2022 ODA Pavement Evaluation Program Burns Municipal Airport

Boardman, Oregon

May 8, 2023

Prepared for

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1 OVERVIEW

GRI assisted with updating the Oregon Department of Aviation (ODA) airport pavement management system and developing a five-year plan for global maintenance and rehabilitation (M&R) and preservation work for the 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.

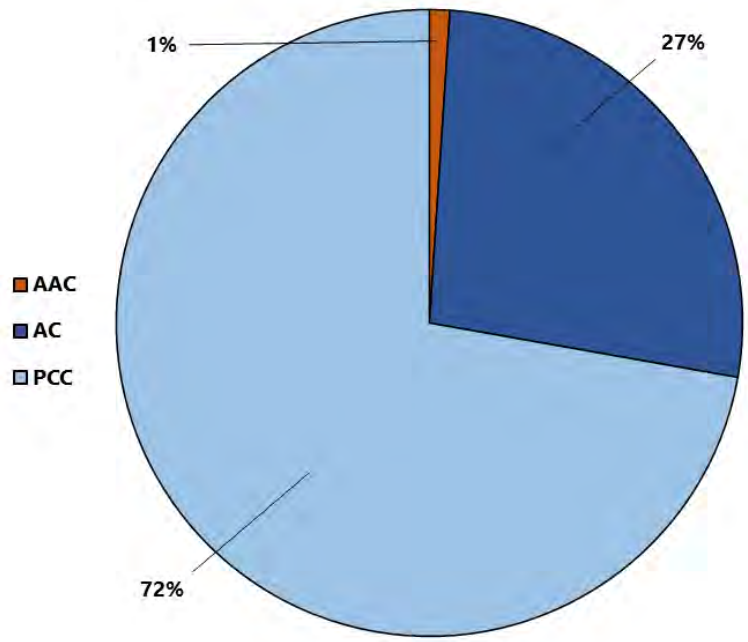


Figure 2.2 - BURNS MUNICIPAL AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

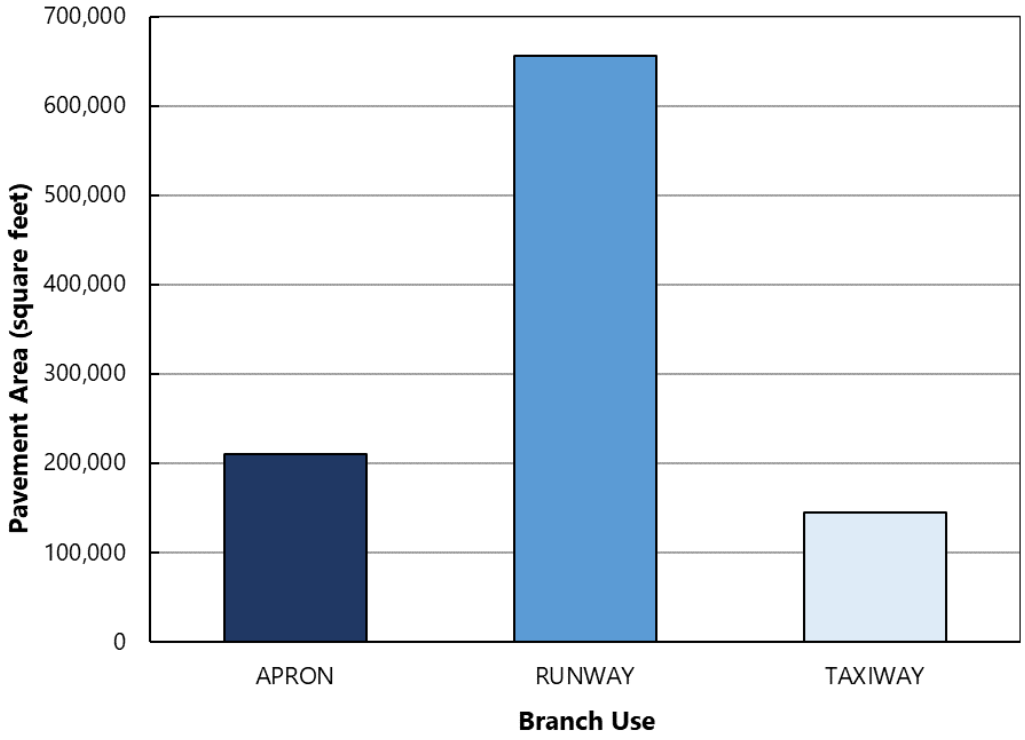
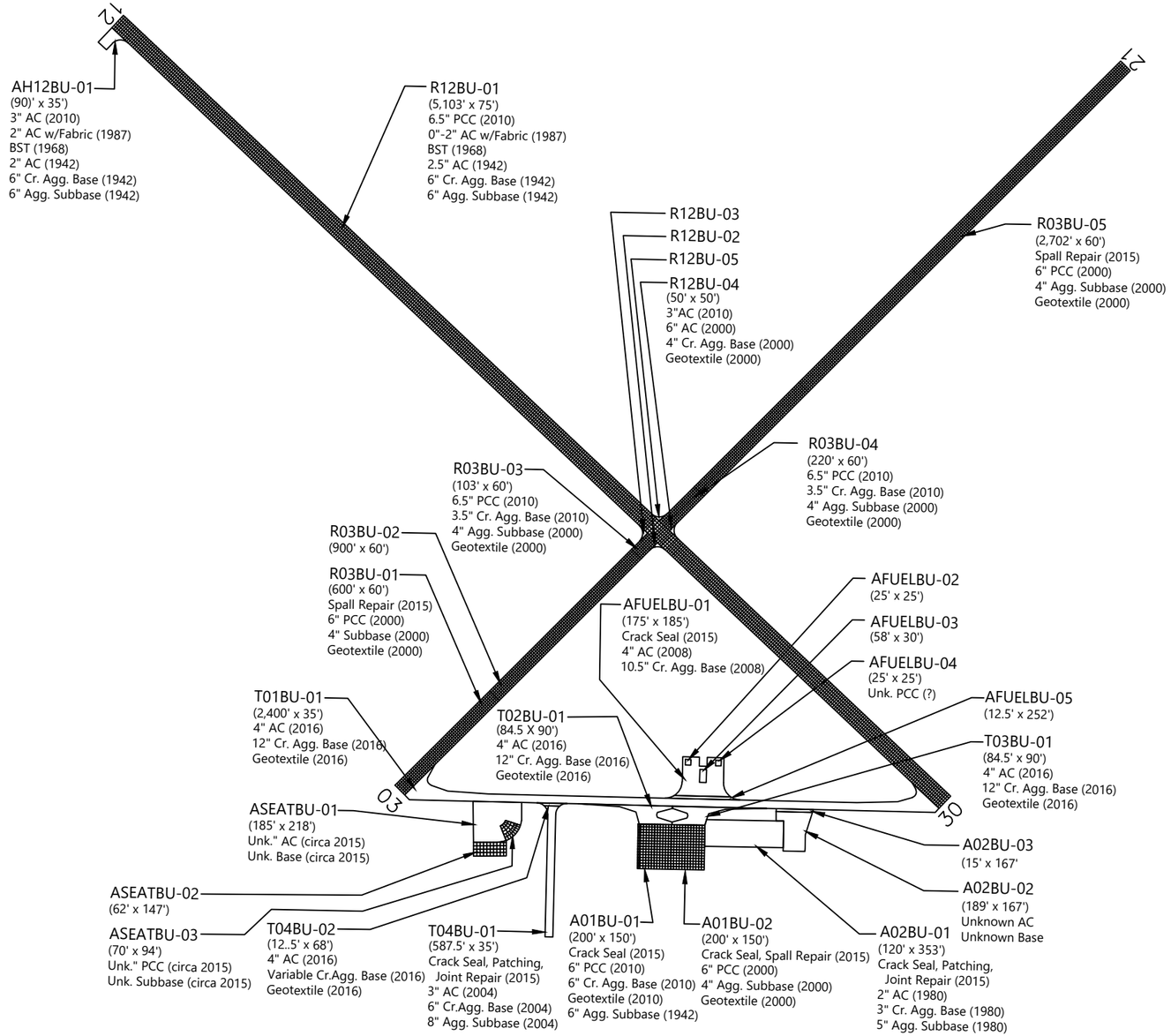
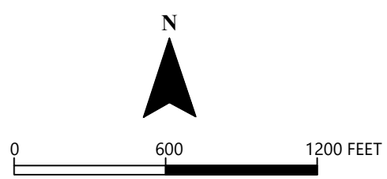


Figure 2.3 - BURNS MUNICIPAL AIRPORT PAVEMENT AREA BY BRANCH USE



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



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BURNS MUNICIPAL AIRPORT
PAVEMENT INVENTORY

MAY 2023 JOB NO. 6593-C 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.

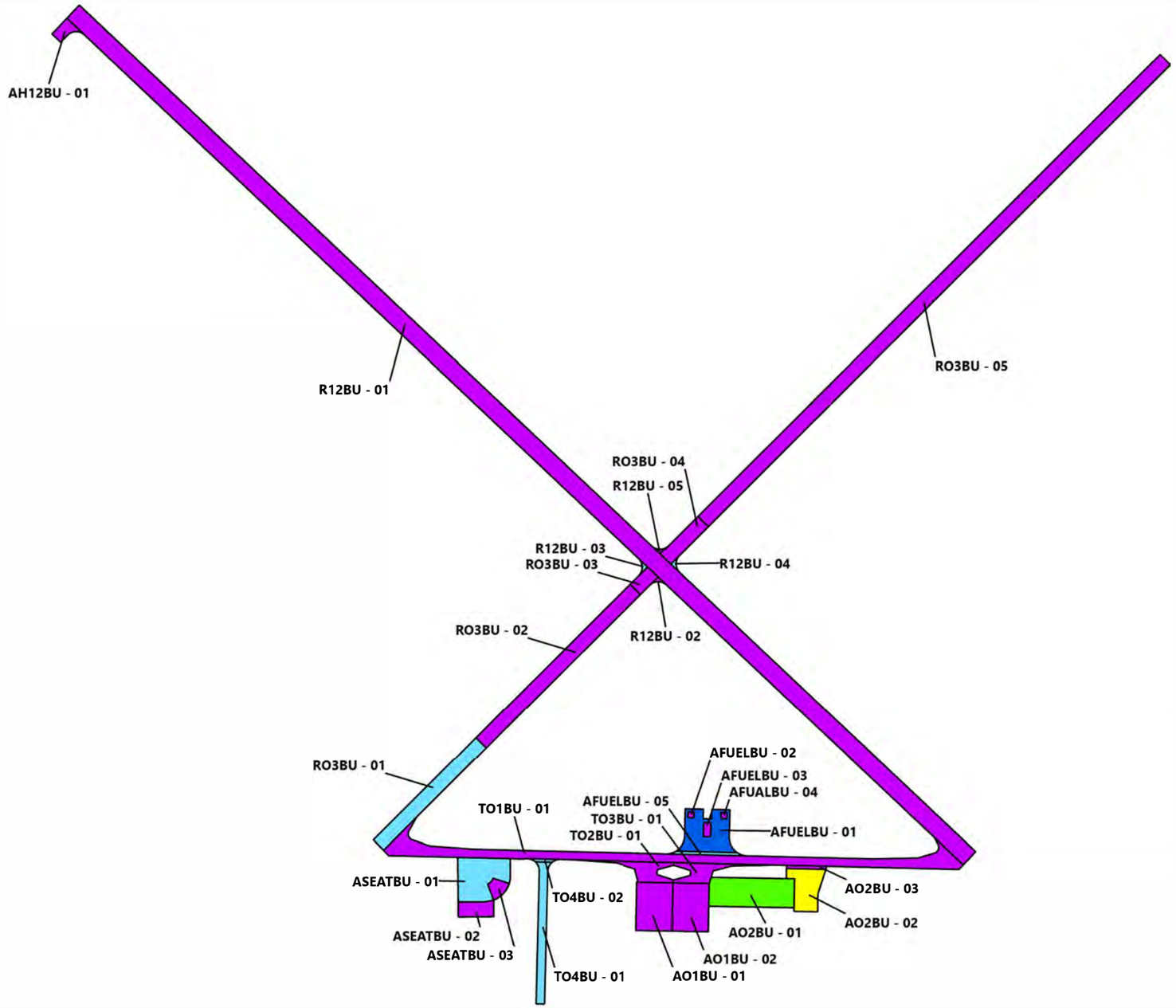
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category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

Table 3-1: ASTM PCI RATING SCALE

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

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at 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.



2022 SECTION PCI

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

N

0 500 1,000 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

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 re-inspection report that includes inspection details for individual sample units is provided in Table 1E in Appendix E.

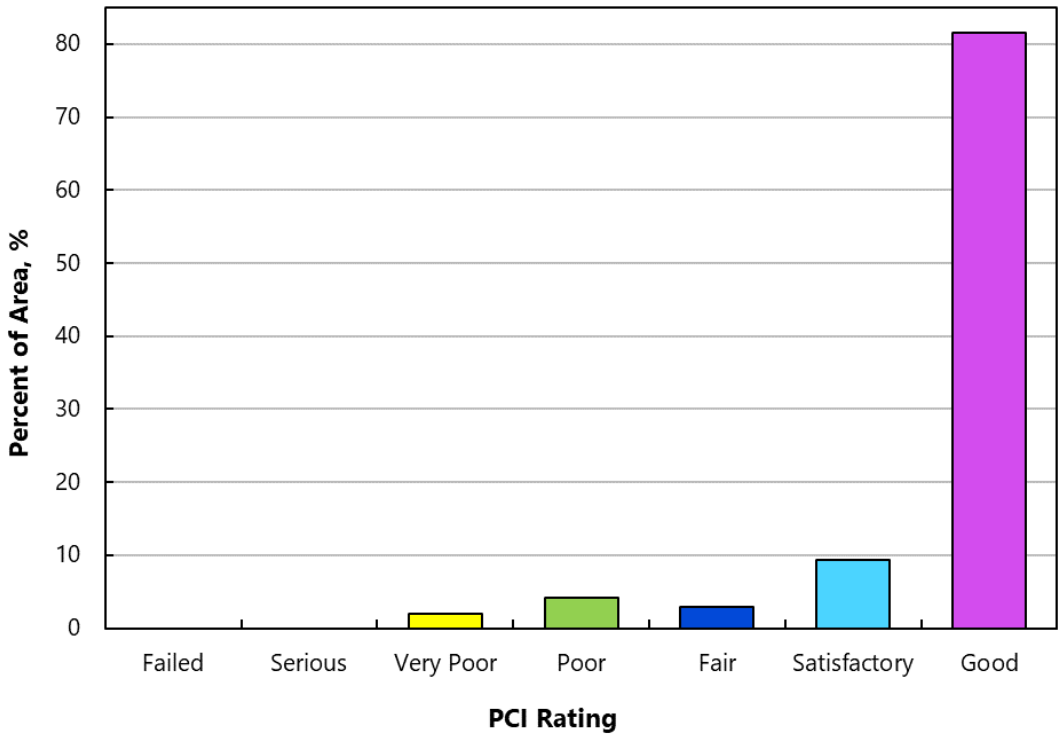


Figure 3.2 - BURNS MUNICIPAL AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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.

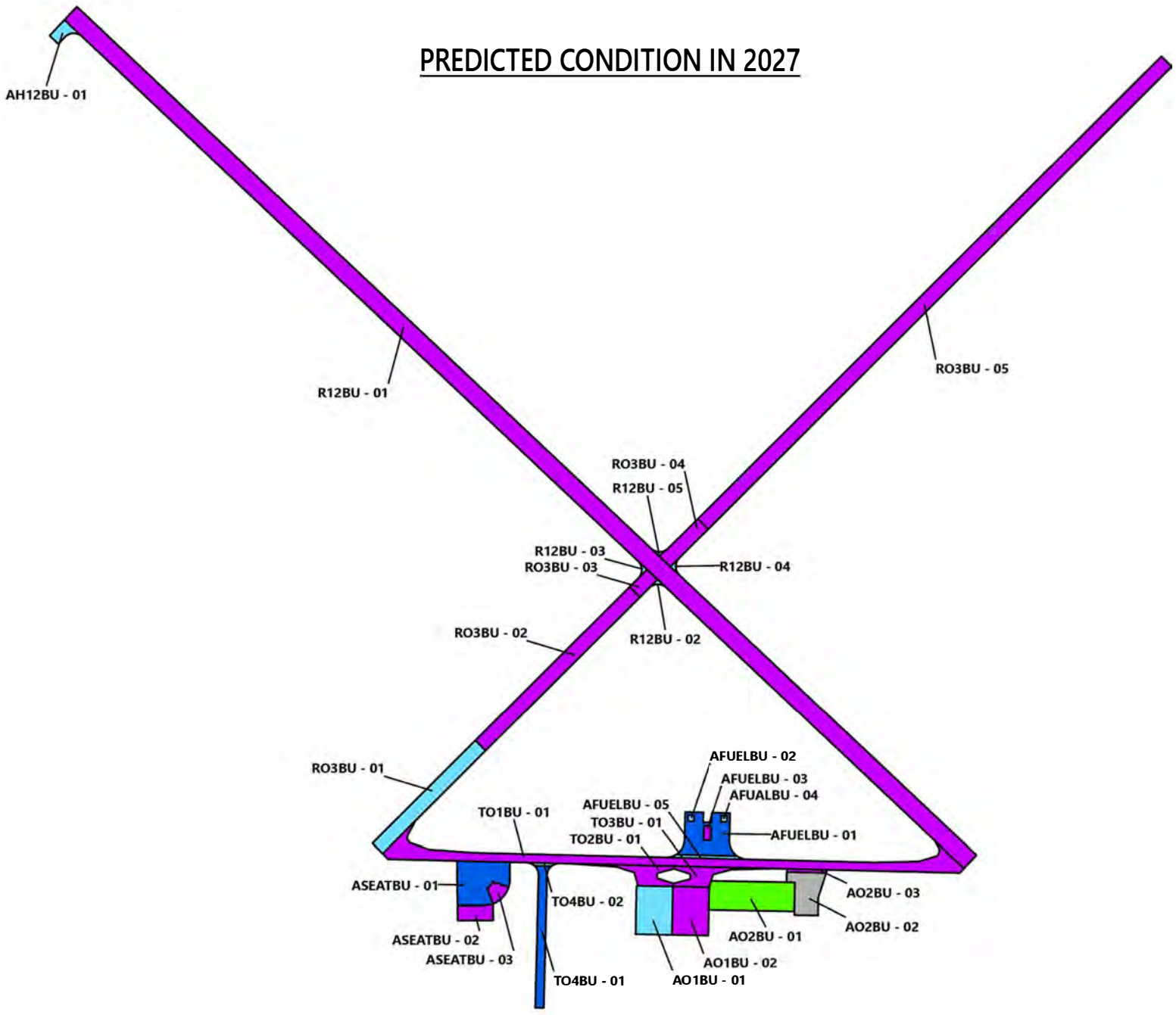
4.3 Functional Remaining Life

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.

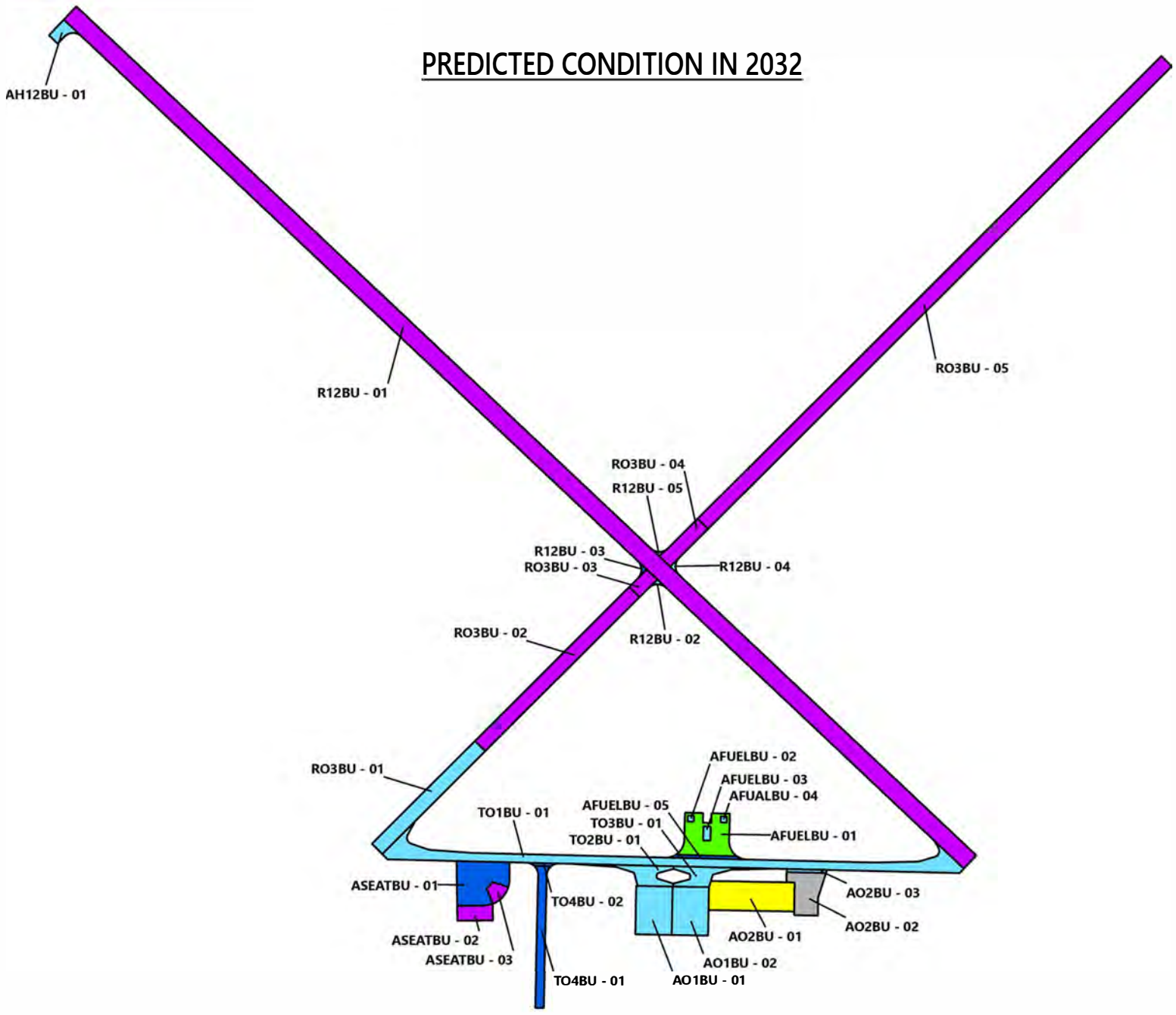
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Burns Municipal Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3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

PREDICTED CONDITION IN 2027



PREDICTED CONDITION IN 2032



SECTION PCI

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

N

0 600 1,200 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

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.

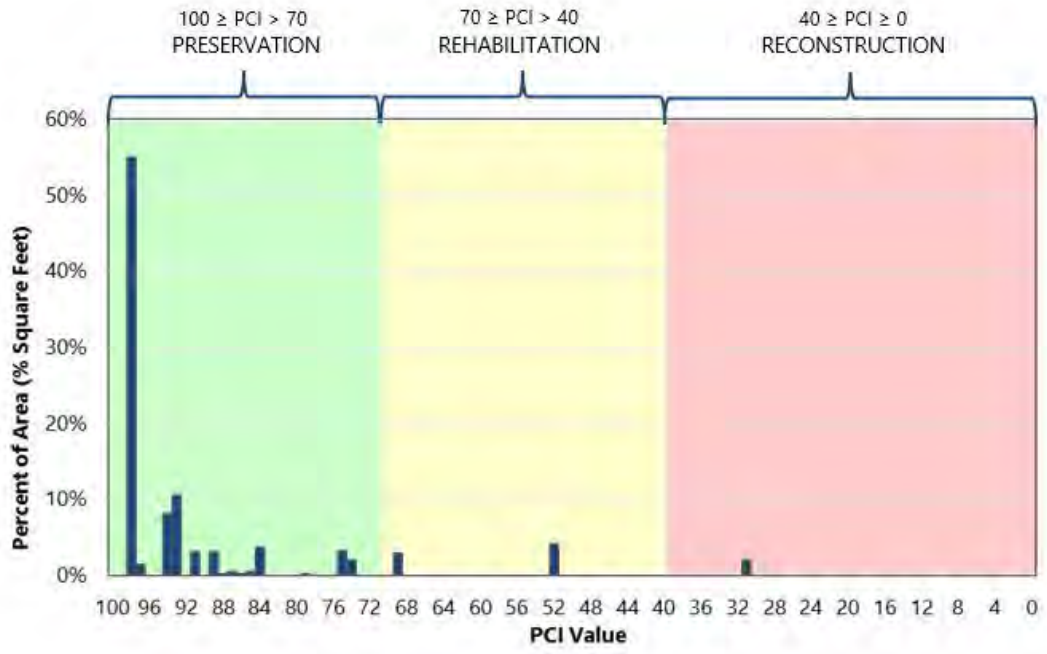


Figure 5.1 - BURNS MUNICIPAL AIRPORT PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

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

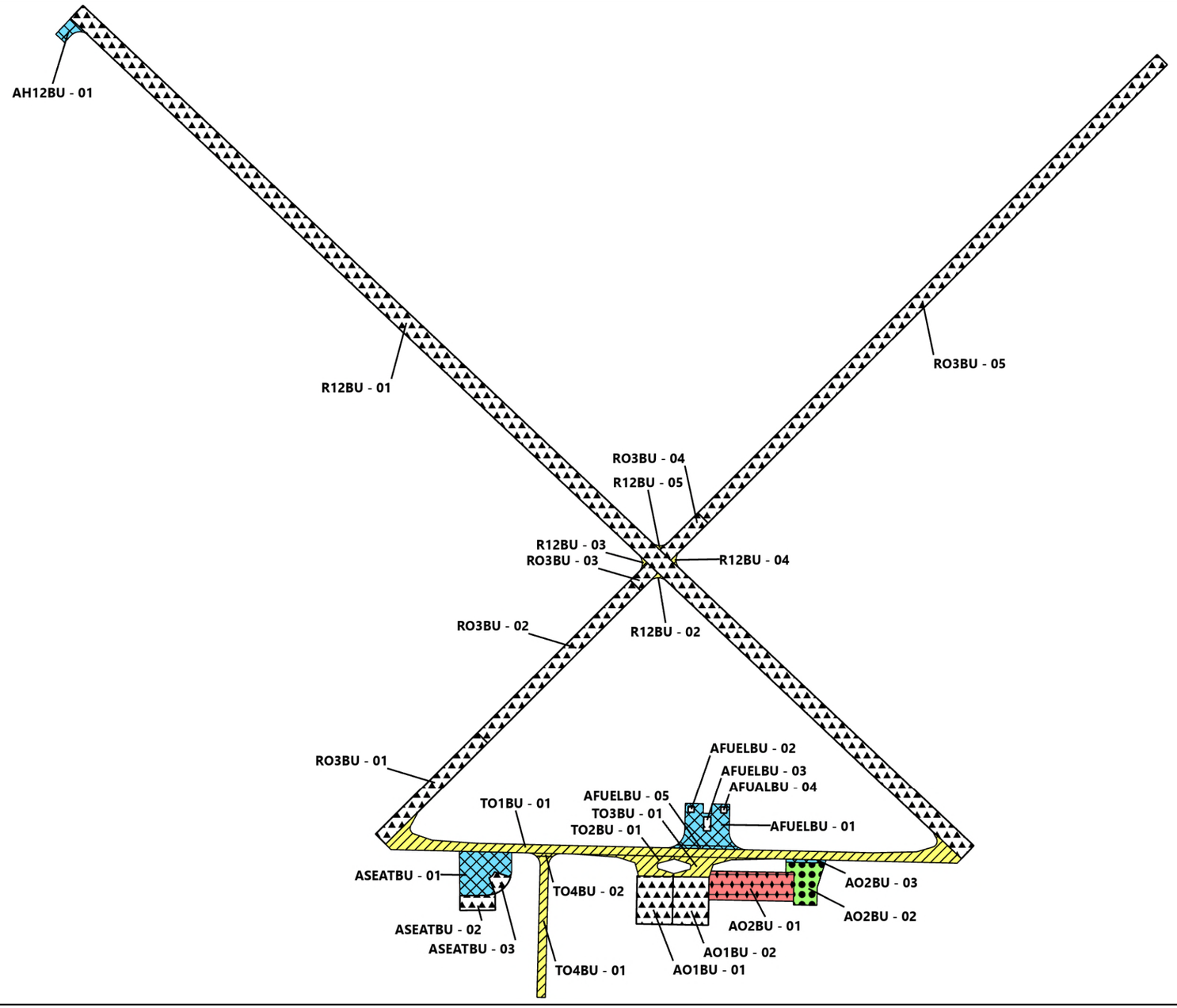
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	9,023 linear feet
Asphalt Concrete Wide Crack Sealing	18 linear feet
Portland Cement Concrete Crack Sealing	552 linear feet
Asphalt Concrete Full-Depth Patching	1,964 square feet
Portland Cement Concrete Full Depth Patching	2 square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



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

N

0 500 1,000 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

5-YEAR PAVEMENT MANAGEMENT PLAN

BURNS MUNICIPAL AIRPORT

MAY 2023 JOB NO. 6593-C FIG. 5.2

6 LIMITATIONS

This report has been prepared to assist the Oregon Department of Aviation (ODA) with pavement-related project planning for the 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.

Submitted for GRI,

RENEWS: 06/2023

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This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

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 ± 2,000 square feet and 20 slabs ± 8 slabs for rigid pavements. The delineation of sample units for each section is displayed on Figure 1A.

A.4 SAMPLE UNIT DELINEATION

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

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

where:

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

For the 2022 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

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01BU	Apron 01 Burns	APRON	01	T02BU-01	A01BU-02	P	200	150	30,000	9/3/2010	PCC
A01BU	Apron 01 Burns	APRON	02	A01BU-01	A02BU-01	P	200	145	29,000	9/3/2000	PCC
A02BU	Apron 02 Burns	APRON	01	A01BU-02	END	P	353	120	42,261	9/3/1980	AC
A02BU	Apron 02 Burns	APRON	02	Taxiway 01	Section 01	P	176	90	20,291	6/1/2005	AC
A02BU	Apron 02 Burns	APRON	03	Taxiway 01	Section 02	P	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	-	-	P	25	25	625	6/1/2011	PCC
AFUELBU	Fuel Apron Burns	APRON	03	-	-	P	58	30	1,740	6/1/2011	PCC
AFUELBU	Fuel Apron Burns	APRON	04	-	-	P	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	P	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	P	5,103	75	382,758	9/1/2010	PCC
R12BU	Runway 12/30 Burns	RUNWAY	02	R03BU	R12BU	P	50	50	422	9/2/2010	AAC
R12BU	Runway 12/30 Burns	RUNWAY	03	R03BU	R12BU	P	50	50	575	9/2/2010	AAC
R12BU	Runway 12/30 Burns	RUNWAY	04	R03BU	R12BU	P	50	50	575	9/2/2010	AAC
R12BU	Runway 12/30 Burns	RUNWAY	05	R03BU	R12BU	P	50	50	500	9/2/2010	AAC
T01BU	Taxiway 01 Burns	TAXIWAY	01	Runway 03 End	Runway 30 End	P	2,400	35	96,942	8/3/2016	AC
T02BU	Taxiway 02 Burns	TAXIWAY	01	T01BU-03	A01BU-01	P	84	90	12,737	8/3/2016	AC
T03BU	Taxiway 03 Burns	TAXIWAY	01	T01-03	T03BU-02	P	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

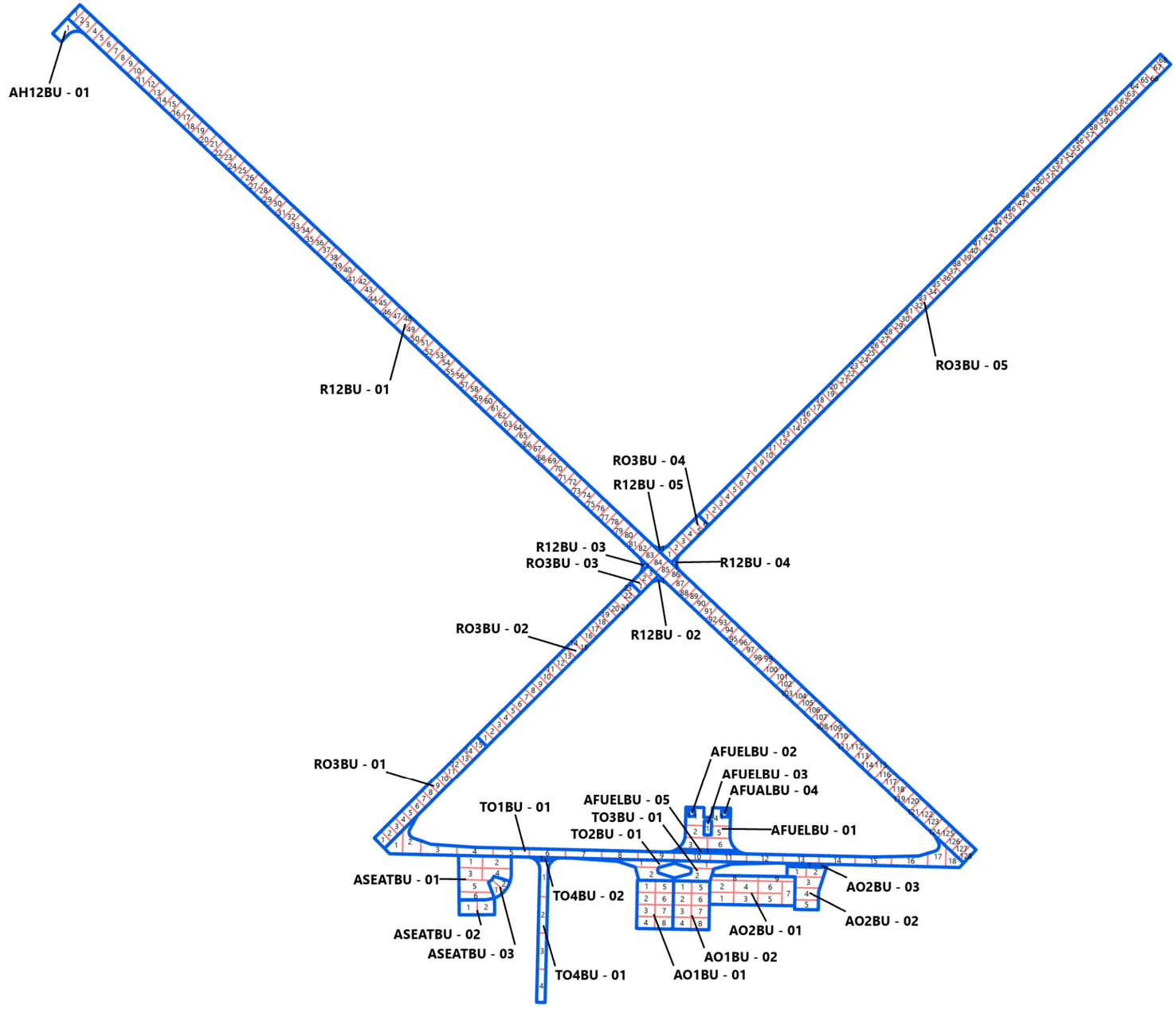
Abbreviations:
P = Primary pavement, S = Secondary pavement
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)
AC = Asphalt Concrete, AAC = AC overlaid AC, PCC = Portland Cement Concrete

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

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

Note: AC = Asphalt Concrete
PCC = Portland Cement Concrete



SECTION

SAMPLE UNIT

N

0 500 1,000 Feet

GRI

SAMPLE UNIT LAYOUT

BURNS MUNICIPAL AIRPORT

MAY 2023 JOB NO. 6593-C FIG. 1A

APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. The results are displayed using a seven-category rating scale in accordance with ASTM D5340. Flexible pavement (e.g., AC 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			Rigid Pavement		
PAVER Code	Pavement Distress	Related Cause	PAVER Code	Pavement Distress	Related Cause
41	Alligator Cracking	Load	61	Blow-Up	Load
42	Bleeding	Other	62	Corner Break	Load
43	Block Cracking	Climate/ Durability	63	Longitudinal, Transverse, & Diagonal Cracks	Climate/ Durability
44	Corrugation	Other	64	Durability Cracking	Climate/ Durability
45	Depression	Other	65	Joint Seal Damage	Other
46	Jet Blast	Other	66	Small Patch	Other
47	Joint Reflection Cracking	Climate/ Durability	67	Large Patch	Other
48	Longitudinal & Transverse Cracking	Climate/ Durability	68	Pop Outs	Other
49	Oil Spillage	Other	69	Pumping	Other
50	Patching	Climate/ Durability	70	Scaling	Other
51	Polished Aggregate	Other	71	Faulting	Other
52	Raveling	Climate/ Durability	72	Shattered Slab	Load

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

Branch ID	Section ID	Surface Type[1]	Approximate Area, square feet	LCD[2]	2017 Survey			2022 Survey		Age[3]	Δ PCI/yr[4]	Rate of Deterioration
					PCI	PCI Category	Insp. Date	PCI	PCI Category			
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.

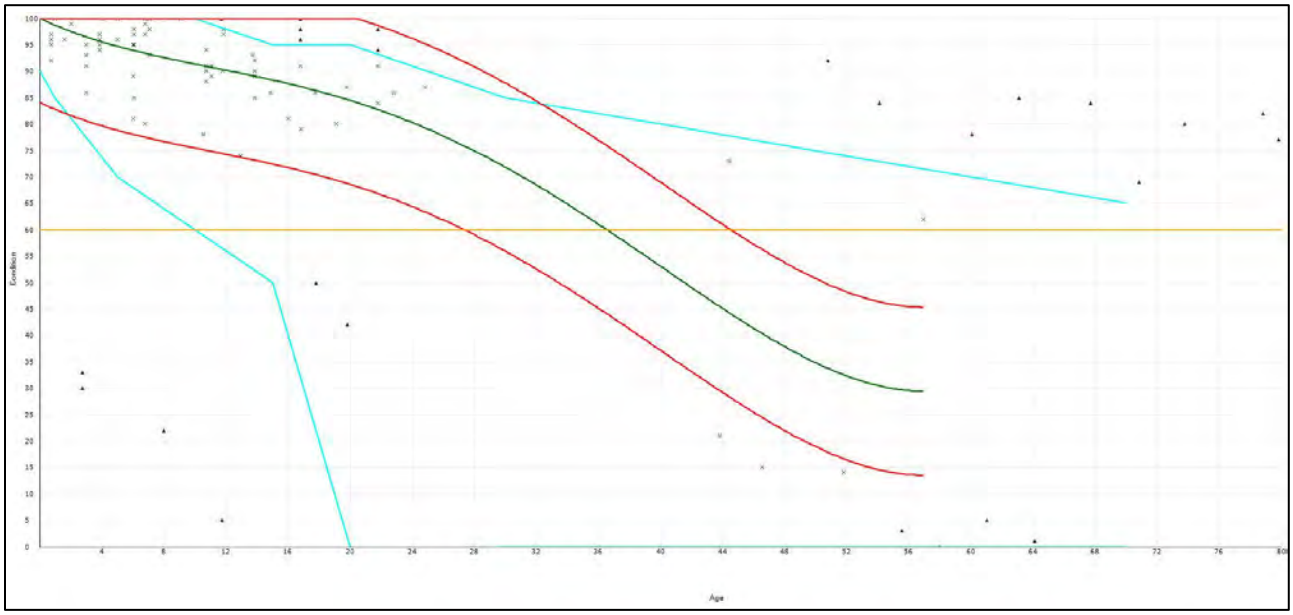


Figure 1C: - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 PCC RUNWAYS, TAXIWAYS, AND APRONS

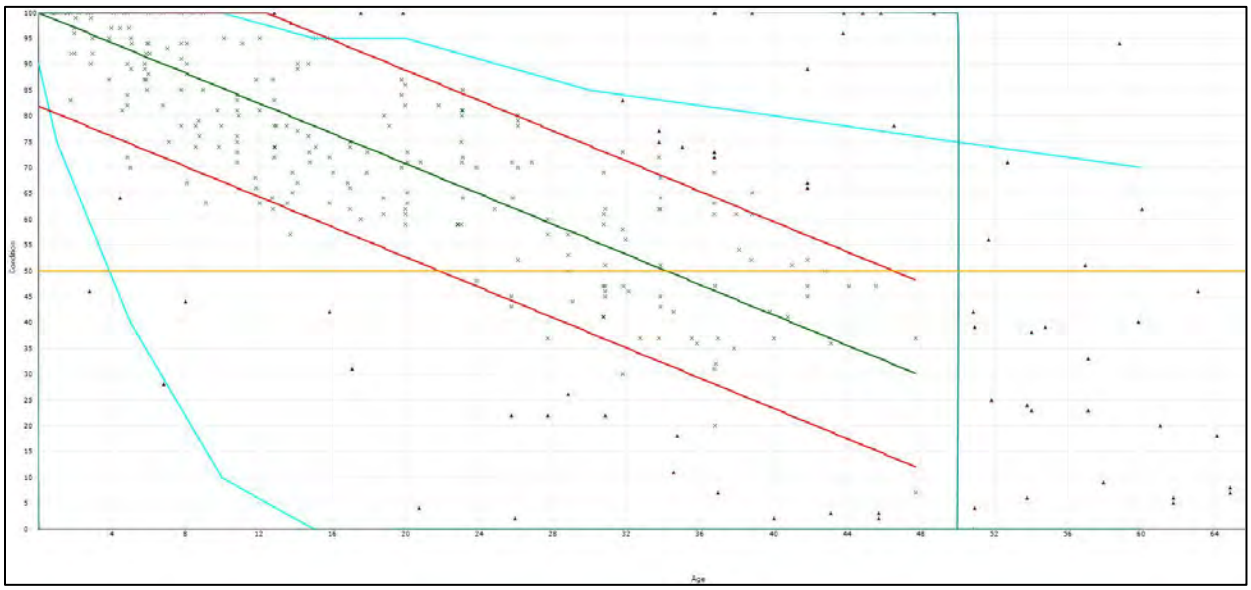


Figure 2C: - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC AND AAC APRONS

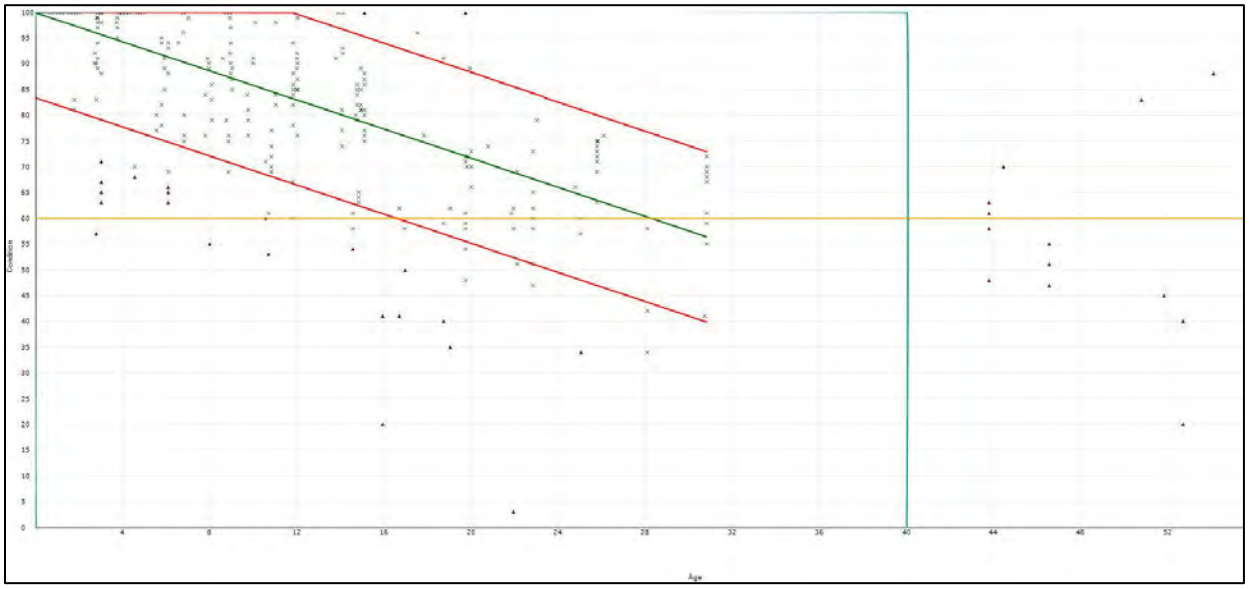


Figure 3C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC AND AAC RUNWAYS

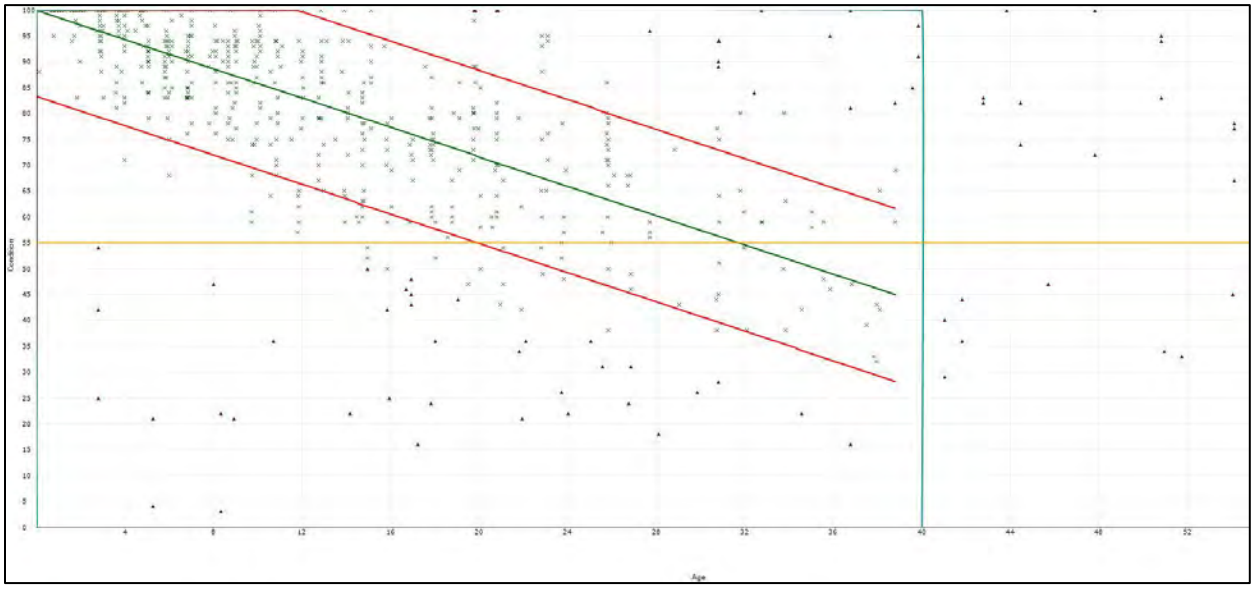


Figure 4C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC AND AAC TAXIWAYS

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

BranchID	SectionID	Past Inspection PCI 2017	Current PCI 2022	Predicted Future PCI 2027	Predicted Future PCI 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

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

APPENDIX D

Unit Cost Data and Maintenance and Rehabilitation Plan

APPENDIX D

UNIT COST DATA AND MAINTENANCE AND REHABILITATION PLAN

D.1 ANALYSIS METHODOLOGY

We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop project recommendations for the next five years. The purpose of this analysis is to determine the M&R needs of the 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

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

D.2 MAINTENANCE POLICIES AND UNIT COSTS

The distress-maintenance policies are policies that determine what type of work should be applied to a specific distress type and severity. For example, on an AC pavement, a medium-severity longitudinal/transverse crack would be repaired by crack sealing. Policies for all 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
Major M&R	Complete Reconstruction with AC	$13.32	Sq Ft
	Cold Mill and Overlay – 2 Inches Thick	$5.88	Sq Ft
Global M&R	Surface Treatment - Slurry Seal	$0.40	Sq Ft
	Surface Treatment - Fog Seal	$0.24	Sq Ft
Localized Preventive M&R	Crack Sealing - AC	$2.40	Ft
	Crack Sealing - PCC	$18.00	Ft
	Crack Sealing – Wide Cracks	$39.60	Ft
	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	$3,816
Burns	A01BU	01	Linear Cracking	Low	Crack Sealing - PCC	176	Ft	$18.00	$3,169	
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	
Burns	A02BU	01	Long. & Trans. Cracking	High	Crack Seal - Wide Cracks	12	Ft	$39.60	$475	$58,103
Burns	A02BU	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,263	Ft	$2.40	$5,432	
Burns	A02BU	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,338	Ft	$2.40	$3,212	
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	$70,888
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	
Burns	A02BU	02	Alligator Cracking	Low	Crack Sealing - AC	16	Ft	$2.40	$38	
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	
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	
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	
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	
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	
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	
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 square foot	Total Cost
2024	A02BU	01	APRON	AC	52	Overlay	42,261	$6.66	$281,504
2025	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
	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
2027	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
	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

Re-Inspection Report

ODA_WOC3_4-10-2023_PostWHEdits_4PM
Generated Date 4/13/2023

Network: Burns **Name:** Burns Municipal

Branch: A01BU **Name:** Apron 01 Burns **Use:** APRON **Area:** 59,000 SqFt

Section: 01 of 2 **From:** T02BU-01 **To:** A01BU-02 **Last Const.:** 9/3/2010

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** P

Area: 30,000 SqFt **Length:** 200 Ft **Width:** 150 Ft

Slabs: 208 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 4,450 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:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/3/1942	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/1/2010	**Work Type:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 9/3/2010	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/1/2015	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 8 **Surveyed:** 8

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 88

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 24.00 Slabs **PCI:** 97

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs

Sample Number: 04 **Type:** R **Area:** 24.00 Slabs **PCI:** 69

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	4.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
74	JOINT SPALL	L	3.00	Slabs

Sample Number: 05 **Type:** R **Area:** 24.00 Slabs **PCI:** 94

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 06 **Type:** R **Area:** 24.00 Slabs **PCI:** 94

Sample Comments:

74	JOINT SPALL	L	3.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 07 **Type:** R **Area:** 24.00 Slabs **PCI:** 84

Sample Comments:

63	LINEAR CR	L	3.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 08 **Type:** R **Area:** 24.00 Slabs **PCI:** 88

Sample Comments:

74	JOINT SPALL	L	6.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: Burns **Name:** Burns Municipal

Branch: A01BU **Name:** Apron 01 Burns **Use:** APRON **Area:** 59,000 SqFt

Section: 02 of 2 **From:** A01BU-01 **To:** A02BU-01 **Last Const.:** 9/3/2000

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** P

Area: 29,000 SqFt **Length:** 200 Ft **Width:** 145 Ft

Slabs: 192 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 4,295 Ft

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** Subbase - 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:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False
Work Date: 9/2/2015	**Work Type:** Patching - PCC Partial Depth	**Code:** PA-PP	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 8 **Surveyed:** 8

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 97

Sample Comments:

66	SMALL PATCH	L	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 24.00 Slabs **PCI:** 83

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Sample Number: 05 **Type:** R **Area:** 24.00 Slabs **PCI:** 86

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 06 **Type:** R **Area:** 24.00 Slabs **PCI:** 97

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 07 **Type:** R **Area:** 24.00 Slabs **PCI:** 83

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
71	FAULTING	L	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 08 **Type:** R **Area:** 24.00 Slabs **PCI:** 82

Sample 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

Network: Burns **Name:** Burns Municipal

Branch: A02BU **Name:** Apron 02 Burns **Use:** APRON **Area:** 64,693 SqFt

Section: 01 of 3 **From:** A01BU-02 **To:** END **Last Const.:** 9/3/1980

Surface: AC **Family:** 2022_Eastern_Cat3_Apron_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 42,261 SqFt **Length:** 353 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 9/1/1980	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1980	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1980	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1988	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
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: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False
Work Date: 9/2/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 9 **Surveyed:** 5

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 01 **Type:** A **Area:** 5000.00 SqFt **PCI:** 33

Sample Comments:

41	ALLIGATOR CR	M	230.00	SqFt
41	ALLIGATOR CR	M	64.00	SqFt
48	L & T CR	M	426.00	Ft
48	L & T CR	H	12.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 02 **Type:** A **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

41	ALLIGATOR CR	M	140.00	SqFt
41	ALLIGATOR CR	M	22.00	SqFt
48	L & T CR	L	89.00	Ft
48	L & T CR	M	323.00	Ft
50	PATCHING	L	196.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CR	M	12.00	SqFt
48	L & T CR	L	260.00	Ft
48	L & T CR	M	81.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

41	ALLIGATOR CR	M	42.00	SqFt
48	L & T CR	L	330.00	Ft
48	L & T CR	M	93.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample 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 **Name:** Apron 02 Burns **Use:** APRON **Area:** 64,693 SqFt

Section: 03 of 3 **From:** Taxiway 01 **To:** Section 02 **Last Const.:** 8/3/2016

Surface: AC **Family:** 2022_Eastern_Cat3_Apron_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 2,141 SqFt **Length:** 167 Ft **Width:** 13 Ft

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

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

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

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

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2141.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2141.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: A02BU **Name:** Apron 02 Burns **Use:** APRON **Area:** 64,693 SqFt

Section: 02 of 3 **From:** Taxiway 01 **To:** Section 01 **Last Const.:** 6/1/2005

Surface: AC **Family:** 2022_Eastern_Cat3_Apron_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 20,291 SqFt **Length:** 176 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 6/1/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 31

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3307.00 SqFt **PCI:** 45

Sample Comments:

41	ALLIGATOR CR	M	9.00	SqFt
41	ALLIGATOR CR	M	48.00	SqFt
48	L & T CR	L	69.00	Ft
48	L & T CR	M	42.00	Ft
50	PATCHING	L	135.00	SqFt
57	WEATHERING	M	3307.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3206.00 SqFt **PCI:** 56

Sample Comments:

41	ALLIGATOR CR	L	21.00	SqFt
45	DEPRESSION	L	44.00	SqFt
48	L & T CR	L	18.00	Ft
48	L & T CR	M	6.00	Ft
48	L & T CR	H	5.00	Ft
50	PATCHING	L	41.00	SqFt
57	WEATHERING	M	3206.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4923.00 SqFt **PCI:** 22

Sample Comments:

41	ALLIGATOR CR	M	102.00	SqFt
41	ALLIGATOR CR	H	140.00	SqFt
45	DEPRESSION	L	125.00	SqFt
48	L & T CR	L	193.00	Ft
48	L & T CR	M	90.00	Ft
50	PATCHING	L	34.00	SqFt
57	WEATHERING	M	4923.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4500.00 SqFt **PCI:** 14

Sample Comments:

41	ALLIGATOR CR	M	42.00	SqFt
41	ALLIGATOR CR	H	420.00	SqFt
45	DEPRESSION	L	100.00	SqFt
48	L & T CR	M	128.00	Ft
50	PATCHING	L	24.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: AFUELBU **Name:** Fuel Apron Burns **Use:** APRON **Area:** 35,602 SqFt

Section: 04 of 5 **From:** See Map **To:** - **Last Const.:** 6/1/2011

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** P

Area: 625 SqFt **Length:** 25 Ft **Width:** 25 Ft

Slabs: 4 **Slab Length:** 12 Ft **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:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4.00 Slabs **PCI:** 89

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs

Network: Burns **Name:** Burns Municipal

Branch: AFUELBU **Name:** Fuel Apron Burns **Use:** APRON **Area:** 35,602 SqFt

Section: 03 of 5 **From:** See Map **To:** - **Last Const.:** 6/1/2011

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** P

Area: 1,740 SqFt **Length:** 58 Ft **Width:** 30 Ft

Slabs: 8 **Slab Length:** 14 Ft **Slab Width:** 15 Ft **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:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 8.00 Slabs **PCI:** 91

Sample Comments:

74	JOINT SPALL	L	3.00	Slabs

Network: Burns **Name:** Burns Municipal

Branch: AFUELBU **Name:** Fuel Apron Burns **Use:** APRON **Area:** 35,602 SqFt

Section: 02 of 5 **From:** See Map **To:** - **Last Const.:** 6/1/2011

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** P

Area: 625 SqFt **Length:** 25 Ft **Width:** 25 Ft

Slabs: 4 **Slab Length:** 12 Ft **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:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4.00 Slabs **PCI:** 89

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs

Network: Burns **Name:** Burns Municipal

Branch: AFUELBU **Name:** Fuel Apron Burns **Use:** APRON **Area:** 35,602 SqFt

Section: 05 of 5 **From:** AFUELBU-01 **To:** Taxiway 01 **Last Const.:** 8/2/2016

Surface: AAC **Family:** 2022_Eastern_Cat3_Apron_AC/AAC **Zone:** KBNO **Category:** P **Rank:** S

Area: 3,484 SqFt **Length:** 13 Ft **Width:** 252 Ft

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

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

Section Comments:

Work Date: 9/1/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 9/2/2008	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 8/2/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3484.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	107.00	Ft
57	WEATHERING	L	3484.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: AFUELBU **Name:** Fuel Apron Burns **Use:** APRON **Area:** 35,602 SqFt

Section: 01 of 5 **From:** North End **To:** AFUELBU-02 **Last Const.:** 9/2/2008

Surface: AC **Family:** 2022_Eastern_Cat3_Apron_AC/AAC **Zone:** KBNO **Category:** P **Rank:** S

Area: 29,128 SqFt **Length:** 175 Ft **Width:** 182 Ft

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

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

Section Comments:

Work Date: 9/1/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 9/2/2008	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4060.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	112.00	Ft
48	L & T CR	M	86.00	Ft
50	PATCHING	L	56.00	SqFt
57	WEATHERING	L	4060.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5748.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	236.00	Ft
48	L & T CR	M	40.00	Ft
48	L & T CR	M	166.00	Ft
57	WEATHERING	L	5748.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4662.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	83.00	Ft
48	L & T CR	M	20.00	Ft
50	PATCHING	L	202.00	SqFt
57	WEATHERING	L	4662.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5748.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	99.00	Ft
48	L & T CR	M	210.00	Ft
50	PATCHING	L	80.00	SqFt
57	WEATHERING	L	5748.00	SqFt

Network: Burns **Name:** Burns 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_Apron_AC/AAC **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 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 Course - 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 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: 9/1/2008	**Work Type:** Crack Seal - 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: 7/1/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5011.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	114.00	Ft
57	WEATHERING	L	5011.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: ASEATBU **Name:** SEAT Apron Burns **Use:** APRON **Area:** 46,018 SqFt

Section: 01 of 3 **From:** See Map **To:** - **Last Const.:** 6/1/2015

Surface: AC **Family:** 2022_Eastern_Cat3_Apron_AC/AAC **Zone:** KBNO **Category:** P **Rank:** S

Area: 32,129 SqFt **Length:** 185 Ft **Width:** 218 Ft

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

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

Section Comments:

Work Date: 6/1/2015 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4955.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	263.00	Ft
48	L & T CR	M	70.00	Ft
57	WEATHERING	L	4955.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4865.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	249.00	Ft
48	L & T CR	M	80.00	Ft
57	WEATHERING	L	4865.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6500.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	247.00	Ft
48	L & T CR	M	109.00	Ft
57	WEATHERING	L	6500.00	SqFt

Sample Number: 06 **Type:** R **Area:** 4500.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	203.00	Ft
48	L & T CR	M	26.00	Ft
57	WEATHERING	L	4500.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: ASEATBU **Name:** SEAT Apron Burns **Use:** APRON **Area:** 46,018 SqFt

Section: 02 of 3 **From:** See Map **To:** - **Last Const.:** 6/1/2015

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** S

Area: 9,206 SqFt **Length:** 62 Ft **Width:** 147 Ft

Slabs: 42 **Slab Length:** 15 Ft **Slab Width:** 15 Ft **Joint Length:** 1,006 Ft

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

Section Comments:

Work Date: 6/1/2015 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 97

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 22.00 Slabs **PCI:** 90

Sample Comments:

66	SMALL PATCH	H	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: Burns **Name:** Burns Municipal

Branch: ASEATBU **Name:** SEAT Apron Burns **Use:** APRON **Area:** 46,018 SqFt

Section: 03 of 3 **From:** See Map **To:** - **Last Const.:** 6/1/2015

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** S

Area: 4,683 SqFt **Length:** 70 Ft **Width:** 94 Ft

Slabs: 28 **Slab Length:** 15 Ft **Slab Width:** 14 Ft **Joint Length:** 745 Ft

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

Section Comments:

Work Date: 6/1/2015 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 14.00 Slabs **PCI:** 97

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 14.00 Slabs **PCI:** 99

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs

Network: Burns **Name:** Burns Municipal

Branch: R03BU **Name:** Runway 03/21 Burns **Use:** RUNWAY **Area:** 271,577 SqFt

Section: 05 of 5 **From:** R03BU-04 **To:** Runway 21 End **Last Const.:** 9/3/2000

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** S

Area: 162,143 SqFt **Length:** 2,702 Ft **Width:** 60 Ft

Slabs: 1,632 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 29,662 Ft

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** Subbase - 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:** Patching - PCC Partial Depth	**Code:** PA-PP	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 68 **Surveyed:** 13

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 96

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs

Sample Number: 10 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 15 **Type:** R **Area:** 24.00 Slabs **PCI:** 97

Sample Comments:

66	SMALL PATCH	L	3.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 20 **Type:** R **Area:** 24.00 Slabs **PCI:** 95

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 25 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 30 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 35 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 40 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

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:** RUNWAY **Area:** 271,577 SqFt

Section: 02 of 5 **From:** R03BU-01 **To:** R03BU-03 **Last Const.:** 9/3/2000

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** S

Area: 54,000 SqFt **Length:** 900 Ft **Width:** 60 Ft

Slabs: 540 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 9,840 Ft

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/2/2000	**Work Type:** Subbase - 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:** Patching - PCC Partial Depth	**Code:** PA-PP	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 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
71	FAULTING	L	3.00	Slabs
74	JOINT SPALL	L	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	2.00	Slabs

Sample Number: 11 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments:

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	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 18 **Type:** R **Area:** 24.00 Slabs **PCI:** 96

Sample Comments:

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

Network: Burns **Name:** Burns Municipal

Branch: R03BU **Name:** Runway 03/21 Burns **Use:** RUNWAY **Area:** 271,577 SqFt

Section: 01 of 5 **From:** T01BU-01 **To:** R03BU-02 **Last Const.:** 9/3/2000

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** S

Area: 36,000 SqFt **Length:** 600 Ft **Width:** 60 Ft

Slabs: 360 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 6,540 Ft

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** Subbase - 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:** Patching - PCC Partial Depth	**Code:** PA-PP	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 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 CR	N	4.00	Slabs
75	CORNER SPALL	L	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	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 24.00 Slabs **PCI:** 73

Sample Comments:

66	SMALL PATCH	L	3.00	Slabs
71	FAULTING	L	1.00	Slabs
71	FAULTING	M	3.00	Slabs
73	SHRINKAGE CR	N	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	FAULTING	L	4.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs

Sample Number: 09 **Type:** R **Area:** 24.00 Slabs **PCI:** 86

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
71	FAULTING	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

Sample Number: 15 **Type:** R **Area:** 24.00 Slabs **PCI:** 92

Sample 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:** Burns Municipal

Branch: R03BU **Name:** Runway 03/21 Burns **Use:** RUNWAY **Area:** 271,577 SqFt

Section: 03 of 5 **From:** R03BU-02 **To:** R12BU-01 **Last Const.:** 9/2/2010

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** S

Area: 6,128 SqFt **Length:** 103 Ft **Width:** 60 Ft

Slabs: 54 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 1,073 Ft

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/2/2000	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/1/2010	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True

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

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 18.00 Slabs **PCI:** 98

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 18.00 Slabs **PCI:** 98

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Network: Burns **Name:** Burns Municipal

Branch: R03BU **Name:** Runway 03/21 Burns **Use:** RUNWAY **Area:** 271,577 SqFt

Section: 04 of 5 **From:** R12BU-01 **To:** R03BU-05 **Last Const.:** 9/2/2010

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** S

Area: 13,306 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:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/2/2000	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/1/2010	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 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>

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:** Runway 12/30 Burns **Use:** RUNWAY **Area:** 384,830 SqFt

Section: 01 of 5 **From:** Runway 12 End **To:** Runway 30 End **Last Const.:** 9/1/2010

Surface: PCC **Family:** 2022_Eastern_Cat1/2/3_AllUses_PCC **Zone:** KBNO **Category:** P **Rank:** P

Area: 382,758 SqFt **Length:** 5,103 Ft **Width:** 75 Ft

Slabs: 3,074 **Slab Length:** 10 Ft **Slab Width:** 13 Ft **Joint Length:** 63,712 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: 6/2/2001	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**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: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2010	**Work Type:** Complete Reconstruction - PCC	**Code:** CR-PC	**Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 128 **Surveyed:** 14

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 18.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 009 **Type:** A **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 010 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 020 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments:

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	L	1.00	Slabs

Sample Number: 060 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 070 **Type:** R **Area:** 24.00 Slabs **PCI:** 95

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Sample Number: 080 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 090 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 100 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Sample Number: 110 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 122 **Type:** R **Area:** 24.00 Slabs **PCI:** 91

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: Burns **Name:** Burns Municipal

Branch: R12BU **Name:** Runway 12/30 Burns **Use:** RUNWAY **Area:** 384,830 SqFt

Section: 03 of 5 **From:** R03BU **To:** R12BU **Last Const.:** 9/2/2010

Surface: AAC **Family:** 2022_Eastern_Cat3_RW_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 575 SqFt **Length:** 50 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2010	**Work Type:** Coat - Tack	**Code:** CO-TA	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 606.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	4.00	Ft
48	L & T CR	M	2.00	Ft
57	WEATHERING	L	606.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: R12BU **Name:** Runway 12/30 Burns **Use:** RUNWAY **Area:** 384,830 SqFt

Section: 05 of 5 **From:** R03BU **To:** R12BU **Last Const.:** 9/2/2010

Surface: AAC **Family:** 2022_Eastern_Cat3_RW_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 500 SqFt **Length:** 50 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2010	**Work Type:** Coat - Tack	**Code:** CO-TA	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 474.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	2.00	Ft
48	L & T CR	M	1.00	Ft
57	WEATHERING	L	474.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: R12BU **Name:** Runway 12/30 Burns **Use:** RUNWAY **Area:** 384,830 SqFt

Section: 02 of 5 **From:** R03BU **To:** R12BU **Last Const.:** 9/2/2010

Surface: AAC **Family:** 2022_Eastern_Cat3_RW_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 422 SqFt **Length:** 50 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2010	**Work Type:** Coat - Tack	**Code:** CO-TA	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 474.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	474.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: R12BU **Name:** Runway 12/30 Burns **Use:** RUNWAY **Area:** 384,830 SqFt

Section: 04 of 5 **From:** R03BU **To:** R12BU **Last Const.:** 9/2/2010

Surface: AAC **Family:** 2022_Eastern_Cat3_RW_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 575 SqFt **Length:** 50 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2010	**Work Type:** Coat - Tack	**Code:** CO-TA	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 606.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	4.00	Ft
48	L & T CR	M	1.00	Ft
57	WEATHERING	L	606.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: T01BU **Name:** Taxiway 01 Burns **Use:** TAXIWAY **Area:** 96,942 SqFt

Section: 01 of 1 **From:** Runway 03 End **To:** Runway 30 End **Last Const.:** 8/3/2016

Surface: AC **Family:** 2022_Eastern_Cat3_Taxiway_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 96,942 SqFt **Length:** 2,400 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 9/1/1942	**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 - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**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 - 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	L	25.00	Ft
57	WEATHERING	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 **Name:** Burns Municipal

Branch: T02BU **Name:** Taxiway 02 Burns **Use:** TAXIWAY **Area:** 12,737 SqFt

Section: 01 of 1 **From:** T01BU-03 **To:** A01BU-01 **Last Const.:** 8/3/2016

Surface: AC **Family:** 2022_Eastern_Cat3_Taxiway_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 12,737 SqFt **Length:** 84 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 9/1/1942	**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:** 6225.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6225.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: T03BU **Name:** Taxiway 03 Burns **Use:** TAXIWAY **Area:** 12,601 SqFt

Section: 01 of 1 **From:** T01-03 **To:** T03BU-02 **Last Const.:** 8/3/2016

Surface: AC **Family:** 2022_Eastern_Cat3_Taxiway_AC/AAC **Zone:** KBNO **Category:** P **Rank:** P

Area: 12,601 SqFt **Length:** 84 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 9/1/1942	**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:

57	WEATHERING	L	6090.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: T04BU **Name:** Taxiway 04 Burns **Use:** TAXIWAY **Area:** 22,072 SqFt

Section: 02 of 2 **From:** T01 **To:** T04-02 **Last Const.:** 8/3/2016

Surface: AC **Family:** 2022_Eastern_Cat3_Taxiway_AC/AAC **Zone:** KBNO **Category:** P **Rank:** S

Area: 1,120 SqFt **Length:** 12 Ft **Width:** 68 Ft

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

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

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

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

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1120.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	64.00	Ft
57	WEATHERING	L	1120.00	SqFt

Network: Burns **Name:** Burns Municipal

Branch: T04BU **Name:** Taxiway 04 Burns **Use:** TAXIWAY **Area:** 22,072 SqFt

Section: 01 of 2 **From:** T01BU-03 **To:** END **Last Const.:** 8/3/2004

Surface: AC **Family:** 2022_Eastern_Cat3_Taxiway_AC/AAC **Zone:** KBNO **Category:** P **Rank:** S

Area: 20,952 SqFt **Length:** 587 Ft **Width:** 35 Ft

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

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

Section Comments:

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

Last Insp. Date: 7/1/2022 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5639.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	152.00	Ft
48	L & T CR	M	114.00	Ft
50	PATCHING	L	195.00	SqFt
57	WEATHERING	L	5639.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5250.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	150.00	Ft
48	L & T CR	M	18.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5250.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	160.00	Ft
48	L & T CR	M	78.00	Ft
50	PATCHING	L	51.00	SqFt
57	WEATHERING	L	5250.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network: Burns Municipal **Branch:** A01BU Apron 01 Burns **Section:** 01 **Surface:**PCC
L.C.D. 9/3/2010 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 150.00 (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 Municipal **Branch:** A01BU Apron 01 Burns **Section:** 02 **Surface:**PCC
L.C.D. 9/3/2000 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 145.00 (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 Municipal **Branch:** A02BU Apron 02 Burns **Section:** 01 **Surface:**AC
L.C.D. 9/3/1980 **Use:** APRON **Rank:** P **Length:** 353.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 42261.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2015	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
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	☐	
9/1/1988	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/3/1980	NC-AC	New Construction - AC	0.00	2.00	☑	
9/2/1980	BA-AG	Base Course - Aggregate	0.00	3.00	☑	
9/1/1980	SB-AG	Subbase - Aggregate	0.00	5.00	☑	

Network: Burns Municipal **Branch:** A02BU Apron 02 Burns **Section:** 02 **Surface:**AC
L.C.D. 6/1/2005 **Use:** APRON **Rank:** P **Length:** 176.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 20291.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2005	NC-AC	New Construction - AC	0.00	0.00	☑	Assumed LCD

Network: Burns Municipal **Branch:** A02BU Apron 02 Burns **Section:** 03 **Surface:**AC

L.C.D. 8/3/2016 **Use:** APRON **Rank:** P **Length:** 167.00 (Ft) **Width:** 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 Municipal **Branch:** AFUELBU Fuel Apron Burns **Section:** 01 **Surface:**AC

L.C.D. 9/2/2008 **Use:** APRON **Rank:** S **Length:** 175.00 (Ft) **Width:** 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 Aggregate	0.00	10.50	☐	P-209

Network: Burns Municipal **Branch:** AFUELBU Fuel Apron Burns **Section:** 02 **Surface:**PCC

L.C.D. 6/1/2011 **Use:** APRON **Rank:** P **Length:** 25.00 (Ft) **Width:** 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	☑	

Network: Burns Municipal **Branch:** AFUELBU Fuel Apron Burns **Section:** 03 **Surface:**PCC

L.C.D. 6/1/2011 **Use:** APRON **Rank:** P **Length:** 58.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 1740.000000 (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	☑	

Network: Burns Municipal **Branch:** AFUELBU Fuel Apron Burns **Section:** 04 **Surface:**PCC

L.C.D. 6/1/2011 **Use:** APRON **Rank:** P **Length:** 25.00 (Ft) **Width:** 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	☑	

Network: Burns Municipal **Branch:** AFUELBU Fuel Apron Burns **Section:** 05 **Surface:**AAC

L.C.D. 8/2/2016 **Use:** APRON **Rank:** S **Length:** 12.50 (Ft) **Width:** 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	BA-CA	Base Course - Crushed Aggregate	0.00	10.50	☐	P-209

Network: Burns Municipal **Branch:** AH12BU Hold Apron 12 Bur **Section:** 01 **Surface:**AAC
L.C.D. 9/1/2010 **Use:** APRON **Rank:** P **Length:** 89.50 (Ft) **Width:** 50.00 (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	☑	P-401
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.10	☐	PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
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	SU-SB	Surface Course - BST	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	☑	

Network: Burns Municipal **Branch:** ASEATBU SEAT Apron Burn **Section:** 01 **Surface:**AC
L.C.D. 6/1/2015 **Use:** APRON **Rank:** S **Length:** 185.00 (Ft) **Width:** 218.00 (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	0.00	☑	

Network: Burns Municipal **Branch:** ASEATBU SEAT Apron Burn **Section:** 02 **Surface:**PCC
L.C.D. 6/1/2015 **Use:** APRON **Rank:** S **Length:** 62.00 (Ft) **Width:** 147.00 (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	0.00	0.00	☑	

Network: Burns Municipal **Branch:** ASEATBU SEAT Apron Burn **Section:** 03 **Surface:**PCC
L.C.D. 6/1/2015 **Use:** APRON **Rank:** S **Length:** 70.00 (Ft) **Width:** 94.00 (Ft) **True Area:** 4683.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2015	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: Burns Municipal **Branch:** R03BU Runway 03/21 Bur **Section:** 01 **Surface:**PCC
L.C.D. 9/3/2000 **Use:** RUNWAY **Rank:** S **Length:** 600.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 36000.00090 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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: Burns Municipal **Branch:** R03BU Runway 03/21 Bur **Section:** 02 **Surface:**PCC
L.C.D. 9/3/2000 **Use:** RUNWAY **Rank:** S **Length:** 900.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 54000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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	SB-TX	Subbase - Geotexlile	0.00	0.50	☐	

Network: Burns Municipal **Branch:** R03BU Runway 03/21 Bur **Section:** 03 **Surface:**PCC
L.C.D. 9/2/2010 **Use:** RUNWAY **Rank:** S **Length:** 103.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 6128 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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: Burns Municipal **Branch:** R03BU Runway 03/21 Bur **Section:** 04 **Surface:**PCC
L.C.D. 9/2/2010 **Use:** RUNWAY **Rank:** S **Length:** 220.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 13306.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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: Burns Municipal **Branch:** R03BU Runway 03/21 Bur **Section:** 05 **Surface:**PCC
L.C.D. 9/3/2000 **Use:** RUNWAY **Rank:** S **Length:** 2,702.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 162143.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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: Burns Municipal **Branch:** R12BU Runway 12/30 Bur **Section:** 01 **Surface:**PCC
L.C.D. 9/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 5,103.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 382758.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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	☐	PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/2/2001	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Oregon DOA 2001 Maint. Program
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	☑	

Network: Burns Municipal **Branch:** R12BU Runway 12/30 Bur **Section:** 02 **Surface:**AAC

L.C.D. 9/2/2010 **Use:** RUNWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 422.0000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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
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 Municipal **Branch:** R12BU Runway 12/30 Bur **Section:** 03 **Surface:**AAC

L.C.D. 9/2/2010 **Use:** RUNWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 575.0000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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
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 Municipal **Branch:** R12BU Runway 12/30 Bur **Section:** 04 **Surface:**AAC

L.C.D. 9/2/2010 **Use:** RUNWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 575.0000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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
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 Municipal **Branch:** R12BU Runway 12/30 Bur **Section:** 05 **Surface:**AAC

L.C.D. 9/2/2010 **Use:** RUNWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 500.0000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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
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 Municipal **Branch:** T01BU Taxiway 01 Burns **Section:** 01 **Surface:**AC

L.C.D. 8/3/2016 **Use:** TAXIWAY **Rank:** P **Length:** 2,400.00 (Ft) **Width:** 35.00 (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	☑	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	☑	

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 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	☐	
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	☑	

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 (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	☐	
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	☑	

Network: Burns Municipal **Branch:** T04BU Taxiway 04 Burns **Section:** 01 **Surface:**AC
L.C.D. 8/3/2004 **Use:** TAXIWAY **Rank:** S **Length:** 587.50 (Ft) **Width:** 35.00 (Ft) **True Area:** 20952.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2004	NC-AC	New Construction - AC	0.00	3.00	☑	
8/2/2004	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
8/1/2004	SB-AG	Subbase - Aggregate	0.00	8.00	☐	

Network: Burns Municipal **Branch:** T04BU Taxiway 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 (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	☐	

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