2022 ODA Pavement Evaluation Program Condon State Airport

Condon, Oregon

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Prepared for

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1 OVERVIEW

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

Condon State Airport is located in Condon, Oregon, and is owned and operated by the Oregon Department of Aviation. The airport consists of one runway that serves transient and local general aviation aircraft. The general location of the airport is shown below on Condon State Airport Location Map, Figure 2.1.

Figure 2.1 – CONDON STATE AIRPORT LOCATION MAP

Condon State Airport contains one runway, three taxiways, two connector taxiways, and multiple aprons. 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 Condon State Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Condon State Airport Pavement Area by Branch Use, Figure 2.3. The pavement inventory, including work history for each pavement section, is displayed spatially on the Pavement Inventory Condon State Airport, 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.

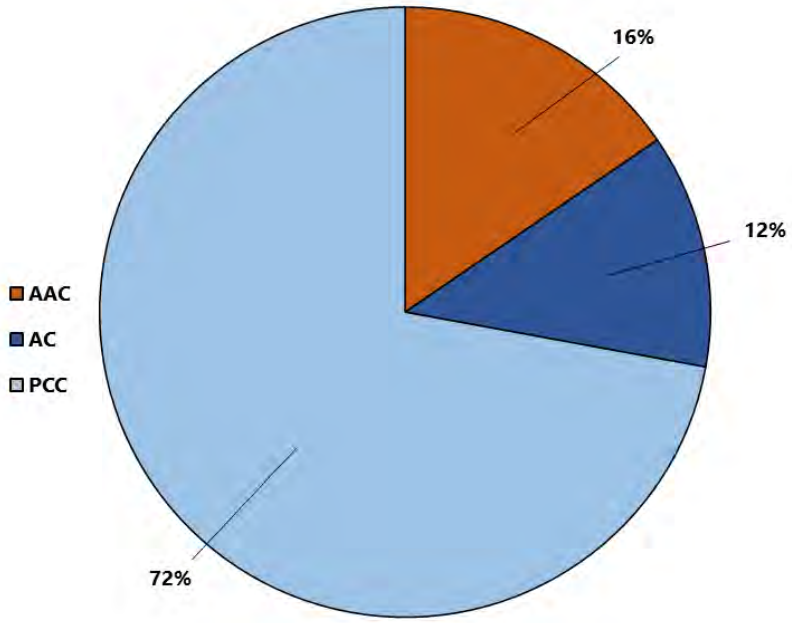


Figure 2.2 – CONDON STATE AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

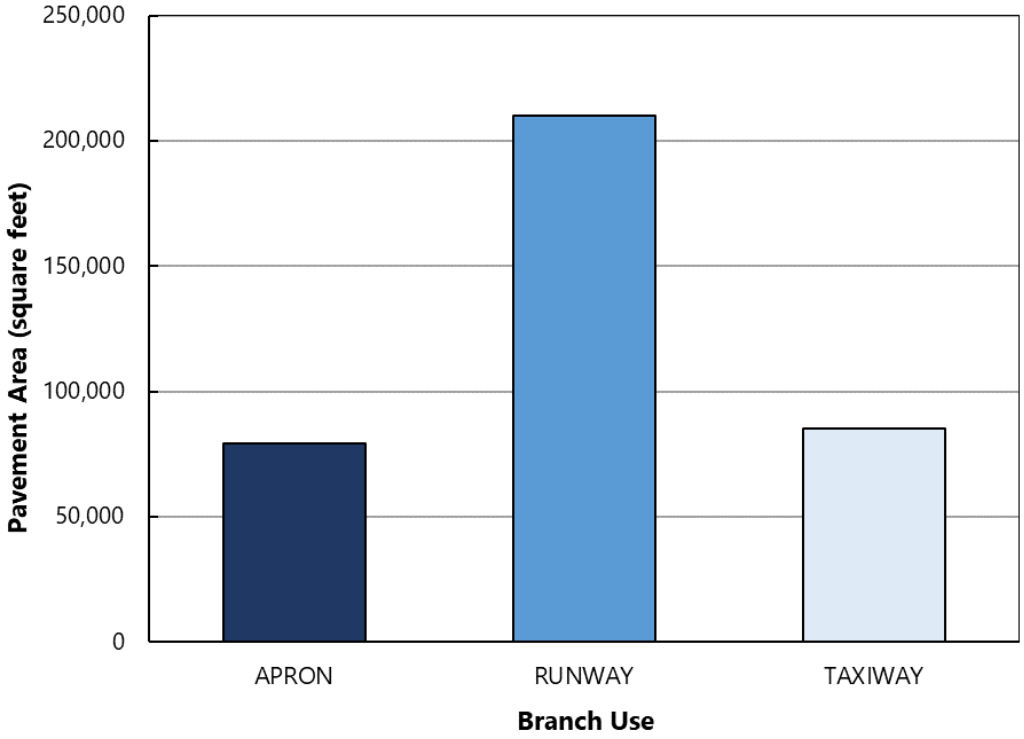
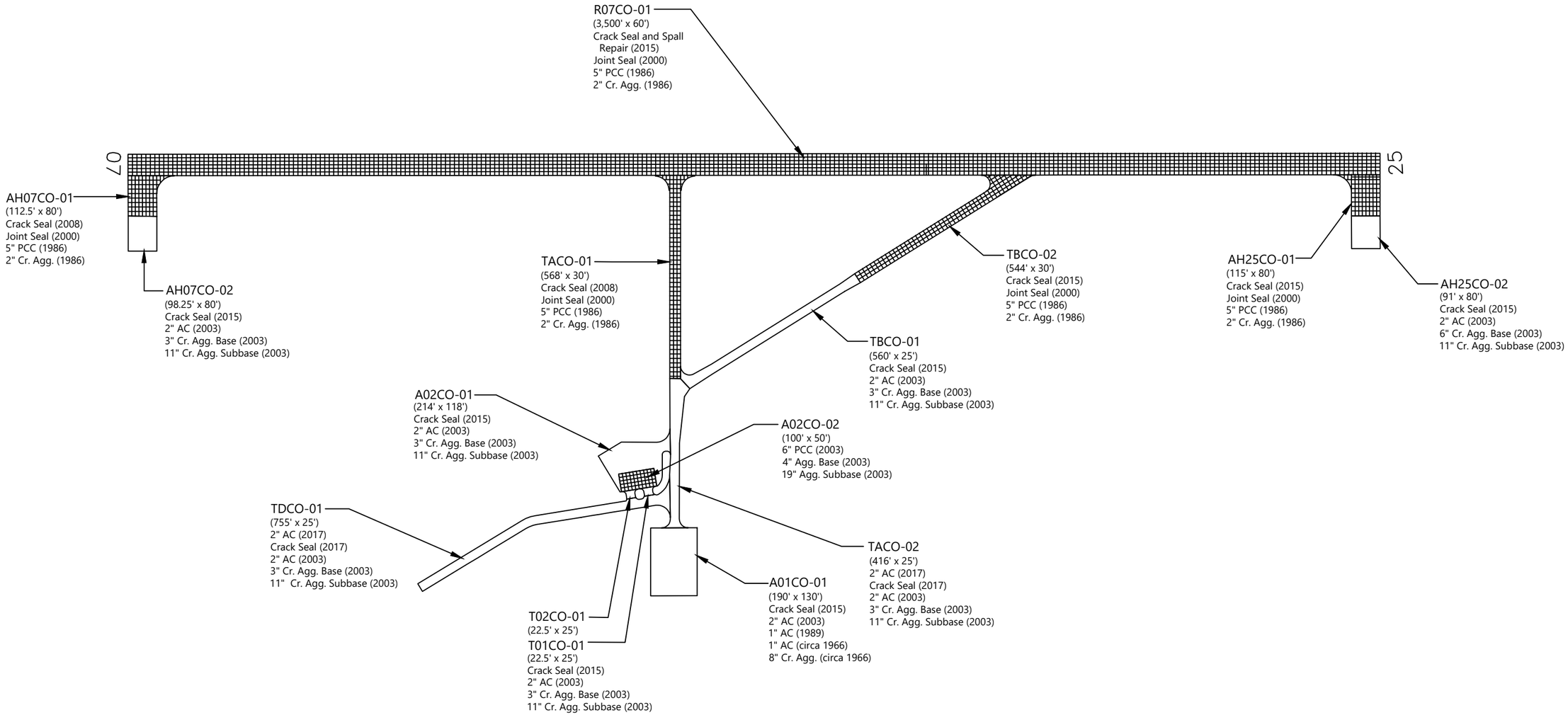
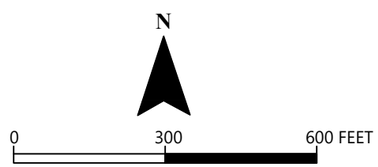


Figure 2.3 – CONDON STATE AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; PCC = PORTLAND CEMENT CONCRETE; Cr. = CRUSHED; Agg. = AGGREGATE



OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

PAVEMENT INVENTORY
CONDON STATE AIRPORT

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 Condon State Airport in July 2022. The 2022 survey work was performed on sections last inspected in 2017 in order to update the Condon State 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.

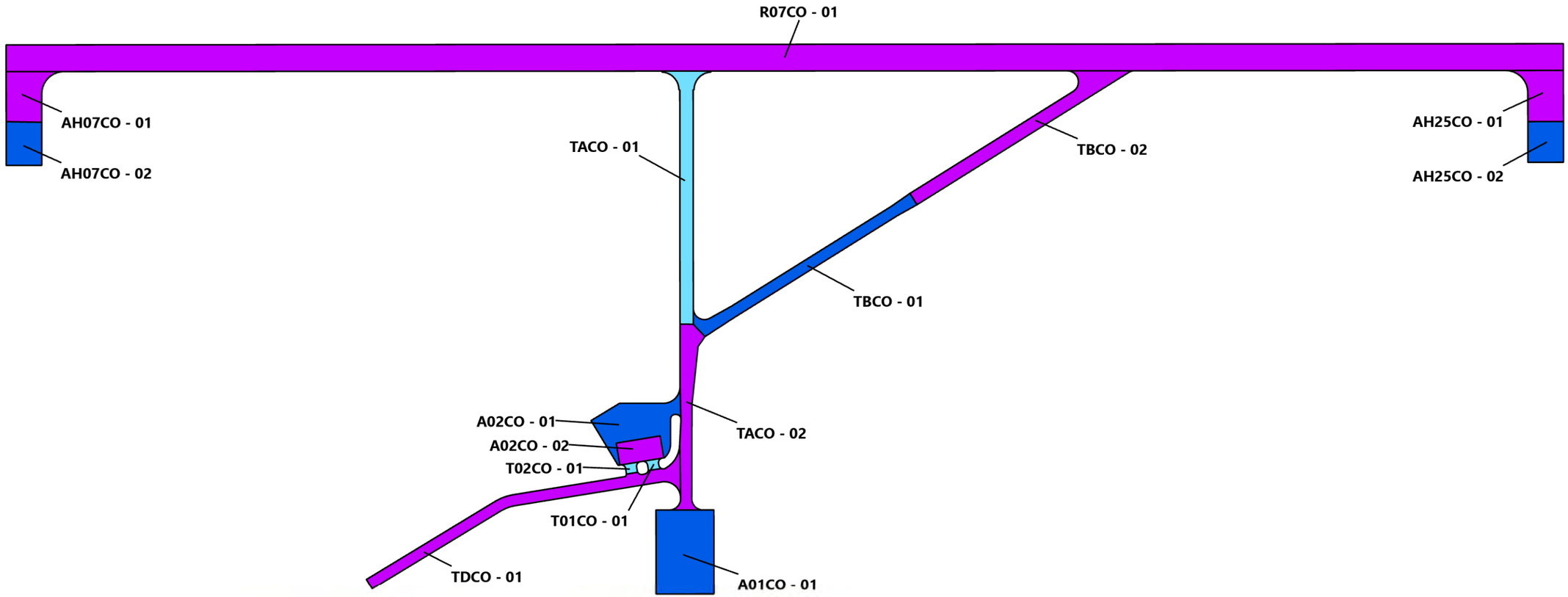
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category 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 Condon State Airport is approximately 84. The section PCIs ranged from a low of 57 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, and fatigue (alligator) cracking on AC-surfaced pavements, and spalling, linear cracking, shrinkage cracking and patching on PCC pavements. Section PCIs following our pavement survey are displayed below spatially on the 2022 PCI Survey Results Condon State 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

0 250 500 Feet

GRI OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

2022 PCI SURVEY RESULTS
CONDON STATE AIRPORT

MAY 2023 JOB NO. 6593-C FIG. 3.1

The condition distribution of the network by percent of total pavement area is provided on the Condon State 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.

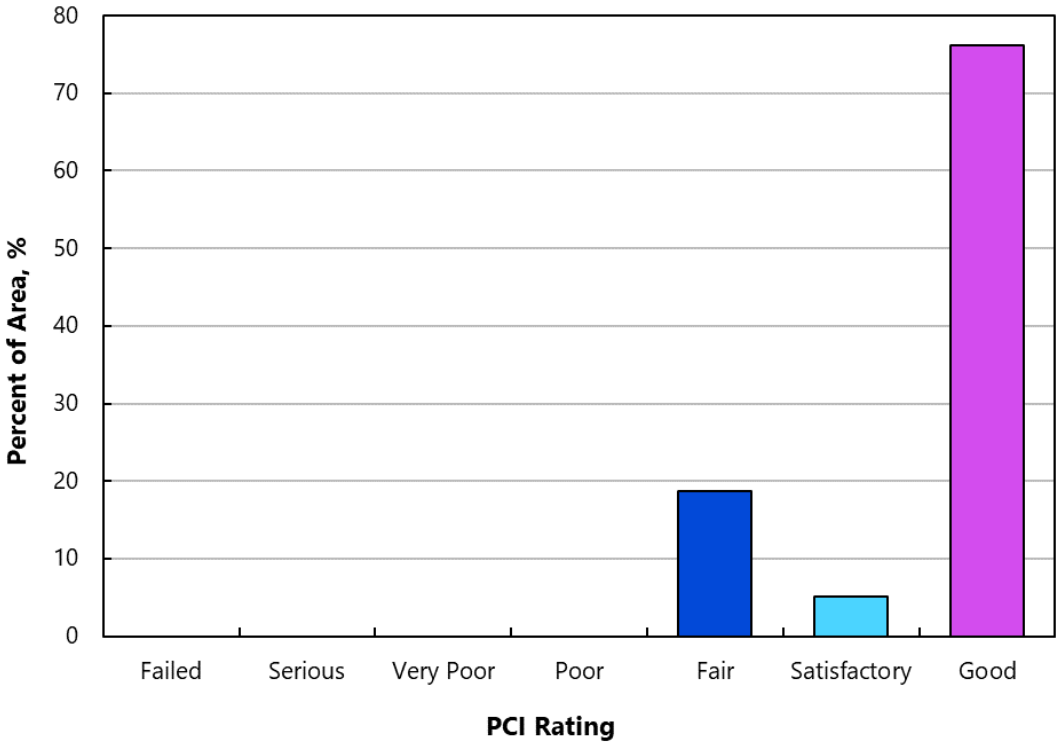


Figure 3.2 – CONDON STATE AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

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

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 84 to a value of 78 in the year 2027 and 71 in 2032 if no maintenance or rehabilitation work is performed. The projected pavement condition in five years and ten years for each pavement section at Condon State Airport is displayed spatially on the Future Pavement Condition Condon State Airport, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

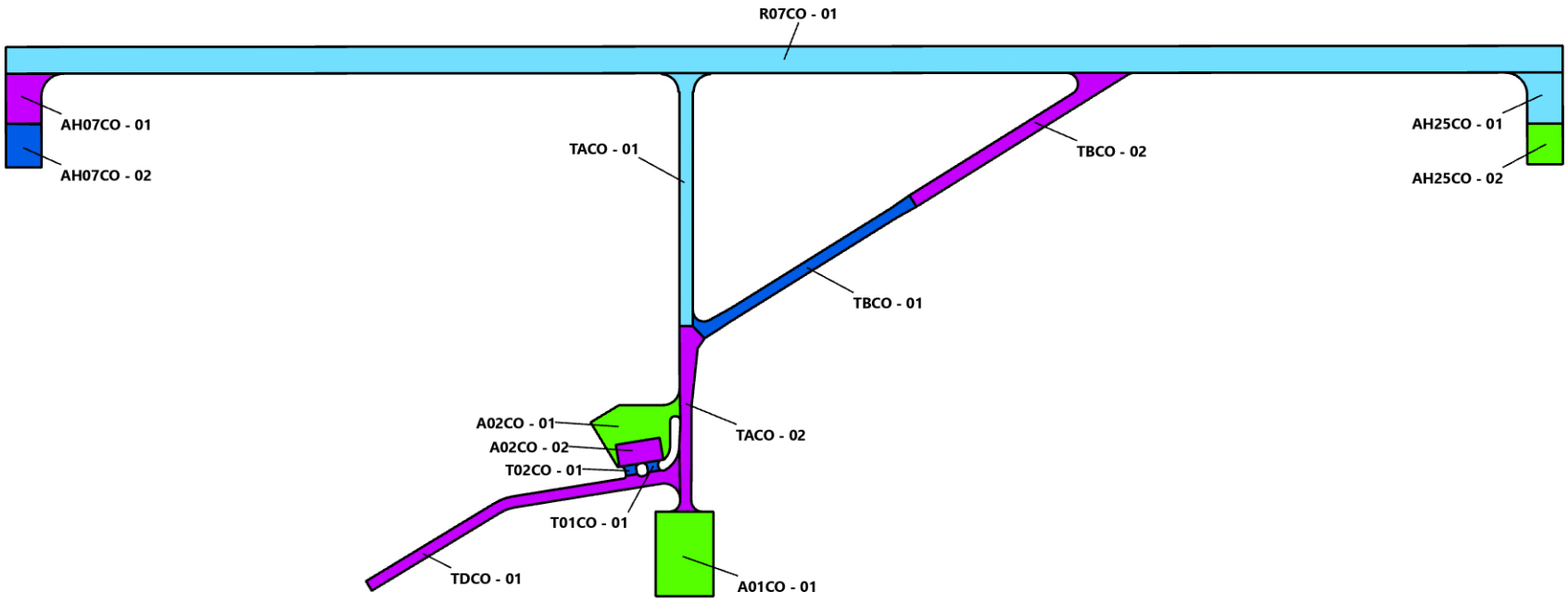
4.3 Functional Remaining Life

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.

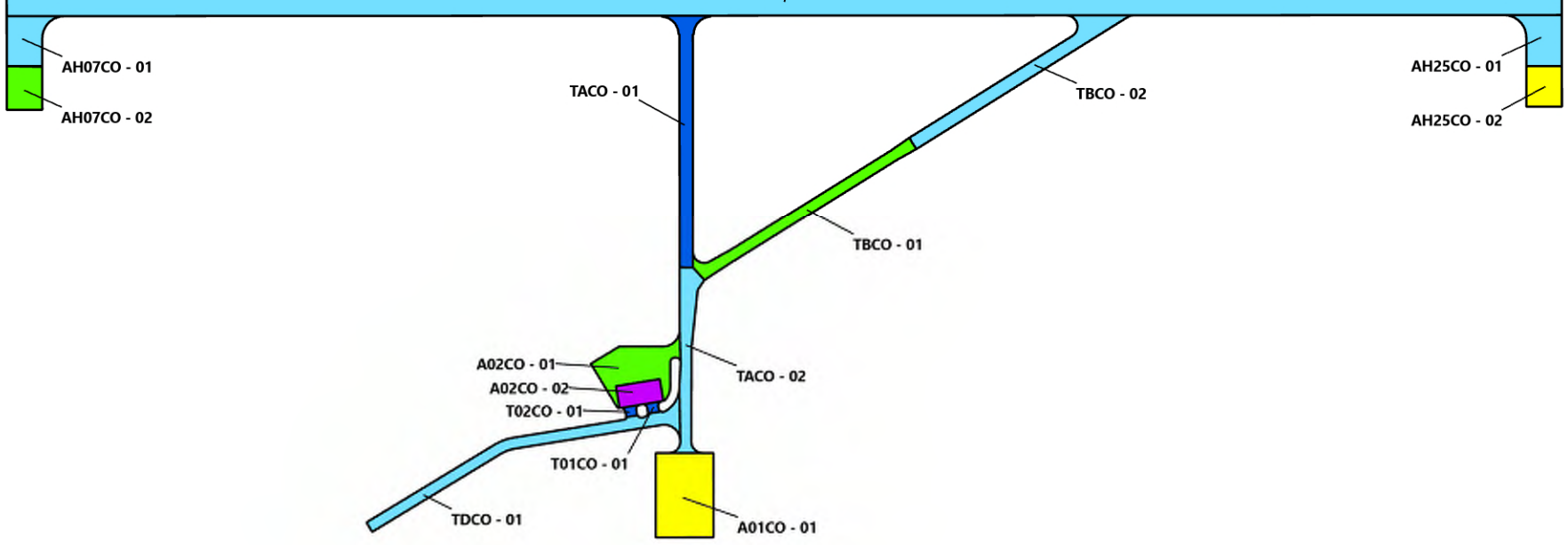
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Condon State Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3 of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

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

0 400 800 Feet

GRI

OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

FUTURE PAVEMENT CONDITION

CONDON STATE 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 Condon State Airport Pavement Network General Treatment Type Distribution Based on PCI, Figure 5.1 displays a breakdown of the Condon State Airport network pavement condition by percent of area and general M&R treatment categories. Approximately 81% and 19% of the area require preservation treatments and rehabilitation.

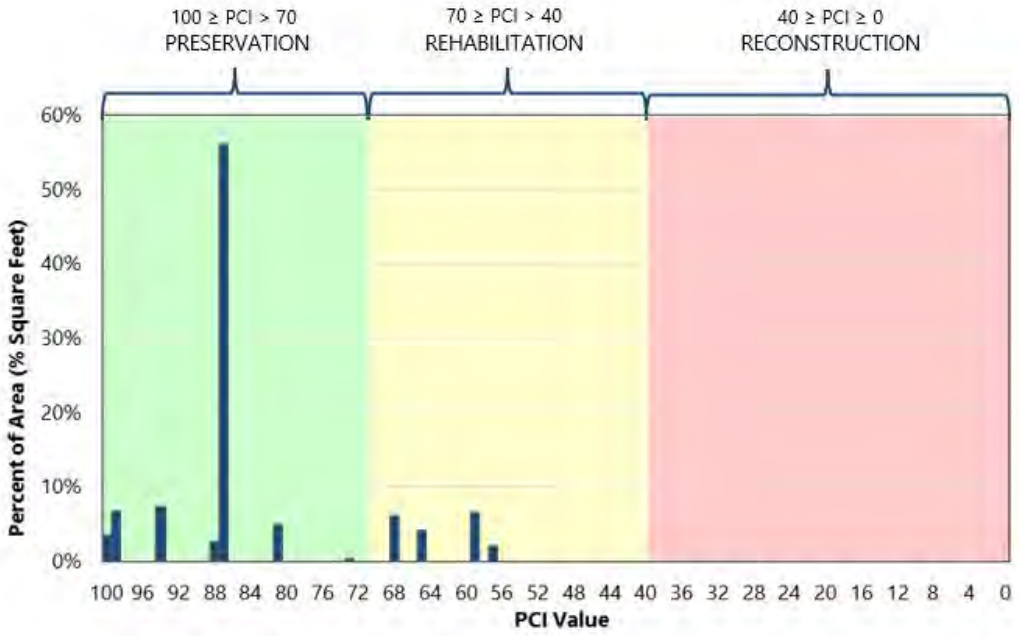


Figure 5.1 – CONDON STATE AIRPORT PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

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

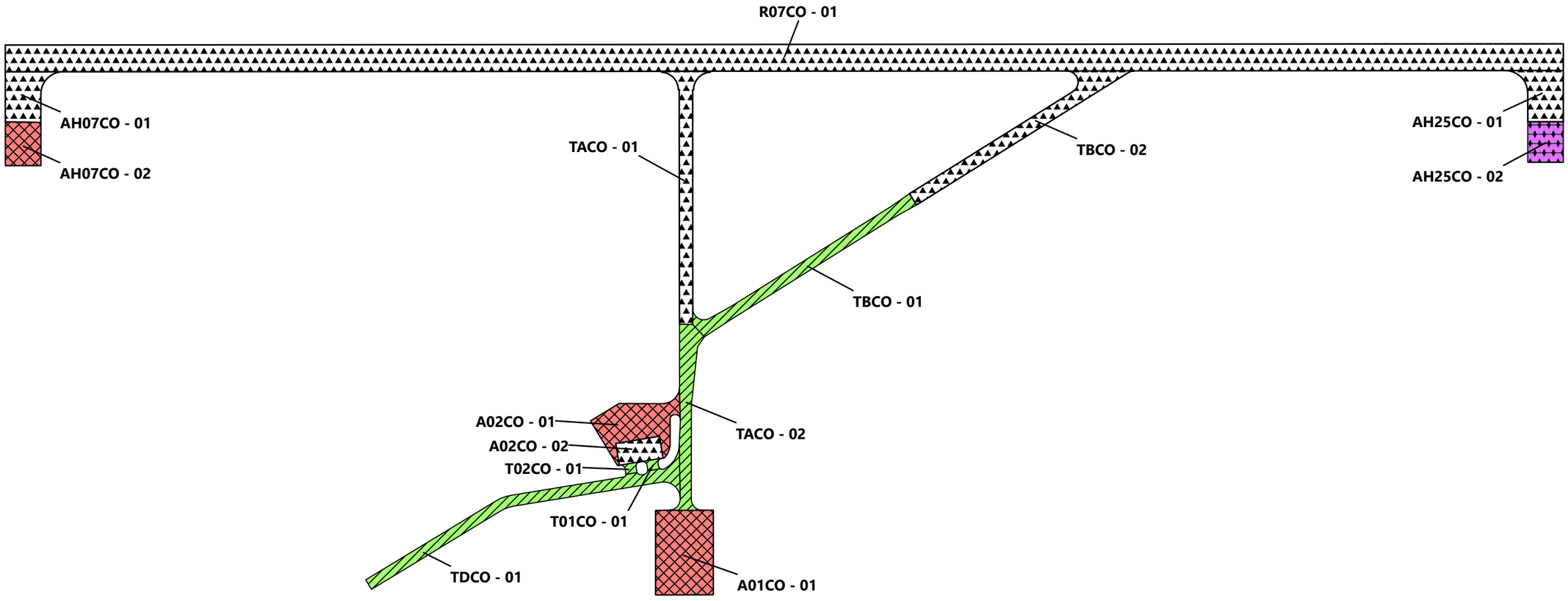
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	5,203 linear feet
Portland Cement Concrete Crack Sealing	3,621 linear feet
Asphalt Concrete Full-Depth Patching	107 linear feet

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 Condon State 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
Overlay	27,477
Fog Seal	47,789
Slurry Seal	29,144



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

N

0 250 500 Feet

OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

5-YEAR PAVEMENT MANAGEMENT PLAN

CONDON STATE 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 Condon State Airport. The scope is limited to the specific pavement areas described within this report. The conclusions and recommendations provided in this report are based on information provided by 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 Condon State 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

Condon State Airport is located in Condon, Oregon, and is owned by the Oregon Department of Aviation and operated by the State Airport Manager. The airport consists of one runway that serves transient and local general aviation aircraft. The pavement network/facilities at Condon State Airport serve a variety of general aviation aircraft and limited commercial aircraft. Condon State Airport consists of one runway, three taxiways, two connector taxiways, and multiple aprons. 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 Condon State Airport has an approximate area of 374 thousand 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 the pavement system and has a distinct function. For airports, branches typically consist of individual runways, taxiways, and aprons. The current pavement network for Condon State Airport contains 10 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 Condon State Airport contains 15 sections that are managed by the State Airport Manager, 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 Condon State Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible and rigid pavement that reflect similar rates used for other large airport pavement networks. In general, this sampling rate distribution provides a 92% confidence level with a standard error of eight PCI points.

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

Table 1A – CONDON AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01CO	Apron 01 Condon	1	24,700
A02CO	Apron 02 Condon	2	20,285
AH07CO	Hold Apron 07 Condon	2	17,397
AH25CO	Hold Apron 25 Condon	2	17,043
R07CO	Runway 07/25 Condon	1	210,000
T01CO	Taxiway 01 Condon	1	618
T02CO	Taxiway 02 Condon	1	605
TACO	Taxiway A Condon	2	31,084
TBCO	Taxiway B Condon	2	32,598
TDCO	Taxiway D Condon	1	20,171

Table 2A - CONDON AIRPORT CURRENT PAVEMENT INVENTORY

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
A01CO	Apron 01 Condon	APRON	01	T02-02	END	S	190	130	24,700	10/1/2003	AAC	0	0	0
A02CO	Apron 02 Condon	APRON	01	T02CO	T03CO	P	214	118	15,285	10/3/2003	AC	0	0	0
A02CO	Apron 02 Condon	APRON	02	A02C0-01	T04/05	P	50	100	5,000	10/3/2003	PCC	10	10	50
AH07CO	Hold Apron 07 Condon	APRON	01	R07 END	AH07CO-02	P	113	80	9,593	8/2/1986	PCC	13	10	78
AH07CO	Hold Apron 07 Condon	APRON	02	AH07CO-01	S END	P	98	80	7,804	10/3/2003	AC	0	0	0
AH25CO	Hold Apron 25 Condon	APRON	01	R25 END	AH2SCO-02	P	115	80	9,737	8/2/1986	PCC	13	10	86
AH25CO	Hold Apron 25 Condon	APRON	02	AH2SCO-01	S END	P	91	80	7,306	10/3/2003	AC	0	0	0
R07CO	Runway 07/25 Condon	RUNWAY	01	R07 END	R25 END	P	3,500	60	210,000	8/2/1986	PCC	13	10	1,680
T01CO	Taxiway 01 Condon	TAXIWAY	01	TDC0	A02C0-02	P	22	25	618	10/3/2003	AC	0	0	0
T02CO	Taxiway 02 Condon	TAXIWAY	01	TDCO	A02CO-02	P	22	25	605	10/3/2003	AC	0	0	0
TACO	Taxiway A Condon	TAXIWAY	01	R07	T02CO-02	P	568	30	18,061	8/2/1986	PCC	13	10	142
TACO	Taxiway A Condon	TAXIWAY	02	T01-02	A01	P	416	25	13,023	7/1/2017	AAC	0	0	0
TBCO	Taxiway B Condon	TAXIWAY	01	T02CO	T01CO-02	P	560	25	14,894	10/3/2003	AC	0	0	0
TBCO	Taxiway B Condon	TAXIWAY	02	R07	T01-1	P	544	30	17,704	8/2/1986	PCC	13	10	151
TDCO	Taxiway D Condon	TAXIWAY	01	T02CO	Hangars	S	755	25	20,171	7/1/2017	AAC	0	0	0

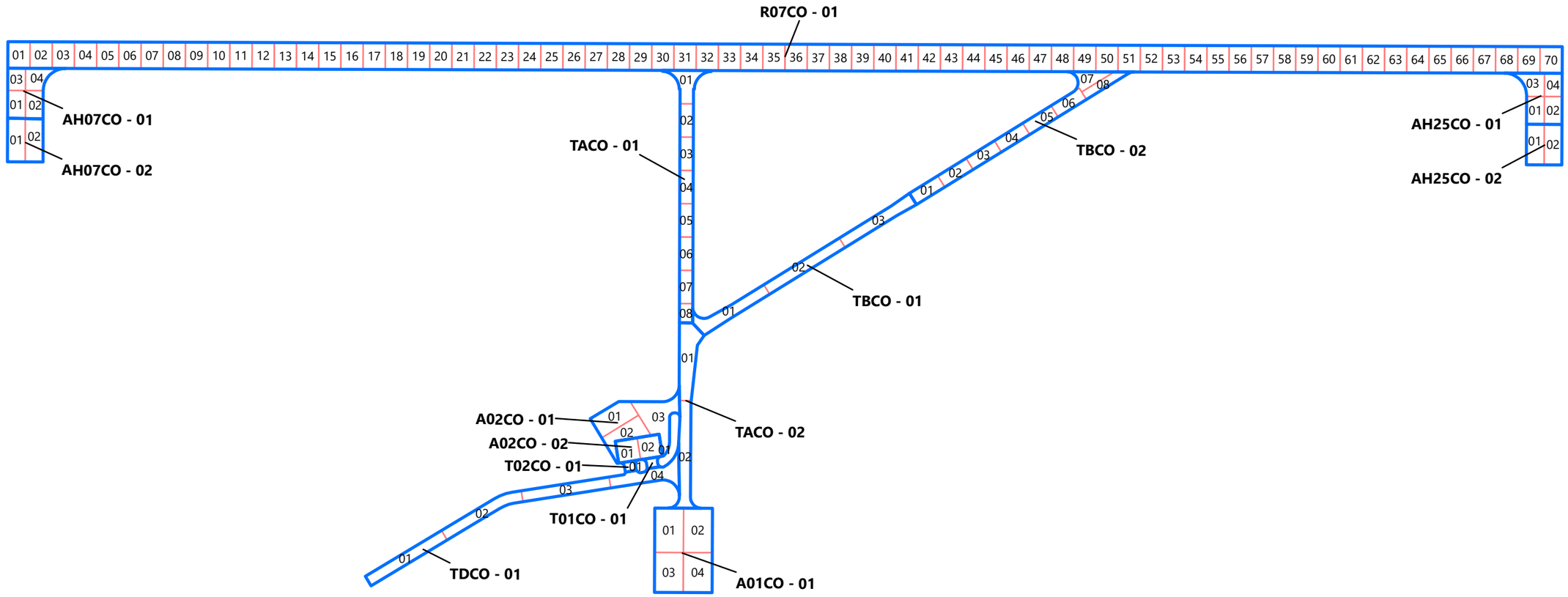
Abbreviations:
P = Primary pavement, S = Secondary pavement
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)
AC = Asphalt Concrete, AAC = AC overlaid AC, PCC = Portland Cement Concrete

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

0 250 500 Feet

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SAMPLE UNIT LAYOUT

CONDON STATE 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 is 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 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 Condon State Airport pavement network consists of 10 branches and 15 sections. A total of 55 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 Condon State Airport is approximately 84, which corresponds to a PCI rating of Satisfactory.

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

Table 2B - CONDON AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01CO	1	24,700	APRON	59	Fair
A02CO	2	20,285	APRON	73	Satisfactory
AH07CO	2	17,397	APRON	82	Satisfactory
AH25CO	2	17,043	APRON	75	Satisfactory
R07CO	1	210,000	RUNWAY	87	Good
T01CO	1	618	TAXIWAY	73	Satisfactory
T02CO	1	605	TAXIWAY	73	Satisfactory
TACO	2	31,084	TAXIWAY	89	Good
TBCO	2	32,598	TAXIWAY	82	Satisfactory
TDCO	1	20,171	TAXIWAY	99	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	7	79,425	71
RUNWAY	1	210,000	87
TAXIWAY	7	85,076	88
ALL	**15**	**374,501**	**89**

Abbreviation: PCI = Pavement Condition Index

Table 3B - CONDON 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
A01CO	01	10/1/2003	AAC	APRON	7/1/2022	19	59	Fair	100	0	0
A02CO	01	10/3/2003	AC	APRON	7/1/2022	19	65	Fair	73	27	0
A02CO	02	10/3/2003	PCC	APRON	7/1/2022	19	99	Good	0	0	100
AH07CO	01	8/2/1986	PCC	APRON	7/1/2022	36	94	Good	0	66	34
AH07CO	02	10/3/2003	AC	APRON	7/1/2022	19	68	Fair	100	0	0
AH25CO	01	8/2/1986	PCC	APRON	7/1/2022	36	88	Good	0	73	27
AH25CO	02	10/3/2003	AC	APRON	7/1/2022	19	57	Fair	72	28	0
R07CO	01	8/2/1986	PCC	RUNWAY	7/1/2022	36	87	Good	0	78	22
T01CO	01	10/3/2003	AC	TAXIWAY	7/1/2022	19	73	Satisfactory	100	0	0
T02CO	01	10/3/2003	AC	TAXIWAY	7/1/2022	19	73	Satisfactory	100	0	0
TACO	01	8/2/1986	PCC	TAXIWAY	7/1/2022	36	81	Satisfactory	0	73	27
TACO	02	7/1/2017	AAC	TAXIWAY	7/1/2022	5	100	Good	100	0	0
TBCO	01	10/3/2003	AC	TAXIWAY	7/1/2022	19	68	Fair	100	0	0
TBCO	02	8/2/1986	PCC	TAXIWAY	7/1/2022	36	94	Good	0	55	45
TDCO	01	7/1/2017	AAC	TAXIWAY	7/1/2022	5	99	Good	100	0	0

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

Table 4B - CONDON 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			
A01CO	01	AAC	24,700	10/1/2003	78	Satisfactory	6/10/2017	59	Fair	14	-3.75	NORMAL
A02CO	01	AC	15,285	10/3/2003	82	Satisfactory	6/10/2017	65	Fair	14	-3.36	NORMAL
A02CO	02	PCC	5,000	10/3/2003	100	Good	6/10/2017	99	Good	14	-0.20	NORMAL
AH07CO	01	PCC	9,593	8/2/1986	81	Satisfactory	6/10/2017	94	Good	31	2.57	NONE
AH07CO	02	AC	7,804	10/3/2003	86	Good	6/10/2017	68	Fair	14	-3.56	NORMAL
AH25CO	01	PCC	9,737	8/2/1986	85	Satisfactory	6/10/2017	88	Good	31	0.59	NONE
AH25CO	02	AC	7,306	10/3/2003	78	Satisfactory	6/10/2017	57	Fair	14	-4.15	HIGH
R07CO	01	PCC	210,000	8/2/1986	74	Satisfactory	6/10/2017	87	Good	31	2.57	NONE
T01CO	01	AC	618	10/3/2003	81	Satisfactory	6/10/2017	73	Satisfactory	14	-1.58	NORMAL
T02CO	01	AC	605	10/3/2003	90	Good	6/10/2017	73	Satisfactory	14	-3.36	NORMAL
TACO	01	PCC	18,061	8/2/1986	78	Satisfactory	6/10/2017	81	Satisfactory	31	0.59	NONE
TACO	02	AAC	13,023	7/1/2017	100	Good	7/3/2014	100	Good	-3	0.00	NONE
TBCO	01	AC	14,894	10/3/2003	88	Good	6/10/2017	68	Fair	14	-3.95	NORMAL
TBCO	02	PCC	17,704	8/2/1986	87	Good	6/10/2017	94	Good	31	1.38	NONE
TDCO	01	AAC	20,171	7/1/2017	100	Good	7/3/2014	99	Good	-3	-0.13	NORMAL

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

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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 Condon State 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 Condon State 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 polynomial-constrained least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" are provided on Figures 1C through 3C below.

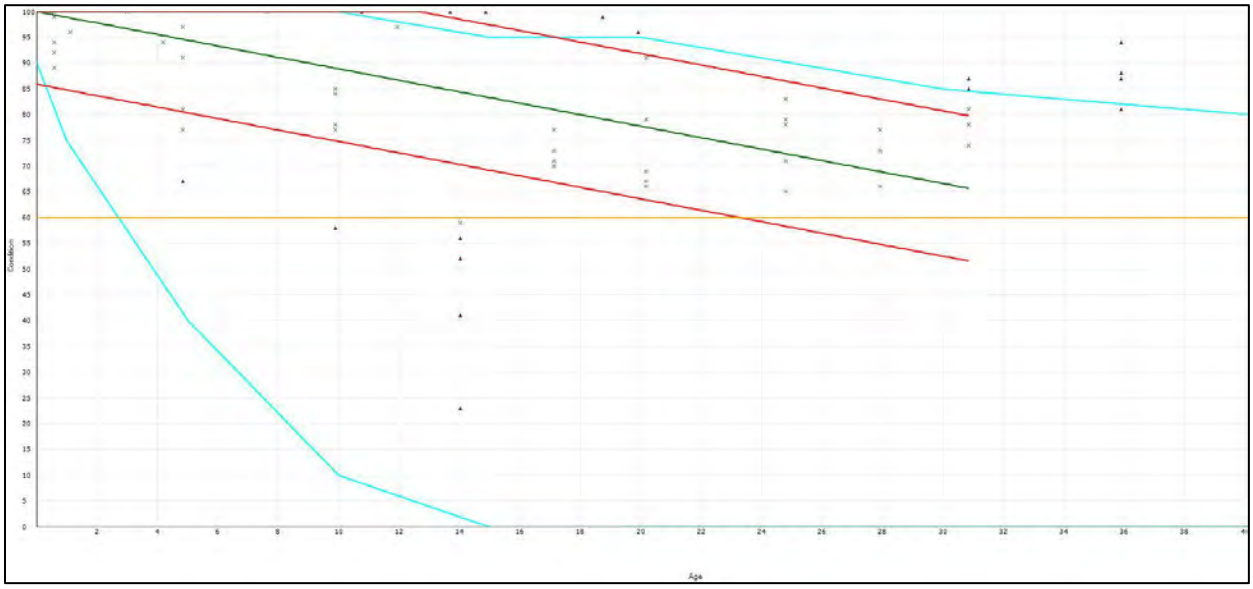

Figure 1C: CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 4 PCC RUNWAYS, TAXIWAYS, AND APRONS

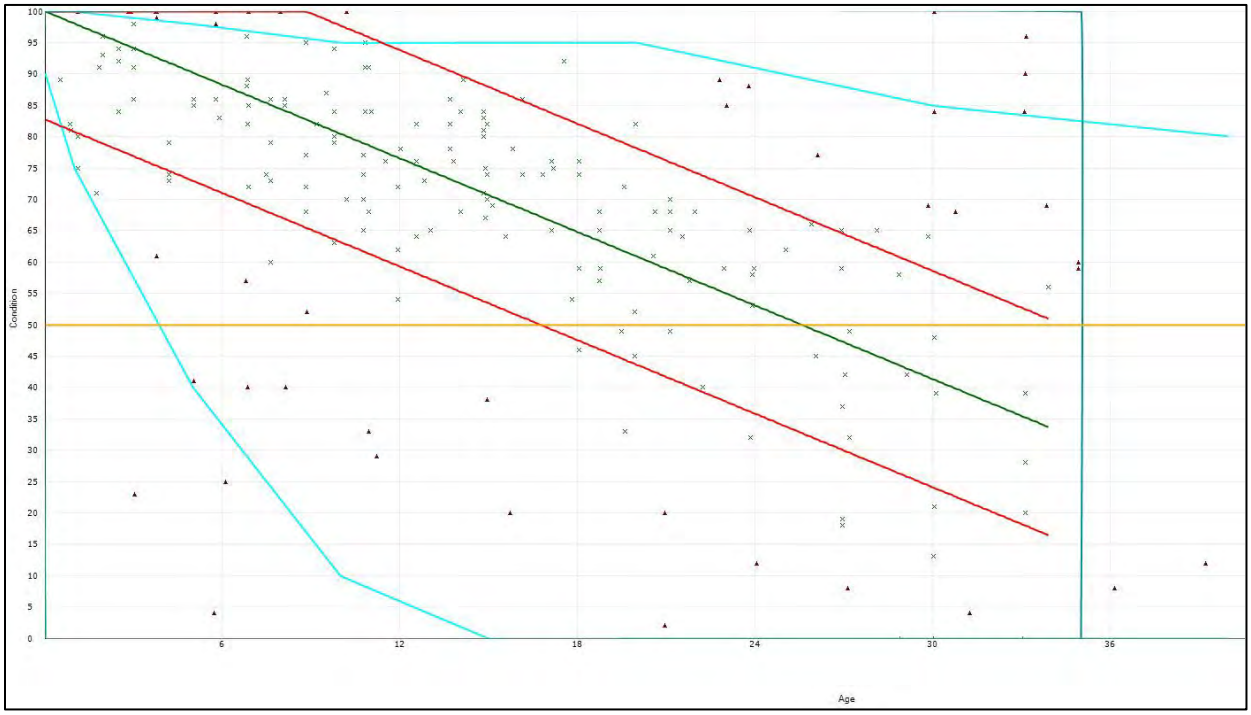

Figure 2C: CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 4 AC AND AAC APRONS

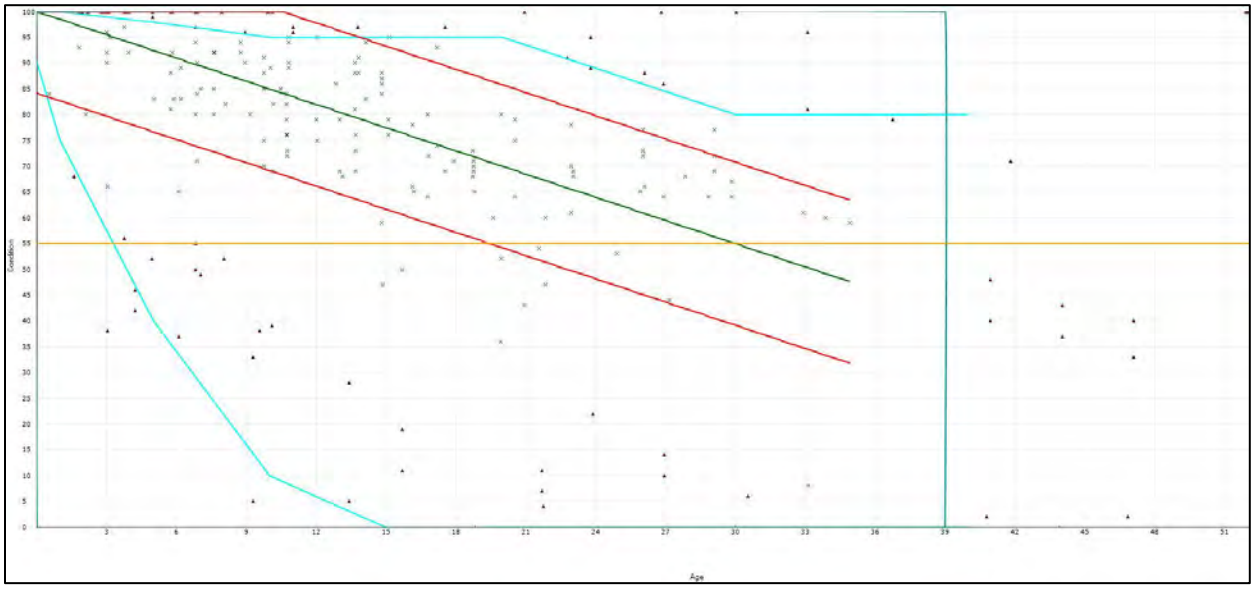

Figure 3C: CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 4 AC AND AAC TAXIWAYS

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 Condon State Airport:

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

C.4 FUTURE CONDITION ANALYSIS

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

C.5 FUNCTIONAL REMAINING LIFE

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

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

Table 1C - PAST, PRESENT AND FUTURE PCI

		Past Inspection PCI	Current PCI	Predicted Future PCI	
BranchID	SectionID	2017	2022	2027	2032
A01CO	01	78	59	49	39
A02CO	01	82	65	55	45
A02CO	02	100	99	93	88
AH07CO	01	81	94	88	83
AH07CO	02	86	68	58	48
AH25CO	01	85	88	82	77
AH25CO	02	78	57	47	37
R07CO	01	74	87	81	76
T01CO	01	81	73	66	58
T02CO	01	90	73	66	58
TACO	01	78	81	75	70
TACO	02	100	100	93	85
TBCO	01	88	68	61	53
TBCO	02	87	94	88	83
TDCO	01	100	99	92	84

Abbreviation: PCI = Pavement Condition Index

Table 2C - CONDON 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
A01CO	01	AAC	59	0 - 5	50	6 - 10
A02CO	01	AC	65	6 - 10	50	11 - 15
A02CO	02	PCC	99	> 20	50	> 20
AH07CO	01	PCC	94	> 20	50	> 20
AH07CO	02	AC	68	6 - 10	50	11 - 15
AH25CO	01	PCC	88	> 20	50	> 20
AH25CO	02	AC	57	0 - 5	50	6 - 10
R07CO	01	PCC	87	> 20	60	> 20
T01CO	01	AC	73	11 - 15	55	> 20
T02CO	01	AC	73	11 - 15	55	> 20
TACO	01	PCC	81	> 20	55	> 20
TACO	02	AAC	100	> 20	55	> 20
TBCO	01	AC	68	6 - 10	55	16 - 20
TBCO	02	PCC	94	> 20	55	> 20
TDCO	01	AAC	99	> 20	55	> 20

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

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

Table 2D: CONDON STATE 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 - CONDON AIRPORT NETWORK MAINTENANCE REPORT

Network	Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
Condon	A01CO	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	2,454	Ft	$2.40	$5,890	$5,890
Condon	A02CO	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	938	Ft	$2.40	$2,252	$5,386
Condon	A02CO	01	Alligator Cracking	Medium	Patching - AC Deep	53	SqFt	$60.00	$3,134	
Condon	AH07CO	01	Corner Break	Low	Crack Sealing - PCC	9	Ft	$18.00	$160	$599
Condon	AH07CO	01	Linear Cracking	Low	Crack Sealing - PCC	24	Ft	$18.00	$439	
Condon	AH07CO	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	307	Ft	$2.40	$737	$737
Condon	AH25CO	01	Linear Cracking	Low	Crack Sealing - PCC	109	Ft	$18.00	$1,959	$1,959
Condon	AH25CO	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	575	Ft	$2.40	$1,380	$4,578
Condon	AH25CO	02	Alligator Cracking	Medium	Patching - AC Deep	54	SqFt	$60.00	$3,198	
Condon	R07CO	01	Shattered Slab	Low	Crack Sealing - PCC	225	Ft	$18.00	$4,050	$53,852
Condon	R07CO	01	Corner Break	Low	Crack Sealing - PCC	123	Ft	$18.00	$2,215	
Condon	R07CO	01	Linear Cracking	Low	Crack Sealing - PCC	2,644	Ft	$18.00	$47,587	
Condon	T01CO	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	35	Ft	$2.40	$83	$83
Condon	T02CO	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	7	Ft	$2.40	$16	$79
Condon	T02CO	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	26	Ft	$2.40	$63	
Condon	TACO	01	Linear Cracking	Low	Crack Sealing - PCC	408	Ft	$18.00	$7,349	$7,349
Condon	TBCO	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	849	Ft	$2.40	$2,037	$2,037
Condon	TBCO	02	Linear Cracking	Low	Crack Sealing - PCC	79	Ft	$18.00	$1,416	$1,416
Condon	TDCO	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	11	Ft	$2.40	$28	$28

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	A01CO	01	APRON	AAC	59	Fog Seal	24,700	$0.24	$5,928
	A02CO	01	APRON	AC	65	Fog Seal	15,285	$0.24	$3,668
	AH07CO	02	APRON	AC	68	Fog Seal	7,804	$0.24	$1,873
2026	T01CO	01	TAXIWAY	AC	73	Slurry Seal	618	$0.40	$247
	T02CO	01	TAXIWAY	AC	73	Slurry Seal	605	$0.40	$242
	TACO	02	TAXIWAY	AC	100	Slurry Seal	13,027	$0.40	$5,211
	TBCO	01	TAXIWAY	AC	68	Slurry Seal	14,894	$0.40	$5,958
	TDCO	01	TAXIWAY	AAC	99	Overlay	20,171	$9.60	$193,642
2028	AH25CO	02	APRON	AC	57	Overlay	7,306	$9.60	$70,138

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

Cost Summary	
2024 Total Project Cost	$11,469
2025 Total Project Cost	$0
2026 Total Project Cost	$205,299
2027 Total Project Cost	$0
2028 Total Project Cost	$70,138
Total 5-Year Project Cost	**$286,906**

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APPENDIX E

Reinspection Report

Re-Inspection Report

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

Network: Condon **Name:** Condon State - Pauling Field

Branch: A01CO **Name:** Apron 01 Condon **Use:** APRON **Area:** 24,700 SqFt

Section: 01 of 1 **From:** T02-02 **To:** END **Last Const.:** 10/1/2003

Surface: AAC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** S

Area: 24,700 SqFt **Length:** 190 Ft **Width:** 130 Ft

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

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

Section Comments:

Work Date: 8/1/1966	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1966	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1989	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 10/1/2003	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
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:** 4 **Surveyed:** 3

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6500.00 SqFt **PCI:** 55

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	65.00	Ft
48	L & T CR	M	388.00	Ft
48	L & T CR	M	65.00	Ft
48	L & T CR	M	100.00	Ft
48	L & T CR	M	65.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	M	6500.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6500.00 SqFt **PCI:** 63

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	100.00	Ft
48	L & T CR	M	199.00	Ft
48	L & T CR	M	190.00	Ft
57	WEATHERING	M	6500.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5850.00 SqFt **PCI:** 58

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	601.00	Ft
57	WEATHERING	M	5850.00	SqFt

Network: Condon **Name:** Condon State - Pauling Field

Branch: A02CO **Name:** Apron 02 Condon **Use:** APRON **Area:** 20,285 SqFt

Section: 01 of 2 **From:** T02CO **To:** T03CO **Last Const.:** 10/3/2003

Surface: AC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 15,285 SqFt **Length:** 214 Ft **Width:** 118 Ft

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

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

Section Comments:

Work Date: 10/1/2003	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 10/2/2003	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 10/3/2003	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
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:** 4 **Surveyed:** 3

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4800.00 SqFt **PCI:** 58

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	135.00	Ft
48	L & T CR	M	200.00	Ft
48	L & T CR	M	155.00	Ft
57	WEATHERING	M	1000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5164.00 SqFt **PCI:** 76

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	155.00	Ft
57	WEATHERING	M	520.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6879.00 SqFt **PCI:** 62

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	M	30.00	SqFt
48	L & T CR	M	389.00	Ft
57	WEATHERING	M	3000.00	SqFt

Network: Condon **Name:** Condon State - Pauling Field

Branch: A02CO **Name:** Apron 02 Condon **Use:** APRON **Area:** 20,285 SqFt

Section: 02 of 2 **From:** A02C0-01 **To:** T04/05 **Last Const.:** 10/3/2003

Surface: PCC **Family:** 2022_Eastern_Cat4_AllUses_PCC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 5,000 SqFt **Length:** 50 Ft **Width:** 100 Ft

Slabs: 50 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 850 Ft

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

Section Comments:

Work Date: 10/1/2003 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 10/2/2003 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 10/3/2003 **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:** 99

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 02 **Type:** R **Area:** 25.00 Slabs **PCI:** 99

Sample Comments: Created by Inspection Schedule

74	JOINT SPALL	L	1.00	Slabs

Network: Condon **Name:** Condon State - Pauling Field

Branch: AH07CO **Name:** Hold Apron 07 Condon **Use:** APRON **Area:** 17,397 SqFt

Section: 01 of 2 **From:** R07 END **To:** AH07CO-02 **Last Const.:** 8/2/1986

Surface: PCC **Family:** 2022_Eastern_Cat4_AllUses_PCC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 9,593 SqFt **Length:** 113 Ft **Width:** 80 Ft

Slabs: 78 **Slab Length:** 13 Ft **Slab Width:** 10 Ft **Joint Length:** 1,428 Ft

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

Section Comments:

Work Date: 8/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1986	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Joint Seal - Silicon	**Code:** JS-SI	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False

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

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 93

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 95

Sample Comments: Created by Inspection Schedule

62	CORNER BREAK	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 16.00 Slabs **PCI:** 96

Sample Comments: Created by Inspection Schedule

74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 16.00 Slabs **PCI:** 94

Sample Comments:

63	LINEAR CR	L	1.00	Slabs

Network: Condon **Name:** Condon State - Pauling Field

Branch: AH07CO **Name:** Hold Apron 07 Condon **Use:** APRON **Area:** 17,397 SqFt

Section: 02 of 2 **From:** AH07CO-01 **To:** S END **Last Const.:** 10/3/2003

Surface: AC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 7,804 SqFt **Length:** 98 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 10/1/2003	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 10/2/2003	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 10/3/2003	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
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:** 2 **Surveyed:** 2

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3916.00 SqFt **PCI:** 68

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	153.00	Ft
57	WEATHERING	L	1958.00	SqFt
57	WEATHERING	M	1958.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3888.00 SqFt **PCI:** 68

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	154.00	Ft
57	WEATHERING	L	1944.00	SqFt
57	WEATHERING	M	1944.00	SqFt

Network: Condon **Name:** Condon State - Pauling Field

Branch: AH25CO **Name:** Hold Apron 25 Condon **Use:** APRON **Area:** 17,043 SqFt

Section: 01 of 2 **From:** R25 END **To:** AH2SCO-02 **Last Const.:** 8/2/1986

Surface: PCC **Family:** 2022_Eastern_Cat4_AllUses_PCC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 9,737 SqFt **Length:** 115 Ft **Width:** 80 Ft

Slabs: 86 **Slab Length:** 13 Ft **Slab Width:** 10 Ft **Joint Length:** 1,461 Ft

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

Section Comments:

Work Date: 8/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1986	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Joint Seal - Silicon	**Code:** JS-SI	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False
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:** 4 **Surveyed:** 4

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 83

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 97

Sample Comments: Created by Inspection Schedule

66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	3.00	Slabs

Network: Condon **Name:** Condon State - Pauling Field

Branch: AH25CO **Name:** Hold Apron 25 Condon **Use:** APRON **Area:** 17,043 SqFt

Section: 02 of 2 **From:** AH2SCO-01 **To:** S END **Last Const.:** 10/3/2003

Surface: AC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 7,306 SqFt **Length:** 91 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 10/1/2003	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 10/2/2003	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 10/3/2003	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
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:** 2 **Surveyed:** 2

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3653.00 SqFt **PCI:** 48

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	M	28.00	SqFt
48	L & T CR	M	349.00	Ft
57	WEATHERING	M	3653.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3653.00 SqFt **PCI:** 66

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	226.00	Ft
57	WEATHERING	M	3653.00	SqFt

Network: Condon **Name:** Condon State - Pauling Field

Branch: R07CO **Name:** Runway 07/25 Condon **Use:** RUNWAY **Area:** 210,000 SqFt

Section: 01 of 1 **From:** R07 END **To:** R25 END **Last Const.:** 8/2/1986

Surface: PCC **Family:** 2022_Eastern_Cat4_AllUses_PCC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 210,000 SqFt **Length:** 3,500 Ft **Width:** 60 Ft

Slabs: 1,680 **Slab Length:** 13 Ft **Slab Width:** 10 Ft **Joint Length:** 34,240 Ft

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

Section Comments:

Work Date: 8/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1986	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Joint Seal - Silicon	**Code:** JS-SI	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False
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:** 70 **Surveyed:** 14

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 89

Sample Comments: Created by Inspection Schedule

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments: Created by Inspection Schedule

66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 06 **Type:** R **Area:** 24.00 Slabs **PCI:** 89

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	2.00	Slabs

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

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 20 **Type:** R **Area:** 24.00 Slabs **PCI:** 75

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	5.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs

Sample Number: 25 **Type:** R **Area:** 24.00 Slabs **PCI:** 77

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	6.00	Slabs
66	SMALL PATCH	L	4.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 30 **Type:** R **Area:** 24.00 Slabs **PCI:** 90

Sample Comments: Created by Inspection Schedule

62	CORNER BREAK	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 35 **Type:** R **Area:** 24.00 Slabs **PCI:** 80

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	4.00	Slabs
66	SMALL PATCH	L	4.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 40 **Type:** R **Area:** 24.00 Slabs **PCI:** 83

Sample Comments: Created by Inspection Schedule

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	2.00	Slabs

Sample Number: 45 **Type:** R **Area:** 24.00 Slabs **PCI:** 82

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 50 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	4.00	Slabs

Sample Number: 55 **Type:** R **Area:** 24.00 Slabs **PCI:** 77

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs

Sample Number: 60 **Type:** R **Area:** 24.00 Slabs **PCI:** 89

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	3.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 65 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments: Created by Inspection Schedule

66	SMALL PATCH	L	3.00	Slabs

Network: Condon **Name:** Condon State - Pauling Field

Branch: T01CO **Name:** Taxiway 01 Condon **Use:** TAXIWAY **Area:** 618 SqFt

Section: 01 of 1 **From:** TDC0 **To:** A02C0-02 **Last Const.:** 10/3/2003

Surface: AC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 618 SqFt **Length:** 22 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/1/2003	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 10/2/2003	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 10/3/2003	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
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:** 1 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 839.00 SqFt **PCI:** 73

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	47.00	Ft

Network: Condon **Name:** Condon State - Pauling Field

Branch: T02CO **Name:** Taxiway 02 Condon **Use:** TAXIWAY **Area:** 605 SqFt

Section: 01 of 1 **From:** TDCO **To:** A02CO-02 **Last Const.:** 10/3/2003

Surface: AC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 605 SqFt **Length:** 22 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/1/2003	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 10/2/2003	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 10/3/2003	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
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:** 1 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 895.00 SqFt **PCI:** 73

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	10.00	Ft
48	L & T CR	M	39.00	Ft

Network: Condon **Name:** Condon State - Pauling Field

Branch: TACO **Name:** Taxiway A Condon **Use:** TAXIWAY **Area:** 31,084 SqFt

Section: 02 of 2 **From:** T01-02 **To:** A01 **Last Const.:** 7/1/2017

Surface: AAC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 13,023 SqFt **Length:** 416 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/1/2003	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 10/2/2003	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 10/3/2003	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/1/2017	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4793.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 02 **Type:** R **Area:** 4606.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Network: Condon **Name:** Condon State - Pauling Field

Branch: TACO **Name:** Taxiway A Condon **Use:** TAXIWAY **Area:** 31,084 SqFt

Section: 01 of 2 **From:** R07 **To:** T02CO-02 **Last Const.:** 8/2/1986

Surface: PCC **Family:** 2022_Eastern_Cat4_AllUses_PCC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 18,061 SqFt **Length:** 568 Ft **Width:** 30 Ft

Slabs: 142 **Slab Length:** 13 Ft **Slab Width:** 10 Ft **Joint Length:** 2,469 Ft

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

Section Comments:

Work Date: 8/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1986	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Joint Seal - Silicon	**Code:** JS-SI	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 8 **Surveyed:** 5

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 18.00 Slabs **PCI:** 94

Sample Comments: Created by Inspection Schedule

66	SMALL PATCH	L	4.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 18.00 Slabs **PCI:** 72

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	4.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 18.00 Slabs **PCI:** 76

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	6.00	Slabs
66	SMALL PATCH	L	6.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 18.00 Slabs **PCI:** 81

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	5.00	Slabs
66	SMALL PATCH	L	3.00	Slabs

Sample Number: 06 **Type:** R **Area:** 18.00 Slabs **PCI:** 79

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	6.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Network: Condon **Name:** Condon State - Pauling Field

Branch: TBCO **Name:** Taxiway B Condon **Use:** TAXIWAY **Area:** 32,598 SqFt

Section: 01 of 2 **From:** T02CO **To:** T01CO-02 **Last Const.:** 10/3/2003

Surface: AC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 14,894 SqFt **Length:** 560 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/1/2003	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 10/2/2003	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 10/3/2003	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
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:** 3 **Surveyed:** 2

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	214.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4808.00 SqFt **PCI:** 64

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	120.00	Ft
48	L & T CR	M	225.00	Ft
57	WEATHERING	L	4808.00	SqFt

Network: Condon **Name:** Condon State - Pauling Field

Branch: TBCO **Name:** Taxiway B Condon **Use:** TAXIWAY **Area:** 32,598 SqFt

Section: 02 of 2 **From:** R07 **To:** T01-1 **Last Const.:** 8/2/1986

Surface: PCC **Family:** 2022_Eastern_Cat4_AllUses_PCC **Zone:** 3S9 **Category:** K **Rank:** P

Area: 17,704 SqFt **Length:** 544 Ft **Width:** 30 Ft

Slabs: 151 **Slab Length:** 13 Ft **Slab Width:** 10 Ft **Joint Length:** 2,364 Ft

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

Section Comments:

Work Date: 8/1/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1986	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Joint Seal - Silicon	**Code:** JS-SI	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False
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:** 6

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 18.00 Slabs **PCI:** 78

Sample Comments: Created by Inspection Schedule

63	LINEAR CR	L	5.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 18.00 Slabs **PCI:** 95

Sample Comments: Created by Inspection Schedule

66	SMALL PATCH	L	6.00	Slabs

Sample Number: 03 **Type:** R **Area:** 18.00 Slabs **PCI:** 96

Sample Comments: Created by Inspection Schedule

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

Sample Number: 04 **Type:** R **Area:** 18.00 Slabs **PCI:** 96

Sample Comments: Created by Inspection Schedule

66	SMALL PATCH	L	5.00	Slabs

Sample Number: 05 **Type:** R **Area:** 18.00 Slabs **PCI:** 99

Sample Comments: Created by Inspection Schedule

66	SMALL PATCH	L	1.00	Slabs

Sample Number: 06 **Type:** R **Area:** 18.00 Slabs **PCI:** 98

Sample Comments: Created by Inspection Schedule

66	SMALL PATCH	L	2.00	Slabs

Network: Condon **Name:** Condon State - Pauling Field

Branch: TDCO **Name:** Taxiway D Condon **Use:** TAXIWAY **Area:** 20,171 SqFt

Section: 01 of 1 **From:** T02CO **To:** Hangars **Last Const.:** 7/1/2017

Surface: AAC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 3S9 **Category:** K **Rank:** S

Area: 20,171 SqFt **Length:** 755 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 10/1/2003	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 10/2/2003	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 10/3/2003	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/1/2017	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

Sample Number: 03 **Type:** R **Area:** 4000.00 SqFt **PCI:** 97

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	10.00 Ft

Sample Number: 04 **Type:** R **Area:** 5343.00 SqFt **PCI:** 100

Sample Comments: Created by Inspection Schedule

<No Distress>

APPENDIX F

Work History Report

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network: Condon State - Paulin **Branch:** A01CO Apron 01 Condon **Section:** 01 **Surface:**AAC
L.C.D. 10/1/2003 **Use:** APRON **Rank:** S **Length:** 190.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 24699.99992 (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	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
10/1/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☑	ODOT "C" Class
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1989	OL-AT	Overlay - AC Thin	0.00	1.00	☑	
8/2/1966	NC-AC	New Construction - AC	0.00	1.00	☑	circa 1966
8/1/1966	BA-AG	Base Course - Aggregate	0.00	8.00	☐	circa 1966

Network: Condon State - Paulin **Branch:** A02CO Apron 02 Condon **Section:** 01 **Surface:**AC
L.C.D. 10/3/2003 **Use:** APRON **Rank:** P **Length:** 214.00 (Ft) **Width:** 118.00 (Ft) **True Area:** 15285.00000 (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	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
10/3/2003	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT "C" Class
10/2/2003	BA-AG	Base Course - Aggregate	0.00	3.00	☑	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	11.00	☑	

Network: Condon State - Paulin **Branch:** A02CO Apron 02 Condon **Section:** 02 **Surface:**PCC
L.C.D. 10/3/2003 **Use:** APRON **Rank:** P **Length:** 50.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 5000.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/3/2003	NC-PC	New Construction - PCC	0.00	6.00	☑	
10/2/2003	BA-AG	Base Course - Aggregate	0.00	4.00	☐	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	19.00	☐	

Network: Condon State - Paulin **Branch:** AH07CO Hold Apron 07 Co **Section:** 01 **Surface:**PCC
L.C.D. 8/2/1986 **Use:** APRON **Rank:** P **Length:** 112.50 (Ft) **Width:** 80.00 (Ft) **True Area:** 9593.000227 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2008	CS-PC	Crack Sealing - PCC	0.00	0.10	☐	PMP 2008
9/1/2000	JS-SI	Joint Seal - Silicon	0.00	0.10	☐	
8/2/1986	NC-PC	New Construction - PCC	0.00	5.00	☑	
8/1/1986	BA-AG	Base Course - Aggregate	0.00	2.00	☐	

Network: Condon State - Paulin **Branch:** AH07CO Hold Apron 07 Co **Section:** 02 **Surface:**AC

L.C.D. 10/3/2003 **Use:** APRON **Rank:** P **Length:** 98.25 (Ft) **Width:** 80.00 (Ft) **True Area:** 7804.000196 (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	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
10/3/2003	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT "C" Class
10/2/2003	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	11.00	☐	

Network: Condon State - Paulin **Branch:** AH25CO Hold Apron 25 Co **Section:** 01 **Surface:**PCC

L.C.D. 8/2/1986 **Use:** APRON **Rank:** P **Length:** 115.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 9737.000071 (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	☐	PMP 2015
9/1/2008	CS-PC	Crack Sealing - PCC	0.00	0.10	☐	PMP 2008
9/1/2000	JS-SI	Joint Seal - Silicon	0.00	0.10	☐	
8/2/1986	NC-PC	New Construction - PCC	0.00	5.00	☑	
8/1/1986	BA-AG	Base Course - Aggregate	0.00	2.00	☐	

Network: Condon State - Paulin **Branch:** AH25CO Hold Apron 25 Co **Section:** 02 **Surface:**AC

L.C.D. 10/3/2003 **Use:** APRON **Rank:** P **Length:** 91.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 7306.000182 (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	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
10/3/2003	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT "C" Class
10/2/2003	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	11.00	☐	

Network: Condon State - Paulin **Branch:** R07CO Runway 07/25 Con **Section:** 01 **Surface:**PCC

L.C.D. 8/2/1986 **Use:** RUNWAY **Rank:** P **Length:** 3,500.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 210000.0008 (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	☐	PMP 2015
9/1/2015	CS-PC	Crack Sealing - PCC	0.00	0.00	☐	PMP 2015
9/1/2008	CS-PC	Crack Sealing - PCC	0.00	0.10	☐	PMP 2008
9/1/2000	JS-SI	Joint Seal - Silicon	0.00	0.10	☐	
8/2/1986	NC-PC	New Construction - PCC	0.00	5.00	☑	
8/1/1986	BA-AG	Base Course - Aggregate	0.00	2.00	☐	

Network: Condon State - Paulin **Branch:** T01CO Taxiway 01 Condo **Section:** 01 **Surface:**AC
L.C.D. 10/3/2003 **Use:** TAXIWAY **Rank:** P **Length:** 22.50 (Ft) **Width:** 25.00 (Ft) **True Area:** 618.0000001 (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	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
10/3/2003	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT "C" Class
10/2/2003	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	11.00	☐	

Network: Condon State - Paulin **Branch:** T02CO Taxiway 02 Condo **Section:** 01 **Surface:**AC
L.C.D. 10/3/2003 **Use:** TAXIWAY **Rank:** P **Length:** 22.50 (Ft) **Width:** 25.00 (Ft) **True Area:** 605.0000001 (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	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
10/3/2003	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT "C" Class
10/2/2003	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	11.00	☐	

Network: Condon State - Paulin **Branch:** TACO Taxiway A Condo **Section:** 01 **Surface:**PCC
L.C.D. 8/2/1986 **Use:** TAXIWAY **Rank:** P **Length:** 568.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 18061.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2008	CS-PC	Crack Sealing - PCC	0.00	0.10	☐	PMP 2008
9/1/2000	JS-SI	Joint Seal - Silicon	0.00	0.10	☐	
8/2/1986	NC-PC	New Construction - PCC	0.00	5.00	☑	
8/1/1986	BA-AG	Base Course - Aggregate	0.00	2.00	☐	

Network: Condon State - Paulin **Branch:** TACO Taxiway A Condo **Section:** 02 **Surface:**AAC
L.C.D. 7/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 416.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 13023.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2017	OL-AS	Overlay - AC Structural	0.00	2.00	☑	
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
10/3/2003	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT "C" Class
10/2/2003	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	11.00	☐	

Network: Condon State - Paulin **Branch:** TBCO Taxiway B Condon **Section:** 01 **Surface:**AC

L.C.D. 10/3/2003 **Use:** TAXIWAY **Rank:** P **Length:** 560.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 14894.00000 (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	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
10/3/2003	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT "C" Class
10/2/2003	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	11.00	☐	

Network: Condon State - Paulin **Branch:** TBCO Taxiway B Condon **Section:** 02 **Surface:**PCC

L.C.D. 8/2/1986 **Use:** TAXIWAY **Rank:** P **Length:** 544.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 17704.00000 (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	☐	PMP 2015
9/1/2008	CS-PC	Crack Sealing - PCC	0.00	0.10	☐	PMP 2008
9/1/2000	JS-SI	Joint Seal - Silicon	0.00	0.10	☐	
8/2/1986	NC-PC	New Construction - PCC	0.00	5.00	☑	
8/1/1986	BA-AG	Base Course - Aggregate	0.00	2.00	☐	

Network: Condon State - Paulin **Branch:** TDCO Taxiway D Condo **Section:** 01 **Surface:**AAC

L.C.D. 7/1/2017 **Use:** TAXIWAY **Rank:** S **Length:** 755.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 20171.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2017	OL-AS	Overlay - AC Structural	0.00	2.00	☑	
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
10/3/2003	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT "C" Class
10/2/2003	BA-AG	Base Course - Aggregate	0.00	3.00	☑	
10/1/2003	SB-AG	Subbase - Aggregate	0.00	11.00	☐	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	15	374,501.00	3.47	1.75
Crack Sealing - AC	26	336,695.00	0.03	0.05
Crack Sealing - PCC	8	502,536.00	0.06	0.05
Joint Seal - Silicon	5	265,095.00	0.10	0.00
New Construction - AC	9	104,406.00	1.89	0.31
New Construction - PCC	6	270,095.00	5.17	0.37
Overlay - AC Structural	3	57,894.00	2.00	0.00
Overlay - AC Thin	1	24,700.00	1.00	0.00
Patching - PCC Partial Depth	1	210,000.00	0.00	0.00
Subbase - Aggregate	9	84,706.00	11.89	2.51