2022 ODA Pavement Evaluation Program
Grant County Regional Airport

John Day, 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 Grant County Regional Airport in John Day, 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 Grant County Regional 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

Grant County Regional Airport is located in John Day, Oregon, and is owned and operated by Grant County. The airport consists of two runways that serve a variety of general aviation aircraft and military aircraft. The general location of the airport is shown below on the Grant County Regional Airport Location Map, Figure 2.1.

Figure 2.1 - GRANT COUNTY REGIONAL AIRPORT LOCATION MAP

Grant County Regional Airport contains two runways, one primary parallel taxiway, and multiple connector taxiways, taxilanes, aprons, and helipads. Types of airside pavements include asphalt concrete (AC) and portland cement concrete (PCC). The airport pavements, delineated by surface type and branch use, are shown on the Grant County Regional Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Grant County Regional Airport Pavement Area by Branch Use, Figure 2.3. The pavement inventory, including work history for each pavement section, is displayed spatially on the Grant County Regional 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.

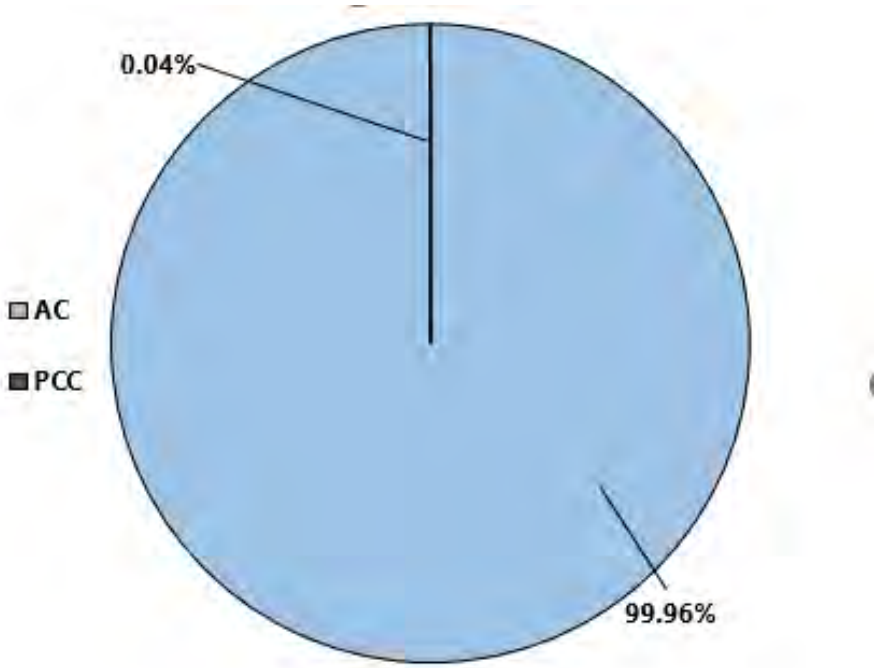


Figure 2.2 - GRANT COUNTY REGIONAL AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

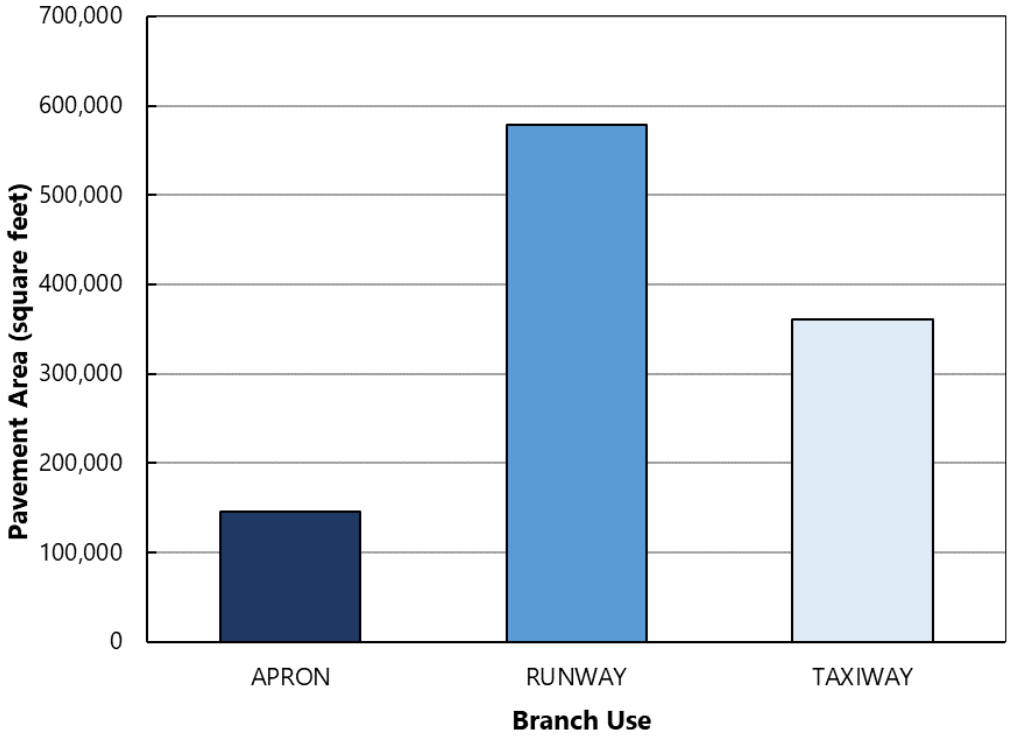
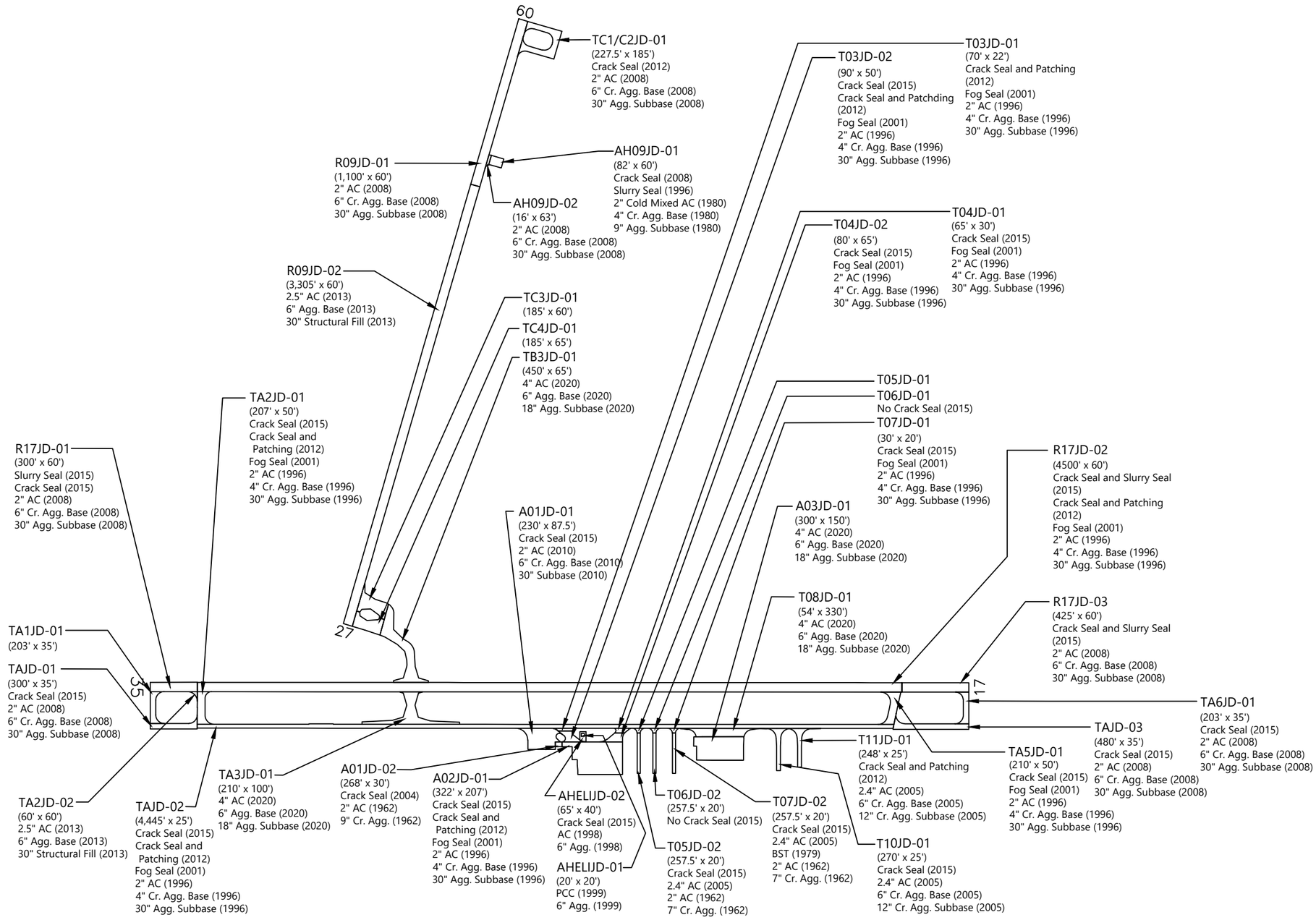


Figure 2.3 - GRANT COUNTY REGIONAL AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; Cr. = CRUSHED; Agg. = AGGREGATE; BST = BITUMINOUS SURFACE TREATMENT

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STATEWIDE PAVEMENT EVALUATION PROGRAM

GRANT COUNTY REGIONAL 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 Grant County Regional Airport in July 2022. The 2022 survey work was performed on sections last inspected in 2017 in order to update the Grant County Regional 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.

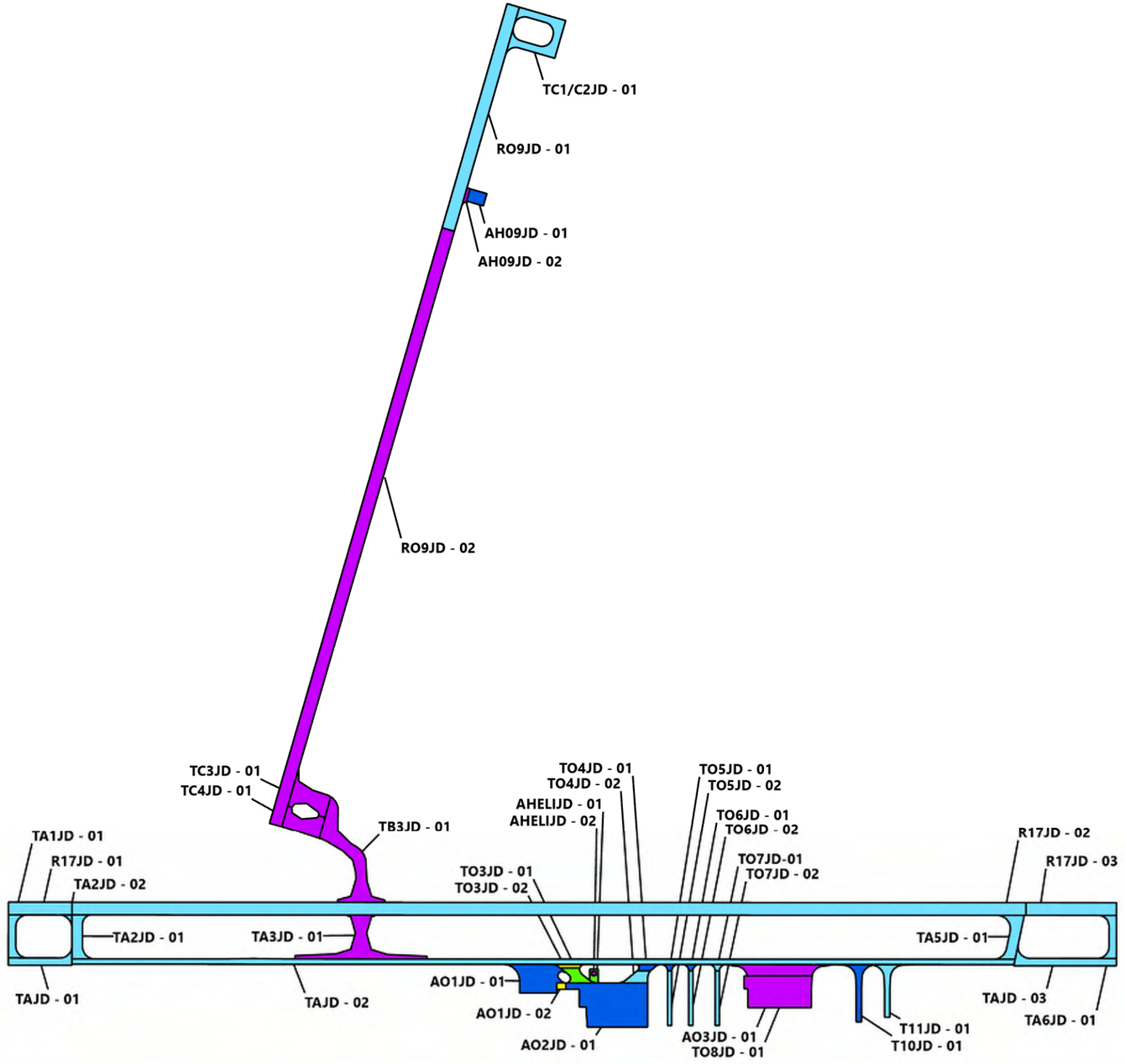
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category 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 Grant County Regional Airport is approximately 80. The section PCIs ranged from a low of 38 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, patching on AC-surfaced pavements, and shrinkage cracking on PCC pavements. Section PCIs following our pavement survey are displayed below spatially on the 2022 PCI Survey Results Grant County Regional 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

0 600 1,200 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

2022 PCI SURVEY RESULTS

GRANT COUNTY REGIONAL AIRPORT

MAY 2023 JOB NO. 6593-C FIG. 3.1

The condition distribution of the network by percent of total pavement area is provided below on the Grant County Regional Airport Pavement Condition Rating by Percent of Area, Figure 3.2. A summary of the pavement condition results by branch and section is 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.

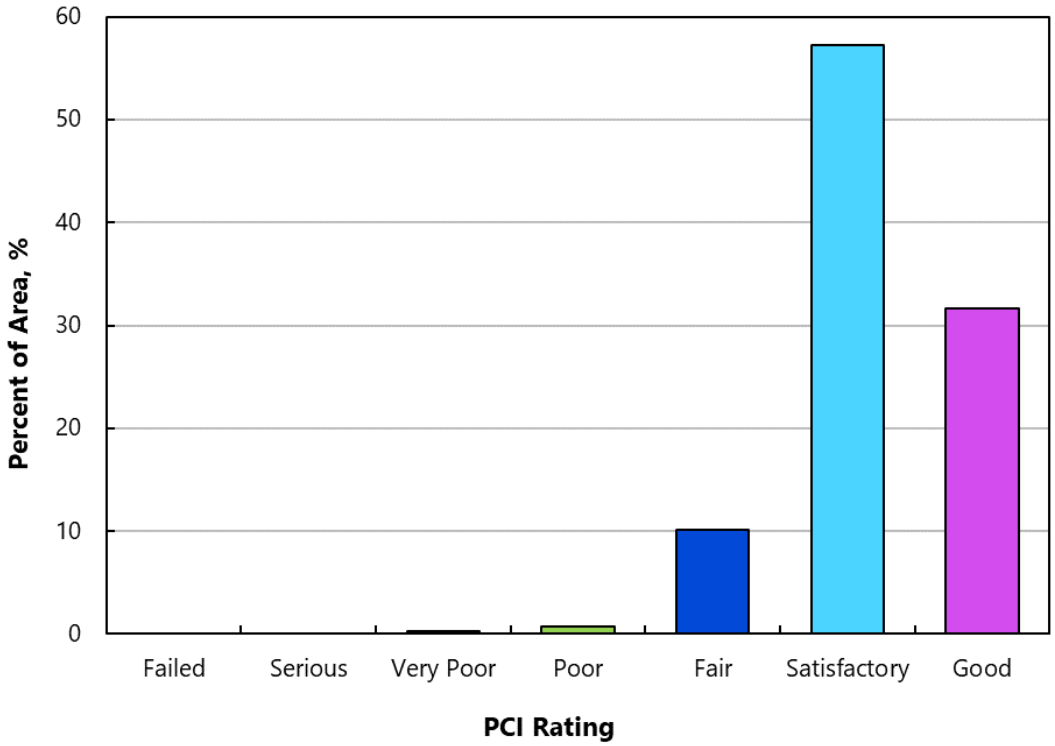


Figure 3.2 - GRANT COUNTY REGIONAL AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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 Grant County Regional 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 80 to a value of 73 in 2027 and 66 in 2032 if no maintenance or rehabilitation work is performed. The projected pavement condition in 5 years and 10 years for each pavement section at Grant County Regional Airport is displayed spatially on the Future Pavement Condition Grant County Regional Airport, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

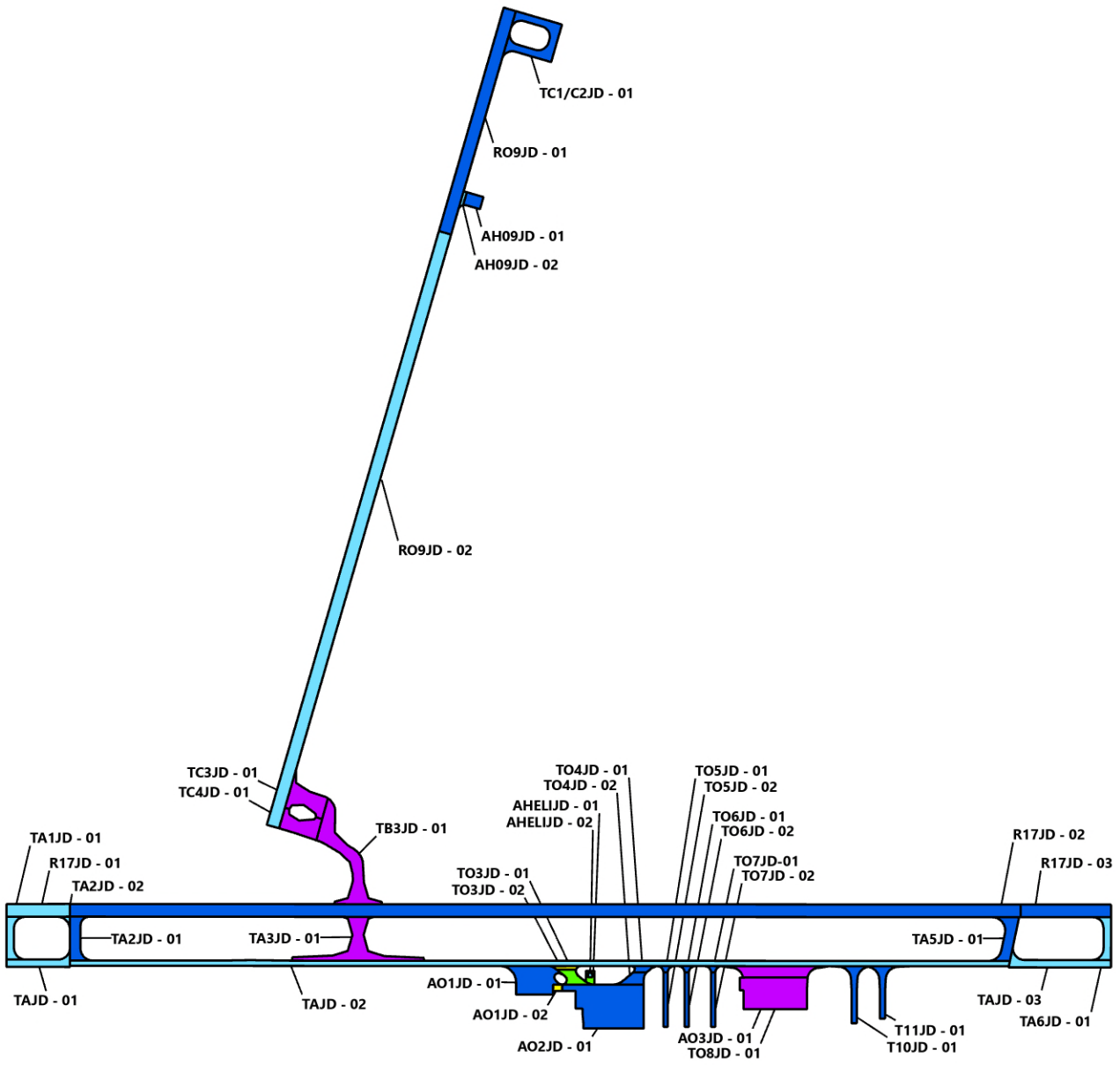
4.3 Functional Remaining Life

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.

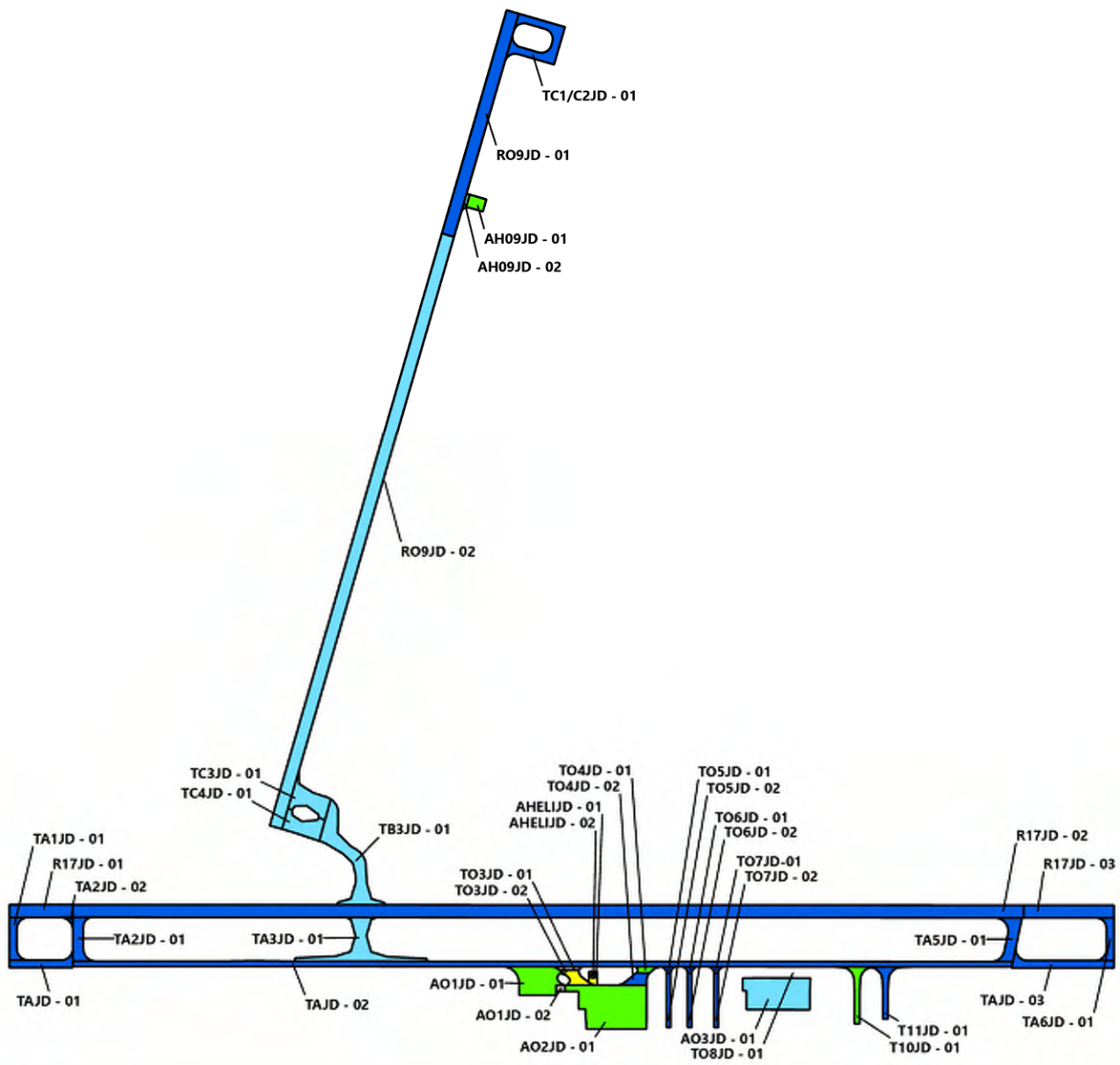
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Grant County Regional Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section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

0 800 1,600 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

FUTURE PAVEMENT CONDITION
GRANT COUNTY REGIONAL 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 Grant County Regional Airport Pavement Network General Treatment Type Distribution Based on PCI, Figure 5.1 displays a breakdown of the Grant County Regional Airport network pavement condition by percent of area and general M&R treatment categories.

Approximately 89% and 11% of the area require preservation treatments and rehabilitation.

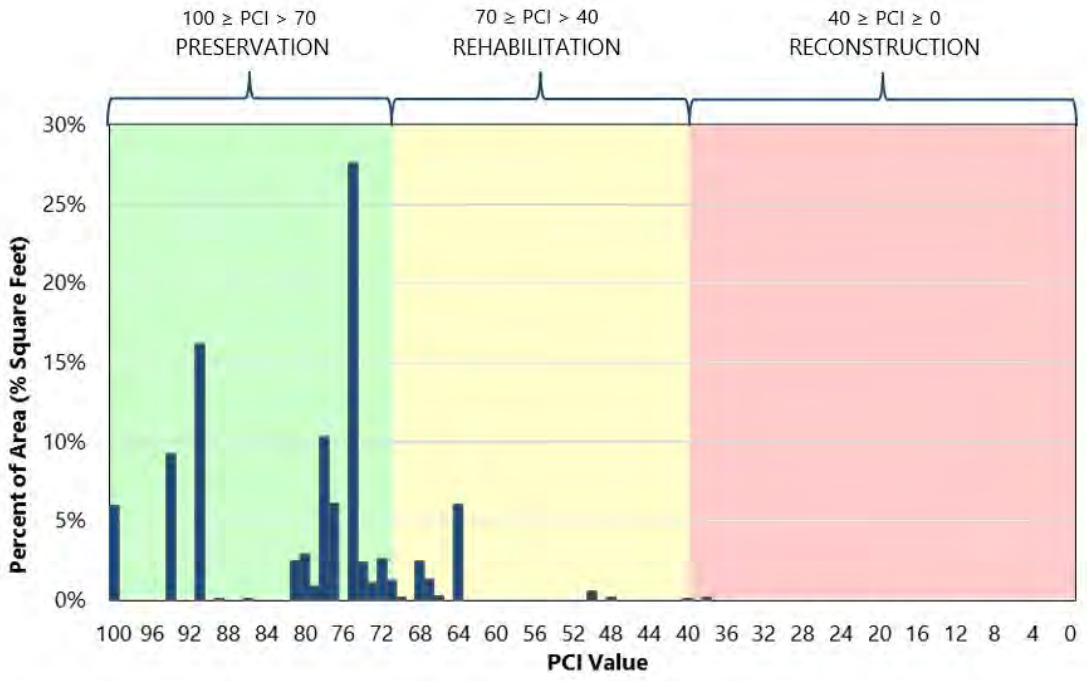


Figure 5.1 - GRANT COUNTY REGIONAL AIRPORT PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

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

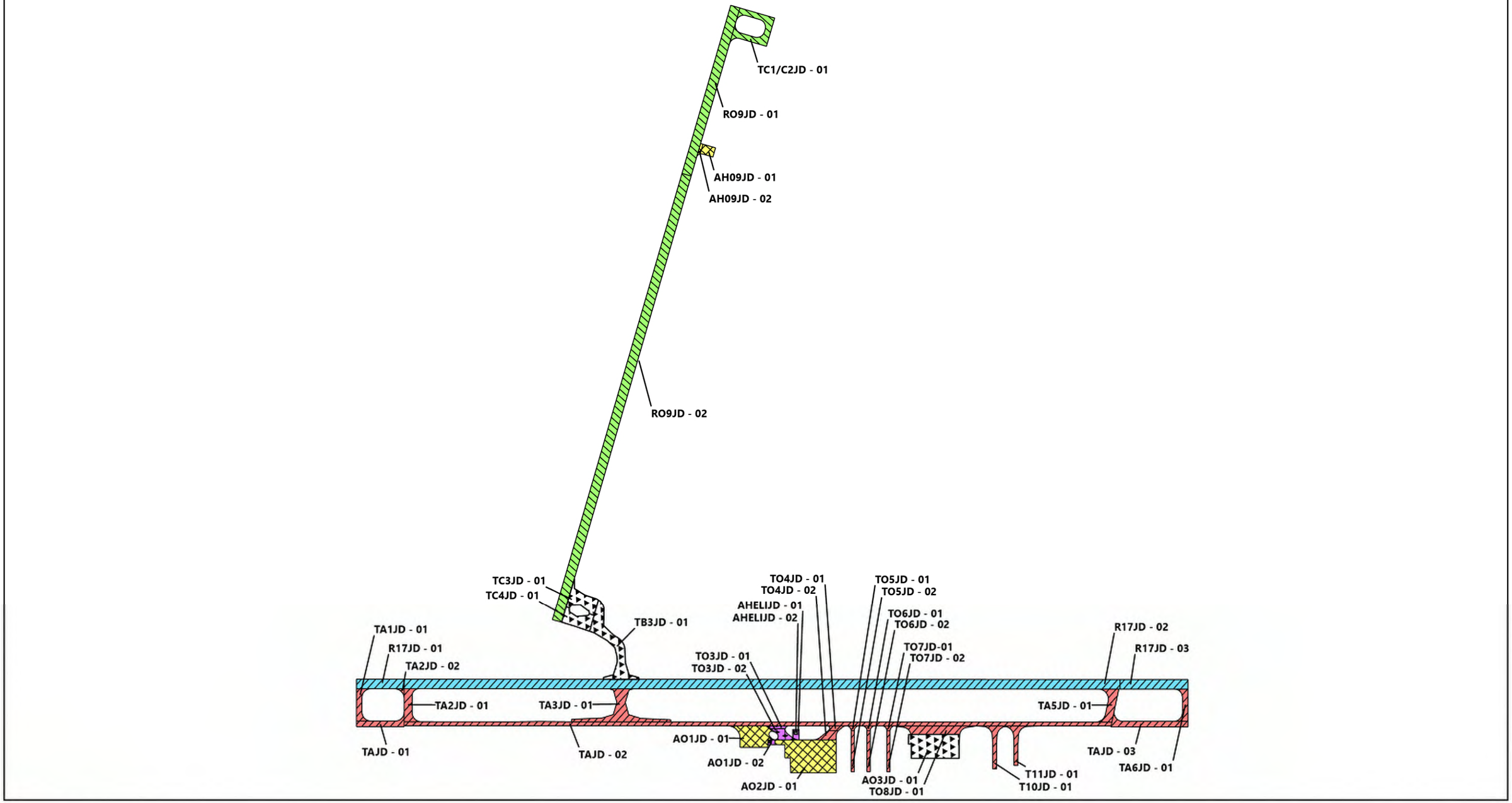
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	41,265 linear feet
Asphalt Concrete Full-Depth Patching	436 linear feet

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 Grant County Regional Airport, Figure 5.2.

Table 5-2: GLOBAL MAINTENANCE AND REHABILITATION QUANTITIES

Global Maintenance or Rehabilitation Operation	Quantity, square feet
Reconstruction	3,173
Overlay	7,749
Fog Seal	97,706
Slurry Seal	839,732



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

N

0 600 1,200 Feet

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5-YEAR PAVEMENT MANAGEMENT PLAN
GRANT COUNTY REGIONAL 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 Grant County Regional 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 within this report. Therefore, the information included in this report should be used solely for project planning purposes, and it should be understood that rehabilitation costs may vary from the cost estimates given 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 Grant County Regional 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 Report and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Grant County Regional Airport is located in John Day, Oregon, and is owned and operated by Grant County. The pavement network/facilities at Grant County Regional Airport serve a variety of general and military aviation aircraft. Grant County Regional Airport consists of two runways, one primary parallel taxiway, multiple connector taxiways, taxilanes, and several aprons and helipads. Types of airside pavements include asphalt concrete (AC) and portland cement concrete (PCC).

The current airport pavement management system (APMS) network at Grant County Regional Airport has an approximate area of 1.09 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 the pavement system and has a distinct function. For airports, branches typically consist of individual runways, taxiways, and aprons. The current pavement network for Grant County Regional Airport contains 25 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 Grant County Regional Airport contains 39 sections that are managed by the City of John Day, which are tabulated in Table 2A and shown spatially on Figure 1A.

PAVER assigns a rank, which designates that pavement's prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, and terminal aprons, are ranked *Primary*, while the surrounding aprons and shoulders are

ranked *Secondary* and low-use areas are ranked *Tertiary*. The ranks for all sections are shown in Table 2A.

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

A.4 SAMPLE UNIT DELINEATION

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

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

where:

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

For the 2022 Grant County Regional 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 Grant County Regional 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 – GRANT COUNTY AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01JD	Apron 01 John Day	2	27,454
A02JD [1]	Apron 02 John Day	1	65,469
A03JD [1]	Apron 03 John Day	1	46,150
AH09JD	H Apr 09 John Day	2	6,073
AHELIJD	Helipad John Day	2	2,439
R09JD	Runway 09/27 John Day	2	241,373
R17JD	Runway 17/35 John Day	3	313,500
T03JD	Taxiway 03 John Day	2	7,593
T04JD	Taxiway 04 John Day	2	7,356

Table 2A - GRANT COUNTY AIRPORT CURRENT PAVEMENT INVENTORY

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01JD	Apron 01 John Day	APRON	01	TAJD-02	T16JD-02	P	175	135	26,164	9/3/2010	AC
A01JD	Apron 01 John Day	APRON	02	A01JD-01	A02JD-01	S	43	30	1,290	9/2/1962	AC
A02JD	Apron 02 John Day	APRON	01	T06, 07	EDGE	P	322	207	65,469	9/3/1996	AC
A03JD	Apron 03 John Day	APRON	01	T12JD	T13JD	P	300	150	46,150	9/4/2020	AC
AH09JD	H Apr 09 John Day	APRON	01	AH09JD-01	Edge	S	82	60	4,936	9/3/1980	AC
AH09JD	H Apr 09 John Day	APRON	02	Runway Edge	AH09JD-01	S	16	60	1,137	9/3/1980	AC
AHELIJD	Helipad John Day	HELIPAD	01	AHELI	AHELI	S	20	20	400	9/2/1999	PCC
AHELIJD	Helipad John Day	HELIPAD	02	A03	EDGE	S	65	40	2,039	9/2/1998	AC
R09JD	Runway 09/27 John Day	RUNWAY	01	Runway 09 End	Section 02	S	1,100	60	66,000	6/3/2008	AC
R09JD	Runway 09/27 John Day	RUNWAY	02	Section 01	Runway 17	S	3,305	60	175,373	8/3/2014	AC
R17JD	Runway 17/35 John Day	RUNWAY	01	Runway 35 End	Taxiway A1	P	300	60	18,000	6/3/2008	AC
R17JD	Runway 17/35 John Day	RUNWAY	02	Taxiway A2	Taxiway A5	P	4,500	60	270,000	9/3/1996	AC
R17JD	Runway 17/35 John Day	RUNWAY	03	Runway 17 End	Taxiway A5	P	425	60	25,500	6/3/2008	AC
T03JD	Taxiway 03 John Day	TAXIWAY	01	TAJD-02	T03JD-02	P	17	91	1,883	9/3/1996	AC
T03JD	Taxiway 03 John Day	TAXIWAY	02	T03-01	A02	P	90	50	5,710	9/3/1996	AC
T04JD	Taxiway 04 John Day	TAXIWAY	01	TAJD-02	T04-02	P	37	61	2,262	9/3/1996	AC
T04JD	Taxiway 04 John Day	TAXIWAY	02	T04-01	A02JD	P	80	61	5,094	9/3/1996	AC
T05JD	Taxiway 05 John Day	TAXIWAY	01	TAJD-02	T05JD-02	S	30	20	986	9/3/1996	AC
T05JD	Taxiway 05 John Day	TAXIWAY	02	T05JD-01	Hangars	S	258	20	5,150	7/1/2005	AC
T06JD	Taxiway 06 John Day	TAXIWAY	01	TAJD-02	T06-02	S	30	20	986	9/3/1996	AC
T06JD	Taxiway 06 John Day	TAXIWAY	02	T06-01	Hangars	S	258	20	5,150	7/1/2005	AC
T07JD	Taxiway 07 John Day	TAXIWAY	01	TAJD-02	T07-02	S	30	20	986	9/3/1996	AC
T07JD	Taxiway 07 John Day	TAXIWAY	02	T07-01	Hangars	S	258	20	5,150	7/1/2005	AC
T08JD	Taxiway 08 John Day	TAXIWAY	01	TAJD-02	A03JD	P	54	330	18,748	9/4/2020	AC
T10JD	Taxiway 10 John Day	TAXIWAY	01	TAJD-02	End	S	270	25	9,050	7/3/2005	AC
T11JD	Taxiway 11 John Day	TAXIWAY	01	TAJD-02	End	S	248	25	8,526	7/3/2005	AC
TA1JD	Taxiway A1 John Day	TAXIWAY	01	Runway 35 End	Taxiwat A	P	230	35	8,386	6/3/2008	AC
TA2JD	Taxiway A2 John Day	TAXIWAY	01	R35 END	T01	P	207	50	11,470	9/3/1996	AC
TA2JD	Taxiway A2 John Day	TAXIWAY	02	Fillet	--	P	60	60	772	9/3/1996	AC
TA3JD	Taxiway A3 John Day	TAXIWAY	01	R17	T01	S	210	100	29,030	9/4/2020	AC
TA5JD	Taxiway A5 John Day	TAXIWAY	01	R17 END	T01	P	210	50	12,426	9/3/1996	AC
TA6JD	Taxiway A6 John Day	TAXIWAY	01	Runway 17 End	Taxiway A	P	230	35	8,273	6/3/2008	AC
TAJD	Taxiway A John Day	TAXIWAY	01	Taxiway A1	Taxiway A2	P	300	35	11,149	6/3/2008	AC
TAJD	Taxiway A John Day	TAXIWAY	02	Taxiway A2	Taxiway A5	P	4,445	25	111,487	9/3/1996	AC
TAJD	Taxiway A John Day	TAXIWAY	03	Taxiway A5	Taxiway A6	P	480	35	20,358	6/3/2008	AC
TB3JD	Taxiway B3 John Day	TAXIWAY	01	R17	TC	P	450	65	37,625	9/4/2020	AC
TC1/C2JD	Taxiways C1/C2 John Day	TAXIWAY	01	Runway 09 End	-	S	658	35	28,446	6/3/2008	AC
TC3JD	Taxiway C3 John Day	TAXIWAY	01	R09	TB3	P	185	60	17,686	9/4/2020	AC
TC4JD	Taxiway C4 JD	TAXIWAY	01	R09	TB3	P	185	65	15,347	9/4/2020	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, PCC = Portland Cement Concrete

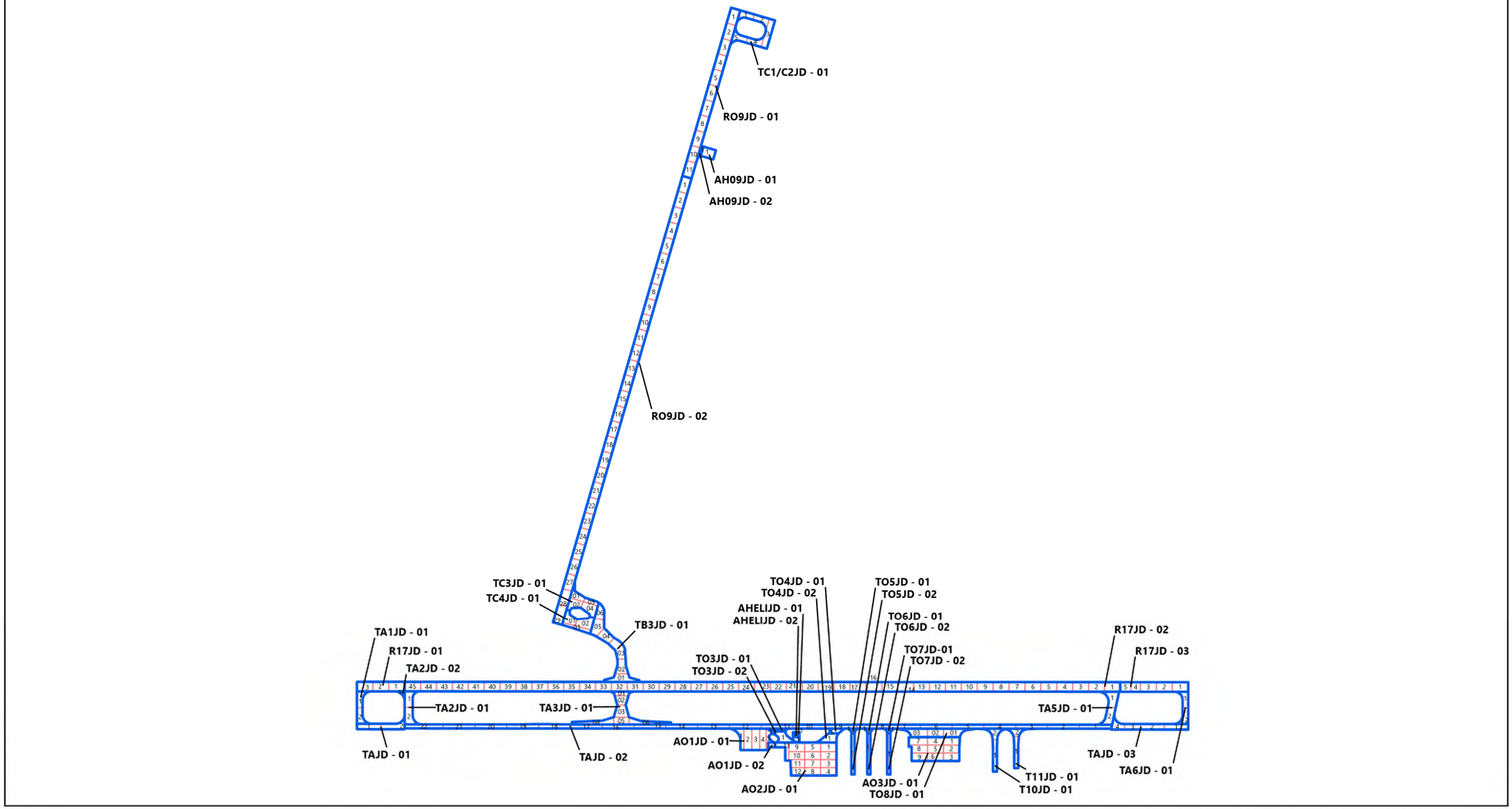
GRI

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

0 600 1,200

Feet

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SAMPLE UNIT LAYOUT

GRANT COUNTY REGIONAL 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 Grant County Regional Airport pavement network consists of 25 branches and 39 sections. A total of 102 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 Grant County Regional Airport is approximately 80, 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 Grant County Regional Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B - GRANT COUNTY AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01JD	2	27,454	APRON	67	Fair
A02JD	1	65,469	APRON	64	Fair
A03JD	1	46,150	APRON	100	Good
AH09JD	2	6,073	APRON	71	Satisfactory
AHELIJD	2	2,439	HELIPAD	54	Poor
R09JD	2	241,373	RUNWAY	87	Good
R17JD	3	313,500	RUNWAY	75	Satisfactory
T03JD	2	7,593	TAXIWAY	47	Poor
T04JD	2	7,356	TAXIWAY	69	Fair
T05JD	2	6,136	TAXIWAY	74	Satisfactory
T06JD	2	6,136	TAXIWAY	74	Satisfactory
T07JD	2	6,136	TAXIWAY	75	Satisfactory
T08JD	1	18,748	TAXIWAY	100	Good
T10JD	1	9,050	TAXIWAY	67	Fair
T11JD	1	8,526	TAXIWAY	71	Satisfactory
TA1JD	1	8,386	TAXIWAY	79	Satisfactory
TA2JD	2	12,242	TAXIWAY	73	Satisfactory
TA3JD	1	29,030	TAXIWAY	94	Good
TA5JD	1	12,426	TAXIWAY	75	Satisfactory
TA6JD	1	8,273	TAXIWAY	81	Satisfactory
TAJD	3	142,994	TAXIWAY	78	Satisfactory
TB3JD	1	37,625	TAXIWAY	94	Good
TC1/C2JD	1	28,446	TAXIWAY	72	Satisfactory
TC3JD	1	17,686	TAXIWAY	94	Good
TC4JD	1	15,347	TAXIWAY	94	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	2	147,585	76
RUNWAY	5	554,873	80
TAXIWAY	26	382,136	83
ALL	**33**	**1,084,594**	**80**

Abbreviation: PCI = Pavement Condition Index

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

BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01JD	01	9/3/2010	AC	APRON	7/1/2022	12	68	Fair	63	37	0
A01JD	02	9/2/1962	AC	APRON	7/1/2022	60	40	Very Poor	59	41	0
A02JD	01	9/3/1996	AC	APRON	7/1/2022	26	64	Fair	100	0	0
A03JD	01	9/4/2020	AC	APRON	7/1/2022	2	100	Good	52	48	0
AH09JD	01	9/3/1980	AC	APRON	7/1/2022	42	67	Fair	100	0	0
AH09JD	02	9/3/1980	AC	APRON	7/1/2022	42	89	Good	100	0	0
AHELIJD	01	9/2/1999	PCC	HELIPAD	7/1/2022	23	86	Good	0	0	100
AHELIJD	02	9/2/1998	AC	HELIPAD	7/1/2022	24	48	Poor	100	0	0
R09JD	01	6/3/2008	AC	RUNWAY	7/1/2022	14	77	Satisfactory	100	0	0
R09JD	02	8/3/2014	AC	RUNWAY	7/1/2022	8	91	Good	100	0	0
R17JD	01	6/3/2008	AC	RUNWAY	7/1/2022	14	81	Satisfactory	100	0	0
R17JD	02	9/3/1996	AC	RUNWAY	7/1/2022	26	75	Satisfactory	100	0	0
R17JD	03	6/3/2008	AC	RUNWAY	7/1/2022	14	74	Satisfactory	100	0	0
T03JD	01	9/3/1996	AC	TAXIWAY	7/1/2022	26	38	Very Poor	52	48	0
T03JD	02	9/3/1996	AC	TAXIWAY	7/1/2022	26	50	Poor	53	47	0
T04JD	01	9/3/1996	AC	TAXIWAY	7/1/2022	26	66	Fair	100	0	0
T04JD	02	9/3/1996	AC	TAXIWAY	7/1/2022	26	71	Satisfactory	100	0	0
T05JD	01	9/3/1996	AC	TAXIWAY	7/1/2022	26	70	Fair	100	0	0
T05JD	02	7/1/2005	AC	TAXIWAY	7/1/2022	17	75	Satisfactory	100	0	0
T06JD	01	9/3/1996	AC	TAXIWAY	7/1/2022	26	70	Fair	100	0	0
T06JD	02	7/1/2005	AC	TAXIWAY	7/1/2022	17	75	Satisfactory	100	0	0
T07JD	01	9/3/1996	AC	TAXIWAY	7/1/2022	26	75	Satisfactory	100	0	0
T07JD	02	7/1/2005	AC	TAXIWAY	7/1/2022	17	75	Satisfactory	100	0	0
T08JD	01	9/4/2020	AC	TAXIWAY	7/1/2022	2	100	Good	100	0	0
T10JD	01	7/3/2005	AC	TAXIWAY	7/1/2022	17	67	Fair	100	0	0
T11JD	01	7/3/2005	AC	TAXIWAY	7/1/2022	17	71	Satisfactory	100	0	0
TA1JD	01	6/3/2008	AC	TAXIWAY	7/1/2022	14	79	Satisfactory	100	0	0
TA2JD	01	9/3/1996	AC	TAXIWAY	7/1/2022	26	73	Satisfactory	100	0	0
TA2JD	02	9/3/1996	AC	TAXIWAY	7/1/2022	26	79	Satisfactory	100	0	0
TA3JD	01	9/4/2020	AC	TAXIWAY	7/1/2022	2	94	Good	100	0	0
TA5JD	01	9/3/1996	AC	TAXIWAY	7/1/2022	26	75	Satisfactory	100	0	0
TA6JD	01	6/3/2008	AC	TAXIWAY	7/1/2022	14	81	Satisfactory	100	0	0
TAJD	01	6/3/2008	AC	TAXIWAY	7/1/2022	14	80	Satisfactory	100	0	0
TAJD	02	9/3/1996	AC	TAXIWAY	7/1/2022	26	78	Satisfactory	100	0	0
TAJD	03	6/3/2008	AC	TAXIWAY	7/1/2022	14	80	Satisfactory	100	0	0
TB3JD	01	9/4/2020	AC	TAXIWAY	7/1/2022	2	94	Good	100	0	0
TC1/C2JD	01	6/3/2008	AC	TAXIWAY	7/1/2022	14	72	Satisfactory	100	0	0
TC3JD	01	9/4/2020	AC	TAXIWAY	7/1/2022	2	94	Good	100	0	0
TC4JD	01	9/4/2020	AC	TAXIWAY	7/1/2022	2	94	Good	100	0	0

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

GRI

Table 4B - GRANT COUNTY 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			
A01JD	01	AC	26,164	9/3/10	82	Satisfactory	6/13/2017	68	Fair	7	-2.77	NORMAL
A01JD	02	AC	1,290	9/2/62	39	Very Poor	6/13/2017	40	Very Poor	55	0	NONE
A02JD	01	AC	65,469	9/3/96	71	Satisfactory	6/13/2017	64	Fair	21	-1.39	NORMAL
A03JD	01	AC	46,150	9/4/20	71	Satisfactory	6/13/2017	100	Good	-3	6	NONE
AH09JD	01	AC	4,936	9/3/80	63	Fair	6/13/2017	67	Fair	37	0.79	NONE
AH09JD	02	AC	1,137	9/3/80	100	Good	6/13/2017	89	Good	37	-2	NORMAL
AHELIJD	01	PCC	400	9/2/99	86	Good	6/13/2017	86	Good	18	0.00	NONE
AHELIJD	02	AC	2,039	9/2/98	64	Fair	6/13/2017	48	Poor	19	-3	NORMAL
R09JD	01	AC	66,000	6/3/08	85	Satisfactory	6/13/2017	77	Satisfactory	9	-1.58	NORMAL
R09JD	02	AC	175,373	8/3/14	100	Good	6/13/2017	91	Good	3	-2	NORMAL
R17JD	01	AC	18,000	6/3/08	87	Good	6/13/2017	81	Satisfactory	9	-1.19	NORMAL
R17JD	02	AC	270,000	9/3/96	74	Satisfactory	6/13/2017	75	Satisfactory	21	0	NONE
R17JD	03	AC	25,500	6/3/08	89	Good	6/13/2017	74	Satisfactory	9	-2.97	NORMAL
T03JD	01	AC	1,883	9/3/96	79	Satisfactory	6/13/2017	38	Very Poor	21	-8	HIGH
T03JD	02	AC	5,710	9/3/96	60	Fair	6/13/2017	50	Poor	21	-1.98	NORMAL
T04JD	01	AC	2,262	9/3/96	64	Fair	6/13/2017	66	Fair	21	0	NONE
T04JD	02	AC	5,094	9/3/96	76	Satisfactory	6/13/2017	71	Satisfactory	21	-0.99	NORMAL
T05JD	01	AC	986	9/3/96	80	Satisfactory	6/13/2017	70	Fair	21	-2	NORMAL
T05JD	02	AC	5,150	7/1/05	90	Good	6/13/2017	75	Satisfactory	12	-2.97	NORMAL
T06JD	01	AC	986	9/3/96	79	Satisfactory	6/13/2017	70	Fair	21	-2	NORMAL
T06JD	02	AC	5,150	7/1/05	90	Good	6/13/2017	75	Satisfactory	12	-2.97	NORMAL
T07JD	01	AC	986	9/3/96	82	Satisfactory	6/13/2017	75	Satisfactory	21	-1	NORMAL
T07JD	02	AC	5,150	7/1/05	90	Good	6/13/2017	75	Satisfactory	12	-2.97	NORMAL
T08JD	01	AC	18,748	9/4/20	65	Fair	6/13/2017	100	Good	-3	7	NONE
T10JD	01	AC	9,050	7/3/05	77	Satisfactory	6/13/2017	67	Fair	12	-1.98	NORMAL
T11JD	01	AC	8,526	7/3/05	77	Satisfactory	6/13/2017	71	Satisfactory	12	-1	NORMAL
TA1JD	01	AC	8,386	6/3/08	92	Good	6/13/2017	79	Satisfactory	9	-2.57	NORMAL
TA2JD	01	AC	11,470	9/3/96	75	Satisfactory	6/13/2017	73	Satisfactory	21	0	NORMAL
TA2JD	02	AC	772	9/3/96	100	Good	6/13/2017	79	Satisfactory	21	-4.16	HIGH
TA3JD	01	AC	29,030	9/4/20	100	Good	6/13/2017	94	Good	-3	-1	NORMAL
TA5JD	01	AC	12,426	9/3/96	75	Satisfactory	6/13/2017	75	Satisfactory	21	0.00	NONE
TA6JD	01	AC	8,273	6/3/08	93	Good	6/13/2017	81	Satisfactory	9	-2	NORMAL
TAJD	01	AC	11,149	6/3/08	94	Good	6/13/2017	80	Satisfactory	9	-2.77	NORMAL
TAJD	02	AC	111,487	9/3/96	79	Satisfactory	6/13/2017	78	Satisfactory	21	0	NORMAL
TAJD	03	AC	20,358	6/3/08	94	Good	6/13/2017	80	Satisfactory	9	-2.77	NORMAL
TB3JD	01	AC	37,625	9/4/20	-	-	6/13/2017	94	Good	-3	N/A	N/A
TC1/C2JD	01	AC	28,446	6/3/08	77	Satisfactory	6/13/2017	72	Satisfactory	9	-0.99	NORMAL
TC3JD	01	AC	17,686	9/4/20	-	-	6/13/2017	94	Good	-3	N/A	N/A
TC4JD	01	AC	15,347	9/4/20	-	-	6/13/2017	94	Good	-3	N/A	N/A

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

[5] N/A = Not applicable due to changes in sectioning

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 Grant County Regional 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 Grant County Regional 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 4C below.

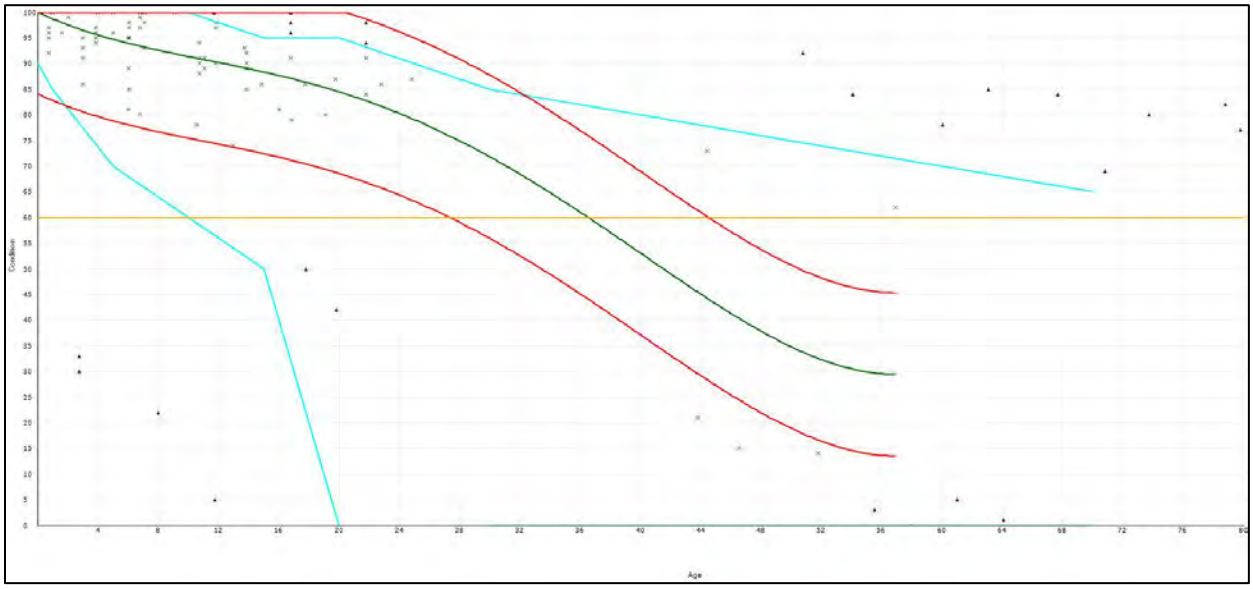

Figure 1C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 PCC RUNWAYS, TAXIWAYS, AND APRONS

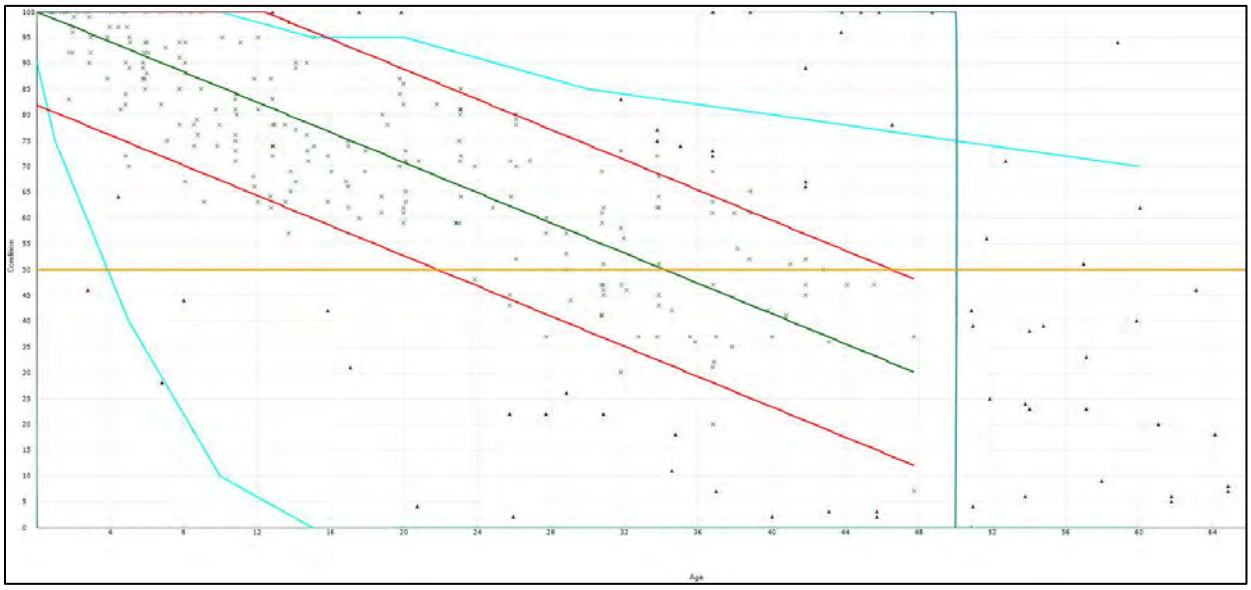

Figure 2C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC APRONS

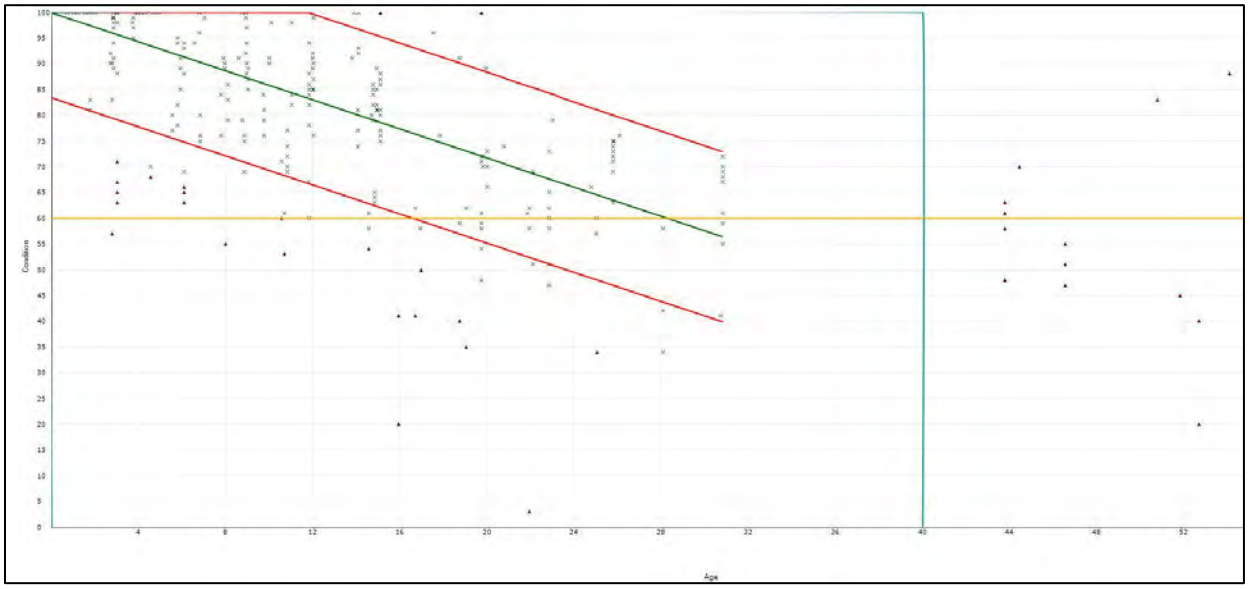

Figure 3C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC RUNWAYS

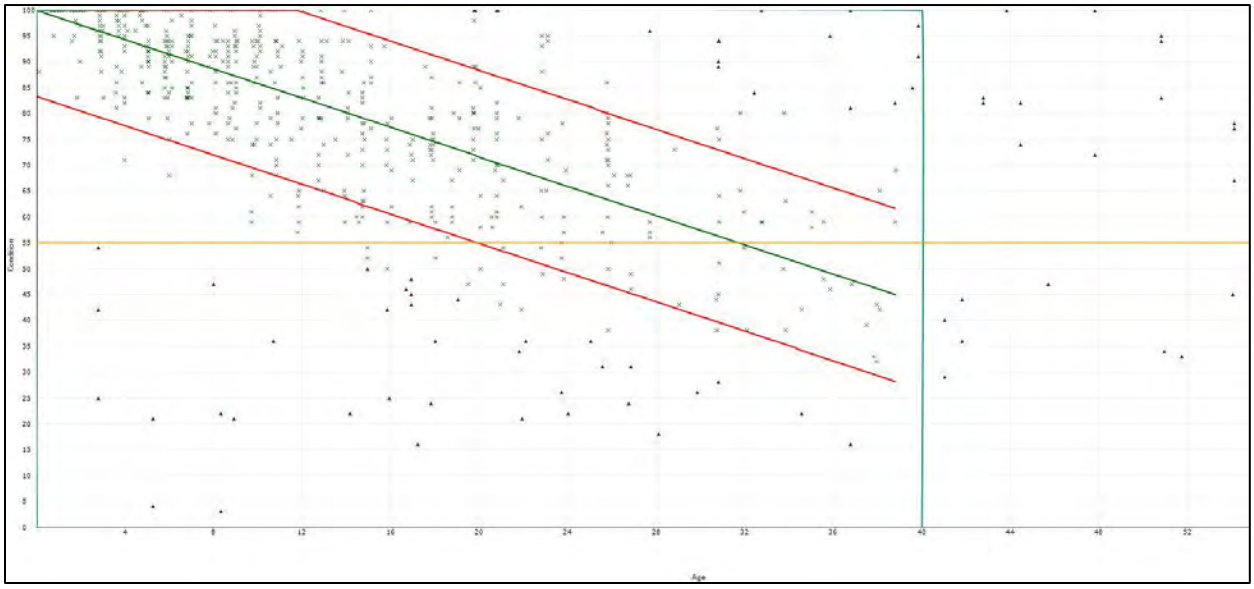

Figure 4C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 3 AC TAXIWAYS

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 Grant County Regional 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 Grant County Regional 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 Grant County Regional 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	Current PCI 2022	Predicted Future PCI 2027	Predicted Future PCI 2032
A01JD	01	68	61	53
A01JD	02	40	33	25
A02JD	01	64	57	49
A03JD	01	100	93	85
AH09JD	01	67	60	52
AH09JD	02	89	82	74
AHELIJD	01	86	81	75
AHELIJD	02	48	41	33
R09JD	01	77	70	63
R09JD	02	91	84	77
R17JD	01	81	74	67
R17JD	02	75	68	61
R17JD	03	74	67	60
T03JD	01	38	31	24
T03JD	02	50	43	36
T04JD	01	66	59	52
T04JD	02	71	64	57
T05JD	01	70	63	56
T05JD	02	75	68	61
T06JD	01	70	63	56
T06JD	02	75	68	61
T07JD	01	75	68	61
T07JD	02	75	68	61
T08JD	01	100	93	86
T10JD	01	67	60	53
T11JD	01	71	64	57
TA1JD	01	79	72	65
TA2JD	01	73	66	59
TA2JD	02	79	72	65
TA3JD	01	94	87	80
TA5JD	01	75	68	61
TA6JD	01	81	74	67
TAJD	01	80	73	66
TAJD	02	78	71	64
TAJD	03	80	73	66
TB3JD	01	94	87	80
TC1/C2JD	01	72	65	58
TC3JD	01	94	87	80
TC4JD	01	94	87	80

Abbreviation: PCI = Pavement Condition Index

Table 2C - GRANT COUNTY AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
A01JD	01	AC	68	11 - 15	50	> 20
A01JD	02	AC	40	0 - 5	50	0 - 5
A02JD	01	AC	64	6 - 10	50	16 - 20
A03JD	01	AC	100	> 20	50	> 20
AH09JD	01	AC	67	11 - 15	50	16 - 20
AH09JD	02	AC	89	> 20	50	> 20
AHELIJD	01	PCC	86	> 20	50	> 20
AHELIJD	02	AC	48	0 - 5	50	0 - 5
R09JD	01	AC	77	11 - 15	60	> 20
R09JD	02	AC	91	> 20	60	> 20
R17JD	01	AC	81	11 - 15	60	> 20
R17JD	02	AC	75	6 - 10	60	> 20
R17JD	03	AC	74	6 - 10	60	> 20
T03JD	01	AC	38	0 - 5	60	0 - 5
T03JD	02	AC	50	0 - 5	60	6 - 10
T04JD	01	AC	66	6 - 10	60	16 - 20
T04JD	02	AC	71	11 - 15	60	> 20
T05JD	01	AC	70	6 - 10	60	> 20
T05JD	02	AC	75	11 - 15	60	> 20
T06JD	01	AC	70	6 - 10	60	> 20
T06JD	02	AC	75	11 - 15	60	> 20
T07JD	01	AC	75	11 - 15	60	> 20
T07JD	02	AC	75	11 - 15	60	> 20
T08JD	01	AC	100	> 20	60	> 20
T10JD	01	AC	67	6 - 10	60	> 20
T11JD	01	AC	71	11 - 15	60	> 20
TA1JD	01	AC	79	16 - 20	60	> 20
TA2JD	01	AC	73	11 - 15	60	> 20
TA2JD	02	AC	79	16 - 20	60	> 20
TA3JD	01	AC	94	> 20	60	> 20
TA5JD	01	AC	75	11 - 15	60	> 20
TA6JD	01	AC	81	16 - 20	60	> 20
TAJD	01	AC	80	16 - 20	60	> 20
TAJD	02	AC	78	16 - 20	60	> 20
TAJD	03	AC	80	16 - 20	60	> 20
TB3JD	01	AC	94	> 20	60	> 20
TC1/C2JD	01	AC	72	11 - 15	60	> 20
TC3JD	01	AC	94	> 20	60	> 20
TC4JD	01	AC	94	> 20	60	> 20

Abbreviations:
AC = Asphalt Concrete, PCC = Portland Cement Concrete
[1] Major M&R (Maintenance and Rehabilitation) Trigger PCI = Critical PCI

APPENDIX D

Unit Cost Data and Maintenance and Rehabilitation Plan

APPENDIX D

UNIT COST DATA AND MAINTENANCE AND REHABILITATION PLAN

D.1 ANALYSIS METHODOLOGY

We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop project recommendations for the next five years. The purpose of this analysis is to determine the M&R needs of the Grant County Regional 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 Grant County Regional 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 Grant County Regional 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: GRANT COUNTY REGIONAL 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 - GRANT COUNTY AIRPORT NETWORK MAINTENANCE REPORT

Network	Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
Grant County	A01JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	531	Ft	$2.40	$1,274	
Grant County	A01JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	451	Ft	$2.40	$1,083	$8,172
Grant County	A01JD	01	Alligator Cracking	Medium	Patching - AC Deep	97	SqFt	$60.00	$5,815	
Grant County	A01JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	179	Ft	$2.40	$430	$4,755
Grant County	A01JD	02	Alligator Cracking	Medium	Patching - AC Deep	72	SqFt	$60.00	$4,325	
Grant County	A02JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	3,523	Ft	$2.40	$8,455	$12,752
Grant County	A02JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	1,790	Ft	$2.40	$4,297	
Grant County	AH09JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	199	Ft	$2.40	$478	$1,170
Grant County	AH09JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	288	Ft	$2.40	$692	
Grant County	AH09JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	14	Ft	$2.40	$34	$34
Grant County	AHELIJD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	179	Ft	$2.40	$430	$430
Grant County	R09JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	863	Ft	$2.40	$2,070	$5,507
Grant County	R09JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	1,432	Ft	$2.40	$3,437	
Grant County	R09JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	1,154	Ft	$2.40	$2,770	$2,770
Grant County	R17JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	522	Ft	$2.40	$1,253	$1,457
Grant County	R17JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	85	Ft	$2.40	$204	
Grant County	R17JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	15,135	Ft	$2.40	$36,324	$36,324
Grant County	R17JD	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	3,315	Ft	$2.40	$7,956	
Grant County	R17JD	03	Long. & Transv. Cracking	Medium	Crack Sealing - AC	647	Ft	$2.40	$1,553	$2,428
Grant County	R17JD	03	Long. & Transv. Cracking	Low	Crack Sealing - AC	365	Ft	$2.40	$876	
Grant County	T03JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	99	Ft	$2.40	$238	$6,174
Grant County	T03JD	01	Alligator Cracking	Medium	Patching - AC Deep	99	SqFt	$60.00	$5,937	
Grant County	T03JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	380	Ft	$2.40	$912	$10,997
Grant County	T03JD	02	Alligator Cracking	Medium	Patching - AC Deep	168	SqFt	$60.00	$10,085	
Grant County	T04JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	94	Ft	$2.40	$226	$470
Grant County	T04JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	102	Ft	$2.40	$245	
Grant County	T04JD	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	173	Ft	$2.40	$415	$559
Grant County	T04JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	60	Ft	$2.40	$144	
Grant County	T05JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	16	Ft	$2.40	$38	$77
Grant County	T05JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	16	Ft	$2.40	$38	
Grant County	T05JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	4	Ft	$2.40	$10	$46
Grant County	T05JD	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	15	Ft	$2.40	$36	
Grant County	T06JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	27	Ft	$2.40	$65	$89
Grant County	T06JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	10	Ft	$2.40	$24	
Grant County	T06JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	18	Ft	$2.40	$43	$67
Grant County	T06JD	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	10	Ft	$2.40	$24	
Grant County	T07JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	53	Ft	$2.40	$127	$127
Grant County	T07JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	76	Ft	$2.40	$182	$182
Grant County	T10JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	118	Ft	$2.40	$283	$1,668
Grant County	T10JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	577	Ft	$2.40	$1,385	
Grant County	T11JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	400	Ft	$2.40	$960	$989
Grant County	T11JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	12	Ft	$2.40	$29	

Table 3D - GRANT COUNTY AIRPORT NETWORK MAINTENANCE REPORT

Network	Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
Grant County	TA1JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	166	Ft	$2.40	$398	$398
Grant County	TA2JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	263	Ft	$2.40	$631	$1,454
Grant County	TA2JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	343	Ft	$2.40	$823	
Grant County	TA2JD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	12	Ft	$2.40	$29	$46
Grant County	TA2JD	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	7	Ft	$2.40	$17	
Grant County	TA5JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	586	Ft	$2.40	$1,406	$1,846
Grant County	TA5JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	183	Ft	$2.40	$439	
Grant County	TA6JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	88	Ft	$2.40	$211	$310
Grant County	TA6JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	41	Ft	$2.40	$98	
Grant County	TAJD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	95	Ft	$2.40	$228	$569
Grant County	TAJD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	142	Ft	$2.40	$341	
Grant County	TAJD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	3,504	Ft	$2.40	$8,411	$11,185
Grant County	TAJD	02	Long. & Transv. Cracking	Medium	Crack Sealing - AC	1,156	Ft	$2.40	$2,775	
Grant County	TAJD	03	Long. & Transv. Cracking	Medium	Crack Sealing - AC	305	Ft	$2.40	$732	$1,083
Grant County	TAJD	03	Long. & Transv. Cracking	Low	Crack Sealing - AC	146	Ft	$2.40	$351	
Grant County	TC1/C2JD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	912	Ft	$2.40	$2,190	$3,107
Grant County	TC1/C2JD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	382	Ft	$2.40	$917	

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	T04JD	01	TAXIWAY	AC	66	Slurry Seal	2,262	$0.40	$905
	T04JD	02	TAXIWAY	AC	71	Slurry Seal	5,094	$0.40	$2,038
	T05JD	01	TAXIWAY	AC	70	Slurry Seal	986	$0.40	$394
	T05JD	02	TAXIWAY	AC	75	Slurry Seal	5,150	$0.40	$2,060
	T06JD	01	TAXIWAY	AC	70	Slurry Seal	986	$0.40	$394
	T06JD	02	TAXIWAY	AC	75	Slurry Seal	5,150	$0.40	$2,060
	T07JD	01	TAXIWAY	AC	75	Slurry Seal	986	$0.40	$394
	T07JD	02	TAXIWAY	AC	75	Slurry Seal	5,150	$0.40	$2,060
	T10JD	01	TAXIWAY	AC	67	Slurry Seal	9,050	$0.40	$3,620
	T11JD	01	TAXIWAY	AC	71	Slurry Seal	8,526	$0.40	$3,410
	TA1JD	01	TAXIWAY	AC	79	Slurry Seal	8,386	$0.40	$3,354
	TA2JD	01	TAXIWAY	AC	73	Slurry Seal	11,470	$0.40	$4,588
	TA2JD	02	TAXIWAY	AC	79	Slurry Seal	772	$0.40	$309
	TA3JD	01	TAXIWAY	AC	94	Slurry Seal	29,030	$0.40	$11,612
	TA5JD	01	TAXIWAY	AC	75	Slurry Seal	12,426	$0.40	$4,970
	TA6JD	01	TAXIWAY	AC	81	Slurry Seal	8,273	$0.40	$3,309
	TAJD	01	TAXIWAY	AC	80	Slurry Seal	11,149	$0.40	$4,460
	TAJD	02	TAXIWAY	AC	78	Slurry Seal	111,487	$0.40	$44,595
	TAJD	03	TAXIWAY	AC	80	Slurry Seal	20,358	$0.40	$8,143
2026	A01JD	01	APRON	AC	68	Fog Seal	26,164	$0.24	$6,279
	A02JD	01	APRON	AC	64	Fog Seal	65,469	$0.24	$15,712
	AH09JD	01	APRON	AC	67	Fog Seal	4,936	$0.24	$1,185
	AH09JD	02	APRON	AC	89	Fog Seal	1,137	$0.24	$273
2026	R09JD	01	RUNWAY	AC	77	Slurry Seal	66,000	$0.40	$26,400
	R09JD	02	RUNWAY	AC	91	Slurry Seal	175,373	$0.40	$70,150
	TC1/C2JD	01	TAXIWAY	AC	72	Slurry Seal	28,446	$0.40	$11,378
2027	R17JD	01	RUNWAY	AC	81	Slurry Seal	18,000	$0.40	$7,200
	R17JD	02	RUNWAY	AC	75	Slurry Seal	269,722	$0.40	$107,890
	R17JD	03	RUNWAY	AC	74	Slurry Seal	25,500	$0.40	$10,200
2028	A01JD	02	APRON	AC	40	Reconstruction	1,290	$13.32	$17,183
	AHELIJD	02	HELIPAD	AC	48	Overlay	2,039	$12.90	$26,311
	T03JD	01	TAXIWAY	AC	38	Reconstruction	1,883	$13.32	$25,082
	T03JD	02	TAXIWAY	AC	50	Overlay	5,710	$12.31	$70,282

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

Cost Summary	
2024 Total Project Cost	$102,677
2025 Total Project Cost	$23,449
2026 Total Project Cost	$107,928
2027 Total Project Cost	$125,290
2028 Total Project Cost	$138,858
Total 5-Year Project Cost	**$498,203**

APPENDIX E

Reinspection Report

Re-Inspection Report

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

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: A01JD **Name:** Apron 01 John Day **Use:** APRON **Area:** 27,454 SqFt

Section: 02 of 2 **From:** A01JD-01 **To:** A02JD-01 **Last Const.:** 9/2/1962

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

Area: 1,290 SqFt **Length:** 43 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 9/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1994	**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

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

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1290.00 SqFt **PCI:** 40

Sample Comments:

41	ALLIGATOR CR	M	42.00	SqFt
48	L & T CR	L	179.00	Ft
50	PATCHING	M	28.00	SqFt
57	WEATHERING	M	1290.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: A01JD **Name:** Apron 01 John Day **Use:** APRON **Area:** 27,454 SqFt

Section: 01 of 2 **From:** TAJD-02 **To:** T16JD-02 **Last Const.:** 9/3/2010

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

Area: 26,164 SqFt **Length:** 175 Ft **Width:** 135 Ft

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

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

Section Comments:

Work Date: 9/1/2010	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2010	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2010	**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:** 5 **Surveyed:** 4

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4120.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	68.00	Ft
48	L & T CR	M	86.00	Ft
57	WEATHERING	L	4120.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6750.00 SqFt **PCI:** 72

Sample Comments:

41	ALLIGATOR CR	M	4.00	SqFt
48	L & T CR	L	158.00	Ft
48	L & T CR	M	45.00	Ft
48	L & T CR	M	42.00	Ft
57	WEATHERING	L	6750.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6750.00 SqFt **PCI:** 60

Sample Comments:

41	ALLIGATOR CR	M	12.00	SqFt
41	ALLIGATOR CR	M	30.00	SqFt
48	L & T CR	L	157.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	6750.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5398.00 SqFt **PCI:** 68

Sample Comments:

41	ALLIGATOR CR	M	8.00	SqFt
48	L & T CR	L	84.00	Ft
48	L & T CR	M	124.00	Ft
57	WEATHERING	L	5398.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: A02JD **Name:** Apron 02 John Day **Use:** APRON **Area:** 65,469 SqFt

Section: 01 of 1 **From:** T06, 07 **To:** EDGE **Last Const.:** 9/3/1996

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

Area: 65,469 SqFt **Length:** 322 Ft **Width:** 207 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**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:** 13 **Surveyed:** 5

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5750.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	372.00	Ft
48	L & T CR	M	186.00	Ft
57	WEATHERING	M	5750.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	286.00	Ft
48	L & T CR	M	164.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	330.00	Ft
48	L & T CR	M	89.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	212.00	Ft
48	L & T CR	M	150.00	Ft
57	WEATHERING	M	4750.00	SqFt
57	WEATHERING	H	250.00	SqFt

Sample Number: 12 **Type:** R **Area:** 4300.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	148.00	Ft
48	L & T CR	M	96.00	Ft
57	WEATHERING	M	3440.00	SqFt
57	WEATHERING	H	860.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: A03JD **Name:** Apron 03 John Day **Use:** APRON **Area:** 46,150 SqFt

Section: 01 of 1 **From:** T12JD **To:** T13JD **Last Const.:** 9/4/2020

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

Area: 46,150 SqFt **Length:** 300 Ft **Width:** 150 Ft

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

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

Section Comments:

Work Date: 9/1/2002	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2002	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2002	**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
Work Date: 9/1/2020	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2020	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

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

Sample Comments:

<No Distress>

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: AH09JD **Name:** H Apr 09 John Day **Use:** APRON **Area:** 6,073 SqFt

Section: 01 of 2 **From:** AH09JD-01 **To:** Edge **Last Const.:** 9/3/1980

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

Area: 4,936 SqFt **Length:** 82 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 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: 9/1/1996	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1996	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**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

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

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6073.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	246.00	Ft
48	L & T CR	L	109.00	Ft
48	L & T CR	M	245.00	Ft
57	WEATHERING	L	6073.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: AH09JD **Name:** H Apr 09 John Day **Use:** APRON **Area:** 6,073 SqFt

Section: 02 of 2 **From:** Runway Edge **To:** AH09JD-01 **Last Const.:** 9/3/1980

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

Area: 1,137 SqFt **Length:** 16 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 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: 9/1/1996	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1996	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**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

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

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1137.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	1137.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: AHELIJD **Name:** Helipad John Day **Use:** HELIPAD **Area:** 2,439 SqFt

Section: 01 of 2 **From:** AHELI **To:** AHELI **Last Const.:** 9/2/1999

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

Area: 400 SqFt **Length:** 20 Ft **Width:** 20 Ft

Slabs: 1 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** Ft

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

Section Comments:

Work Date: 9/1/1999 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** True

Work Date: 9/2/1999 **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:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1.00 Slabs **PCI:** 86

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: AHELIJD **Name:** Helipad John Day **Use:** HELIPAD **Area:** 2,439 SqFt

Section: 02 of 2 **From:** A03 **To:** EDGE **Last Const.:** 9/2/1998

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

Area: 2,039 SqFt **Length:** 65 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 9/1/1998	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/1998	**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: 9/1/2015	**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:** 48

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2039.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	179.00	Ft
57	WEATHERING	M	1039.00	SqFt
57	WEATHERING	H	1000.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: R09JD **Name:** Runway 09/27 John Day **Use:** RUNWAY **Area:** 241,373 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Runway 17 **Last Const.:** 8/3/2014

Surface: AC **Family:** 2022_Eastern_Cat3_RW_AC/AAC **Zone:** KGCD **Category:** P **Rank:** S

Area: 175,373 SqFt **Length:** 3,305 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 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: 9/1/1996	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1996	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**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 Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 8/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 33 **Surveyed:** 6

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	97.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 14 **Type:** R **Area:** 6000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	12.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 21 **Type:** R **Area:** 6000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6000.00	SqFt

Sample Number: 25 **Type:** R **Area:** 6000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6000.00	SqFt

Sample Number: 29 **Type:** R **Area:** 7373.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	7373.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: R09JD **Name:** Runway 09/27 John Day **Use:** RUNWAY **Area:** 241,373 SqFt

Section: 01 of 2 **From:** Runway 09 End **To:** Section 02 **Last Const.:** 6/3/2008

Surface: AC **Family:** 2022_Eastern_Cat3_RW_AC/AAC **Zone:** KGCD **Category:** P **Rank:** S

Area: 66,000 SqFt **Length:** 1,100 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 6/1/2008 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 6/2/2008 **Work Type:** Base Course - Crushed Aggregate **Code:** BA-CA **Is Major M&R:** False

Work Date: 6/3/2008 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	126.00	Ft
48	L & T CR	M	66.00	Ft
50	PATCHING	L	100.00	SqFt
57	WEATHERING	L	6000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	82.00	Ft
48	L & T CR	M	20.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	30.00	Ft
48	L & T CR	L	30.00	Ft
48	L & T CR	M	30.00	Ft
48	L & T CR	M	107.00	Ft
48	L & T CR	M	76.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 6000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	293.00	Ft
48	L & T CR	M	70.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 11 **Type:** R **Area:** 6000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	90.00	Ft
48	L & T CR	M	23.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: R17JD **Name:** Runway 17/35 John Day **Use:** RUNWAY **Area:** 313,500 SqFt

Section: 02 of 3 **From:** Taxiway A2 **To:** Taxiway A5 **Last Const.:** 9/3/1996

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

Area: 270,000 SqFt **Length:** 4,500 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**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: 9/2/2015	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 45 **Surveyed:** 6

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	120.00	Ft
48	L & T CR	L	265.00	Ft
48	L & T CR	M	60.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	313.00	Ft
48	L & T CR	M	60.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 13 **Type:** R **Area:** 6000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	230.00	Ft
48	L & T CR	M	92.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 22 **Type:** R **Area:** 6000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	88.00	Ft
48	L & T CR	L	295.00	Ft
48	L & T CR	M	130.00	Ft
48	L & T CR	M	23.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 32 **Type:** R **Area:** 6000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	347.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 44 **Type:** R **Area:** 6000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	360.00	Ft
48	L & T CR	M	77.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: R17JD **Name:** Runway 17/35 John Day **Use:** RUNWAY **Area:** 313,500 SqFt

Section: 03 of 3 **From:** Runway 17 End **To:** Taxiway A5 **Last Const.:** 6/3/2008

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

Area: 25,500 SqFt **Length:** 425 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 6/1/2008	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2008	**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
Work Date: 9/2/2015	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	57.00	Ft
48	L & T CR	M	30.00	Ft
48	L & T CR	M	132.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	30.00	Ft
48	L & T CR	M	176.00	Ft
48	L & T CR	M	30.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	106.00	Ft
48	L & T CR	M	120.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 3600.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	116.00	Ft
48	L & T CR	M	60.00	Ft
57	WEATHERING	L	3600.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: R17JD **Name:** Runway 17/35 John Day **Use:** RUNWAY **Area:** 313,500 SqFt

Section: 01 of 3 **From:** Runway 35 End **To:** Taxiway A1 **Last Const.:** 6/3/2008

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

Area: 18,000 SqFt **Length:** 300 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 6/1/2008	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2008	**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
Work Date: 9/2/2015	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	152.00	Ft
48	L & T CR	M	60.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	242.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	128.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T03JD **Name:** Taxiway 03 John Day **Use:** TAXIWAY **Area:** 7,593 SqFt

Section: 02 of 2 **From:** T03-01 **To:** A02 **Last Const.:** 9/3/1996

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

Area: 5,710 SqFt **Length:** 90 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: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**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:** 50

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5710.00 SqFt **PCI:** 50

Sample Comments:

41	ALLIGATOR CR	M	120.00	SqFt
48	L & T CR	L	380.00	Ft
50	PATCHING	L	51.00	SqFt
57	WEATHERING	M	5710.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T03JD **Name:** Taxiway 03 John Day **Use:** TAXIWAY **Area:** 7,593 SqFt

Section: 01 of 2 **From:** TAJD-02 **To:** T03JD-02 **Last Const.:** 9/3/1996

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

Area: 1,883 SqFt **Length:** 17 Ft **Width:** 91 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

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

Conditions: **PCI:** 38

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1883.00 SqFt **PCI:** 38

Sample Comments:

41	ALLIGATOR CR	M	63.00	SqFt
48	L & T CR	L	99.00	Ft
50	PATCHING	L	96.00	SqFt
57	WEATHERING	L	942.00	SqFt
57	WEATHERING	M	941.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T04JD **Name:** Taxiway 04 John Day **Use:** TAXIWAY **Area:** 7,356 SqFt

Section: 02 of 2 **From:** T04-01 **To:** A02JD **Last Const.:** 9/3/1996

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

Area: 5,094 SqFt **Length:** 80 Ft **Width:** 61 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**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:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5094.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	60.00	Ft
48	L & T CR	M	173.00	Ft
57	WEATHERING	M	5094.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T04JD **Name:** Taxiway 04 John Day **Use:** TAXIWAY **Area:** 7,356 SqFt

Section: 01 of 2 **From:** TAJD-02 **To:** T04-02 **Last Const.:** 9/3/1996

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

Area: 2,262 SqFt **Length:** 37 Ft **Width:** 61 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**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:** 66

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2262.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	102.00	Ft
48	L & T CR	M	94.00	Ft
57	WEATHERING	M	2262.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T05JD **Name:** Taxiway 05 John Day **Use:** TAXIWAY **Area:** 6,136 SqFt

Section: 01 of 2 **From:** TAJD-02 **To:** T05JD-02 **Last Const.:** 9/3/1996

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

Area: 986 SqFt **Length:** 30 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**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:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 986.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	16.00	Ft
48	L & T CR	M	16.00	Ft
57	WEATHERING	M	986.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T05JD **Name:** Taxiway 05 John Day **Use:** TAXIWAY **Area:** 6,136 SqFt

Section: 02 of 2 **From:** T05JD-01 **To:** Hangars **Last Const.:** 7/1/2005

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

Area: 5,150 SqFt **Length:** 258 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/1/2005	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**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:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5150.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	4.00	Ft
48	L & T CR	M	15.00	Ft
57	WEATHERING	M	5150.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T06JD **Name:** Taxiway 06 John Day **Use:** TAXIWAY **Area:** 6,136 SqFt

Section: 01 of 2 **From:** TAJD-02 **To:** T06-02 **Last Const.:** 9/3/1996

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

Area: 986 SqFt **Length:** 30 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**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:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 986.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	27.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	M	986.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T06JD **Name:** Taxiway 06 John Day **Use:** TAXIWAY **Area:** 6,136 SqFt

Section: 02 of 2 **From:** T06-01 **To:** Hangars **Last Const.:** 7/1/2005

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

Area: 5,150 SqFt **Length:** 258 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/1/2005	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2012	**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:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5150.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	18.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	M	5150.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T07JD **Name:** Taxiway 07 John Day **Use:** TAXIWAY **Area:** 6,136 SqFt

Section: 01 of 2 **From:** TAJD-02 **To:** T07-02 **Last Const.:** 9/3/1996

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

Area: 986 SqFt **Length:** 30 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**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:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 986.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	53.00	Ft
57	WEATHERING	M	986.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T07JD **Name:** Taxiway 07 John Day **Use:** TAXIWAY **Area:** 6,136 SqFt

Section: 02 of 2 **From:** T07-01 **To:** Hangars **Last Const.:** 7/1/2005

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

Area: 5,150 SqFt **Length:** 258 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/2/1979	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/1/2005	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**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:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5150.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	76.00	Ft
57	WEATHERING	M	5150.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T08JD **Name:** Taxiway 08 John Day **Use:** TAXIWAY **Area:** 18,748 SqFt

Section: 01 of 1 **From:** TAJD-02 **To:** A03JD **Last Const.:** 9/4/2020

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

Area: 18,748 SqFt **Length:** 54 Ft **Width:** 330 Ft

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

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

Section Comments:

Work Date: 9/1/2002	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2002	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2002	**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
Work Date: 9/1/2020	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2020	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6672.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

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

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 6670.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T10JD **Name:** Taxiway 10 John Day **Use:** TAXIWAY **Area:** 9,050 SqFt

Section: 01 of 1 **From:** TAJD-02 **To:** End **Last Const.:** 7/3/2005

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

Area: 9,050 SqFt **Length:** 270 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: 7/1/2005	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/2/2005	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/3/2005	**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:** 2 **Surveyed:** 2

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5093.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	342.00	Ft
48	L & T CR	M	18.00	Ft
57	WEATHERING	L	2543.00	SqFt
57	WEATHERING	M	2550.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3957.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	235.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	1975.00	SqFt
57	WEATHERING	M	1982.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: T11JD **Name:** Taxiway 11 John Day **Use:** TAXIWAY **Area:** 8,526 SqFt

Section: 01 of 1 **From:** TAJD-02 **To:** End **Last Const.:** 7/3/2005

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

Area: 8,526 SqFt **Length:** 248 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: 7/1/2005	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 7/2/2005	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/3/2005	**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: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**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:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5219.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	132.00	Ft
50	PATCHING	L	6.00	SqFt
57	WEATHERING	M	5219.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3307.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	268.00	Ft
48	L & T CR	M	12.00	Ft
57	WEATHERING	M	3307.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TA1JD **Name:** Taxiway A1 John Day **Use:** TAXIWAY **Area:** 8,386 SqFt

Section: 01 of 1 **From:** Runway 35 End **To:** Taxiwat A **Last Const.:** 6/3/2008

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

Area: 8,386 SqFt **Length:** 230 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: 6/1/2008	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2008	**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:** 2 **Surveyed:** 2

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4237.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	M	74.00	Ft
57	WEATHERING	L	4237.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4149.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	M	56.00	Ft
48	L & T CR	M	36.00	Ft
57	WEATHERING	L	4149.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TA2JD **Name:** Taxiway A2 John Day **Use:** TAXIWAY **Area:** 12,242 SqFt

Section: 01 of 2 **From:** R35 END **To:** T01 **Last Const.:** 9/3/1996

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

Area: 11,470 SqFt **Length:** 207 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: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**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:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5406.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	201.00	Ft
48	L & T CR	M	123.00	Ft
57	WEATHERING	L	5406.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6064.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	142.00	Ft
48	L & T CR	M	140.00	Ft
57	WEATHERING	L	6064.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TA2JD **Name:** Taxiway A2 John Day **Use:** TAXIWAY **Area:** 12,242 SqFt

Section: 02 of 2 **From:** Fillet **To:** -- **Last Const.:** 9/3/1996

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

Area: 772 SqFt **Length:** 60 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**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:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 772.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	12.00	Ft
48	L & T CR	M	7.00	Ft
57	WEATHERING	L	772.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TA3JD **Name:** Taxiway A3 John Day **Use:** TAXIWAY **Area:** 29,030 SqFt

Section: 01 of 1 **From:** R17 **To:** T01 **Last Const.:** 9/4/2020

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

Area: 29,030 SqFt **Length:** 210 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 9/1/2020	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2020	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2020	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01	**Type:**	R	**Area:**	2717.00 SqFt	**PCI:**	94	
Sample Comments:							
57	WEATHERING	L	2717.00	SqFt			
Sample Number: 02	**Type:**	R	**Area:**	4083.00 SqFt	**PCI:**	94	
Sample Comments:							
57	WEATHERING	L	4083.00	SqFt			
Sample Number: 03	**Type:**	R	**Area:**	5690.00 SqFt	**PCI:**	94	
Sample Comments:							
57	WEATHERING	L	5690.00	SqFt			
Sample Number: 04	**Type:**	R	**Area:**	6297.00 SqFt	**PCI:**	94	
Sample Comments:							
57	WEATHERING	L	6297.00	SqFt			
Sample Number: 05	**Type:**	R	**Area:**	4420.00 SqFt	**PCI:**	94	
Sample Comments:							
57	WEATHERING	L	4420.00	SqFt			
Sample Number: 06	**Type:**	R	**Area:**	5822.00 SqFt	**PCI:**	94	
Sample Comments:							
57	WEATHERING	L	5822.00	SqFt			

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TA5JD **Name:** Taxiway A5 John Day **Use:** TAXIWAY **Area:** 12,426 SqFt

Section: 01 of 1 **From:** R17 END **To:** T01 **Last Const.:** 9/3/1996

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

Area: 12,426 SqFt **Length:** 210 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: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**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:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6339.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	296.00	Ft
48	L & T CR	M	120.00	Ft
57	WEATHERING	L	6339.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6087.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	290.00	Ft
48	L & T CR	M	63.00	Ft
57	WEATHERING	L	6087.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TA6JD **Name:** Taxiway A6 John Day **Use:** TAXIWAY **Area:** 8,273 SqFt

Section: 01 of 1 **From:** Runway 17 End **To:** Taxiway A **Last Const.:** 6/3/2008

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

Area: 8,273 SqFt **Length:** 230 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: 6/1/2008	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2008	**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:** 2 **Surveyed:** 2

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4124.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	20.00	Ft
48	L & T CR	M	48.00	Ft
57	WEATHERING	L	4124.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4149.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	21.00	Ft
48	L & T CR	M	40.00	Ft
57	WEATHERING	L	4149.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TAJD **Name:** Taxiway A John Day **Use:** TAXIWAY **Area:** 142,994 SqFt

Section: 02 of 3 **From:** Taxiway A2 **To:** Taxiway A5 **Last Const.:** 9/3/1996

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

Area: 111,487 SqFt **Length:** 4,445 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/1996	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2001	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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: 9/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**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:** 22 **Surveyed:** 6

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	148.00	Ft
48	L & T CR	M	160.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	220.00	Ft
48	L & T CR	M	56.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	35.00	Ft
48	L & T CR	L	78.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	44.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 19 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	220.00	Ft
48	L & T CR	M	86.00	Ft
50	PATCHING	L	250.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 22 **Type:** R **Area:** 6050.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	231.00	Ft
48	L & T CR	M	20.00	Ft
57	WEATHERING	L	6050.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TAJD **Name:** Taxiway A John Day **Use:** TAXIWAY **Area:** 142,994 SqFt

Section: 03 of 3 **From:** Taxiway A5 **To:** Taxiway A6 **Last Const.:** 6/3/2008

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

Area: 20,358 SqFt **Length:** 480 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: 6/1/2008	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2008	**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:** 4 **Surveyed:** 3

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3710.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	102.00	Ft
48	L & T CR	M	72.00	Ft
57	WEATHERING	L	3710.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5250.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	M	70.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5250.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	M	71.00	Ft
57	WEATHERING	L	5250.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TAJD **Name:** Taxiway A John Day **Use:** TAXIWAY **Area:** 142,994 SqFt

Section: 01 of 3 **From:** Taxiway A1 **To:** Taxiway A2 **Last Const.:** 6/3/2008

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

Area: 11,149 SqFt **Length:** 300 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: 6/1/2008	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2008	**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:** 2 **Surveyed:** 2

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5250.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	82.00	Ft
48	L & T CR	M	95.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5899.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	13.00	Ft
48	L & T CR	M	34.00	Ft
48	L & T CR	M	13.00	Ft
57	WEATHERING	L	5899.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TB3JD **Name:** Taxiway B3 John Day **Use:** TAXIWAY **Area:** 37,625 SqFt

Section: 01 of 1 **From:** R17 **To:** TC **Last Const.:** 9/4/2020

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

Area: 37,625 SqFt **Length:** 450 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 9/1/2020	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2020	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2020	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7339.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	7339.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5644.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5644.00	SqFt

Sample Number: 03 **Type:** R **Area:** 7913.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	7913.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5370.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5370.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6867.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6867.00	SqFt

Sample Number: 06 **Type:** R **Area:** 4485.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4485.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TC1/C2JD **Name:** Taxiways C1/C2 John Day **Use:** TAXIWAY **Area:** 28,446 SqFt

Section: 01 of 1 **From:** Runway 09 End **To:** - **Last Const.:** 6/3/2008

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

Area: 28,446 SqFt **Length:** 658 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: 6/1/2008	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2008	**Work Type:** Base Course - Crushed Aggregate	**Code:** BA-CA	**Is Major M&R:** False
Work Date: 6/3/2008	**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

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

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3775.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	179.00	Ft
48	L & T CR	M	39.00	Ft
50	PATCHING	L	48.00	SqFt
57	WEATHERING	L	3775.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3949.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	57.00	Ft
48	L & T CR	L	110.00	Ft
48	L & T CR	M	29.00	Ft
50	PATCHING	L	62.00	SqFt
57	WEATHERING	L	3949.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6938.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	160.00	Ft
48	L & T CR	M	128.00	Ft
50	PATCHING	L	49.00	SqFt
50	PATCHING	L	34.00	SqFt
57	WEATHERING	L	6938.00	SqFt

Sample Number: 04 **Type:** R **Area:** 3949.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	91.00	Ft
48	L & T CR	M	54.00	Ft
50	PATCHING	L	21.00	SqFt
57	WEATHERING	L	3949.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TC3JD **Name:** Taxiway C3 John Day **Use:** TAXIWAY **Area:** 17,686 SqFt

Section: 01 of 1 **From:** R09 **To:** TB3 **Last Const.:** 9/4/2020

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

Area: 17,686 SqFt **Length:** 185 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 9/1/2020	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2020	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2020	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4086.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4086.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5030.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5030.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2390.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2390.00	SqFt

Sample Number: 04 **Type:** R **Area:** 6153.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6153.00	SqFt

Network: GrantCty **Name:** Grant County Regional / Ogilvie Field

Branch: TC4JD **Name:** Taxiway C4 JD **Use:** TAXIWAY **Area:** 15,347 SqFt

Section: 01 of 1 **From:** R09 **To:** TB3 **Last Const.:** 9/4/2020

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

Area: 15,347 SqFt **Length:** 185 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 9/1/2020	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/2/2020	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2020	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4991.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4991.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6697.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6697.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3653.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3653.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network: Grant County Regiona **Branch:** A01JD Apron 01 John Da **Section:** 01 **Surface:**AC

L.C.D. 9/3/2010 **Use:** APRON **Rank:** P **Length:** 175.00 (Ft) **Width:** 135.00 (Ft) **True Area:** 26164 (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
9/3/2010	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
9/2/2010	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-209
9/1/2010	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-154

Network: Grant County Regiona **Branch:** A01JD Apron 01 John Da **Section:** 02 **Surface:**AC

L.C.D. 9/2/1962 **Use:** APRON **Rank:** S **Length:** 43.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 1289.999819 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/1/1994	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1962	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1962	BA-AG	Base Course - Aggregate	0.00	9.00	☑	

Network: Grant County Regiona **Branch:** A02JD Apron 02 John Da **Section:** 01 **Surface:**AC

L.C.D. 9/3/1996 **Use:** APRON **Rank:** P **Length:** 322.00 (Ft) **Width:** 207.00 (Ft) **True Area:** 65469.00166 (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
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012, includes joint repair
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
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** A03JD Apron 03 John Da **Section:** 01 **Surface:**AC

L.C.D. 9/4/2020 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 46150.00113 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2020	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	P-403
9/3/2020	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
9/2/2020	SB-AG	Subbase - Aggregate	0.00	18.00	☐	
9/1/2020	FB-TX	Geotextile	0.00	0.00	☐	
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
9/3/2002	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT Class B
9/2/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	1-1/2" minus
9/1/2002	SB-AG	Subbase - Aggregate	0.00	18.00	☐	3" minus

Network: Grant County Regiona **Branch:** AH09JD H Apr 09 John Day **Section:** 01 **Surface:**AC

L.C.D. 9/3/1980 **Use:** APRON **Rank:** S **Length:** 82.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 4936.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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
9/2/1996	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1996	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	4.00	☑	
9/1/1980	SB-AG	Subbase - Aggregate	0.00	9.00	☑	

Network: Grant County Regiona **Branch:** AH09JD H Apr 09 John Day **Section:** 02 **Surface:**AC

L.C.D. 9/3/1980 **Use:** APRON **Rank:** S **Length:** 16.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 1137.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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
9/2/1996	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1996	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	4.00	☑	
9/1/1980	SB-AG	Subbase - Aggregate	0.00	9.00	☑	

Network: Grant County Regiona **Branch:** AHELIJD Helipad John Day **Section:** 01 **Surface:**PCC

L.C.D. 9/2/1999 **Use:** HELIPAD **Rank:** S **Length:** 20.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 400.0000100 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/1999	NC-PC	New Construction - PCC	0.00	0.00	☑	unk. thickness
9/1/1999	SB-AG	Subbase - Aggregate	0.00	6.00	☑	

Network: Grant County Regiona **Branch:** AHELIJD Helipad John Day **Section:** 02 **Surface:**AC

L.C.D. 9/2/1998 **Use:** HELIPAD **Rank:** S **Length:** 65.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 2039.000062 (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
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.10	☐	PMP 2008
9/2/1998	NC-AC	New Construction - AC	0.00	0.00	☑	unk. thickness
9/1/1998	BA-AG	Base Course - Aggregate	0.00	6.00	☑	

Network: Grant County Regiona **Branch:** R09JD Runway 09/27 Joh **Section:** 01 **Surface:**AC
L.C.D. 6/3/2008 **Use:** RUNWAY **Rank:** S **Length:** 1,100.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 66000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/3/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
6/2/2008	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	P-209
6/1/2008	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-152

Network: Grant County Regiona **Branch:** R09JD Runway 09/27 Joh **Section:** 02 **Surface:**AC
L.C.D. 8/3/2014 **Use:** RUNWAY **Rank:** S **Length:** 3,305.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 175373.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2014	CR-AC	Complete Reconstruction - AC	0.00	2.50	☑	P-401
8/2/2014	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-208
8/1/2014	SB-AG	Subbase - Aggregate	0.00	30.00	☐	Structural Fill
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	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
9/2/1996	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1996	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	4.00	☑	
9/1/1980	SB-AG	Subbase - Aggregate	0.00	9.00	☑	

Network: Grant County Regiona **Branch:** R17JD Runway 17/35 Joh **Section:** 01 **Surface:**AC
L.C.D. 6/3/2008 **Use:** RUNWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 18000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2015	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	PMP 2015
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
6/3/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
6/2/2008	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	P-209
6/1/2008	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-152

Network: Grant County Regiona **Branch:** R17JD Runway 17/35 Joh **Section:** 02 **Surface:**AC

L.C.D. 9/3/1996 **Use:** RUNWAY **Rank:** P **Length:** 4,500.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 270000.0067 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2015	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	PMP 2015
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012, Joint Repair
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
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** R17JD Runway 17/35 Joh **Section:** 03 **Surface:**AC

L.C.D. 6/3/2008 **Use:** RUNWAY **Rank:** P **Length:** 425.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 25500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2015	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	PMP 2015
9/1/2015	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2015
6/3/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
6/2/2008	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	P-209
6/1/2008	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-152

Network: Grant County Regiona **Branch:** T03JD Taxiway 03 John **Section:** 01 **Surface:**AC

L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** P **Length:** 17.00 (Ft) **Width:** 91.00 (Ft) **True Area:** 1883.000040 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	NC-AC	New Construction - AC	0.00	2.00	☑	
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	

Network: Grant County Regiona **Branch:** T03JD Taxiway 03 John **Section:** 02 **Surface:**AC

L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5710.000117 (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
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** T04JD Taxiway 04 John **Section:** 01 **Surface:**AC

L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** P **Length:** 37.00 (Ft) **Width:** 61.00 (Ft) **True Area:** 2262.000056 (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
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	NC-AC	New Construction - AC	0.00	2.00	☑	
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	

Network: Grant County Regiona **Branch:** T04JD Taxiway 04 John **Section:** 02 **Surface:**AC

L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 61.00 (Ft) **True Area:** 5094.000122 (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
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** T05JD Taxiway 05 John **Section:** 01 **Surface:**AC

L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** S **Length:** 30.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 986.0000165 (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
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** T05JD Taxiway 05 John **Section:** 02 **Surface:**AC

L.C.D. 7/1/2005 **Use:** TAXIWAY **Rank:** S **Length:** 257.50 (Ft) **Width:** 20.00 (Ft) **True Area:** 5150.000001 (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
7/1/2005	OL-ACTH	Overlay - Thin	0.00	2.40	☑	
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/2/1962	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1962	BA-AG	Base Course - Aggregate	0.00	7.00	☑	

Network: Grant County Regiona **Branch:** T06JD Taxiway 06 John **Section:** 01 **Surface:**AC

L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** S **Length:** 30.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 986.0000165 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** T06JD Taxiway 06 John **Section:** 02 **Surface:**AC

L.C.D. 7/1/2005 **Use:** TAXIWAY **Rank:** S **Length:** 257.50 (Ft) **Width:** 20.00 (Ft) **True Area:** 5150.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
7/1/2005	OL-ACTH	Overlay - Thin	0.00	2.40	☑	
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/2/1962	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1962	BA-AG	Base Course - Aggregate	0.00	7.00	☑	

Network: Grant County Regiona **Branch:** T07JD Taxiway 07 John **Section:** 01 **Surface:**AC

L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** S **Length:** 30.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 986.0000165 (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
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** T07JD Taxiway 07 John **Section:** 02 **Surface:**AC
L.C.D. 7/1/2005 **Use:** TAXIWAY **Rank:** S **Length:** 257.50 (Ft) **Width:** 20.00 (Ft) **True Area:** 5150.000001 (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
7/1/2005	OL-AT	Overlay - AC Thin	0.00	2.40	☑	
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
9/2/1979	SU-SB	Surface Course - BST	0.00	0.75	☑	
9/2/1962	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1962	BA-AG	Base Course - Aggregate	0.00	7.00	☐	

Network: Grant County Regiona **Branch:** T08JD Taxiway 08 John **Section:** 01 **Surface:**AC
L.C.D. 9/4/2020 **Use:** TAXIWAY **Rank:** P **Length:** 54.00 (Ft) **Width:** 330.00 (Ft) **True Area:** 18748.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2020	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	P-403
9/3/2020	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
9/2/2020	SB-AG	Subbase - Aggregate	0.00	18.00	☐	
9/1/2020	FB-TX	Geotextile	0.00	0.00	☐	
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
9/3/2002	NC-AC	New Construction - AC	0.00	2.00	☑	ODOT Class B
9/2/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	1-1/2" minus
9/1/2002	SB-AG	Subbase - Aggregate	0.00	18.00	☐	3" minus pit run

Network: Grant County Regiona **Branch:** T10JD Taxiway 10 John **Section:** 01 **Surface:**AC
L.C.D. 7/3/2005 **Use:** TAXIWAY **Rank:** S **Length:** 270.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 9050.000002 (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
7/3/2005	NC-AC	New Construction - AC	0.00	2.40	☑	
7/2/2005	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
7/1/2005	SB-AG	Subbase - Aggregate	0.00	12.00	☐	

Network: Grant County Regiona **Branch:** T11JD Taxiway 11 John **Section:** 01 **Surface:**AC
L.C.D. 7/3/2005 **Use:** TAXIWAY **Rank:** S **Length:** 248.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8526.000001 (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
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
7/3/2005	NC-AC	New Construction - AC	0.00	2.40	☑	
7/2/2005	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
7/1/2005	SB-AG	Subbase - Aggregate	0.00	12.00	☐	

Network: Grant County Regiona **Branch:** TA1JD Taxiway A1 John **Section:** 01 **Surface:**AC
L.C.D. 6/3/2008 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8386.000002 (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
6/3/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
6/2/2008	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	P-209
6/1/2008	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-152

Network: Grant County Regiona **Branch:** TA2JD Taxiway A2 John **Section:** 01 **Surface:**AC
L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** P **Length:** 207.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11470.00026 (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
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** TA2JD Taxiway A2 John **Section:** 02 **Surface:**AC
L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 772.0000002 (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
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
9/1/2004	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2004 Maint.
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** TA3JD Taxiway A3 John **Section:** 01 **Surface:**AC
L.C.D. 9/4/2020 **Use:** TAXIWAY **Rank:** S **Length:** 210.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 29030.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2020	NC-AC	New Construction - AC	0.00	4.00	☑	P-401
9/3/2020	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
9/2/2020	SB-AG	Subbase - Aggregate	0.00	18.00	☐	
9/1/2020	FB-TX	Geotextile	0.00	0.00	☐	

Network: Grant County Regiona **Branch:** TA5JD Taxiway A5 John **Section:** 01 **Surface:**AC
L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12426.00027 (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
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** TA6JD Taxiway A6 John **Section:** 01 **Surface:**AC
L.C.D. 6/3/2008 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8273.000002 (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
6/3/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
6/2/2008	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	P-209
6/1/2008	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-152

Network: Grant County Regiona **Branch:** TAJD Taxiway A John D **Section:** 01 **Surface:**AC
L.C.D. 6/3/2008 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 11149 (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
6/3/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
6/2/2008	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	P-209
6/1/2008	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-152

Network: Grant County Regiona **Branch:** TAJD Taxiway A John D **Section:** 02 **Surface:**AC
L.C.D. 9/3/1996 **Use:** TAXIWAY **Rank:** P **Length:** 4,445.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 111487.0027 (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
9/2/2012	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2012
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
6/1/2001	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/3/1996	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	ODOT CLASS C
9/2/1996	BA-AG	Base Course - Aggregate	0.00	4.00	☑	P-209
9/1/1996	SB-AG	Subbase - Aggregate	0.00	30.00	☑	P-152

Network: Grant County Regiona **Branch:** TAJD Taxiway A John D **Section:** 03 **Surface:**AC
L.C.D. 6/3/2008 **Use:** TAXIWAY **Rank:** P **Length:** 480.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 20358.00000 (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
6/3/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
6/2/2008	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	P-209
6/1/2008	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-152

Network: Grant County Regiona **Branch:** TB3JD Taxiway B3 John **Section:** 01 **Surface:**AC
L.C.D. 9/4/2020 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 37625.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2020	NC-AC	New Construction - AC	0.00	0.00	☑	P-401
9/3/2020	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
9/2/2020	SB-AG	Subbase - Aggregate	0.00	18.00	☐	
9/1/2020	FB-TX	Geotextile	0.00	0.00	☐	

Network: Grant County Regiona **Branch:** TC1/C2JD Taxiways C1/C2 J **Section:** 01 **Surface:**AC
L.C.D. 6/3/2008 **Use:** TAXIWAY **Rank:** S **Length:** 658.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 28446.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2012
6/3/2008	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
6/2/2008	BA-CA	Base Course - Crushed Aggregate	0.00	6.00	☐	P-209
6/1/2008	SB-AG	Subbase - Aggregate	0.00	30.00	☐	P-152

Network: Grant County Regiona **Branch:** TC3JD Taxiway C3 John **Section:** 01 **Surface:**AC
L.C.D. 9/4/2020 **Use:** TAXIWAY **Rank:** P **Length:** 185.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 17686.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2020	NC-AC	New Construction - AC	0.00	4.00	☑	P-401
9/3/2020	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
9/2/2020	SB-AG	Subbase - Aggregate	0.00	18.00	☐	
9/1/2020	FB-TX	Geotextile	0.00	0.00	☐	

Network: Grant County Regiona **Branch:** TC4JD Taxiway C4 JD **Section:** 01 **Surface:**AC
L.C.D. 9/4/2020 **Use:** TAXIWAY **Rank:** P **Length:** 185.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 15347.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2020	NC-AC	New Construction - AC	0.00	4.00	☑	P-401
9/3/2020	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
9/2/2020	SB-AG	Subbase - Aggregate	0.00	18.00	☐	
9/1/2020	FB-TX	Geotextile	0.00	0.00	☐	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	33	1,138,353.01	5.21	1.30
Base Course - Crushed Aggregate	8	186,112.00	6.00	0.00
Complete Reconstruction - AC	14	725,657.01	2.32	0.70
Crack Seal - Wide Cracks	3	187,615.00	0.00	0.00
Crack Sealing - AC	78	2,710,686.05	0.04	0.05
Geotextile	6	164,586.00	0.00	0.00
New Construction - AC	27	598,808.00	2.10	0.86
New Construction - PCC	1	400.00	0.00	0.00
Overlay - AC Thin	1	5,150.00	2.40	0.00
Overlay - Thin	2	10,300.00	2.40	0.00
Patching - AC Deep	8	475,317.01	0.00	0.00
Subbase - Aggregate	37	1,306,086.01	24.08	8.06
Surface Course - BST	1	5,150.00	0.75	0.00
Surface Seal - Fog Seal	13	489,531.01	0.10	0.00
Surface Treatment - Slurry Seal	6	494,946.01	0.25	0.25