2022 ODA Pavement Evaluation Program Lexington Airport

Lexington, Oregon

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Prepared for

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

Prepared by

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

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1 OVERVIEW

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

Lexington Airport is located in Lexington, Oregon, and is owned and operated by Morrow County. The airport consists of one runway that serves a variety of general aviation aircraft. The general location of the airport is shown below on Lexington Airport Location Map Figure 2.1.

Figure 2.1 - LEXINGTON AIRPORT LOCATION MAP

Lexington Airport contains one runway, one primary parallel taxiway, and multiple connector taxiways, taxilanes, and aprons. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC (AAC), and surface-treated (ST) pavements. The airport pavements, delineated by surface type and branch use, are shown on the Lexington Airport Percent of Pavement Area by Surface Type, Figure 2.2 and on the Lexington Pavement Area by Branch Use, Figure 2.3. The pavement inventory, including work history for each pavement section, is displayed spatially on the Lexington 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.

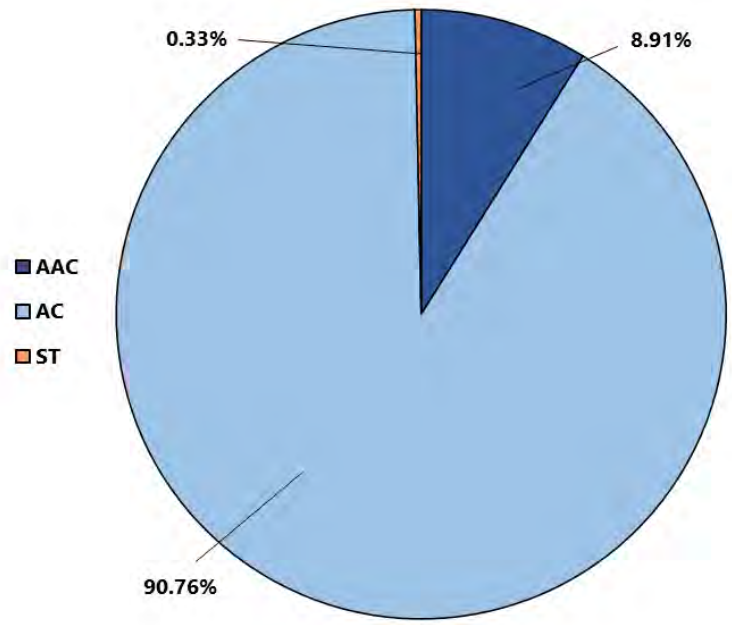


Figure 2.2 - LEXINGTON AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

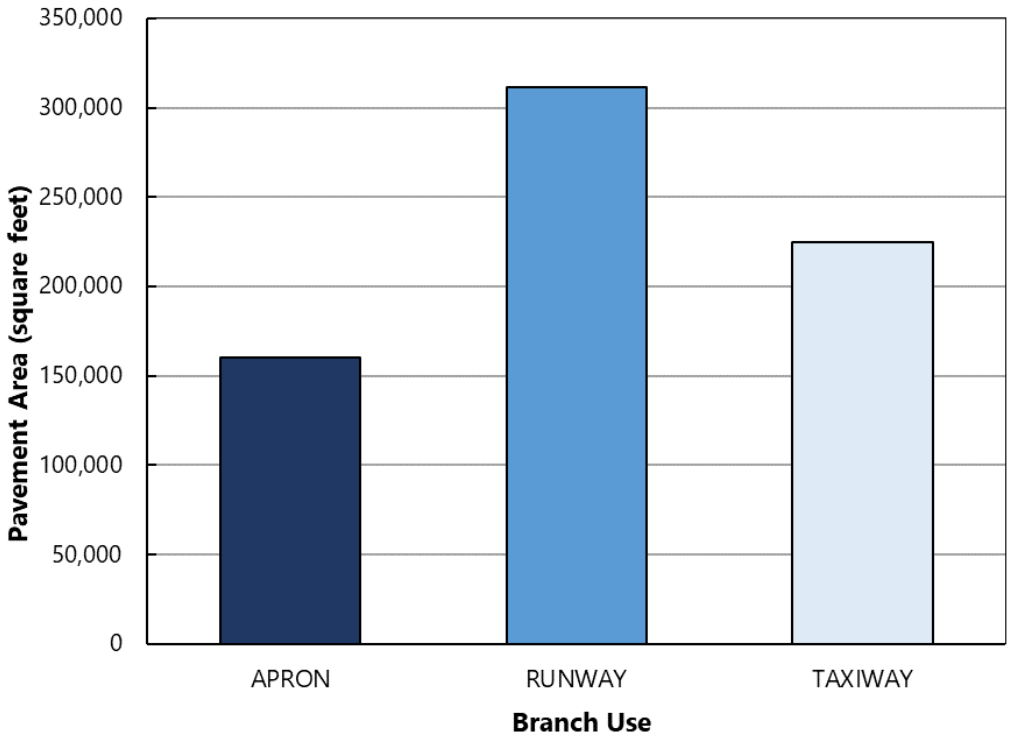
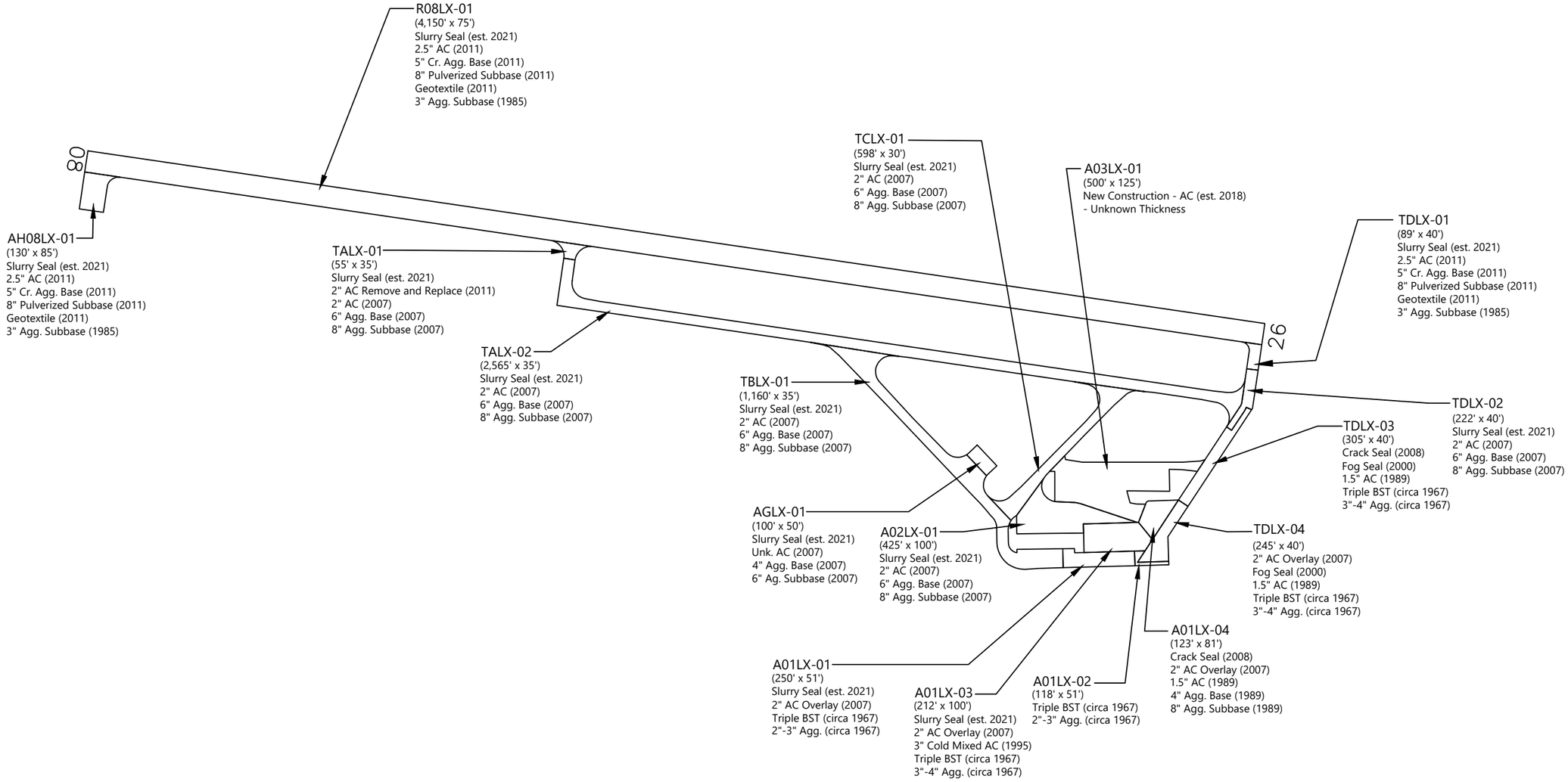
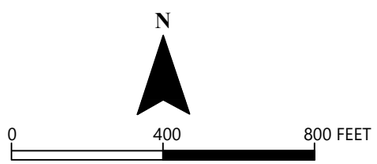


Figure 2.3 - LEXINGTON AIRPORT PAVEMENT AREA BY BRANCH USE



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



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STATEWIDE PAVEMENT EVALUATION PROGRAM

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

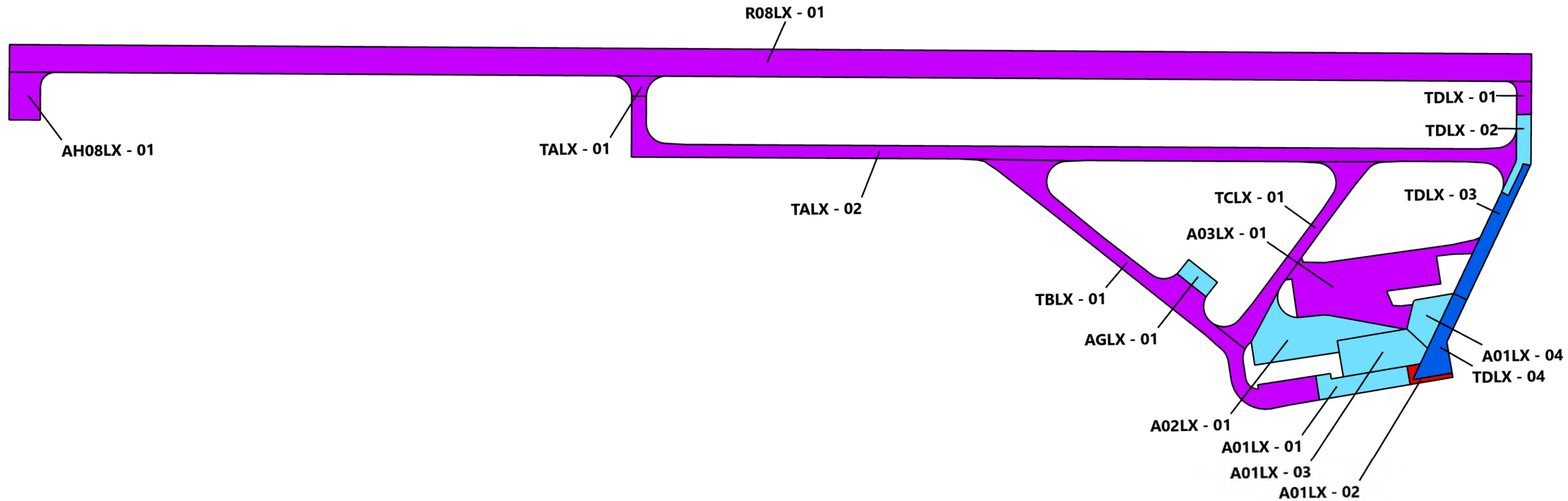
Table 3-1: ASTM PCI RATING SCALE

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 Lexington Airport is approximately 88. The section PCIs ranged from a low of 7 to a high of 95. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, raveling, and patching on AC-surfaced pavements.

Section PCIs following our pavement survey are displayed below spatially on the 2022 PCI Survey Results Lexington 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

0 300 600 Feet

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2022 PCI SURVEY RESULTS
LEXINGTON AIRPORT

MAY 2023 JOB NO. 6593-C FIG. 3.1

The condition distribution of the network by percent of total pavement area is provided on the Lexington Airport Pavement Condition Rating by Percent of Area, Figure 3.2. A summary of the pavement condition results by branch and section are included in Tables 2B and 3B of Appendix B, respectively. A comparison between the previous inspection and the 2022 inspection is provided in Table 4B in Appendix B. The re-inspection report that includes inspection details for individual sample units is provided in Table 1E in Appendix E.

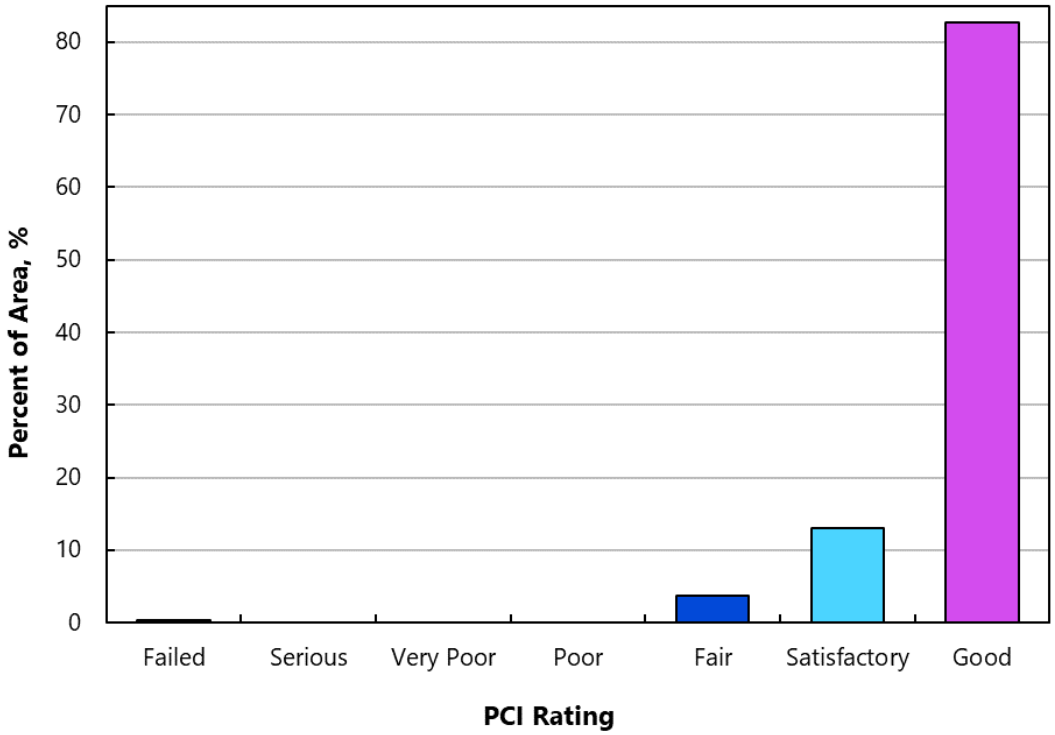


Figure 3.2 - LEXINGTON AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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 Lexington Airport are displayed on Figures 1C through 3C in Appendix C.

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 88 to a value of 81 in 2027 and 73 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 Lexington Airport is displayed spatially on the Future Pavement Condition Lexington Airport, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

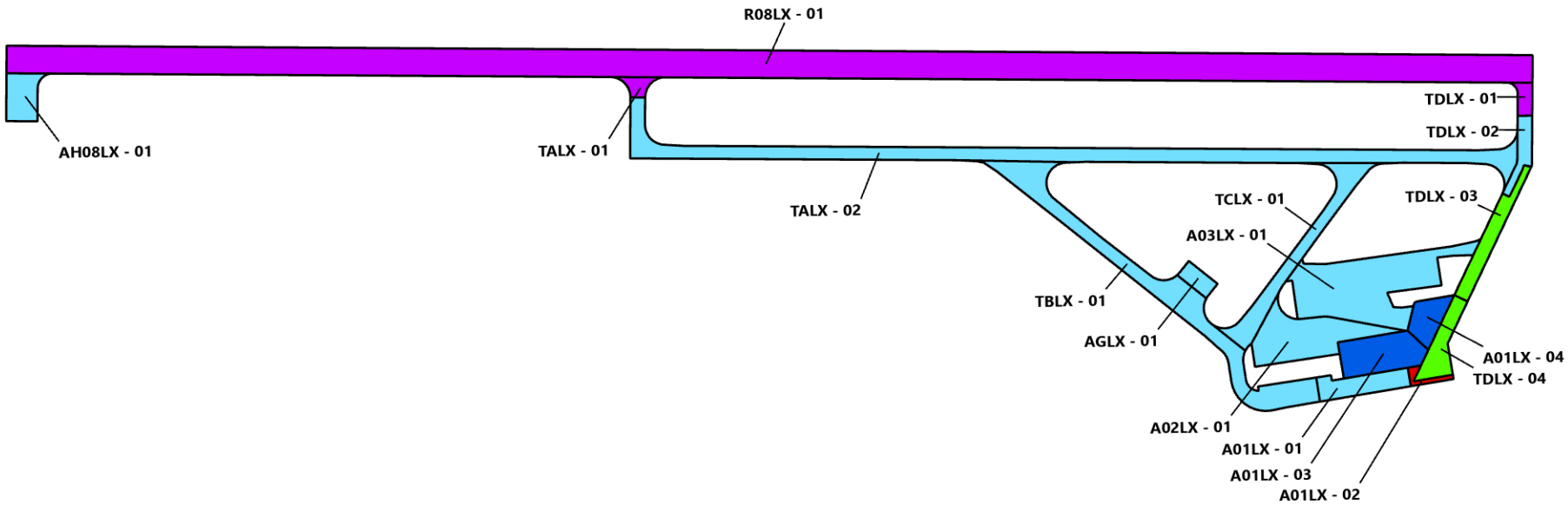
4.3 Functional Remaining Life

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.

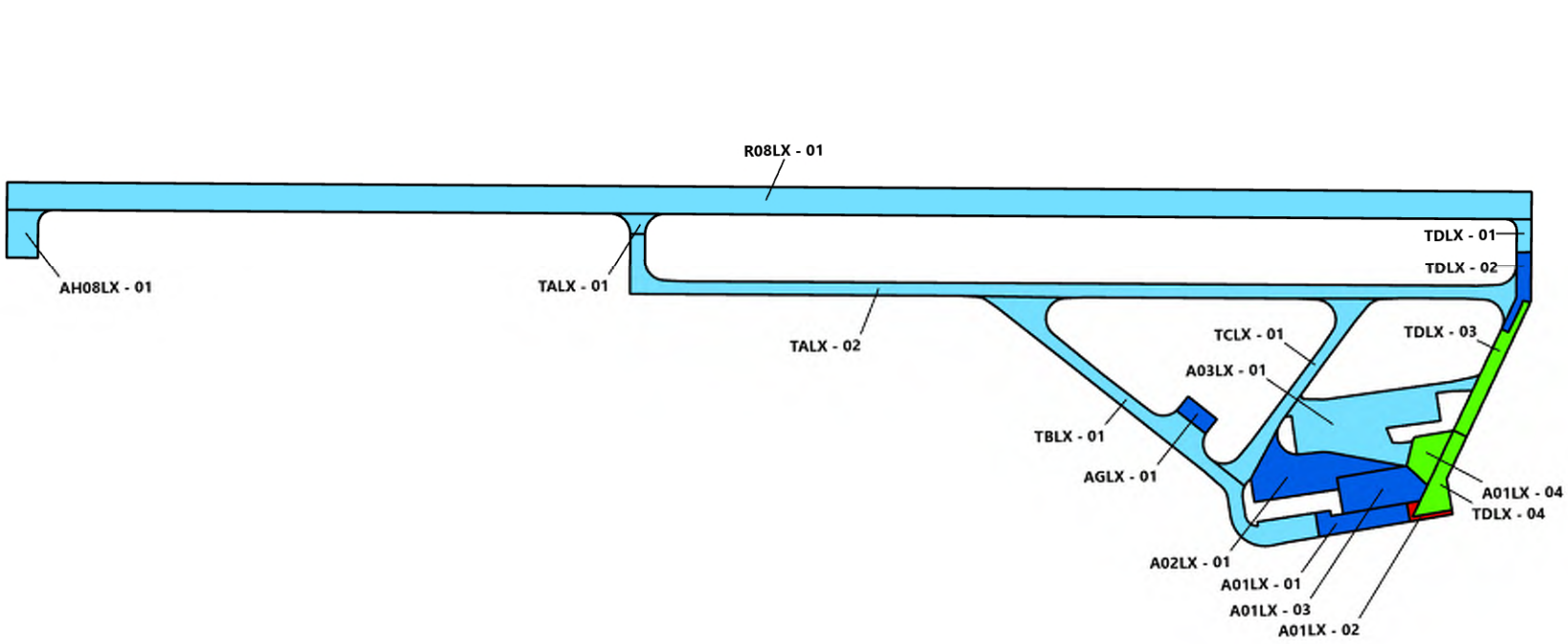
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Lexington Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3 of Appendix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

0 500 1,000 Feet

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FUTURE PAVEMENT CONDITION
LEXINGTON 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 Lexington Airport Pavement Network General Treatment Type Distribution Based on PCI, Figure 5.1 displays a breakdown of the Lexington Airport network pavement condition by percent of area and general M&R treatment categories. Approximately 95.9%, 3.8%, and 0.3% of the area require preservation treatments, rehabilitation, and reconstruction, respectively.

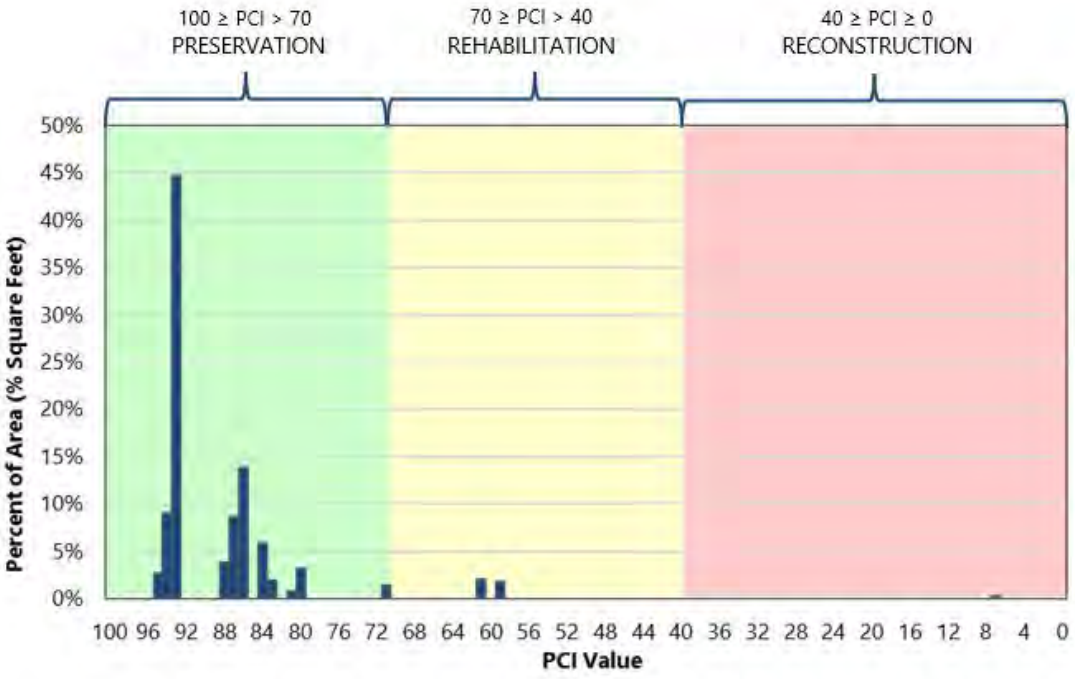


Figure 5.1 - LEXINGTON AIRPORT PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

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

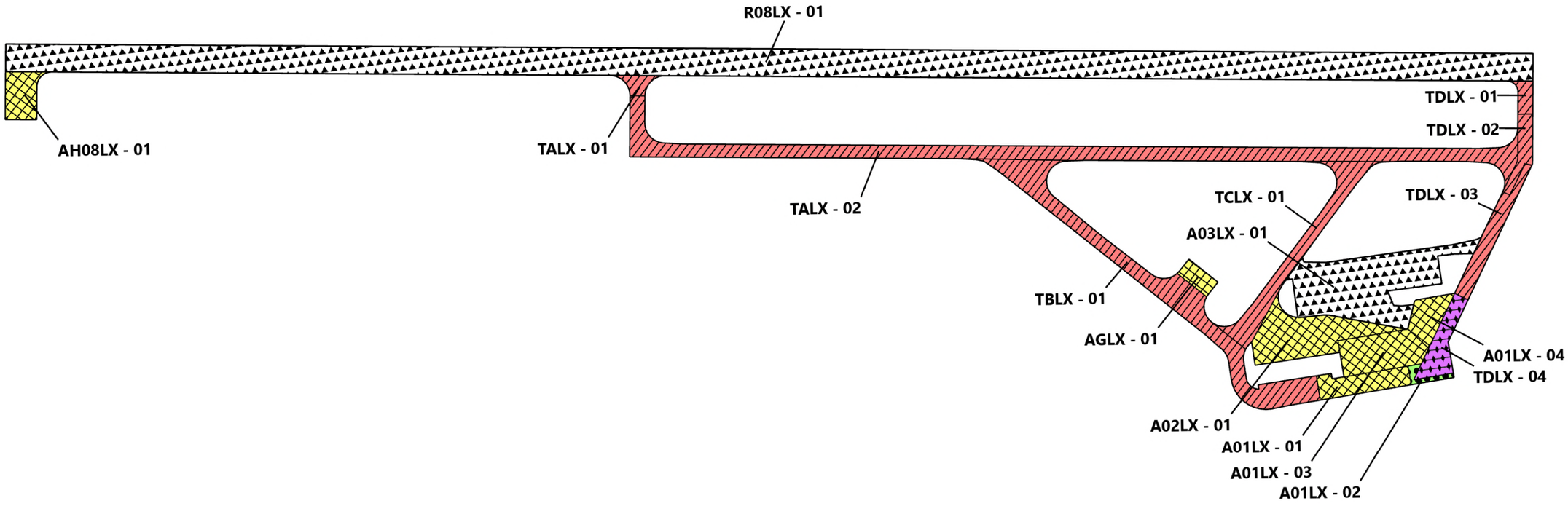
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	22,117 linear feet
Asphalt Concrete Full-Depth Patching	432 linear feet

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 and M&R projects. We then reviewed the project list and refined it into practical construction projects for each year. A summary of global and 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 Lexington Airport, Figure 5.2.

Table 5-2: GLOBAL MAINTENANCE AND REHABILITATION QUANTITIES

Global Maintenance or Rehabilitation Operation	Quantity, square feet
Reconstruction	2,290
Overlay	12,405
Fog Seal	95,372
Slurry Seal	212,228



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

N

0 300 600 Feet

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5-YEAR PAVEMENT MANAGEMENT PLAN
LEXINGTON 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 Lexington 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 Lexington Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,

RENEWS: 06/2023

Lindsi A. Hammond, PE
Principal

Matthew A. Haynes, PE
Project Engineer

Ana-Maria Coca, PhD
Engineering Staff

This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Lexington Airport is located in Lexington, Oregon, and is owned and operated by Morrow County. The pavement network/facilities at Lexington Airport serve a variety of general aviation aircraft. Lexington Airport consists of one runway, one primary parallel taxiway, multiple connector taxiways, taxilanes, and several aprons. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC (AAC), and surface treated (ST) pavements.

The current airport pavement management system (APMS) network at Lexington Airport has an approximate area of 696,045 square feet square feet of paved airside facilities. The pavement network has previously been divided (by others) into a hierarchical order of branches, sections, and sample units that facilitate inspection and maintenance planning. The pavement facilities summarized by branch and section are listed in Tables 1A and 2A, respectively. Pavement sections and the sample unit layout for each section are shown on Figure 1A in this appendix.

A.2 BRANCHES

A branch, as defined in the PAVER system, is a facility that is a readily identifiable part of a pavement system and has a distinct function. For airports, branches typically consist of individual runways, taxiways, and aprons. The current pavement network for Lexington Airport contains 10 branches, tabulated in Table 1A and shown on Figure 1A.

A.3 SECTIONS AND SAMPLE UNITS

A pavement section is the smallest management unit used when considering the application and selection of maintenance and rehabilitation (M&R) repairs and treatments and is defined by Section 2.1.8 of ASTM International (ASTM) D5340 as *"a contiguous pavement area having uniform construction, maintenance, usage history, and condition."* All sections should also have the same traffic volume and load intensity. The current pavement network included in the PAVER database for Lexington Airport contains 17 sections that are managed by Morrow County, which are tabulated in Table 2A and shown spatially on Figure 1A.

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

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

To facilitate the visual survey of the airport pavement, each section is further subdivided into smaller areas called sample units. Similar sizing of these units is critical, and studies have found that maintaining the size of the sample units to within 40% of the established normal distribution reduces the standard error of the average pavement condition index (PCI) values. To meet this criterion, the ASTM method recommends sample units for flexible pavements be 5,000 ± 2,000 square feet. 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 Lexington Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible pavement that reflect similar rates used for other large airport pavement networks. In general, this sampling rate distribution provides a 92% confidence level with a standard error of eight PCI points.

Sample unit locations at Lexington 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 – LEXINGTON AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01LX	Apron 01 Lexington	4	47,740
A02LX	Apron 02 Lexington	1	33,525
A03LX	Apron 03 Lexington	1	62,500
AGLX	Ag Apron Lexington	1	5,004
AH08LX	H Apr 08 Lexington	1	11,393
R08LX	Runway 08/26 Lexington	1	311,250
TALX	Taxiway A Lexington	2	99,473
TBLX	Taxiway B Lexington	1	60,530
TCLX	Taxiway C Lexington	1	27,004
TDLX	Taxiway D Lexington	4	37,626

Table 2A - LEXINGTON AIRPORT CURRENT PAVEMENT INVENTORY

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD[1]	Surface Type
A01LX	Apron 01 Lexington	APRON	01	T02-03	T05-01	P	250	51	13,376	9/1/2007	AC
A01LX	Apron 01 Lexington	APRON	02	A01LX-01	TDLX-04	P	118	51	2,290	8/2/1967	ST
A01LX	Apron 01 Lexington	APRON	03	T01-01	A01-04	P	212	100	21,941	9/1/2007	AAC
A01LX	Apron 01 Lexington	APRON	04	A01-03	T02-03	P	123	81	10,133	9/1/2007	AAC
A02LX	Apron 02 Lexington	APRON	01	TCLX-01	T01LX-01	P	425	100	33,525	9/3/2007	AC
A03LX	Apron 03 Lexington	APRON	01	TC	TD	P	500	125	62,500	1/1/2018	AC
AGLX	Ag Apron Lexington	APRON	01	TBLX-01	-	P	100	50	5,004	9/3/2007	AC
AH08LX	H Apr 08 Lexington	APRON	01	R08 End	Edge	P	130	85	11,393	9/4/2011	AC
R08LX	Runway 08/26 Lexington	RUNWAY	01	R08 End	R26 End	P	4,150	75	311,250	9/4/2011	AC
TALX	Taxiway A Lexington	TAXIWAY	01	R08LX-01	Section 02	P	55	35	3,470	9/2/2011	AAC
TALX	Taxiway A Lexington	TAXIWAY	02	Section 01	TDLX-01	P	2,536	35	96,003	9/3/2007	AC
TBLX	Taxiway B Lexington	TAXIWAY	01	TALX-01	TELX-01	P	1,160	35	60,530	9/3/2007	AC
TCLX	Taxiway C Lexington	TAXIWAY	01	TALX-01	TBLX-01	P	598	30	27,004	9/3/2007	AC
TDLX	Taxiway D Lexington	TAXIWAY	01	R26 End	TD-02	P	89	40	3,790	9/4/2011	AC
TDLX	Taxiway D Lexington	TAXIWAY	02	TDLX-01	TDLX-03	P	222	40	7,379	9/3/2007	AC
TDLX	Taxiway D Lexington	TAXIWAY	03	TD-02	A01-01	P	305	40	14,052	8/1/1989	AAC
TDLX	Taxiway D Lexington	TAXIWAY	04	Section 03	Apron 01	P	245	40	12,405	9/1/2007	AAC

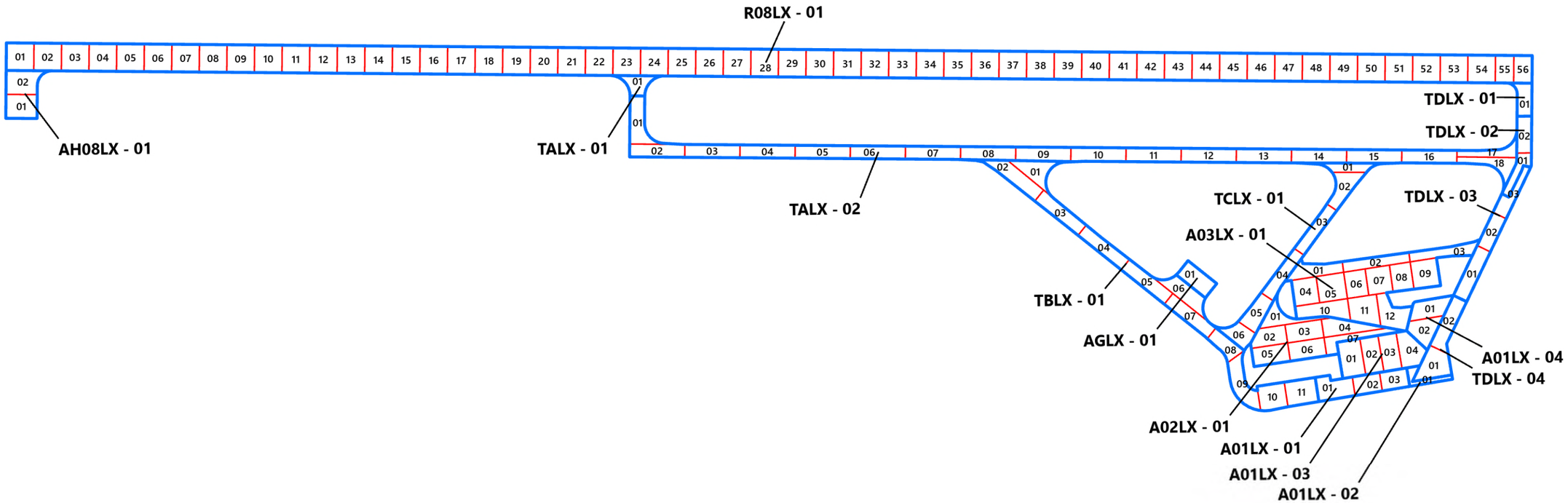
Abbreviations:
P = Primary pavement, AC = Asphalt Concrete, ST = Surface Treatment, AAC = AC overlaid AC

Note:
[1] LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)

Table 3A: EXAMPLE SAMPLE RATES FOR AC PAVEMENTS

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

Note: AC = Asphalt Concrete



SECTION

SAMPLE UNIT

N

0 300 600 Feet

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SAMPLE UNIT LAYOUT

LEXINGTON 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) distress types are presented in Table 1B. A summary of the pavement condition results by branch and section are included in Tables 2B and 3B of Appendix B, respectively.

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

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

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

To obtain the section PCI, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional"– defined as nonrepresentative instead of random- are not extrapolated over the entire section but merely added to the extrapolated quantity. The PCI rating scale presented previously in Table 3-1 of Section 3.1 and 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.

- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering.

- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/ fatigue cracking, depressions, potholes, and swelling.

  Other factors: Oil spillage, jet blast erosion, bleeding, patching.

  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, 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 Lexington Airport pavement network consists of 10 branches and 17 sections. A total of 52 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 Lexington Airport is approximately 88, which corresponds to a PCI rating of Good.

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

Table 2B - LEXINGTON AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01LX	4	47,740	APRON	75	Satisfactory
A02LX	1	33,525	APRON	84	Satisfactory
A03LX	1	62,500	APRON	94	Good
AGLX	1	5,004	APRON	81	Satisfactory
AH08LX	1	11,393	APRON	95	Good
R08LX	1	311,250	RUNWAY	93	Good
TALX	2	99,473	TAXIWAY	86	Good
TBLX	1	60,530	TAXIWAY	87	Good
TCLX	1	27,004	TAXIWAY	88	Good
TDLX	4	37,626	TAXIWAY	68	Fair

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	8	160,162	86
RUNWAY	1	311,250	93
TAXIWAY	8	224,633	84
ALL	**17**	**696,045**	**88**

Abbreviation: PCI = Pavement Condition Index

Table 3B - LEXINGTON 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
A01LX	01	9/1/2007	AC	APRON	7/1/2022	15	83	Satisfactory	57	43	0
A01LX	02	8/2/1967	ST	APRON	7/1/2022	55	7	Failed	57	43	0
A01LX	03	9/1/2007	AAC	APRON	7/1/2022	15	80	Satisfactory	100	0	0
A01LX	04	9/1/2007	AAC	APRON	7/1/2022	15	71	Satisfactory	80	20	0
A02LX	01	9/3/2007	AC	APRON	7/1/2022	15	84	Satisfactory	100	0	0
A03LX	01	1/1/2018	AC	APRON	7/1/2022	5	94	Good	100	0	0
AGLX	01	9/3/2007	AC	APRON	7/1/2022	15	81	Satisfactory	100	0	0
AH08LX	01	9/4/2011	AC	APRON	7/1/2022	11	95	Good	100	0	0
R08LX	01	9/4/2011	AC	RUNWAY	7/1/2022	11	93	Good	100	0	0
TALX	01	9/2/2011	AAC	TAXIWAY	7/1/2022	11	95	Good	100	0	0
TALX	02	9/3/2007	AC	TAXIWAY	7/1/2022	15	86	Good	100	0	0
TBLX	01	9/3/2007	AC	TAXIWAY	7/1/2022	15	87	Good	100	0	0
TCLX	01	9/3/2007	AC	TAXIWAY	7/1/2022	15	88	Good	100	0	0
TDLX	01	9/4/2011	AC	TAXIWAY	7/1/2022	11	95	Good	100	0	0
TDLX	02	9/3/2007	AC	TAXIWAY	7/1/2022	15	84	Satisfactory	100	0	0
TDLX	03	8/1/1989	AAC	TAXIWAY	7/1/2022	33	61	Fair	71	29	0
TDLX	04	9/1/2007	AAC	TAXIWAY	7/1/2022	15	59	Fair	100	0	0

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

Table 4B - LEXINGTON 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			
A01LX	01	AC	13,376	9/1/2007	84	Satisfactory	6/10/2017	83	Satisfactory	10	-0.20	NORMAL
A01LX	02	ST	2,290	8/2/1967	7	Failed	6/10/2017	7	Failed	50	0.00	NONE
A01LX	03	AAC	21,941	9/1/2007	80	Satisfactory	6/10/2017	80	Satisfactory	10	0.00	NONE
A01LX	04	AAC	10,133	9/1/2007	63	Fair	6/10/2017	71	Satisfactory	10	1.58	NONE
A02LX	01	AC	33,525	9/3/2007	79	Satisfactory	6/10/2017	84	Satisfactory	10	0.99	NONE
A03LX	01	AC	62,500	1/1/2018	-	Good	6/10/2017	94	Good	N/A[5]	N/A	N/A
AGLX	01	AC	5,004	9/3/2007	94	Good	6/10/2017	81	Satisfactory	10	-2.57	NORMAL
AH08LX	01	AC	11,393	9/4/2011	86	Good	6/10/2017	95	Good	6	1.78	NONE
R08LX	01	AC	311,250	9/4/2011	98	Good	6/10/2017	93	Good	6	-0.99	NORMAL
TALX	01	AAC	3,470	9/2/2011	88	Good	6/10/2017	95	Good	6	1.38	NONE
TALX	02	AC	96,003	9/3/2007	91	Good	6/10/2017	86	Good	10	-0.99	NORMAL
TBLX	01	AC	60,530	9/3/2007	85	Satisfactory	6/10/2017	87	Good	10	0.40	NONE
TCLX	01	AC	27,004	9/3/2007	88	Good	6/10/2017	88	Good	10	0.00	NONE
TDLX	01	AC	3,790	9/4/2011	81	Satisfactory	6/10/2017	95	Good	6	2.77	NONE
TDLX	02	AC	7,379	9/3/2007	75	Satisfactory	6/10/2017	84	Satisfactory	10	1.78	NONE
TDLX	03	AAC	14,052	8/1/1989	68	Fair	6/10/2017	61	Fair	28	-1.38	NORMAL
TDLX	04	AAC	12,405	9/1/2007	70	Fair	6/10/2017	59	Fair	10	-2.17	NORMAL

Abbreviations:

[1] AC = Asphalt Concrete, ST = Surface Treatment, AAC = AC overlaid AC

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

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

[4] Δ PCI/yr = Change in PCI points per year between 2017 survey and 2022 survey

GRI

APPENDIX C

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 Lexington 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 Lexington Airport. For each model, we reviewed the data in order to filter out any inconsistent or inaccurate data or any data that fall outside boundary values set by PAVER. After outliers are removed and the data are checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" are provided on Figures 1C through 3C below.

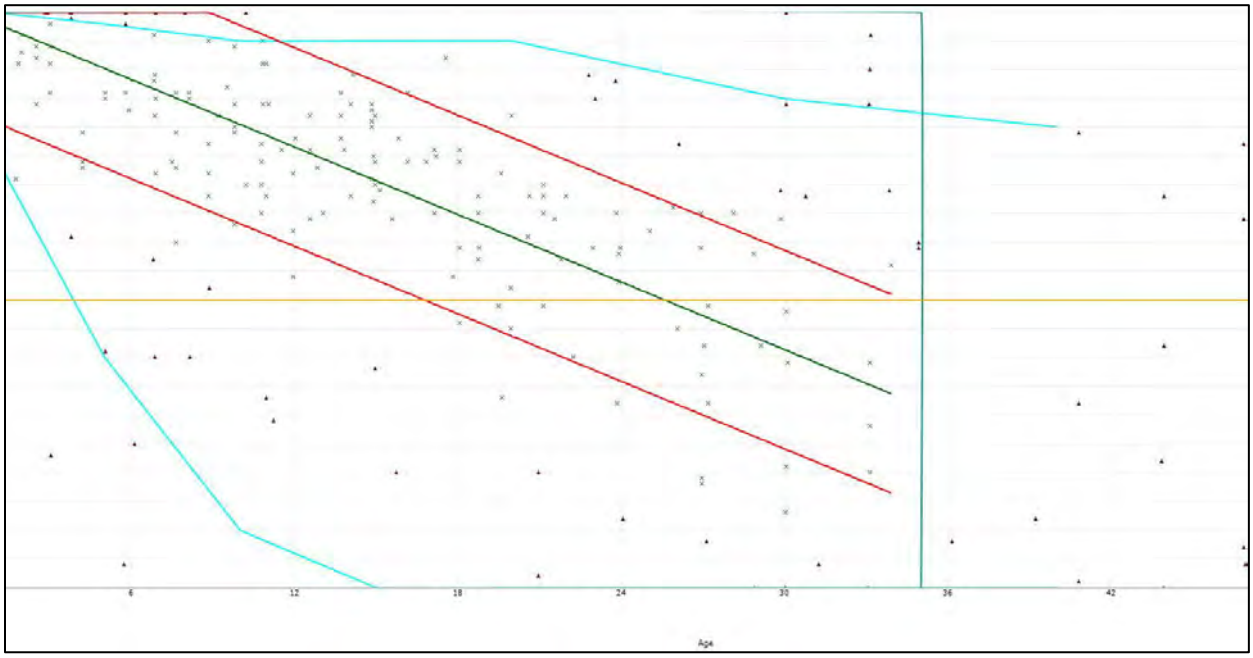

Figure 1C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 4 AC AND AAC APRONS

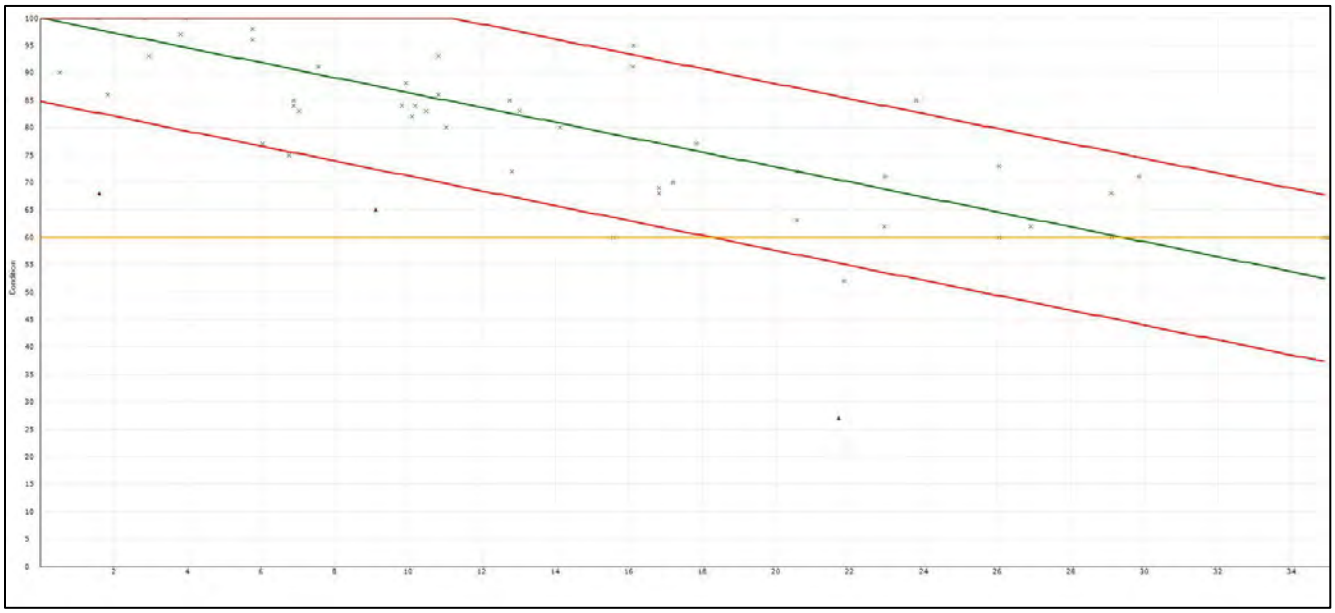

Figure 2C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 4 AC AND AAC RUNWAYS

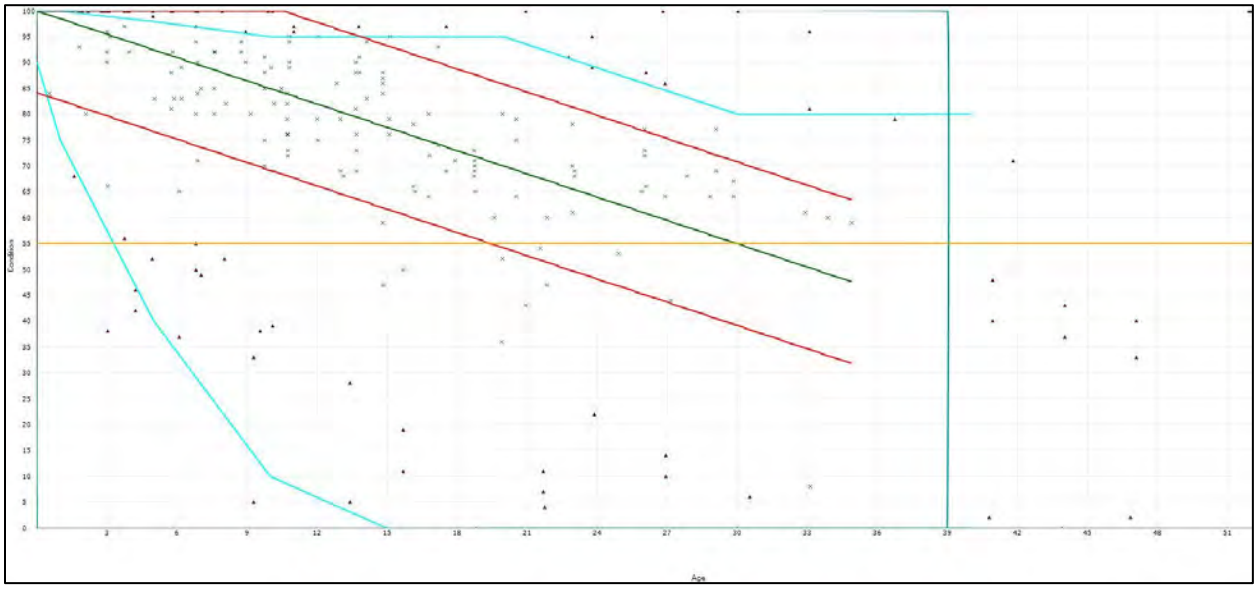

Figure 3C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 4 AC AND AAC TAXIWAYS

C.3 CRITICAL PCI

Each of the condition-prediction models have an assigned critical PCI. The critical PCI is the point at which the pavement condition begins to deteriorate more quickly over time. As the condition deteriorates to a worse state, major M&R is triggered because the cost to apply localized M&R increases significantly. Pavement sections with PCI above the critical value are given a higher priority for funding during budget analysis in order to prevent them from deteriorating to the point where more costly rehabilitation is necessary. We used the following critical PCI values at Lexington 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 Lexington 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 Lexington Airport, the time until rehabilitation, and the time until the pavement is no longer operational due to high foreign object debris potential and increased safety concerns for trafficking aircraft (PCI less than 40). The results of the functional life analysis are provided in Table 2C.

Table 1C - PAST, PRESENT AND FUTURE PCI

BranchID	SectionID	Past Inspection PCI 2017	Current PCI 2022	Predicted Future PCI 2027	Predicted Future PCI 2032
A01LX	01	84	83	73	63
A01LX	02	7	7	0	0
A01LX	03	80	80	70	60
A01LX	04	63	71	61	51
A02LX	01	79	84	74	64
A03LX	01	-	94	84	74
AGLX	01	94	81	71	61
AH08LX	01	86	95	85	75
R08LX	01	98	93	86	79
TALX	01	88	95	88	80
TALX	02	91	86	79	71
TBLX	01	85	87	80	72
TCLX	01	88	88	81	73
TDLX	01	81	95	88	80
TDLX	02	75	84	77	69
TDLX	03	68	61	54	46
TDLX	04	70	59	52	44

Abbreviation: PCI = Pavement Condition Index

Table 2C - LEXINGTON AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service Life
A01LX	01	AC	83	16 - 20	50	> 20
A01LX	02	ST	7	0 - 5	50	0 - 5
A01LX	03	AAC	80	11 - 15	50	> 20
A01LX	04	AAC	71	6 - 10	50	11 - 15
A02LX	01	AC	84	16 - 20	50	> 20
A03LX	01	AC	94	> 20	50	> 20
AGLX	01	AC	81	11 - 15	50	> 20
AH08LX	01	AC	95	> 20	50	> 20
R08LX	01	AC	93	> 20	60	> 20
TALX	01	AAC	95	> 20	55	> 20
TALX	02	AC	86	> 20	55	> 20
TBLX	01	AC	87	> 20	55	> 20
TCLX	01	AC	88	> 20	55	> 20
TDLX	01	AC	95	> 20	55	> 20
TDLX	02	AC	84	> 20	55	> 20
TDLX	03	AAC	61	0 - 5	55	11 - 15
TDLX	04	AAC	59	0 - 5	55	11 - 15

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

[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 Lexington 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 Lexington 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 Lexington 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: LEXINGTON 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 and M&R activities is provided in Table 4D of this appendix.

Table 3D - LEXINGTON AIRPORT NETWORK MAINTENANCE REPORT

Network	Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
Lexington	A01LX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	617	Ft	$2.40	$1,481	$3,467
Lexington	A01LX	01	Alligator Cracking	Medium	Patching - AC Deep	33	SqFt	$60.00	$1,986	
Lexington	A01LX	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	250	Ft	$2.40	$600	$18,981
Lexington	A01LX	02	Alligator Cracking	High	Patching - AC Deep	307	SqFt	$60.00	$18,381	
Lexington	A01LX	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,656	Ft	$2.40	$3,975	$3,975
Lexington	A01LX	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	168	Ft	$2.40	$403	$2,658
Lexington	A01LX	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	443	Ft	$2.40	$1,063	
Lexington	A01LX	04	Alligator Cracking	Medium	Patching - AC Deep	19	SqFt	$60.00	$1,192	
Lexington	A02LX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,377	Ft	$2.40	$3,304	$4,227
Lexington	A02LX	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	385	Ft	$2.40	$923	
Lexington	AGLX	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	46	Ft	$2.40	$110	$672
Lexington	AGLX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	234	Ft	$2.40	$562	
Lexington	AH08LX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	104	Ft	$2.40	$250	$250
Lexington	R08LX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	5,487	Ft	$2.40	$13,169	$13,169
Lexington	TALX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	35	Ft	$2.40	$84	$84
Lexington	TALX	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	4,615	Ft	$2.40	$11,077	$11,077
Lexington	TBLX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,643	Ft	$2.40	$6,343	$6,343
Lexington	TCLX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,065	Ft	$2.40	$2,556	$2,556
Lexington	TDLX	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	40	Ft	$2.40	$96	$96
Lexington	TDLX	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	408	Ft	$2.40	$979	$979
Lexington	TDLX	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	697	Ft	$2.40	$1,673	$7,754
Lexington	TDLX	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	726	Ft	$2.40	$1,744	
Lexington	TDLX	03	Alligator Cracking	Medium	Patching - AC Deep	72	SqFt	$60.00	$4,337	
Lexington	TDLX	04	Block Cracking	Medium	Crack Sealing - AC	305	Ft	$2.40	$732	$2,690
Lexington	TDLX	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	686	Ft	$2.40	$1,647	
Lexington	TDLX	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	130	Ft	$2.40	$312	

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	TALX	02	TAXIWAY	AC	86	Slurry Seal	96,003	$0.40	$38,402
	TCLX	01	TAXIWAY	AC	88	Slurry Seal	27,004	$0.40	$10,802
	TDLX	02	TAXIWAY	AC	84	Slurry Seal	7,379	$0.40	$2,952
	TDLX	03	TAXIWAY	AAC	61	Slurry Seal	14,052	$0.40	$5,621
	TBLX	01	TAXIWAY	AC	87	Slurry Seal	60,530	$0.40	$24,212
	TALX	01	TAXIWAY	AAC	95	Slurry Seal	3,470	$0.40	$1,388
	TDLX	01	TAXIWAY	AC	95	Slurry Seal	3,790	$0.40	$1,516
2025	A01LX	03	APRON	AAC	80	Fog Seal	21,941	$0.24	$5,266
	A01LX	04	APRON	AAC	71	Fog Seal	10,133	$0.24	$2,432
	AGLX	01	APRON	AC	81	Fog Seal	5,004	$0.24	$1,201
	A01LX	01	APRON	AC	83	Fog Seal	13,376	$0.24	$3,210
	A02LX	01	APRON	AC	84	Fog Seal	33,525	$0.24	$8,046
	AH08LX	01	APRON	AC	95	Fog Seal	11,393	$0.24	$2,734
2026	A01LX	02	APRON	ST	7	Reconstruction	2,290	$13.32	$30,504
2028	TDLX	04	TAXIWAY	AAC	59	Overlay	12,405	$5.88	$72,939

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete, AAC = AC overlaid AC; ST = Surface Treatment

Cost Summary	
2024 Total Project Cost	$84,892
2025 Total Project Cost	$22,889
2026 Total Project Cost	$30,504
2027 Total Project Cost	$0
2028 Total Project Cost	$72,939
Total 5-Year Project Cost	**$211,224**

GRI

APPENDIX E

Reinspection Report

Re-Inspection Report

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

Network: Lexington **Name:** Lexington

Branch: A01LX **Name:** Apron 01 Lexington **Use:** APRON **Area:** 47,740 SqFt

Section: 03 of 4 **From:** T01-01 **To:** A01-04 **Last Const.:** 9/1/2007

Surface: AAC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 21,941 SqFt **Length:** 212 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: 8/1/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1967	**Work Type:** Surface Course - Triple Bitum.	**Code:** SU-TB	**Is Major M&R:** True
Work Date: 8/1/1990	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 8/1/1995	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/2007	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**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:** 6325.00 SqFt **PCI:** 82

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	163.00	Ft
48	L & T CR	L	240.00	Ft

Sample Number: 02 **Type:** R **Area:** 4991.00 SqFt **PCI:** 80

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	389.00	Ft
48	L & T CR	L	13.00	Ft

Sample Number: 03 **Type:** R **Area:** 4991.00 SqFt **PCI:** 79

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	250.00	Ft
48	L & T CR	L	176.00	Ft

Network: Lexington **Name:** Lexington

Branch: A01LX **Name:** Apron 01 Lexington **Use:** APRON **Area:** 47,740 SqFt

Section: 01 of 4 **From:** T02-03 **To:** T05-01 **Last Const.:** 9/1/2007

Surface: AC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 13,376 SqFt **Length:** 250 Ft **Width:** 51 Ft

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

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

Section Comments:

Work Date: 8/1/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1967	**Work Type:** Surface Treatment - Chip	**Code:** ST-CS	**Is Major M&R:** True
Work Date: 9/1/2007	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5711.00 SqFt **PCI:** 86

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	56.00	Ft
48	L & T CR	L	210.00	Ft

Sample Number: 02 **Type:** R **Area:** 3825.00 SqFt **PCI:** 77

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	M	10.00	SqFt
48	L & T CR	L	122.00	Ft
48	L & T CR	L	52.00	Ft

Network: Lexington **Name:** Lexington

Branch: A01LX **Name:** Apron 01 Lexington **Use:** APRON **Area:** 47,740 SqFt

Section: 04 of 4 **From:** A01-03 **To:** T02-03 **Last Const.:** 9/1/2007

Surface: AAC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 10,133 SqFt **Length:** 123 Ft **Width:** 81 Ft

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

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

Section Comments:

Work Date: 1/1/1989	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 8/1/1989	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1989	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1989	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2001	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2007	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/2/2008	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**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:** 5153.00 SqFt **PCI:** 72

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	175.00	Ft
48	L & T CR	M	43.00	Ft
48	L & T CR	M	25.00	Ft
50	PATCHING	L	251.00	SqFt
57	WEATHERING	L	5153.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4980.00 SqFt **PCI:** 69

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	M	6.00	SqFt
48	L & T CR	L	119.00	Ft
48	L & T CR	L	149.00	Ft
48	L & T CR	M	100.00	Ft
50	PATCHING	L	14.00	SqFt
50	PATCHING	L	40.00	SqFt
50	PATCHING	L	54.00	SqFt

Network: Lexington **Name:** Lexington

Branch: A01LX **Name:** Apron 01 Lexington **Use:** APRON **Area:** 47,740 SqFt

Section: 02 of 4 **From:** A01LX-01 **To:** TDLX-04 **Last Const.:** 8/2/1967

Surface: ST **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 2,290 SqFt **Length:** 118 Ft **Width:** 51 Ft

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

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

Section Comments:

Work Date: 8/1/1967 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/2/1967 **Work Type:** Surface Treatment - Chip **Code:** ST-CS **Is Major M&R:** True

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

Conditions: **PCI:** 7

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2290.00 SqFt **PCI:** 7

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	H	240.00	SqFt
48	L & T CR	M	250.00	Ft
52	RAVELING	M	2290.00	SqFt

Network: Lexington **Name:** Lexington

Branch: A02LX **Name:** Apron 02 Lexington **Use:** APRON **Area:** 33,525 SqFt

Section: 01 of 1 **From:** TCLX-01 **To:** T01LX-01 **Last Const.:** 9/3/2007

Surface: AC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 33,525 SqFt **Length:** 425 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: 9/1/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Surface Course - AC	**Code:** SU-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	156.00	Ft

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	157.00	Ft
48	L & T CR	L	7.00	Ft
48	L & T CR	M	27.00	Ft
48	L & T CR	M	24.00	Ft

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	163.00	Ft
48	L & T CR	L	100.00	Ft
48	L & T CR	L	33.00	Ft
48	L & T CR	M	121.00	Ft

Network: Lexington **Name:** Lexington

Branch: A03LX **Name:** Apron 03 Lexington **Use:** APRON **Area:** 62,500 SqFt

Section: 01 of 1 **From:** TC **To:** TD **Last Const.:** 1/1/2018

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

Area: 62,500 SqFt **Length:** 500 Ft **Width:** 125 Ft

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

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

Section Comments: Estimated construction date

Work Date: 1/1/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2022 **TotalSamples:** 12 **Surveyed:** 12

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5023.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5023.00 SqFt

Sample Number: 02 **Type:** R **Area:** 5023.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5023.00 SqFt

Sample Number: 03 **Type:** R **Area:** 5023.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5023.00 SqFt

Sample Number: 04 **Type:** R **Area:** 4872.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4872.00 SqFt

Sample Number: 05 **Type:** R **Area:** 5482.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5482.00 SqFt

Sample Number: 06 **Type:** R **Area:** 4262.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4262.00 SqFt

Sample Number: 07 **Type:** R **Area:** 4872.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4872.00 SqFt

Sample Number: 08 **Type:** R **Area:** 4232.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4232.00 SqFt

Sample Number: 09 **Type:** R **Area:** 5511.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5511.00 SqFt

Sample Number: 10 **Type:** R **Area:** 6189.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 6189.00 SqFt

Sample Number: 11 **Type:** R **Area:** 5942.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5942.00 SqFt

Sample Number: 12 **Type:** R **Area:** 6065.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6065.00	SqFt

Network: Lexington **Name:** Lexington

Branch: AGLX **Name:** Ag Apron Lexington **Use:** APRON **Area:** 5,004 SqFt

Section: 01 of 1 **From:** TBLX-01 **To:** - **Last Const.:** 9/3/2007

Surface: AC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 5,004 SqFt **Length:** 100 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/2023	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5004.00 SqFt **PCI:** 81

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	134.00	Ft
48	L & T CR	L	100.00	Ft
48	L & T CR	M	46.00	Ft

Network: Lexington **Name:** Lexington

Branch: AH08LX **Name:** H Apr 08 Lexington **Use:** APRON **Area:** 11,393 SqFt

Section: 01 of 1 **From:** R08 End **To:** Edge **Last Const.:** 9/4/2011

Surface: AC **Family:** 2022_Eastern_Cat4_Apron_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 11,393 SqFt **Length:** 130 Ft **Width:** 85 Ft

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

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

Section Comments:

Work Date: 9/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** True
Work Date: 9/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/3/1985	**Work Type:** Surface Course - Double Bitum.	**Code:** SU-DB	**Is Major M&R:** True
Work Date: 9/1/1989	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2001	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/2/2001	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2011	**Work Type:** Subbase - Pulverized AC	**Code:** SU-PA	**Is Major M&R:** False
Work Date: 9/2/2011	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/3/2011	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5525.00 SqFt **PCI:** 95

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	44.00	Ft

Sample Number: 02 **Type:** R **Area:** 5868.00 SqFt **PCI:** 95

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	60.00	Ft

Network: Lexington **Name:** Lexington

Branch: R08LX **Name:** Runway 08/26 Lexington **Use:** RUNWAY **Area:** 311,250 SqFt

Section: 01 of 1 **From:** R08 End **To:** R26 End **Last Const.:** 9/4/2011

Surface: AC **Family:** 2022_Eastern_Cat4_RW_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 311,250 SqFt **Length:** 4,150 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 8/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1985	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 8/1/1989	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2001	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/2/2001	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/1/2011	**Work Type:** Subbase - Pulverized AC	**Code:** SU-PA	**Is Major M&R:** False
Work Date: 9/2/2011	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/3/2011	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 56 **Surveyed:** 6

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 93

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	52.00	Ft
48	L & T CR	L	44.00	Ft
48	L & T CR	L	8.00	Ft

Sample Number: 11 **Type:** R **Area:** 5625.00 SqFt **PCI:** 91

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	150.00	Ft

Sample Number: 21 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	3.00	Ft
48	L & T CR	L	75.00	Ft
48	L & T CR	L	3.00	Ft

Sample Number: 31 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	75.00	Ft

Sample Number: 41 **Type:** R **Area:** 5625.00 SqFt **PCI:** 93

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	81.00	Ft
48	L & T CR	L	23.00	Ft

Sample Number: 51 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

Sample Comments: Created by Inspection Schedule

48	L & T CR		L	81.00 Ft

Network: Lexington **Name:** Lexington

Branch: TALX **Name:** Taxiway A Lexington **Use:** TAXIWAY **Area:** 99,473 SqFt

Section: 02 of 2 **From:** Section 01 **To:** TDLX-01 **Last Const.:** 9/3/2007

Surface: AC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 96,003 SqFt **Length:** 2,536 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 9/1/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Surface Course - AC	**Code:** SU-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 18 **Surveyed:** 5

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5250.00 SqFt **PCI:** 84

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	105.00	Ft
48	L & T CR	L	188.00	Ft

Sample Number: 05 **Type:** R **Area:** 5250.00 SqFt **PCI:** 88

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	157.00	Ft
48	L & T CR	L	49.00	Ft

Sample Number: 08 **Type:** R **Area:** 5250.00 SqFt **PCI:** 86

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	15.00	Ft
48	L & T CR	L	227.00	Ft

Sample Number: 12 **Type:** R **Area:** 5250.00 SqFt **PCI:** 87

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	150.00	Ft
48	L & T CR	L	60.00	Ft

Sample Number: 15 **Type:** R **Area:** 5250.00 SqFt **PCI:** 83

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	115.00	Ft
48	L & T CR	L	196.00	Ft

Network: Lexington **Name:** Lexington

Branch: TALX **Name:** Taxiway A Lexington **Use:** TAXIWAY **Area:** 99,473 SqFt

Section: 01 of 2 **From:** R08LX-01 **To:** Section 02 **Last Const.:** 9/2/2011

Surface: AAC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 3,470 SqFt **Length:** 55 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 9/1/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/2011	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 9/2/2011	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3470.00 SqFt **PCI:** 95

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	35.00	Ft

Network: Lexington **Name:** Lexington

Branch: TBLX **Name:** Taxiway B Lexington **Use:** TAXIWAY **Area:** 60,530 SqFt

Section: 01 of 1 **From:** TALX-01 **To:** TELX-01 **Last Const.:** 9/3/2007

Surface: AC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 60,530 SqFt **Length:** 1,160 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 9/1/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Surface Course - AC	**Code:** SU-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 6359.00 SqFt **PCI:** 89

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	190.00	Ft
48	L & T CR	L	24.00	Ft

Sample Number: 04 **Type:** R **Area:** 5320.00 SqFt **PCI:** 90

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	116.00	Ft
48	L & T CR	L	48.00	Ft

Sample Number: 07 **Type:** R **Area:** 5574.00 SqFt **PCI:** 86

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	77.00	Ft
48	L & T CR	L	173.00	Ft

Sample Number: 10 **Type:** R **Area:** 5168.00 SqFt **PCI:** 82

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	75.00	Ft
48	L & T CR	L	157.00	Ft
48	L & T CR	L	119.00	Ft

Network: Lexington **Name:** Lexington

Branch: TCLX **Name:** Taxiway C Lexington **Use:** TAXIWAY **Area:** 27,004 SqFt

Section: 01 of 1 **From:** TALX-01 **To:** TBLX-01 **Last Const.:** 9/3/2007

Surface: AC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 27,004 SqFt **Length:** 598 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: 9/1/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Surface Course - AC	**Code:** SU-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2022 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 4748.00 SqFt **PCI:** 90

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	140.00	Ft

Sample Number: 04 **Type:** R **Area:** 5130.00 SqFt **PCI:** 85

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	27.00	Ft
48	L & T CR	L	226.00	Ft

Sample Number: 05 **Type:** R **Area:** 4854.00 SqFt **PCI:** 88

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	105.00	Ft
48	L & T CR	L	83.00	Ft

Network: Lexington **Name:** Lexington

Branch: TDLX **Name:** Taxiway D Lexington **Use:** TAXIWAY **Area:** 37,626 SqFt

Section: 03 of 4 **From:** TD-02 **To:** A01-01 **Last Const.:** 8/1/1989

Surface: AAC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 14,052 SqFt **Length:** 305 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: 8/1/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1967	**Work Type:** Surface Course - Triple Bitum.	**Code:** SU-TB	**Is Major M&R:** True
Work Date: 1/1/1989	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 8/1/1989	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2000	**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

Last Insp. Date: 7/1/2022 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 55

Sample Comments: Created by Inspection Schedule

41	ALLIGATOR CR	M	30.00	SqFt
48	L & T CR	L	232.00	Ft
48	L & T CR	M	100.00	Ft
48	L & T CR	M	236.00	Ft
48	L & T CR	M	80.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 71

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	142.00	Ft
48	L & T CR	L	143.00	Ft
48	L & T CR	M	80.00	Ft
57	WEATHERING	L	4000.00	SqFt

Network: Lexington **Name:** Lexington

Branch: TDLX **Name:** Taxiway D Lexington **Use:** TAXIWAY **Area:** 37,626 SqFt

Section: 01 of 4 **From:** R26 End **To:** TD-02 **Last Const.:** 9/4/2011

Surface: AC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 3,790 SqFt **Length:** 89 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: 8/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1985	**Work Type:** Surface Course - Double Bitum.	**Code:** SU-DB	**Is Major M&R:** True
Work Date: 8/1/1989	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2001	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/2/2001	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2008	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2011	**Work Type:** Subbase - Pulverized AC	**Code:** SU-PA	**Is Major M&R:** False
Work Date: 9/2/2011	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/3/2011	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3790.00 SqFt **PCI:** 95

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	40.00	Ft

Network: Lexington **Name:** Lexington

Branch: TDLX **Name:** Taxiway D Lexington **Use:** TAXIWAY **Area:** 37,626 SqFt

Section: 02 of 4 **From:** TDLX-01 **To:** TDLX-03 **Last Const.:** 9/3/2007

Surface: AC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 7,379 SqFt **Length:** 222 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: 9/1/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Surface Course - AC	**Code:** SU-AC	**Is Major M&R:** True
Work Date: 8/1/2021	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3348.00 SqFt **PCI:** 83

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	55.00	Ft
48	L & T CR	L	141.00	Ft

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 85

Sample Comments: Created by Inspection Schedule

48	L & T CR	L	110.00	Ft
48	L & T CR	L	100.00	Ft

Network: Lexington **Name:** Lexington

Branch: TDLX **Name:** Taxiway D Lexington **Use:** TAXIWAY **Area:** 37,626 SqFt

Section: 04 of 4 **From:** Section 03 **To:** Apron 01 **Last Const.:** 9/1/2007

Surface: AAC **Family:** 2022_Eastern_Cat4_Taxiway_AC/AAC **Zone:** 9S9 **Category:** N **Rank:** P

Area: 12,405 SqFt **Length:** 245 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: 8/1/1967	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1967	**Work Type:** Surface Course - Triple Bitum.	**Code:** SU-TB	**Is Major M&R:** True
Work Date: 8/1/1989	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/2000	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/2007	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True

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

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6217.00 SqFt **PCI:** 58

Sample Comments: Created by Inspection Schedule

43	BLOCK CR	M	1000.00	SqFt
48	L & T CR	L	130.00	Ft
48	L & T CR	M	120.00	Ft
57	WEATHERING	L	6217.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6187.00 SqFt **PCI:** 60

Sample Comments: Created by Inspection Schedule

48	L & T CR	M	166.00	Ft
48	L & T CR	M	400.00	Ft
57	WEATHERING	L	6187.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network: Lexington **Branch:** A01LX Apron 01 Lexingto **Section:** 01 **Surface:**AC
L.C.D. 9/1/2007 **Use:** APRON **Rank:** P **Length:** 250.00 (Ft) **Width:** 51.00 (Ft) **True Area:** 13376.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	4,681.60	0.00	☐	estimated date
9/1/2007	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/2/1967	ST-CS	Surface Treatment - Chip	0.00	0.50	☑	circa 1967, Triple BST
8/1/1967	BA-AG	Base Course - Aggregate	0.00	2.00	☐	circa 1967, between 2-3 in.

Network: Lexington **Branch:** A01LX Apron 01 Lexingto **Section:** 02 **Surface:**ST
L.C.D. 8/2/1967 **Use:** APRON **Rank:** P **Length:** 118.00 (Ft) **Width:** 51.00 (Ft) **True Area:** 2290.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/2/1967	ST-CS	Surface Treatment - Chip	0.00	0.50	☑	circa 1967, Triple BST
8/1/1967	BA-AG	Base Course - Aggregate	0.00	2.00	☐	circa 1967, between 2-3 in.

Network: Lexington **Branch:** A01LX Apron 01 Lexingto **Section:** 03 **Surface:**AAC
L.C.D. 9/1/2007 **Use:** APRON **Rank:** P **Length:** 212.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 21941.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	7,679.35	0.00	☐	estimated date
9/1/2007	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/1/1995	OL-AS	Overlay - AC Structural	0.00	3.00	☑	Cold mix AC
8/1/1990	NU-IN	New Construction - Initial	0.00	0.00	☑	
8/2/1967	SU-TB	Surface Course - Triple Bitum.	0.00	1.00	☑	
8/1/1967	BA-AG	Base Course - Aggregate	0.00	3.50	☐	circa 1967, between 3" - 4"

Network: Lexington **Branch:** A01LX Apron 01 Lexingto **Section:** 04 **Surface:**AAC
L.C.D. 9/1/2007 **Use:** APRON **Rank:** P **Length:** 123.00 (Ft) **Width:** 81.00 (Ft) **True Area:** 10133.00025 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2008	PA-AD	Patching - AC Deep	0.00	0.00	☐	PMP 2008
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
9/1/2007	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
6/1/2001	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
9/1/1995	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/3/1989	NC-AC	New Construction - AC	0.00	1.50	☑	
8/2/1989	BA-AG	Base Course - Aggregate	0.00	4.00	☐	
8/1/1989	SB-AG	Subbase - Aggregate	0.00	8.00	☐	
1/1/1989	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: Lexington **Branch:** A02LX Apron 02 Lexingto **Section:** 01 **Surface:**AC

L.C.D. 9/3/2007 **Use:** APRON **Rank:** P **Length:** 425.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 33525.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	11,733.75	0.00	☐	estimated date
9/3/2007	SU-AC	Surface Course - AC	0.00	2.00	☑	P-401
9/2/2007	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-208
9/1/2007	SB-AG	Subbase - Aggregate	0.00	8.00	☐	P-154

Network: Lexington **Branch:** A03LX Apron 03 Lexingto **Section:** 01 **Surface:**AC

L.C.D. 1/1/2018 **Use:** APRON **Rank:** P **Length:** 500.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 62500.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: Lexington **Branch:** AGLX Ag Apron Lexingt **Section:** 01 **Surface:**AC

L.C.D. 9/3/2007 **Use:** APRON **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5004.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2023	ST-SS	Surface Treatment - Slurry Seal	1,751.40	0.00	☐	estimated date
9/3/2007	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown thickness
9/2/2007	BA-AG	Base Course - Aggregate	0.00	4.00	☐	P-208
9/1/2007	SB-AG	Subbase - Aggregate	0.00	6.00	☐	P-154

Network: Lexington **Branch:** AH08LX H Apr 08 Lexingto **Section:** 01 **Surface:**AC

L.C.D. 9/4/2011 **Use:** APRON **Rank:** P **Length:** 130.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 11393.00027 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	3,987.55	0.00	☐	estimated date
9/4/2011	CR-AC	Complete Reconstruction - AC	0.00	2.50	☑	P401
9/3/2011	BA-AG	Base Course - Aggregate	0.00	5.00	☐	P209
9/2/2011	FB-TX	Geotextile	0.00	0.00	☐	
9/1/2011	SU-PA	Subbase - Pulverized AC	0.00	8.00	☐	
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
6/2/2001	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Oregon DOA 2001 Maint. Program
6/1/2001	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/1/1995	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1989	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
9/3/1985	SU-DB	Surface Course - Double Bitum.	0.00	0.75	☑	double shot BST
9/2/1985	BA-AG	Base Course - Aggregate	0.00	3.00	☑	Remaining subbase
9/1/1985	SB-AG	Subbase - Aggregate	0.00	8.00	☑	between 6" - 10"

Network: Lexington **Branch:** R08LX Runway 08/26 Lex **Section:** 01 **Surface:**AC
L.C.D. 9/4/2011 **Use:** RUNWAY **Rank:** P **Length:** 4,150.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 311250.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	108,937.50	0.00	☐	estimated date
9/4/2011	CR-AC	Complete Reconstruction - AC	0.00	2.50	☑	P401
9/3/2011	BA-AG	Base Course - Aggregate	0.00	5.00	☐	P209
9/2/2011	FB-TX	Geotextile	0.00	0.00	☐	
9/1/2011	SU-PA	Subbase - Pulverized AC	0.00	8.00	☐	
9/1/2008	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2008
6/2/2001	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Oregon DOA 2001 Maint. Program
6/1/2001	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1997	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1989	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/3/1985	SU-SB	Surface Course - BST	0.00	0.75	☑	
8/2/1985	BA-AG	Base Course - Aggregate	0.00	4.00	☐	
8/1/1985	SB-AG	Subbase - Aggregate	0.00	3.00	☐	Remaining subbase course

Network: Lexington **Branch:** TALX Taxiway A Lexingt **Section:** 01 **Surface:**AAC
L.C.D. 9/2/2011 **Use:** TAXIWAY **Rank:** P **Length:** 55.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3470 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	1,214.50	0.00	☐	estimated date
9/2/2011	SR-AC	Surface Reconstruction - AC	0.00	2.00	☑	
9/1/2011	MI-CO	Cold Milling	0.00	-2.00	☐	
9/3/2007	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	
9/2/2007	BA-AG	Base Course - Aggregate	0.00	6.00	☐	
9/1/2007	SB-AG	Subbase - Aggregate	0.00	8.00	☐	

Network: Lexington **Branch:** TALX Taxiway A Lexingt **Section:** 02 **Surface:**AC
L.C.D. 9/3/2007 **Use:** TAXIWAY **Rank:** P **Length:** 2,536.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 96003 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	33,601.05	0.00	☐	estimated date
9/3/2007	SU-AC	Surface Course - AC	0.00	2.00	☑	P-401
9/2/2007	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-208
9/1/2007	SB-AG	Subbase - Aggregate	0.00	8.00	☐	P-154

Network: Lexington **Branch:** TBLX Taxiway B Lexingt **Section:** 01 **Surface:**AC
L.C.D. 9/3/2007 **Use:** TAXIWAY **Rank:** P **Length:** 1,160.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 60530.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	21,185.50	0.00	☐	estimated date
9/3/2007	SU-AC	Surface Course - AC	0.00	2.00	☑	P-401
9/2/2007	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-208
9/1/2007	SB-AG	Subbase - Aggregate	0.00	8.00	☐	P-154

Network: Lexington **Branch:** TCLX Taxiway C Lexingt **Section:** 01 **Surface:**AC

L.C.D. 9/3/2007 **Use:** TAXIWAY **Rank:** P **Length:** 598.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 27004.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	9,451.40	0.00	☐	estimated date
9/3/2007	SU-AC	Surface Course - AC	0.00	2.00	☑	P-401
9/2/2007	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-208
9/1/2007	SB-AG	Subbase - Aggregate	0.00	8.00	☐	P-154

Network: Lexington **Branch:** TDLX Taxiway D Lexingt **Section:** 01 **Surface:**AC

L.C.D. 9/4/2011 **Use:** TAXIWAY **Rank:** P **Length:** 89.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3790.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	1,326.50	0.00	☐	estimated date
9/4/2011	CR-AC	Complete Reconstruction - AC	0.00	2.50	☑	
9/3/2011	BA-AG	Base Course - Aggregate	0.00	5.00	☐	P209
9/2/2011	FB-TX	Geotextile	0.00	0.00	☐	
9/1/2011	SU-PA	Subbase - Pulverized AC	0.00	8.00	☐	
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2008
6/2/2001	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Oregon DOA 2001 Maint. Program
6/1/2001	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Oregon DOA 2001 Maint. Program
9/1/1995	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1989	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
8/3/1985	SU-DB	Surface Course - Double Bitum.	0.00	0.75	☑	
8/2/1985	BA-AG	Base Course - Aggregate	0.00	3.00	☐	
8/1/1985	SB-AG	Subbase - Aggregate	0.00	8.00	☐	Depth estimated between 6-10 in.

Network: Lexington **Branch:** TDLX Taxiway D Lexingt **Section:** 02 **Surface:**AC

L.C.D. 9/3/2007 **Use:** TAXIWAY **Rank:** P **Length:** 222.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 7379.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2021	ST-SS	Surface Treatment - Slurry Seal	2,582.65	0.00	☐	estimated date
9/3/2007	SU-AC	Surface Course - AC	0.00	2.00	☑	P-401
9/2/2007	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-208
9/1/2007	SB-AG	Subbase - Aggregate	0.00	8.00	☐	P-154

Network: Lexington **Branch:** TDLX Taxiway D Lexingt **Section:** 03 **Surface:**AAC

L.C.D. 8/1/1989 **Use:** TAXIWAY **Rank:** P **Length:** 305.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 14052.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2008	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2008
9/1/2000	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
8/1/1989	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
1/1/1989	NU-IN	New Construction - Initial	0.00	0.00	☑	
8/2/1967	SU-TB	Surface Course - Triple Bitum.	0.00	1.00	☑	circa 1967, Triple BST
8/1/1967	BA-AG	Base Course - Aggregate	0.00	3.50	☐	circa 1967, between 3-4 in.

Network: Lexington **Branch:** TDLX Taxiway D Lexingt **Section:** 04 **Surface:**AAC

L.C.D. 9/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 245.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 12405.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2007	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
9/1/2000	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
8/1/1989	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
8/2/1967	SU-TB	Surface Course - Triple Bitum.	0.00	1.00	☑	circa 1967, Triple BST
8/1/1967	BA-AG	Base Course - Aggregate	0.00	3.50	☐	circa 1967, between 3-4 in.

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	19	959,978.00	4.39	1.35
Cold Milling	1	3,470.00	-2.00	0.00
Complete Reconstruction - AC	4	329,903.00	2.38	0.22
Crack Seal - Wide Cracks	3	332,776.00	0.00	0.00
Crack Sealing - AC	12	1,012,357.00	0.08	0.04
Geotextile	3	326,433.00	0.00	0.00
New Construction - AC	2	15,137.00	0.75	0.75
New Construction - Initial	4	108,626.00	0.00	0.00
Overlay - AC Structural	1	21,941.00	3.00	0.00
Overlay - AC Thin	9	410,745.00	1.78	0.25
Patching - AC Deep	1	10,133.00	0.00	0.00
Subbase - Aggregate	11	569,481.00	7.36	1.49
Subbase - Pulverized AC	3	326,433.00	8.00	0.00
Surface Course - AC	5	224,441.00	2.00	0.00
Surface Course - BST	1	311,250.00	0.75	0.00
Surface Course - Double Bitum.	2	15,183.00	0.75	0.00
Surface Course - Triple Bitum.	3	48,398.00	1.00	0.00
Surface Reconstruction - AC	1	3,470.00	2.00	0.00
Surface Seal - Fog Seal	3	36,590.00	0.10	0.00
Surface Treatment - Chip	2	15,666.00	0.50	0.00
Surface Treatment - Slurry Seal	15	921,098.00	0.10	0.20