	R R L N R L L L R L L L L L L L L L L L	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs 1.00 Slabs Area: Area:	24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI:	97 95 100		
Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments: SMALL PATCH JOINT SPALL	Type: Type:	R R R L N R L L L R C R L L L L L L L L L L L L L	Area: 3.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs Area: Area: 1.00 Slabs Area:	24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI: PCI:	97 95 100		
Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments: SMALL PATCH JOINT SPALL e Number: 30	Type:	R R L N R L L L R L L L L L L L L L L L	Area: 3.00 Slabs 1.00 Slabs Area: 1.00 Slabs 2.00 Slabs 1.00 Slabs Area: Area:	24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI:	97 95 100		
Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments: SMALL PATCH JOINT SPALL e Number: 30 e Comments:	Type: Type:	R R R L N R R L L L R R	Area: 3.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs Area:	24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI: PCI:	97 95 100		
Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments: SMALL PATCH JOINT SPALL e Number: 35 e Comments: SMALL PATCH JOINT SPALL e Number: 35 e Comments: SMALL PATCH SMALL	Type: Type: Type:	R R R R R R R L L C R R R R R R R N	Area: 3.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	24.00 Slabs 24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI: PCI:	97 95 100 98		
Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments: SMALL PATCH JOINT SPALL e Number: 35 e Comments: SMALL PATCH JOINT SPALL e Number: 40	Type: Type:	R R R L N R R L L L R R	Area: 3.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs Area:	24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI: PCI:	97 95 100 98		
Sample	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments: SMALL PATCH JOINT SPALL e Number: 35 e Comments: SMALL PATCH JOINT SPALL e Number: 35 e Comments: SMALL PATCH SMALL	Type: Type: Type:	R R R R R R R L L C R R R R R R R N	Area: 3.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	24.00 Slabs 24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI: PCI:	97 95 100 98		
Sample T3 Sample Sample T3	e Number: 10 e Comments: stress> e Number: 15 e Comments: SMALL PATCH SHRINKAGE CR e Number: 20 e Comments: SMALL PATCH JOINT SPALL CORNER SPALL e Number: 25 e Comments: stress> e Number: 30 e Comments: SMALL PATCH JOINT SPALL e Number: 35 e Comments: SMALL PATCH JOINT SPALL e Number: 40	Type: Type: Type:	R R R R R R R L L C R R R R R R R N	Area: 3.00 Slabs 1.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	24.00 Slabs 24.00 Slabs 24.00 Slabs 24.00 Slabs	PCI: PCI:	97 95 100 98		

Sample Number: 45	Type: R	Area:	24.00 Slabs	PCI: 98	
Sample Comments:					
73 SHRINKAGE CR	N	2.00 Slabs			
Sample Number: 50	Type: R	Area:	24.00 Slabs	PCI: 96	
Sample Comments:					
66 SMALL PATCH	L	1.00 Slabs			
73 SHRINKAGE CR	N	5.00 Slabs			
Sample Number: 55	Type: R	Area:	24.00 Slabs	PCI: 98	
Sample Comments:					
66 SMALL PATCH	L	2.00 Slabs			
Sample Number: 60	Type: R	Area:	24.00 Slabs	PCI: 99	
Sample Comments:					
66 SMALL PATCH	L	1.00 Slabs			

Network: Burns		Name:	Burns Municipal		
Branch: R03BU	Name:	Runway 03/21 Burns	Use: RU	NWAY Are	a: 271,577 SqFt
Section: 02	of 5 Fi	rom: R03BU-01		To: R03BU-03	Last Const.: 9/3/2000
Surface: PCC	Family: 2022_Eastern_C lUses_PCC	Cat1/2/3_Al Zone:	KBNO	Category: P	Rank: S
Area: 54,00	00 SqFt Length:	900 Ft	Width:	60 Ft	
Slabs: 540	Slab Length:		Vidth: 10	Ft	Joint Length: 9,840 Ft
Shoulder:	Street Type:	Grade	: 0		Lanes: 0
Section Comments:					
Work Date: 9/1/2000	Work Type: Subba			SB-TX	Is Major M&R: False
Work Date: 9/2/2000	Work Type: Subba			SB-AG	Is Major M&R: True
Work Date: 9/3/2000	Work Type: New C			NC-PC	Is Major M&R: True
Work Date: 9/1/2015		ng - PCC Partial Depth		PA-PP	Is Major M&R: False
Last Insp. Date: 7/1/2022	TotalSa	mples: 23	Surveyed: 9		
Conditions: PCI: 94					
Inspection Comments:					
Sample Number: 01	Type: R	Area:	24.00 Slabs	PCI: 84	
Sample Comments:					
66 SMALL PATCH	L	2.00 Slabs			
67 LARGE PATCH	L	1.00 Slabs 3.00 Slabs			
71 FAULTING 74 JOINT SPALL	L L	3.00 Slabs 1.00 Slabs			
Sample Number: 03	Type: R	Area:	24.00 Slabs	PCI: 92	
Sample Comments:	• -				
67 LARGE PATCH	L	1.00 Slabs			
71 FAULTING	L	1.00 Slabs			
73 SHRINKAGE CR	N	1.00 Slabs			
Sample Number: 06	Type: R	Area:	24.00 Slabs	PCI: 95	
Sample Comments:					
66 SMALL PATCH	L	6.00 Slabs			
73 SHRINKAGE CR	N	1.00 Slabs			
Sample Number: 08	Type: R	Area:	24.00 Slabs	PCI: 93	
Sample Comments:					
67 LARGE PATCH	L	2.00 Slabs			
73 SHRINKAGE CR	N P	2.00 Slabs	24.00 01-1-	PCI. 00	
Sample Number: 11 Sample Comments:	Type: R	Area:	24.00 Slabs	PCI: 98	
66 SMALL PATCH	L	3.00 Slabs			
Sample Number: 13	Type: R	Area:	24.00 Slabs	PCI: 97	
Sample Comments:					
67 LARGE PATCH	L	1.00 Slabs			
Sample Number: 16	Type: R	Area:	24.00 Slabs	PCI: 94	
Sample Comments:					
66 SMALL PATCH	L	1.00 Slabs			
71 FAULTING	L L	1.00 Slabs			
74 JOINT SPALL Sample Number: 18	Type: R	1.00 Slabs Area:	24.00 Slabs	PCI: 96	
Sample Comments:	турс. к	Aita.	24.00 Stabs	101. 70	
71 FAULTING	L	1.00 Slabs			

Sample Number: 21 Type: R Area: 24.00 Slabs PCI: 97

Sample Comments:

67 LARGE PATCH L 1.00 Slabs

Notacoulos D		% .T	D M		
Network: Burns		Name:	Burns Municipal		
Branch: R03BU	Name:	Runway 03/21 Burns	Use: R	UNWAY Are	271,577 SqFt
Section: 01	of 5	From: T01BU-01		To: R03BU-02	Last Const.: 9/3/2000
Surface: PCC	Family: 2022_Eastern_ lUses_PCC	Cat1/2/3_Al Zone:	KBNO	Category: P	Rank: S
Area: 36,000	SqFt Length:	600 Ft	Width:	60 Ft	
Slabs: 360	Slab Length:	10 Ft Slab V	Vidth: 10) Ft	Joint Length: 6,540 Ft
Shoulder:	Street Type:	Grade	e: 0		Lanes: 0
Section Comments:					
Work Date: 9/1/2000	Work Type: Subg	rade-Geotextile	Code:	SG-GE	Is Major M&R: True
Work Date: 9/2/2000	Work Type: Subb	ase - Aggregate	Code:	SB-AG	Is Major M&R: True
Work Date: 9/3/2000	Work Type: New	Construction - PCC	Code:	NC-PC	Is Major M&R: True
Work Date: 9/1/2015	Work Type: Patch	ing - PCC Partial Depth	Code:	PA-PP	Is Major M&R: False
Last Insp. Date: 7/1/2022	TotalS	amples: 15	Surveyed:	8	
Conditions: PCI: 84					
Inspection Comments:					
Sample Number: 01	Type: R	Area:	24.00 Slabs	PCI: 78	
Sample Comments:					
71 FAULTING	L	2.00 Slabs			
71 FAULTING	M	2.00 Slabs			
73 SHRINKAGE CR75 CORNER SPALL	N L	4.00 Slabs 1.00 Slabs			
Sample Number: 03	Type: R	Area:	24.00 Slabs	PCI: 79	
Sample Comments:	• •				
71 FAULTING	L	2.00 Slabs			
71 FAULTING	M	2.00 Slabs			
73 SHRINKAGE CR	N	3.00 Slabs			
75 CORNER SPALL	L P	1.00 Slabs	24.00.01.1	DCI . 72	
Sample Number: 05 Sample Comments:	Type: R	Area:	24.00 Slabs	PCI: 73	
66 SMALL PATCH	L	3.00 Slabs			
71 FAULTING	L	1.00 Slabs			
71 FAULTING 73 SHRINKAGE CR	M N	3.00 Slabs 4.00 Slabs			
74 JOINT SPALL	L	1.00 Slabs			
Sample Number: 07	Type: R	Area:	24.00 Slabs	PCI: 79	
Sample Comments:					
66 SMALL PATCH	L	1.00 Slabs			
67 LARGE PATCH	L	2.00 Slabs			
71 FAULTING73 SHRINKAGE CR	L N	4.00 Slabs 3.00 Slabs			
Sample Number: 09	Type: R	Area:	24.00 Slabs	PCI: 86	
Sample Comments:	-J Pro- IC	1 11 040	250 51405	201. 00	
66 SMALL PATCH	L	1.00 Slabs			
71 FAULTING	L L	4.00 Slabs			
Sample Number: 11	Type: R	Area:	24.00 Slabs	PCI: 93	
Sample Comments:					
66 SMALL PATCH	L	2.00 Slabs			
67 LARGE PATCH	L	2.00 Slabs			
Sample Number: 13	Type: R	Area:	24.00 Slabs	PCI: 95	
Sample Comments:					
66 SMALL PATCH	L	2.00 Slabs			

67	LARGE PATCH	L	1.00 Slabs			
73	SHRINKAGE CR	N	1.00 Slabs			
Sam	ple Number: 15	Type: R	Area:	24.00 Slabs	PCI: 92	
Sam	ple Comments:					
66	SMALL PATCH	L	1.00 Slabs			
67	LARGE PATCH	L	2.00 Slabs			
74	JOINT SPALL	L	1.00 Slabs			

Network: Burns				Name: B	urns Municip	al					
Branch: R03B	U	Name:	Runway	03/21 Burns	Use	RU	NWAY	Area	: 2	71,577 SqFt	
Section: 03	C	of 5	From: RO)3BU-02			To: R12H	BU-01		Last Const.:	9/2/2010
Surface: PCC	Family:	2022_Easter lUses_PCC	rn_Cat1/2/3_A1	Zone: KBN	Ю		Category:	P		Rank: S	
Area:	6,128 SqFt	Lengt	h:	103 Ft	Width:		60 F	t			
Slabs: 54	Slab Le	ngth:	10 Ft	Slab Widtl	n:	10	Ft		Joint Length:	1,073 F	t
Shoulder:	Street T	ype:		Grade:	0				Lanes: 0		
Section Comments:											
Work Date: 9/1/200	00 W	ork Type: Su	ıbbase - Geotexli	le		Code:	SB-TX		Is Major I	M&R: False	
Work Date: 9/2/200	00 W	ork Type: Su	ıbbase - Aggrega	te		Code:	SB-AG		Is Major I	M&R: True	
Work Date: 9/1/201	10 W	ork Type: Ba	ase Course - Crus	shed Aggregate		Code:	BA-CA		Is Major I	M&R: False	
Work Date: 9/2/201	10 W	ork Type: No	ew Construction	- PCC		Code:	NC-PC		Is Major I	M&R: True	
Last Insp. Date: 7		Tota	alSamples: 3		Surve	yed: 3					
Conditions: PCI:											
Inspection Commen	its:										
Sample Number: (01 Ty	pe: R	Are	ea:	24.00 Slabs		PCI:	99			
Sample Comments:											
74 JOINT SPAL	L	L	1.00 S	labs							
Sample Number:	02 Ty	pe: R	Arc	ea:	18.00 Slabs		PCI:	98			
Sample Comments:											
74 JOINT SPAL	L	L	1.00 S	labs							
Sample Number: (03 Ty	pe: R	Are	ea:	18.00 Slabs		PCI:	98			
Sample Comments:											
74 JOINT SPAL	L	L	1.00 S	labs							

Network: Burns		Name: Bu	ırns Municipal	
Branch: R03BU	Name:	Runway 03/21 Burns	Use: RUNWAY	Area: 271,577 SqFt
Section: 04	of 5 Fr	om: R12BU-01	To: R03B	U-05 Last Const.: 9/2/201
Surface: PCC	Family: 2022_Eastern_C IUses_PCC	at1/2/3_Al Zone: KBNe	Category: 1	P Rank: S
Area: 13,30	06 SqFt Length:	220 Ft	Width: 60 Ft	
Slabs: 133	Slab Length:	10 Ft Slab Width	: 10 Ft	Joint Length: 2,360 Ft
Shoulder:	Street Type:	Grade:	0	Lanes: 0
Section Comments:				
Work Date: 9/1/2000	Work Type: Subbas	e - Geotexlile	Code: SB-TX	Is Major M&R: False
Work Date: 9/2/2000	Work Type: Subbas	e - Aggregate	Code: SB-AG	Is Major M&R: True
Work Date: 9/1/2010	Work Type: Base C	ourse - Crushed Aggregate	Code: BA-CA	Is Major M&R: False
Work Date: 9/2/2010	Work Type: New C	onstruction - PCC	Code: NC-PC	Is Major M&R: True
Last Insp. Date: 7/1/2022	TotalSar	nples: 6	Surveyed: 5	
Conditions: PCI: 97				
Inspection Comments:				
Sample Number: 01	Type: R	Area:	27.00 Slabs PCI:	91
Sample Comments:				
65 JT SEAL DMG	M	27.00 Slabs		
75 CORNER SPALL	L	1.00 Slabs		
Sample Number: 02	Type: R	Area:	24.00 Slabs PCI:	97
Sample Comments:				
74 JOINT SPALL	L	1.00 Slabs		
75 CORNER SPALL	L	1.00 Slabs		
Sample Number: 03	Type: R	Area:	24.00 Slabs PCI:	100
Sample Comments:				
<no distress=""></no>				
Sample Number: 04	Type: R	Area:	24.00 Slabs PCI:	99
Sample Comments:				
74 JOINT SPALL	L	1.00 Slabs		
Sample Number: 05	Type: R	Area:	18.00 Slabs PCI:	100
	• •			

Sample Comments:

<No Distress>

Network: Burns		Name:	Burns Municipal		
Branch: R12BU	Name			UNWAY Area	384,830 SqFt
Section: 01	of 5	From: Runway 12 End		To: Runway 30 End	
Surface: PCC Family		•	BNO	Category: P	Rank: P
	lUses_PC	C			
Area: 382,758 SqF		*	Width:	75 Ft	
	b Length:	10 Ft Slab Wid		3 Ft	Joint Length: 63,712 Ft
	eet Type:	Grade:	0		Lanes: 0
Section Comments:					
Work Date: 9/1/1942	Work Type: S	Subbase - Aggregate	Code:	SB-AG	Is Major M&R: True
Work Date: 9/2/1942	Work Type:	Base Course - Aggregate		BA-AG	Is Major M&R: True
Work Date: 9/3/1942	Work Type: 1	New Construction - AC	Code:	NC-AC	Is Major M&R: True
Work Date: 9/1/1968	Work Type: S	Surface Treatment - Chip		ST-CS	Is Major M&R: True
Work Date: 9/1/1987		Overlay - AC Fabric		OL-AF	Is Major M&R: True
Work Date: 9/1/1997		Crack Sealing - AC		CS-AC	Is Major M&R: False
Work Date: 6/1/2001	Work Type: 0	Crack Sealing - AC		CS-AC	Is Major M&R: False
Work Date: 6/2/2001	Work Type: S	Surface Treatment - Slurry Seal		ST-SS	Is Major M&R: False
Work Date: 9/1/2004		Crack Sealing - AC		CS-AC	Is Major M&R: False
Work Date: 9/1/2008		Crack Seal - Wide Cracks		CS-WD	Is Major M&R: False
Work Date: 9/1/2010		Complete Reconstruction - PCC		CR-PC	Is Major M&R: True
Last Insp. Date: 7/1/2022	To	otalSamples: 128	Surveyed:	14	
Conditions: PCI: 98					
Inspection Comments:					
Sample Number: 001	Type: R	Area:	18.00 Slabs	PCI: 100	
Sample Comments:					
<no distress=""></no>					
Sample Number: 009	Type: A	Area:	24.00 Slabs	PCI: 93	
Sample Comments:					
63 LINEAR CR	L	1.00 Slabs			
73 SHRINKAGE CR74 JOINT SPALL	N L	2.00 Slabs 1.00 Slabs			
Sample Number: 010	Type: R	Area:	24.00 Slabs	PCI: 99	
Sample Comments:	турс	111000	21.00 51405	101.	
73 SHRINKAGE CR	N	1.00 Slabs			
Sample Number: 020	Type: R	Area:	24.00 Slabs	PCI: 98	
Sample Comments:	Type.	Aita.	27.00 51005	101. 70	
73 SHRINKAGE CR	N	1.00 Slabs			
74 JOINT SPALL	L	1.00 Slabs			
Sample Number: 030	Type: R	Area:	24.00 Slabs	PCI: 98	
Sample Comments:					
73 SHRINKAGE CR	N	2.00 Slabs			
Sample Number: 040	Type: R	Area:	24.00 Slabs	PCI: 98	
Sample Comments:					
75 CORNER SPALL	L	1.00 Slabs			
Sample Number: 050	Type: R	Area:	24.00 Slabs	PCI: 99	
Sample Comments:					

74	JOINT SPALL	I		1.00 Slabs			
	e Number: 060	Type:	R	Area:	24.00 Slabs	PCI:	100
•	e Comments:	Type.	10	mea.	24.00 51403	101.	100
Samp	e Comments.						
<no d<="" td=""><td>oistress></td><td></td><td></td><td></td><td></td><td></td><td></td></no>	oistress>						
Sampl	e Number: 070	Type:	R	Area:	24.00 Slabs	PCI:	95
Sampl	e Comments:						
73	SHRINKAGE CR	N	N	2.00 Slabs			
75	CORNER SPALL	I		2.00 Slabs			
Sampl	e Number: 080	Type:	R	Area:	24.00 Slabs	PCI:	98
Sampl	e Comments:						
73	SHRINKAGE CR	1	N	2.00 Slabs			
Sampl	e Number: 090	Type:	R	Area:	24.00 Slabs	PCI:	100
Sampl	e Comments:						
<no d<="" td=""><td>pistress></td><td></td><td></td><td></td><td></td><td></td><td></td></no>	pistress>						
Sampl	e Number: 100	Type:	R	Area:	24.00 Slabs	PCI:	99
Sampl	e Comments:						
74	JOINT SPALL	I		1.00 Slabs			
Sampl	e Number: 110	Type:	R	Area:	24.00 Slabs	PCI:	98
Sampl	e Comments:						
73	SHRINKAGE CR	N	V	1.00 Slabs			
74	JOINT SPALL	I		1.00 Slabs			
Sampl	e Number: 122	Type:	R	Area:	24.00 Slabs	PCI:	91
Sampl	e Comments:						
63	LINEAR CR	I		2.00 Slabs			
74	JOINT SPALL	I		1.00 Slabs			

Network:	Burns					Name:	Burn	ns Municip	oal					
Branch:	R12BU		N	lame:	Runwa	y 12/30 Bu	ırns	Use	: RU	JNWAY	Area:	384,	830 SqFt	
Section:	03	0:	f 5	Fr	om: I	R03BU				To: R12BU		I	ast Const.:	9/2/2010
Surface:	AAC	Family:	2022 AC/A	_Eastern_C AC	at3_RW_	Zone:	KBNO			Category: P		F	Rank: P	
Area:		575 SqFt		Length:		50 Ft		Width:		50 Ft				
Slabs:		Slab Len	gth:		Ft	Sla	ab Width:			Ft	Joint I	ength:	F	t
Shoulder:		Street Ty	ype:			Gı	rade: 0				Lanes:	0		
Section Co	mments:													
Work Date	: 9/1/2000	W	ork Ty	pe: Subgra	de-Geotex	ctile			Code:	SG-GE	Is	Major M&	R: True	
Work Date	: 9/2/2000	W	ork Ty	pe: Base C	ourse - Ag	ggregate			Code:	BA-AG	Is	Major M&	R: True	
Work Date	: 9/3/2000	W	ork Ty	pe: New C	onstructio	n - AC			Code:	NC-AC	Is	Major M&	R: True	
Work Date	: 9/1/2008	W	ork Ty	pe: Crack	Seal - Wid	le Cracks			Code:	CS-WD	Is	Major M&	R: False	
Work Date	: 9/1/2010	W	ork Ty	pe: Coat -	Tack				Code:	CO-TA	Is	Major M&	R: False	
Work Date	: 9/2/2010	W	ork Ty	pe: Overla	y - AC Str	uctural			Code:	OL-AS	Is	Major M&	R: True	
Last Insp. 1	Date: 7/1/20)22		TotalSar	nples:	1		Surve	yed:	1				
Conditions	: PCI: 8	34												
Inspection	Comments:													
Sample Nu	mber: 01	Туг	e:	R	A	rea:	606	5.00 SqFt		PCI: 8	4			
Sample Co	mments:													
48 L&	T CR		L		4.00	Ft								
48 L &	T CR		M		2.00	Ft								
57 WE.	ATHERING		L		606.00	SqFt								

Network: Burns				Name:	Burn	ns Municipa	al					
Branch: R12BU		Name:	Runway	y 12/30 Bu	ms	Use:	RU	JNWAY	Area:	384,830) SqFt	
Section: 05	of	5	From: R	R03BU				To: R12BU		Las	t Const.:	9/2/2010
Surface: AAC		2022_Eastern_ AC/AAC	_Cat3_RW_	Zone:	KBNO			Category: P		Rai	nk: P	
Area:	500 SqFt	Length:		50 Ft		Width:		50 Ft				
Slabs:	Slab Leng	șth:	Ft	Sla	b Width:			Ft	Joint Le	ength:	F	t
Shoulder:	Street Typ	pe:		Gr	ade: 0				Lanes:	0		
Section Comments:												
Work Date: 9/1/2000	Wor	rk Type: Subs	grade-Geotex	tile		(Code:	SG-GE	Is N	Iajor M&R:	True	
Work Date: 9/2/2000	Wor	rk Type: Base	e Course - Ag	gregate		(Code:	BA-AG	Is N	Iajor M&R:	True	
Work Date: 9/3/2000	Wor	rk Type: New	Construction	n - AC		(Code:	NC-AC	Is N	Iajor M&R:	True	
Work Date: 9/1/2008	Wor	rk Type: Crac	ck Seal - Wid	e Cracks			Code:	CS-WD	Is N	Iajor M&R:	False	
Work Date: 9/1/2010	Wor	rk Type: Coat	t - Tack				Code:	CO-TA	Is N	Iajor M&R:	False	
Work Date: 9/2/2010	Wor	ork Type: Over	rlay - AC Str	uctural			Code:	OL-AS	Is N	Iajor M&R:	True	
Last Insp. Date: 7/1/20)22	Totals	Samples: 1			Survey	ved:	[
Conditions: PCI:	86											
Inspection Comments:												
Sample Number: 01	Туре	e: R	Aı	rea:	474	1.00 SqFt		PCI: 86	<u> </u>			
Sample Comments:												
48 L & T CR		L	2.00	Ft								
48 L & T CR		M	1.00									
57 WEATHERING		L	474.00	SqFt								

Network:	Burns				Name:	Bur	ns Municipal						
Branch:	R12BU		Name:	Runwa	ıy 12/30 Burı	ns	Use:	RUNV	VAY	Area:	384,8	330 SqFt	
Section:	02	of	f 5	From:	R03BU			To	: R12BU		L	ast Const.:	9/2/2010
Surface:	AAC	Family:	2022_Eastern AC/AAC	n_Cat3_RW_	Zone:	KBNO		Ca	tegory: P		R	ank: P	
Area:		422 SqFt	Length	:	50 Ft		Width:		50 Ft				
Slabs:		Slab Len	gth:	Ft	Slat	Width:		Ft		Joint Le	ngth:	F	t
Shoulder:		Street Ty	pe:		Gra	de: 0				Lanes:	0		
Section Co	omments:												
Work Date	e: 9/1/2000	We	ork Type: Sul	ograde-Geote	xtile		C	ode: So	G-GE	Is N	Iajor M&	R: True	
Work Date	e: 9/2/2000	Wo	ork Type: Bas	se Course - A	ggregate		C	ode: B	A-AG	Is M	Iajor M&	R: True	
Work Date	e: 9/3/2000	We	ork Type: Ne	w Construction	on - AC		C	ode: N	C-AC	Is M	Iajor M&	R: True	
Work Date	e: 9/1/2008	We	ork Type: Cra	ick Seal - Wi	de Cracks		C	ode: C	S-WD	Is M	Iajor M&	R: False	
Work Date	e: 9/1/2010	We	ork Type: Co	at - Tack			C	ode: C	O-TA	Is M	Iajor M&	R: False	
Work Date	e: 9/2/2010	We	ork Type: Ov	erlay - AC St	ructural		C	ode: O	L-AS	Is M	Iajor M&	R: True	
Last Insp.	Date: 7/1/20	22	Total	Samples:	1		Surveye	e d: 1					
Conditions	s: PCI: 8	38											
Inspection	Comments:												
Sample Nu	umber: 01	Тур	e: R	Α	rea:	474	1.00 SqFt		PCI: 88	8			
Sample Co	omments:												
	& T CR EATHERING		L L	8.00 474.00									

Network:	Burns					Name:	Burn	ns Municip	al					
Branch:	R12BU			Name:	Runwa	ıy 12/30 Bı	urns	Use	: RU	JNWAY	Area:	384	,830 SqFt	
Section:	04	0:	f 5]	From:	R03BU				To: R12BU]	Last Const.:	9/2/2010
Surface:	AAC	Family:		2_Eastern_ 'AAC	Cat3_RW_	Zone:	KBNO			Category: P		1	Rank: P	
Area:		575 SqFt		Length:		50 Ft		Width:		50 Ft				
Slabs:		Slab Len	igth:		Ft	SI	ab Width:			Ft	Joint I	Length:	F	`t
Shoulder:		Street Ty	ype:			\mathbf{G}	rade: 0				Lanes:	: 0		
Section Cor	mments:													
Work Date	: 9/1/2000	W	ork T	ype: Subg	grade-Geote:	xtile			Code:	SG-GE	Is	Major M&	&R: True	
Work Date	: 9/2/2000	W	ork T	ype: Base	Course - A	ggregate			Code:	BA-AG	Is	Major M&	&R: True	
Work Date	: 9/3/2000	W	ork T	ype: New	Construction	on - AC			Code:	NC-AC	Is	Major M&	R: True	
Work Date	: 9/1/2008	W	ork T	ype: Crac	k Seal - Wio	de Cracks			Code:	CS-WD	Is	Major M&	R: False	
Work Date	: 9/1/2010	W	ork T	ype: Coat	- Tack				Code:	CO-TA	Is	Major M&	&R: False	
Work Date	: 9/2/2010	W	ork T	ype: Over	lay - AC St	ructural			Code:	OL-AS	Is	Major M&	R: True	
Last Insp. I	Date: 7/1/20	22		TotalS	amples:	1		Surve	yed:	1				
Conditions:	: PCI: 8	35												
Inspection (Comments:													
Sample Nu	mber: 01	Туг	oe:	R	A	rea:	606	5.00 SqFt		PCI: 8	5			
Sample Co	mments:													
48 L&	T CR		I		4.00	Ft								
48 L&	T CR		N	M	1.00	Ft								
57 WE	ATHERING		I		606.00	SqFt								

Network: Burns	Nam	e: Burns Municipal	
Branch: T01BU	Name: Taxiway 01 Bu	urns Use: TAXIWAY	Area: 96,942 SqFt
Section: 01	of 1 From: Runway		way 30 End Last Const.: 8/3/2016
Surface: AC Fam	·		·
Area: 96,942 Sql	Ft Length: 2,400 Ft	Width: 35 1	² t
Slabs: Sla	b Length: Ft	Slab Width: Ft	Joint Length: Ft
Shoulder: Str	reet Type:	Grade: 0	Lanes: 0
Section Comments:			
Work Date: 9/1/1942	Work Type: Subbase - Aggregate	Code: SB-AG	Is Major M&R: True
Work Date: 9/2/1942	Work Type: Base Course - Aggregate	Code: BA-AG	Is Major M&R: True
Work Date: 9/3/1942	Work Type: New Construction - AC	Code: NC-AC	Is Major M&R: True
Work Date: 9/1/1968	Work Type: Surface Treatment - Chip	Code: ST-CS	Is Major M&R: True
Work Date: 9/1/1987	Work Type: Overlay - AC Fabric	Code: OL-AF	Is Major M&R: True
Work Date: 9/1/1997	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 6/1/2001	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 9/1/2004	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 9/2/2004	Work Type: Surface Treatment - Slur	ry Seal Code: ST-SS	Is Major M&R: False
Work Date: 9/1/2008	Work Type: Crack Seal - Wide Crack	cs Code: CS-WD	Is Major M&R: False
Work Date: 8/1/2016	Work Type: Geotextile	Code: FB-TX	Is Major M&R: False
Work Date: 8/2/2016	Work Type: Base Course - Aggregate	Code: BA-AG	Is Major M&R: False
Work Date: 8/3/2016	Work Type: Complete Reconstruction	1 - AC Code: CR-AC	Is Major M&R: True
Last Insp. Date: 7/1/2022	TotalSamples: 18	Surveyed: 5	
Conditions: PCI: 93			
Inspection Comments:			
Sample Number: 03	Type: R Area:	5250.00 SqFt PCI :	94
Sample Comments:			
57 WEATHERING	L 5250.00 SqFt		
Sample Number: 06	Type: R Area:	5250.00 SqFt PCI :	90
Sample Comments:			
48 L & T CR 57 WEATHERING	L 25.00 Ft L 5250.00 SqFt		
Sample Number: 09	Type: R Area:	5250.00 SqFt PCI :	94
Sample Comments:			
57 WEATHERING	L 5250.00 SqFt		
Sample Number: 12	Type: R Area:	5250.00 SqFt PCI :	94
Sample Comments:	-	•	
57 WEATHERING	L 5250.00 SqFt		
Sample Number: 15	Type: R Area:	5250.00 SqFt PCI :	94
Sample Comments:			
57 WEATHERING	L 5250.00 SqFt		

Network: Burns	Na	me: Burns l	Municipal	
Branch: T02BU	Name: Taxiway 02	Burns	Use: TAXIWAY	Area: 12,737 SqFt
Section: 01	of 1 From: T01B	U-03	To: A01BU-0	D1 Last Const.: 8/3/2016
Surface: AC	Family: 2022_Eastern_Cat3_Taxiw Zo ay_AC/AAC	ne: KBNO	Category: P	Rank: P
Area: 12,737	7 SqFt Length: 84	Ft V	Vidth: 90 Ft	
labs:	Slab Length: Ft	Slab Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade: 0		Lanes: 0
Section Comments:				
Vork Date: 9/1/1942	Work Type: Subbase - Aggregate		Code: SB-AG	Is Major M&R: True
Work Date: 9/2/1942	Work Type: Base Course - Aggrega	ate	Code: BA-AG	Is Major M&R: True
Work Date: 9/3/1942	Work Type: New Construction - Ac	C	Code: NC-AC	Is Major M&R: True
Work Date: 9/1/1968	Work Type: Surface Treatment - Cl	hip	Code: ST-CS	Is Major M&R: True
Work Date: 9/1/1987	Work Type: Overlay - AC Fabric		Code: OL-AF	Is Major M&R: True
Work Date: 9/1/1997	Work Type: Crack Sealing - AC		Code: CS-AC	Is Major M&R: False
Work Date: 6/1/2001	Work Type: Crack Sealing - AC		Code: CS-AC	Is Major M&R: False
Work Date: 8/1/2004	Work Type: Crack Sealing - AC		Code: CS-AC	Is Major M&R: False
Work Date: 8/2/2004	Work Type: Surface Treatment - Sl	urry Seal	Code: ST-SS	Is Major M&R: False
Work Date: 9/1/2008	Work Type: Crack Sealing - AC		Code: CS-AC	Is Major M&R: False
Work Date: 8/1/2016	Work Type: Geotextile		Code: FB-TX	Is Major M&R: False
Work Date: 8/2/2016	Work Type: Base Course - Aggrega	ate	Code: BA-AG	Is Major M&R: False
Work Date: 8/3/2016	Work Type: Complete Reconstruct	ion - AC	Code: CR-AC	Is Major M&R: True
Last Insp. Date: 7/1/2022	TotalSamples: 2		Surveyed: 2	
Conditions: PCI: 94				
nspection Comments:				
Sample Number: 01	Type: R Area:	6510.00	O SqFt PCI: 94	
Sample Comments:				
7 WEATHERING	L 6510.00 SqFt			
Sample Number: 02	Type: R Area:	6225.00	0 SqFt PCI: 94	
Sample Comments:				

WEATHERING

57

L 6225.00 SqFt

Network: Burns	Name:	Burns Municipal	
Branch: T03BU	Name: Taxiway 03 Burns	Use: TAXIWAY A	Area: 12,601 SqFt
Section: 01	of 1 From: T01-03	To: T03BU-02	Last Const.: 8/3/2016
Surface: AC I	Family: 2022_Eastern_Cat3_Taxiw Zone: ay_AC/AAC	KBNO Category: P	Rank: P
Area: 12,601	SqFt Length: 84 Ft	Width: 90 Ft	
Slabs:	Slab Length: Ft Slab V	Vidth: Ft	Joint Length: Ft
Shoulder:	Street Type: Grade	: 0	Lanes: 0
Section Comments:			
Work Date: 9/1/1942	Work Type: Subbase - Aggregate	Code: SB-AG	Is Major M&R: True
Work Date: 9/2/1942	Work Type: Base Course - Aggregate	Code: BA-AG	Is Major M&R: True
Work Date: 9/3/1942	Work Type: New Construction - AC	Code: NC-AC	Is Major M&R: True
Work Date: 9/1/1968	Work Type: Surface Treatment - Chip	Code: ST-CS	Is Major M&R: True
Work Date: 9/1/1987	Work Type: Overlay - AC Fabric	Code: OL-AF	Is Major M&R: True
Work Date: 9/1/1997	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 6/1/2001	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 8/1/2004	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 8/2/2004	Work Type: Surface Treatment - Slurry Seal	Code: ST-SS	Is Major M&R: False
Work Date: 9/1/2008	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 8/1/2016	Work Type: Geotextile	Code: FB-TX	Is Major M&R: False
Work Date: 8/2/2016	Work Type: Base Course - Aggregate	Code: BA-AG	Is Major M&R: False
Work Date: 8/3/2016	Work Type: Complete Reconstruction - AC	Code: CR-AC	Is Major M&R: True
Last Insp. Date: 7/1/2022	TotalSamples: 2	Surveyed: 2	
Conditions: PCI: 94			
Inspection Comments:			
Sample Number: 01	Type: R Area:	6510.00 SqFt PCI: 94	
Sample Comments:			
57 WEATHERING	L 6510.00 SqFt		
Sample Number: 02	Type: R Area:	6090.00 SqFt PCI: 94	
Sample Comments:			

WEATHERING

57

L

6090.00 SqFt

Network:	Burns				Name:	Burns	s Municipal					
Branch:	T04BU		Name:	Taxiwa	y 04 Burns		Use:	TAXIWAY		Area:	22,07	72 SqFt
Section:	02	0	f 2	From: T	701			To: T	04-02		La	ast Const.: 8/3/2016
Surface:	AC	Family:	2022_Easter ay_AC/AAC	n_Cat3_Taxiw	Zone:	KBNO		Catego	ry: P		Ra	ank: S
Area:		1,120 SqFt	Length	ı:	12 Ft		Width:	6	8 Ft			
Slabs:		Slab Ler	ngth:	Ft	Slab	Width:		Ft		Joint Le	ngth:	Ft
Shoulder:		Street T	ype:		Grad	le: 0				Lanes:	0	
Section Co	mments:											
Work Date	e: 8/1/2016	W	ork Type: Ge	otextile			C	ode: FB-TX		Is M	lajor M&R	R: False
Work Date	e: 8/2/2016	W	ork Type: Ba	se Course - Ag	gregate		C	ode: BA-A	3	Is M	lajor M&R	R: False
Work Date	e: 8/3/2016	W	ork Type: Co	mplete Recons	struction - AC	C	C	ode: CR-AC	C	Is M	lajor M&R	R: True
Last Insp.	Date: 7/1/2	2022	Tota	lSamples: 1			Surveye	d: 1				
Conditions	s: PCI:	79										
Inspection	Comments:											
Sample Nu	ımber: 01	Tyj	pe: R	A	rea:	1120.	00 SqFt	PC	CI: 79			
Sample Co	omments:											

L & T CR L 64.00 Ft WEATHERING L 1120.00 SqFt

Networ	k: Burns					Name	: Burr	ns Municipal	[
Branch	: T04BU	ſ		Name:	Taxiwa	y 04 Bur	rns	Use:	TAXIWAY	Are	a:	22,072 SqFt	
Section	: 01		of 2		From: T	01BU-0	3		To: ENI)		Last Const.:	8/3/2004
Surface	: AC	Family:	2022 ay_	2_Eastern AC/AAC	_Cat3_Taxiw	Zone:	KBNO		Category:	P		Rank: S	
Area:		20,952 SqFt		Length:		587 Ft		Width:	35 I	⁷ t			
Slabs:		Slab L	ength:		Ft	S	Slab Width:		Ft		Joint Length:	F	² t
Should	er:	Street	Type:			(Grade: 0				Lanes: 0		
Section	Comments:												
Work I	Date: 8/1/2004	1	Work T	ype: Sub	base - Aggreg	gate		C	Code: SB-AG		Is Major I	M&R: False	
Work I	Date: 8/2/2004	1	Work T	ype: Base	e Course - Ag	gregate		C	Code: BA-AG		Is Major I	M&R: False	
Work I	Date: 8/3/2004	1	Work T	ype: New	v Construction	n - AC		C	Code: NC-AC		Is Major I	M&R: True	
Last In	sp. Date: 7/1	/2022		Totals	Samples: 4			Surveyo	ed: 3				
Condit	ons: PCI:	74											
Inspect	ion Comment	s:											
Sample	Number: 0	1 T	ype:	R	Aı	rea:	5639	0.00 SqFt	PCI:	69			
Sample	Comments:												
48	L & T CR		I	L	152.00	Ft							
	L & T CR			M	114.00								
	PATCHING		I		195.00	-							
57	WEATHERIN	G	I	Ĺ	5639.00	SqFt							
Sample	Number: 02	2 T	ype:	R	Aı	rea:	5250	0.00 SqFt	PCI:	80			
Sample	Comments:												
48	L & T CR		I	L	150.00	Ft							
	L & T CR			M	18.00								
57	WEATHERIN	G		L	5250.00								
Sample	Number: 03	3 T	ype:	R	Aı	rea:	5250	0.00 SqFt	PCI:	73			
Sample	Comments:												
	L & T CR		I	L	160.00	Ft							
48	Larci												
	L & T CR		N	M	78.00	Ft							
48			N I		78.00 51.00								



APPENDIX F

Work History Report

Page 1 of 8

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network:	Burns Mu	nicipal Branch: A01B	U Apron	01 Burns	Section:	01 Surface:PCC
L.C.D. 9/3/2	010 Us	se: APRON Rank: P	Length: 200	0.00 (Ft) Wi	dth: 150.0	0 (Ft) True Area: 30000.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2015	CS-PC	Crack Sealing - PCC	0.00	0.00		
9/3/2010	NC-PC	New Construction - PCC	0.00	6.00		P-501
9/2/2010	BA-CA	Base Course - Crushed Aggregate	0.00	6.00		P-209
9/1/2010	SB-TX	Subbase - Geotexlile	0.00	0.00		P-158(A)
9/3/1942	NC-PC	New Construction - PCC	0.00	9.00		
9/2/1942	SB-AG	Subbase - Aggregate	0.00	6.00		
9/1/1942	SB-AG	Subbase - Aggregate	0.00	9.00	~	
Network:	Burns Mui	nicipal Branch: A01B	U Apron	01 Burns	Section:	02 Surface:PCC
L.C.D. 9/3/2	000 Us	se: APRON Rank: P	Length: 200	0.00 (Ft) Wi	dth: 145.0	0 (Ft) True Area: 29000.00072 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2015	PA-PP	Patching - PCC Partial Depth	0.00	0.00		
9/1/2015	CS-PC	Crack Sealing - PCC	0.00	0.00		
9/3/2000	NC-PC	New Construction - PCC	0.00	6.00		
9/2/2000	SB-AG	Subbase - Aggregate	0.00	4.00		
9/1/2000	SG-GE	Subgrade-Geotextile	0.00	0.50		
•			•			
Network:	Burns Mu	nicipal Branch: A02B	U Apron	02 Burns	Section:	01 Surface:AC
Network: L.C.D. 9/3/1		1	_			01 Surface: AC 0 (Ft) True Area: 42261.00001 (SqFt
		1	_			
L.C.D. 9/3/1	980 Us Work	se: APRON Rank: P	Length: 353	.00 (Ft) Wi	dth: 120.0 Major	0 (Ft) True Area: 42261.00001 (SqFt
L.C.D. 9/3/1 Work Date	980 Us Work Code	Work Description Crack Sealing - AC Patching - AC Deep	Length: 353	Thickness (in)	dth: 120.0 Major	0 (Ft) True Area: 42261.00001 (SqFt
Work Date 9/2/2015	Work Code CS-AC	work Description Crack Sealing - AC	Cost 0.00	Thickness (in)	dth: 120.0 Major	0 (Ft) True Area: 42261.00001 (SqFt
Work Date 9/2/2015 9/1/2015	Work Code CS-AC PA-AD	Work Description Crack Sealing - AC Patching - AC Deep	Cost 0.00 0.00	7.00 (Ft) Wide Thickness (in) 0.00 0.00	dth: 120.0 Major	O (Ft) True Area: 42261.00001 (SqFt Comments PMP 2008 Oregon DOA 2004 Maint.
Work Date 9/2/2015 9/1/2015 9/1/2008	Work Code CS-AC PA-AD CS-AC	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC Crack Sealing - AC Crack Sealing - AC	Cost 0.00 0.00 0.00 0.00	0.00 (Ft) Windows (in) 0.00 0.00 0.10 0.10 0.10	dth: 120.0 Major	0 (Ft) True Area: 42261.00001 (SqFt Comments PMP 2008
Work Date 9/2/2015 9/1/2008 9/1/2004	Work Code CS-AC PA-AD CS-AC CS-AC	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC	Cost 0.00 0.00 0.00 0.00 0.00	0.00 (Ft) Windows (in) 0.00 0.00 0.10 0.10 0.10 0.10	dth: 120.0 Major	O (Ft) True Area: 42261.00001 (SqFt Comments PMP 2008 Oregon DOA 2004 Maint.
Work Date 9/2/2015 9/1/2015 9/1/2008 9/1/2004 6/1/2001 9/1/1997 9/1/1988	Work Code CS-AC PA-AD CS-AC CS-AC CS-AC CS-AC	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	.00 (Ft) Wind Thickness (in) 0.00 0.00 0.10 0.10 0.10 0.10 0.10 0.1	Major M&R	O (Ft) True Area: 42261.00001 (SqFt Comments PMP 2008 Oregon DOA 2004 Maint.
Work Date 9/2/2015 9/1/2015 9/1/2008 9/1/2004 6/1/2001 9/1/1997 9/1/1988 9/3/1980	980 Us Work Code CS-AC PA-AD CS-AC CS-AC CS-AC CS-AC CS-AC CS-AC	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC New Construction - AC	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	.00 (Ft) Wid Thickness (in) 0.00 0.00 0.10 0.10 0.10 0.10 0.10 2.00	dth: 120.0 Major	O (Ft) True Area: 42261.00001 (SqFt Comments PMP 2008 Oregon DOA 2004 Maint.
Work Date 9/2/2015 9/1/2015 9/1/2008 9/1/2004 6/1/2001 9/1/1997 9/1/1988 9/3/1980 9/2/1980	Work Code CS-AC PA-AD CS-AC CS-AC CS-AC CS-AC CS-AC NC-AC	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC Base Course - Aggregate	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0.00 (Ft) Win Thickness (in) 0.00 0.00 0.10 0.10 0.10 0.10 0.10 2.00 3.00	Major M&R	O (Ft) True Area: 42261.00001 (SqFt Comments PMP 2008 Oregon DOA 2004 Maint.
Work Date 9/2/2015 9/1/2015 9/1/2008 9/1/2004 6/1/2001 9/1/1997 9/1/1988 9/3/1980	980 Us Work Code CS-AC PA-AD CS-AC CS-AC CS-AC CS-AC CS-AC CS-AC	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC New Construction - AC	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	0.00 (Ft) Wind Thickness (in) 0.00 0.00 0.10 0.10 0.10 0.10 0.10 0.2.00 3.00	Major M&R	O (Ft) True Area: 42261.00001 (SqFt Comments PMP 2008 Oregon DOA 2004 Maint.
Work Date 9/2/2015 9/1/2015 9/1/2008 9/1/2004 6/1/2001 9/1/1997 9/1/1988 9/3/1980 9/2/1980	Work Code CS-AC PA-AD CS-AC CS-AC CS-AC CS-AC CS-AC SB-AG	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC Base Course - Aggregate Subbase - Aggregate	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0.00 (Ft) Win Thickness (in) 0.00 0.00 0.10 0.10 0.10 0.10 0.10 2.00 3.00	Major M&R	Comments PMP 2008 Oregon DOA 2004 Maint. Oregon DOA 2001 Maint. Program
Work Date 9/2/2015 9/1/2008 9/1/2004 6/1/2001 9/1/1997 9/1/1988 9/3/1980 9/2/1980 9/1/1980	Work Code CS-AC PA-AD CS-AC CS-AC CS-AC CS-AC CS-AC BA-AG SB-AG	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC Base Course - Aggregate Subbase - Aggregate Subbase - Aggregate Subbase - Aggregate	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0.00 (Ft) Wind Thickness (in) 0.00 0.00 0.10 0.10 0.10 0.10 0.10 0.1	Major M&R	Comments PMP 2008 Oregon DOA 2004 Maint. Oregon DOA 2001 Maint. Program
Work Date 9/2/2015 9/1/2015 9/1/2008 9/1/2004 6/1/2001 9/1/1997 9/1/1988 9/3/1980 9/2/1980 9/1/1980 Network:	Work Code CS-AC PA-AD CS-AC CS-AC CS-AC CS-AC CS-AC BA-AG SB-AG	Work Description Crack Sealing - AC Patching - AC Deep Crack Sealing - AC Base Course - Aggregate Subbase - Aggregate Subbase - Aggregate Subbase - Aggregate	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0.00 (Ft) Wind Thickness (in) 0.00 0.00 0.10 0.10 0.10 0.10 0.10 0.1	Major M&R	Comments PMP 2008 Oregon DOA 2004 Maint. Oregon DOA 2001 Maint. Program

4/13/2023

Work History Report

Page 2 of 8

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network:	Burns Mur	nicipal Branch: A02BU	J Apron	02 Burns	Section: 03	Surface:AC
L.C.D. 8/3/20	016 Us	se: APRON Rank: P L	ength: 167	.00 (Ft) Wie	dth: 13.00 (Ft)	True Area: 2141.000000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2016	CR-AC	Complete Reconstruction - AC	0.00	4.00	P401	
8/2/2016	BA-AG	Base Course - Aggregate	0.00	12.00	P209	
8/1/2016	FB-TX	Geotextile	0.00	0.00		
Network:	Burns Mur	nicipal Branch: AFUEI	LBU Fuel A	pron Burns	Section: 01	Surface:AC
L.C.D. 9/2/20	008 Us	se: APRON Rank: S L	ength: 175	.00 (Ft) Wie	dth: 182.50 (Ft)	True Area: 29128.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00		
9/2/2008	NC-AC	New Construction - AC	0.00	4.00	P-401	
9/1/2008	BA-CA	Base Course - Crushed	0.00	10.50	P-209	
		Aggregate				
Ni.4 I	D M	' 1 Donale AFIE	DII E 1A	D	S 02	S f DCC
Network:		1		pron Burns	Section: 02	Surface:PCC
L.C.D. 6/1/20		se: APRON Rank: P L	ength: 25	()		True Area: 625.0000001 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2011	NC-PC	New Construction - PCC	0.00	0.00	V	
Network:	Burns Mur	nicipal Branch: AFUEI	LBU Fuel A	pron Burns	Section: 03	Surface:PCC
L.C.D. 6/1/20	011 Us	se: APRON Rank: P L	ength: 58	.00 (Ft) Wie	dth: 30.00 (Ft)	True Area: 1740.000000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2011		New Construction - PCC	0.00	0.00	V	
Network:	Burns Mur	nicipal Branch: AFUEI	LBU Fuel A	pron Burns	Section: 04	Surface:PCC
L.C.D. 6/1/20		•		-	dth: 25.00 (Ft)	True Area: 625.0000001 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2011	NC-PC	New Construction - PCC	0.00	0.00	V	
Network:	Burns Mur	nicipal Branch: AFUEI	LBU Fuel A	pron Burns	Section: 05	Surface:AAC
L.C.D. 8/2/20	016 Us	se: APRON Rank: S L	ength: 12	.50 (Ft) Wie	dth: 252.00 (Ft)	True Area: 3484.000001 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/2/2016	OL-AS	Overlay - AC Structural	0.00	2.00	▶ P401	
8/1/2016	MI-CO	Cold Milling	0.00	-2.00	P401	
9/2/2008	NC-AC	New Construction - AC	0.00	4.00	P-401	
9/1/2008					1 101	

Page 3 of 8

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

		nicipal Branch: AH1	260 101	d Apron 12 Bur	Section:	01 Surface: AAC
L.C.D. 9/1/20	010 Us	se: APRON Rank: P	Length:	89.50 (Ft) W	idth: 50.0	0 (Ft) True Area: 5011.000001 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2010	OL-AS	Overlay - AC Structural	0.	00 3.00	V	P-401
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.	0.10		PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.	0.10		Oregon DOA 2004 Maint.
9/1/1997	CS-AC	Crack Sealing - AC	0.	0.10		
9/1/1987	OL-AF	Overlay - AC Fabric	0.	00 2.00		
9/1/1968	SU-SB	Surface Course - BST	0.	0.50		
9/3/1942	NC-AC	New Construction - AC	0.	00 2.00		
9/2/1942	BA-AG	Base Course - Aggregate		6.00		
9/1/1942	SB-AG	Subbase - Aggregate	0.	6.00		
N	D 14	· · · · · · · · · · · · · · · · · · ·	A TOUR OF	1.T. 1. D.	G	
Network:		•		AT Apron Burn	Section:	
L.C.D. 6/1/20		se: APRON Rank: S	Length:			0 (Ft) True Area: 32129.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2015	NC-AC	New Construction - AC	0.	00.00	V	
Network:	Burns Mui	nicipal Branch: ASE	EATBU SEA	AT Apron Burn	Section:	02 Surface:PCC
L.C.D. 6/1/2	015 Us	se: APRON Rank: S	Length:	62.00 (Ft) W	idth: 147.0	0 (Ft) True Area: 9206.000002 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2015	NC-PC	New Construction - PCC	0.	0.00	V :	
	D 14		A TIPLE OF	1.T. 1. D.		0 4 DGG
Network:		•		AT Apron Burn	Section:	
Network: L.C.D. 6/1/20	015 Us	nicipal Branch: ASE se: APRON Rank: S	ATBU SEA	70.00 (Ft) W	Section:	03 Surface: PCC 0 (Ft) True Area: 4683.000001 (SqFt
		ī		-	Section:	
L.C.D. 6/1/2	015 Us Work Code	se: APRON Rank: S	Length:	70.00 (Ft) W	Section: idth: 94.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt
Work Date 6/1/2015	Work Code NC-PC	work Description New Construction - PCC	Length: Cost 0.	70.00 (Ft) W Thickness (in) 00 0.00	Section: idth: 94.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments
Work Date 6/1/2015 Network:	Work Code NC-PC	work Description New Construction - PCC Picipal Branch: R03.	Length: Cost 0. BU Rur	70.00 (Ft) W Thickness (in) 00 0.00	Section: idth: 94.0 Major M&R Section:	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC
Work Date 6/1/2015	Work Code NC-PC Burns Mur	work Description New Construction - PCC	Length: Cost 0. BU Rur	70.00 (Ft) W Thickness (in) 00 0.00 away 03/21 Bur 500.00 (Ft) W	Section: idth: 94.0 Major M&R Section: idth: 60.0	0 (Ft) True Area: 4683.000001 (SqFt Comments
Work Date 6/1/2015 Network:	Work Code NC-PC Burns Mur 000 Us Work Code	work Description New Construction - PCC nicipal Branch: R03 se: RUNWAY Rank: S Work Description	Length: Cost 0. BU Rur	70.00 (Ft) W Thickness (in) 00 0.00	Section: idth: 94.0 Major M&R Section:	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP	work Description New Construction - PCC Pricipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth	Length: Cost 0. BU Rur Length: 6 Cost 0.	70.00 (Ft) W Thickness (in) 00 0.00 nway 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP NC-PC	work Description New Construction - PCC Micipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC	Length: Cost 0. BU Rur Length: 6 Cost 0. 0.	70.00 (Ft) W Thickness (in) 00 0.00 nway 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 6.00	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000 9/2/2000	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP	work Description New Construction - PCC micipal Branch: R03 se: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC Subbase - Aggregate	Cost 0.	70.00 (Ft) W Thickness (in) 00 0.00 1 way 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 0.00 4.00	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP NC-PC	work Description New Construction - PCC Micipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC	Cost 0.	70.00 (Ft) W Thickness (in) 00 0.00 nway 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 6.00	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000 9/2/2000 9/1/2000	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP NC-PC SB-AG SG-GE	Work Description New Construction - PCC Micipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC Subbase - Aggregate Subgrade-Geotextile	Cost 0.	70.00 (Ft) W Thickness (in) 00 0.00 nway 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 00 4.00 00 4.00 00 0.50	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt Comments
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000 9/2/2000 9/1/2000 Network:	Work Code NC-PC Burns Mun 000 Us Work Code PA-PP NC-PC SB-AG SG-GE	Work Description New Construction - PCC Micipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC Subbase - Aggregate Subgrade-Geotextile Branch: R03	Cost 0.	70.00 (Ft) W Thickness (in) 00 0.00 away 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 00 4.00 00 4.00 00 0.50	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R V Section:	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt Comments 02 Surface:PCC
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000 9/2/2000 9/1/2000	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP NC-PC SB-AG SG-GE Burns Mur 000 Us Work	work Description New Construction - PCC micipal Branch: R03 se: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC Subbase - Aggregate Subgrade-Geotextile micipal Branch: R03 se: RUNWAY Rank: S	Cost 0.	70.00 (Ft) W Thickness (in) 00 0.00 away 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 00 4.00 00 4.00 00 0.50 away 03/21 Bur 000.00 (Ft) W Thickness	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R V Section: idth: 60.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt Comments
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/3/20 Work Date	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP NC-PC SB-AG SG-GE Burns Mur 000 Us Work Code	Work Description New Construction - PCC Micipal Branch: R03 Mork Description Patching - PCC Partial Depth New Construction - PCC Subbase - Aggregate Subgrade-Geotextile Micipal Branch: R03 Mork Description Branch: R03 Mork Description	Cost	70.00 (Ft) W Thickness (in) 00 0.00 away 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 00 4.00 00 4.00 00 0.50 away 03/21 Bur 000.00 (Ft) W Thickness (in)	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R Section: idth: 60.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt Comments 02 Surface:PCC 0 (Ft) True Area: 54000.00001 (SqFt
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/3/20 Work Date 9/1/2015	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP NC-PC SB-AG SG-GE Burns Mur 000 Us Work Code	work Description New Construction - PCC Micipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC Subbase - Aggregate Subgrade-Geotextile Micipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth	Cost	70.00 (Ft) W Thickness (in) 00 0.00 10way 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 00 4.00 00 4.00 00 0.50 10way 03/21 Bur 10way 03/21 Bur	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R Section: idth: 60.0 Major M&R	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt Comments 02 Surface:PCC 0 (Ft) True Area: 54000.00001 (SqFt
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP NC-PC SB-AG SG-GE Burns Mur 000 Us Work Code PA-PP NC-PC	work Description New Construction - PCC micipal Branch: R03 se: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC Subbase - Aggregate Subgrade-Geotextile micipal Branch: R03 se: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC	Cost	70.00 (Ft) W Thickness (in) 00 0.00 1 way 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 00 4.00 00 4.00 00 0.50 1 way 03/21 Bur 200.00 (Ft) W Thickness (in) 00 0.50 1 way 03/21 Bur 200.00 (Ft) W Thickness (in) 00 0.00 0.00 0.00 0.00 0.00 0.00	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R Section: idth: 60.0 Major M&R Section:	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt Comments 02 Surface:PCC 0 (Ft) True Area: 54000.00001 (SqFt
Work Date 6/1/2015 Network: L.C.D. 9/3/20 Work Date 9/1/2015 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/3/20 Work Date 9/1/2015	Work Code NC-PC Burns Mur 000 Us Work Code PA-PP NC-PC SB-AG SG-GE Burns Mur 000 Us Work Code	work Description New Construction - PCC Micipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth New Construction - PCC Subbase - Aggregate Subgrade-Geotextile Micipal Branch: R03 See: RUNWAY Rank: S Work Description Patching - PCC Partial Depth	Cost 0.	70.00 (Ft) W Thickness (in) 00 0.00 10way 03/21 Bur 500.00 (Ft) W Thickness (in) 00 0.00 00 4.00 00 4.00 00 0.50 10way 03/21 Bur 10way 03/21 Bur	Section: idth: 94.0 Major M&R Section: idth: 60.0 Major M&R V Section: idth: 60.0 Major M&R V V Section: idth: 60.0	0 (Ft) True Area: 4683.000001 (SqFt Comments 01 Surface:PCC 0 (Ft) True Area: 36000.00090 (SqFt Comments 02 Surface:PCC 0 (Ft) True Area: 54000.00001 (SqFt

Page 4 of 8

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network:	Burns Mui	nicipal Branch: R03BU	Runwa	ny 03/21 Bur	Section:	03	Surface:PCC
L.C.D. 9/2/2	010 Us	se: RUNWAY Rank: S L	ength: 103	.00 (Ft) Wie	dth: 60.0	0 (Ft) True Area:	6128 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comm	nents
9/2/2010	NC-PC	New Construction - PCC	0.00	6.50		P-501	
9/1/2010	BA-CA	Base Course - Crushed Aggregate	0.00	3.50		Variable AC 2"- 5",	P-209
9/2/2000	SB-AG	Subbase - Aggregate	0.00	4.00			
9/1/2000	SB-TX	Subbase - Geotexlile	0.00	0.50			
Network:	Rurns Mu	nicipal Branch: R03BU	Runwa	ay 03/21 Bur	Section:	04	Surface:PCC
L.C.D. 9/2/2				•		0 (Ft) True Area:	
	Work			Thickness	Major		` 1
Work Date	Code	Work Description	Cost	(in)	M&R	Comn	nents
9/2/2010	NC-PC	New Construction - PCC	0.00	6.50		P-501	
9/1/2010	BA-CA	Base Course - Crushed Aggregate	0.00	3.50		Variable AC 2"- 5",	P-209
9/2/2000	SB-AG	Subbase - Aggregate	0.00	4.00	V		
9/1/2000	SB-TX	Subbase - Geotexlile	0.00	0.50	<u> </u>		
Network:	Burns Mui	nicipal Branch: R03BU	Runwa	ay 03/21 Bur	Section:	05	Surface:PCC
L.C.D. 9/3/2	000 Us	se: RUNWAY Rank: S L	ength: 2,702	.00 (Ft) Wie	dth: 60.0	0 (Ft) True Area:	162143.0000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comm	nents
9/1/2015	PA-PP	Patching - PCC Partial Depth	0.00	0.00			
9/3/2000	NC-PC	New Construction - PCC	0.00	6.00			
9/2/2000	SB-AG	Subbase - Aggregate	0.00	4.00			
9/1/2000	SG-GE	Subgrade-Geotextile	0.00	0.50			
			•				
Network:		_		ay 12/30 Bur	Section:		Surface:PCC
L.C.D. 9/1/2		se: RUNWAY Rank: P L	ength: 5,103			0 (Ft) True Area:	382758.0001 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comm	nents
9/1/2010	CR-PC	Complete Reconstruction - PCC	0.00	6.50		P-501	
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.10	<u></u>	PMP 2008	
9/1/2004	CS-AC	Crack Sealing - AC	0.00			Oregon DOA 2004	
6/2/2001	ST-SS	Surface Treatment - Slurry Seal	0.00		<u></u>	Oregon DOA 2001	· ·
6/1/2001	CS-AC	Crack Sealing - AC	0.00			Oregon DOA 2001	Maint. Program
9/1/1997	CS-AC	Crack Sealing - AC	0.00				
9/1/1987	OL-AF	Overlay - AC Fabric	0.00		~		
9/1/1968	ST-CS	Surface Treatment - Chip	0.00	0.50	V :		
9/3/1942	NC-AC	New Construction - AC	0.00	2.00	~		
9/2/1942	BA-AG	Base Course - Aggregate	0.00	6.00			
9/1/1942	SB-AG	Subbase - Aggregate	0.00	6.00			

Page 5 of 8

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network:	Burns Mur	nicipal Branch: R12B	U Runw	ray 12/30 Bur	Section:	02		Surface:AAC
L.C.D. 9/2/20	010 Us	se: RUNWAY Rank: P	Length: 5	0.00 (Ft) Wi	dth: 50.0	0 (Ft) Tr	ue Area:	422.0000001 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R		Com	ments
9/2/2010	OL-AS	Overlay - AC Structural	0.00	3.00	>	P-401		
9/1/2010	CO-TA	Coat - Tack	0.00	0.00		P-603		
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.10		PMP 2008	8	
9/3/2000	NC-AC	New Construction - AC	0.00	6.00	>			
9/2/2000	BA-AG	Base Course - Aggregate	0.00	4.00	>			
9/1/2000	SG-GE	Subgrade-Geotextile	0.00	0.50				
Network:	Burns Mur	nicipal Branch: R12B	U Runw	ay 12/30 Bur	Section:	03		Surface:AAC
L.C.D. 9/2/20		-		-	dth: 50.0	0 (Ft) Tr	ue Area:	575.0000001 (SqFt
	Work		I	Thickness	Major			\ I
Work Date	Code	Work Description	Cost	(in)	M&R		Comi	ments
9/2/2010	OL-AS	Overlay - AC Structural	0.00	3.00		P-401		
9/1/2010	CO-TA	Coat - Tack	0.00	0.00		P-603		
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.10		PMP 2008	8	
9/3/2000	NC-AC	New Construction - AC	0.00	6.00				
9/2/2000	BA-AG	Base Course - Aggregate	0.00	4.00				
9/1/2000	SG-GE	Subgrade-Geotextile	0.00	0.50	V :			
Network:	Rurns Mur	nicinal Branch : R12B	I Runy	ray 12/30 Bur	Section	04		Surface: AAC
Network:		-		ray 12/30 Bur	Section:		ne Ares:	Surface:AAC
L.C.D. 9/2/20	010 Us	se: RUNWAY Rank: P	Length: 5	0.00 (Ft) Wi	dth: 50.0			575.0000001 (SqFt
		-		•		0 (Ft) Tr		
L.C.D. 9/2/20	010 Us Work	se: RUNWAY Rank: P	Length: 5	0.00 (Ft) Wi	dth: 50.0 Major			575.0000001 (SqFt
L.C.D. 9/2/20 Work Date	010 Us Work Code	se: RUNWAY Rank: P Work Description	Length: 5	0.00 (Ft) Wi Thickness (in) 3.00	dth: 50.0 Major M&R	0 (Ft) Tr		575.0000001 (SqFt
L.C.D. 9/2/20 Work Date 9/2/2010	Work Code OL-AS	work Description Overlay - AC Structural	Cost 0.00	0.00 (Ft) Wi Thickness (in) 3.00 0.00	Major M&R	0 (Ft) Tr	Com	575.0000001 (SqFt
Work Date 9/2/2010 9/1/2010	Work Code OL-AS CO-TA	Work Description Overlay - AC Structural Coat - Tack	Cost 0.00 0.00	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10	Major M&R	P-401 P-603	Com	575.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008	Work Code OL-AS CO-TA CS-WD	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate	Cost 0.00 0.00 0.00	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00	Major M&R	P-401 P-603	Com	575.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000	Work Code OL-AS CO-TA CS-WD NC-AC	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.00 0.10 6.00 4.00	Major M&R	P-401 P-603	Com	575.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.00 0.10 6.00 4.00	Major M&R	P-401 P-603 PMP 2008	Com	575.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000 9/1/2000	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile Branch: R12B	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00 4.00 0.50	Major M&R	P-401 P-603 PMP 2008	Com:	575.0000001 (SqFt ments Surface:AAC
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/2/20	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile Dicipal Branch: R12B See: RUNWAY Rank: P	Cost 0.00 0.00 0.00 0.00 0.00 0.00 U Runw Length: 5	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00 4.00 0.50 ay 12/30 Bur	Major M&R	P-401 P-603 PMP 2008	Comi	575.0000001 (SqFt ments Surface:AAC 500.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/2/20 Work Date	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE Burns Mur 010 Us Work Code	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile Branch: R12B se: RUNWAY Rank: P Work Description	Cost 0.00 0.00 0.00 0.00 0.00 0.00 U Runw Length: 5 Cost	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 0.10 6.00 4.00 0.50 ay 12/30 Bur 0.00 (Ft) Wi Thickness (in)	Major M&R Windows Section: dth: 50.0 Major M&R	0 (Ft) Tr P-401 P-603 PMP 2008 05 0 (Ft) Tr	Comi	575.0000001 (SqFt ments Surface:AAC
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/2/20 Work Date 9/2/2010	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE Burns Mur 010 Us Work Code OL-AS	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile Branch: R12B se: RUNWAY Rank: P Work Description Overlay - AC Structural	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Cost U Runw Length: 5 Cost 0.00	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00 4.00 0.50 ay 12/30 Bur 0.00 (Ft) Wi Thickness (in) 3.00	Major M&R Wajor M&R Section: dth: 50.0	0 (Ft) Tr P-401 P-603 PMP 2008 05 0 (Ft) Tr	Comi	575.0000001 (SqFt ments Surface:AAC 500.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/2/20 Work Date 9/2/2010 9/1/2010	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE Burns Mur 010 Us Work Code OL-AS CO-TA	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile Branch: R12B See: RUNWAY Rank: P Work Description Overlay - AC Structural Coat - Tack	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Cost Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00 4.00 0.50 ay 12/30 Bur 0.00 (Ft) Wi Thickness (in) 3.00 0.00	Major M&R Windows Section: dth: 50.0 Major M&R	0 (Ft) Tr P-401 P-603 PMP 2008 05 0 (Ft) Tr P-401 P-603	Comi	575.0000001 (SqFt ments Surface:AAC 500.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/2/20 Work Date 9/2/2010 9/1/2010 9/1/2008	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE Burns Mur 010 Us Work Code OL-AS CO-TA	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile Branch: R12B se: RUNWAY Rank: P Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 0.10 0.50 ay 12/30 Bur 0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10	Major M&R W Section: dth: 50.0	0 (Ft) Tr P-401 P-603 PMP 2008 05 0 (Ft) Tr	Comi	575.0000001 (SqFt ments Surface:AAC 500.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/2/20 Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE Burns Mur 010 Us Work Code OL-AS CO-TA CS-WD NC-AC	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile Branch: R12B See: RUNWAY Rank: P Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00 4.00 0.50 ay 12/30 Bur 0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00 0.10 6.00	Major M&R Washington M&R Section: dth: 50.0 Major M&R Washington M&R Washington M&R	0 (Ft) Tr P-401 P-603 PMP 2008 05 0 (Ft) Tr P-401 P-603	Comi	575.0000001 (SqFt ments Surface:AAC 500.0000001 (SqFt
Work Date 9/2/2010 9/1/2010 9/1/2008 9/3/2000 9/2/2000 9/1/2000 Network: L.C.D. 9/2/20 Work Date 9/2/2010 9/1/2010 9/1/2008	Work Code OL-AS CO-TA CS-WD NC-AC BA-AG SG-GE Burns Mur 010 Us Work Code OL-AS CO-TA	Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks New Construction - AC Base Course - Aggregate Subgrade-Geotextile Branch: R12B se: RUNWAY Rank: P Work Description Overlay - AC Structural Coat - Tack Crack Seal - Wide Cracks	Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00 4.00 0.50 ay 12/30 Bur 0.00 (Ft) Wi Thickness (in) 3.00 0.00 0.10 6.00 4.00 0.400 0.400	Major M&R W Section: dth: 50.0	0 (Ft) Tr P-401 P-603 PMP 2008 05 0 (Ft) Tr P-401 P-603	Comi	575.0000001 (SqFt ments Surface:AAC 500.0000001 (SqFt

9/1/1942

SB-AG

Subbase - Aggregate

Work History Report

Page 6 of 8

Pavement Database: ODA WOC3 4-10-2023 PostWHEdits 4PM

Network: Burns Municipal		nicipal Branch: T01BU	nch: T01BU Taxiway 01 Burns		Section:	01 Surface:AC
L.C.D. 8/3/20	016 Us	se: TAXIWAY Rank: P L	ength: 2,400.00 (Ft) Wie		dth: 35.0	0 (Ft) True Area: 96942 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2016	CR-AC	Complete Reconstruction - AC	0.00	4.00	V	P401
8/2/2016	BA-AG	Base Course - Aggregate	0.00	12.00		P209
8/1/2016	FB-TX	Geotextile	0.00	0.00		
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.10		PMP 2008
9/2/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50		Oregon DOA 2004 Maint.
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10		Oregon DOA 2004 Maint.
6/1/2001	CS-AC	Crack Sealing - AC	0.00	0.10		Oregon DOA 2001 Maint. Program
9/1/1997	CS-AC	Crack Sealing - AC	0.00	0.10		
9/1/1987	OL-AF	Overlay - AC Fabric	0.00	2.00		
9/1/1968	ST-CS	Surface Treatment - Chip	0.00	0.50		
9/3/1942	NC-AC	New Construction - AC	0.00	2.00	~	
9/2/1942	BA-AG	Base Course - Aggregate	0.00	6.00	~	
9/1/1942	SB-AG	Subbase - Aggregate	0.00	6.00	V	

Network: Burns Municipal Branch: T02BU Taxiway 02 Burns Section: 01 Surface: AC **L.C.D.** 8/3/2016 Use: TAXIWAY Rank: P Length: 84.50 (Ft) **Width:** 90.00 (Ft) True Area: 12737.00000 (SqFt Work Thickness Major Work Date **Work Description** Cost **Comments** Code M&R (in) 8/3/2016 CR-AC Complete Reconstruction - AC 0.00 4.00 P401 **>** 8/2/2016 P209 BA-AG Base Course - Aggregate 0.00 12.00 8/1/2016 FB-TX Geotextile 0.00 0.00 9/1/2008 CS-AC Crack Sealing - AC 0.00 0.10 PMP 2008 8/2/2004 ST-SS Surface Treatment - Slurry Seal 0.00 0.00 Crack Sealing - AC 8/1/2004 CS-AC 0.000.00 6/1/2001 CS-AC Crack Sealing - AC 0.000.10 Oregon DOA 2001 Maint. Program 9/1/1997 CS-AC Crack Sealing - AC 0.00 0.10 9/1/1987 OL-AF Overlay - AC Fabric 0.00 2.00 ~ ST-CS Surface Treatment - Chip 9/1/1968 0.00 0.50 **V** 9/3/1942 NC-AC New Construction - AC 0.002.00 ~ 9/2/1942 BA-AG 0.00 Base Course - Aggregate 6.00 ~

0.00

6.00

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Page 7 of 8

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network: Burns Municipal Branch: T03BU			Taxiway 03 Burns		Section:	01 Surface:AC	
L.C.D. 8/3/2016 Use: TAXIWAY Rank: P Length: 84.50 (Ft) Width: 90.00 (Ft) True Area: 12601.00000 (S							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
8/3/2016	CR-AC	Complete Reconstruction - AC	0.00	4.00	V	P401	
8/2/2016	BA-AG	Base Course - Aggregate	0.00	12.00		P209	
8/1/2016	FB-TX	Geotextile	0.00	0.00			
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10		PMP 2008	
8/2/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00			
8/1/2004	CS-AC	Crack Sealing - AC	0.00	0.00			
6/1/2001	CS-AC	Crack Sealing - AC	0.00	0.10		Oregon DOA 2001 Maint. Program	
9/1/1997	CS-AC	Crack Sealing - AC	0.00	0.10			
9/1/1987	OL-AF	Overlay - AC Fabric	0.00	2.00			
9/1/1968	ST-CS	Surface Treatment - Chip	0.00	0.50			
9/3/1942	NC-AC	New Construction - AC	0.00	2.00	>		
9/2/1942	BA-AG	Base Course - Aggregate	0.00	6.00			
9/1/1942	SB-AG	Subbase - Aggregate	0.00	6.00	>		
			I			I	
Network:	Burns Mur	nicipal Branch: T04BU	Taxiw	ay 04 Burns	Section:	01 Surface:AC	
L.C.D. 8/3/2	004 Us	se: TAXIWAY Rank: S L	ength: 587	7.50 (Ft) Wi	dth: 35.0	00 (Ft) True Area: 20952.00000 (SqFt	
Work Date Work		Work Description	Cost	Thickness (in)	Major M&R	Comments	
8/3/2004		New Construction - AC	0.00	3.00	VICK		
8/2/2004		Base Course - Aggregate	0.00	6.00			
8/1/2004		Subbase - Aggregate	0.00	8.00			
0. 2. 2 0 0				0.00			
Network:	Burns Mur	nicipal Branch: T04BU	Taxiw	ay 04 Burns	Section:	02 Surface:AC	
L.C.D. 8/3/2016 Use: TAXIWAY Rank: S Length: 12.50 (Ft) Width: 68.00 (Ft) True Area: 1120.000000 (Sq							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
8/3/2016	CR-AC	Complete Reconstruction - AC	0.00	4.00	>	P401	
8/2/2016	BA-AG	Base Course - Aggregate	0.00	12.00		P209	
8/1/2016	FB-TX	Geotextile	0.00	0.00			

Page 8 of 8

Work History Report

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	16	700,875.00	7.19	3.38
Base Course - Crushed Aggregate	5	82,046.00	6.80	3.16
Coat - Tack	4	2,072.00	0.00	0.00
Cold Milling	1	3,484.00	-2.00	0.00
Complete Reconstruction - AC	5	125,541.00	4.00	0.00
Complete Reconstruction - PCC	1	382,758.00	6.50	0.00
Crack Seal - Wide Cracks	7	486,783.00	0.10	0.00
Crack Sealing - AC	23	1,833,168.00	0.08	0.04
Crack Sealing - PCC	2	59,000.00	0.00	0.00
Geotextile	5	125,541.00	0.00	0.00
New Construction - AC	15	660,366.00	3.13	2.03
New Construction - PCC	13	377,456.00	4.00	3.25
Overlay - AC Fabric	5	510,049.00	2.00	0.00
Overlay - AC Structural	6	10,567.00	2.83	0.37
Patching - AC Deep	1	42,261.00	0.00	0.00
Patching - PCC Partial Depth	4	281,143.00	0.00	0.00
Subbase - Aggregate	15	933,839.00	5.47	1.50
Subbase - Geotexlile	4	103,434.00	0.38	0.22
Subgrade-Geotextile	7	229,215.00	0.50	0.00
Surface Course - BST	1	5,011.00	0.50	0.00
Surface Treatment - Chip	4	505,038.00	0.50	0.00
Surface Treatment - Slurry Seal	4	505,038.00	0.25	0.25