

2022 ODA Pavement Evaluation Program McDermitt State Airport

McDermitt, 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 McDermitt State Airport in McDermitt, 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 McDermitt State Airport in 2022 in accordance with the procedures of Advisory Circular 150/5380-7B and ASTM International (ASTM) D5340. We uploaded the survey data into the PAVER database and used the software to provide a rapid calculation of the pavement condition index (PCI) rating. The PCI is a numerical indicator that defines the functional condition of the pavement based on visual inspection. The scale ranges from zero to 100, where zero represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

2 PAVEMENT INVENTORY

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



Figure 2.1 - MCDERMITT STATE AIRPORT LOCATION MAP

McDermitt State Airport contains one runway, connector taxiways, taxilanes, and one apron. Types of airside pavements include asphalt concrete (AC). The airport pavements, delineated by surface type and branch use, are shown on the McDermitt State Airport Percent of Pavement Area by Surface Type, Figure 2.2 and on the McDermitt State Pavement Area by Branch Use, Figure 2.3. The pavement inventory, including work history for each pavement section, is displayed spatially on the McDermitt State 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.

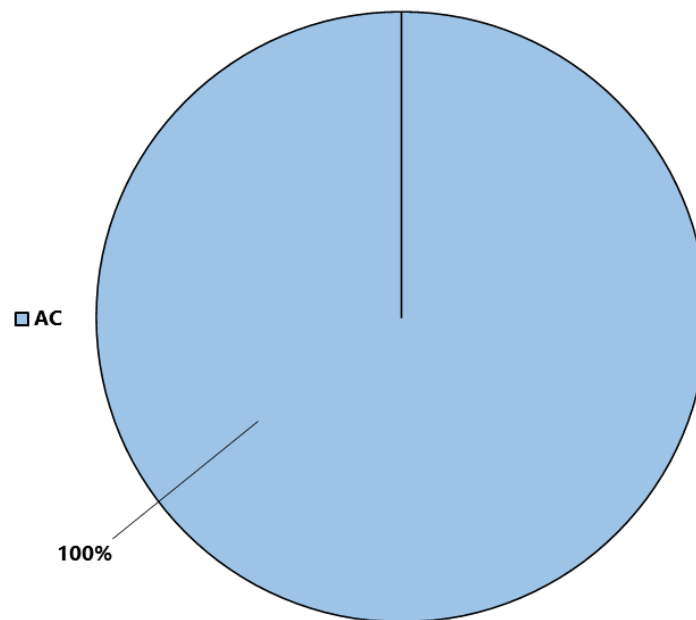


Figure 2.2 - MCDERMITT STATE AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

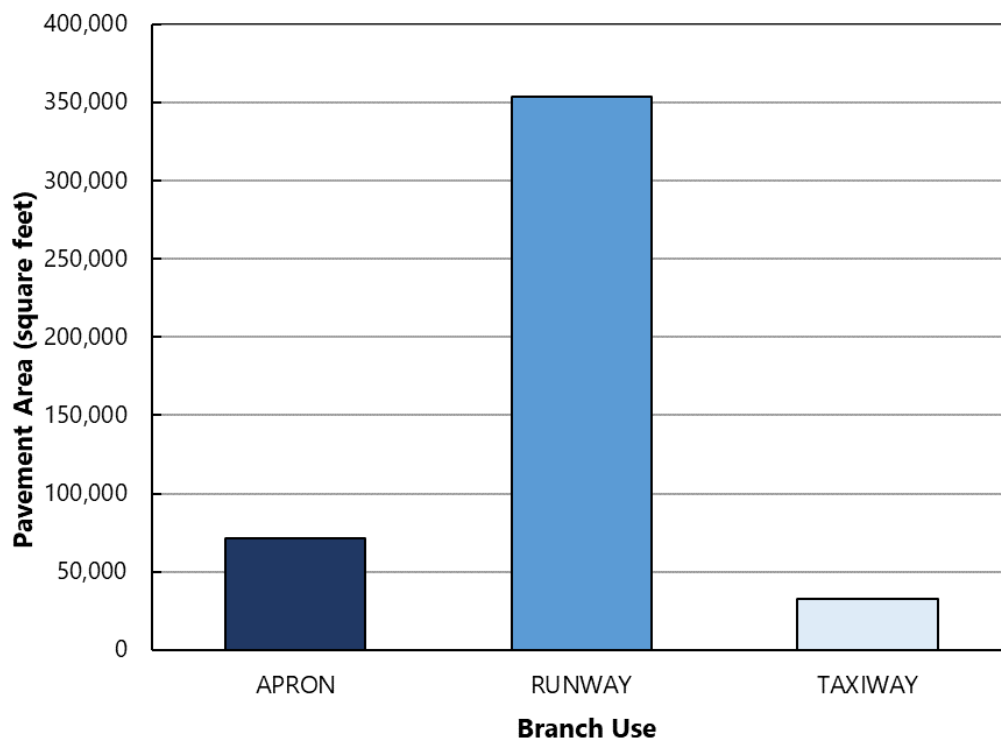
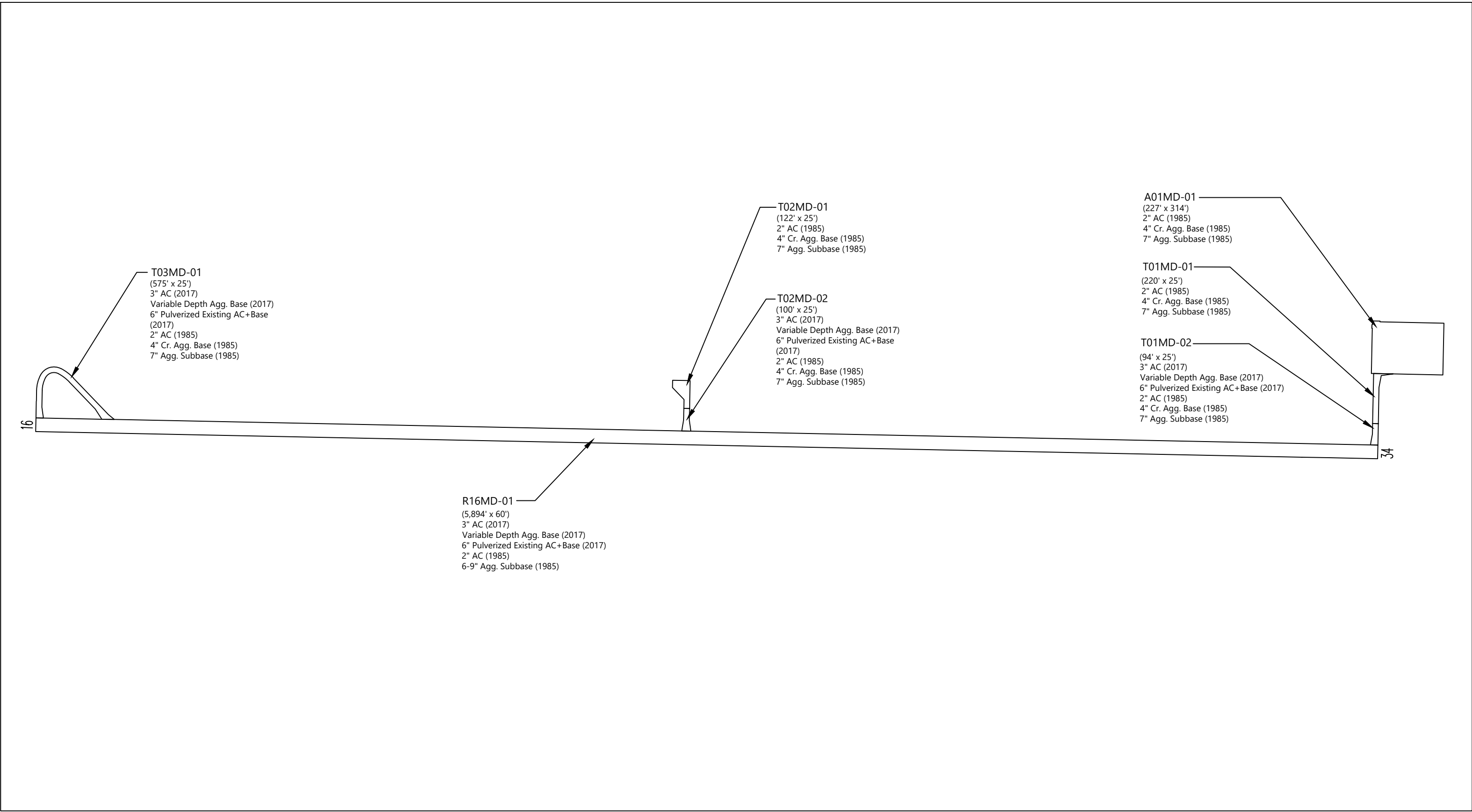
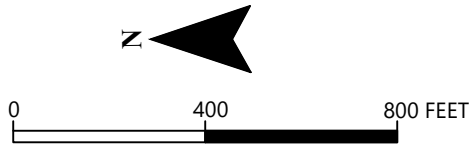


Figure 2.3 - MCDERMITT STATE AIRPORT PAVEMENT AREA BY BRANCH USE



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







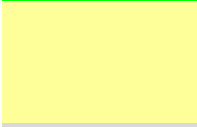

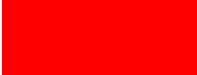
3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at McDermitt State Airport in March 2022. The 2022 survey work was performed on sections last inspected in 2017 in order to update the McDermitt State Airport inspection data. GRI performed the 2022 PCI survey in accordance with the methods described in FAA Advisory Circular 150/5380-6C and ASTM D5340, and further discussed in Appendix B of this report.

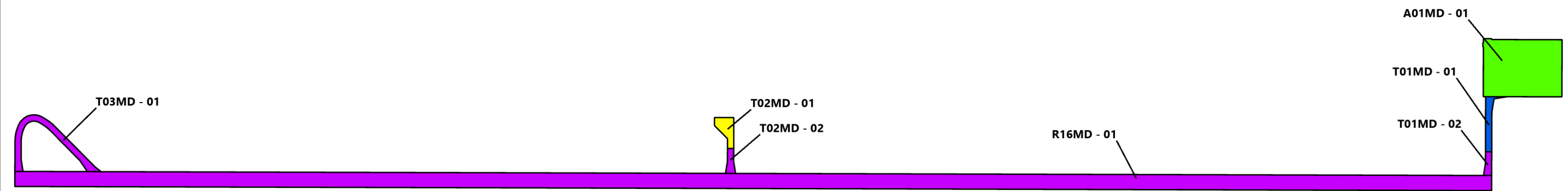
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category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

Table 3-1: ASTM PCI RATING SCALE

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

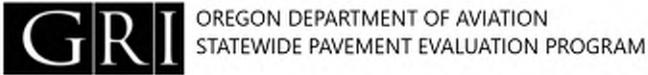
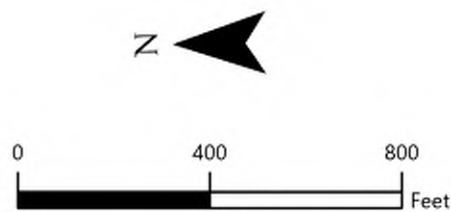
3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at McDermitt State Airport is approximately 80. The section PCIs ranged from a low of 39 to a high of 92. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, block cracking, and slippage cracking on AC-surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the 2022 PCI Survey Results McDermitt State Airport, Figure 3.1.



2022 SECTION PCI

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



2022 PCI SURVEY RESULTS
MCDERMITT STATE AIRPORT

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

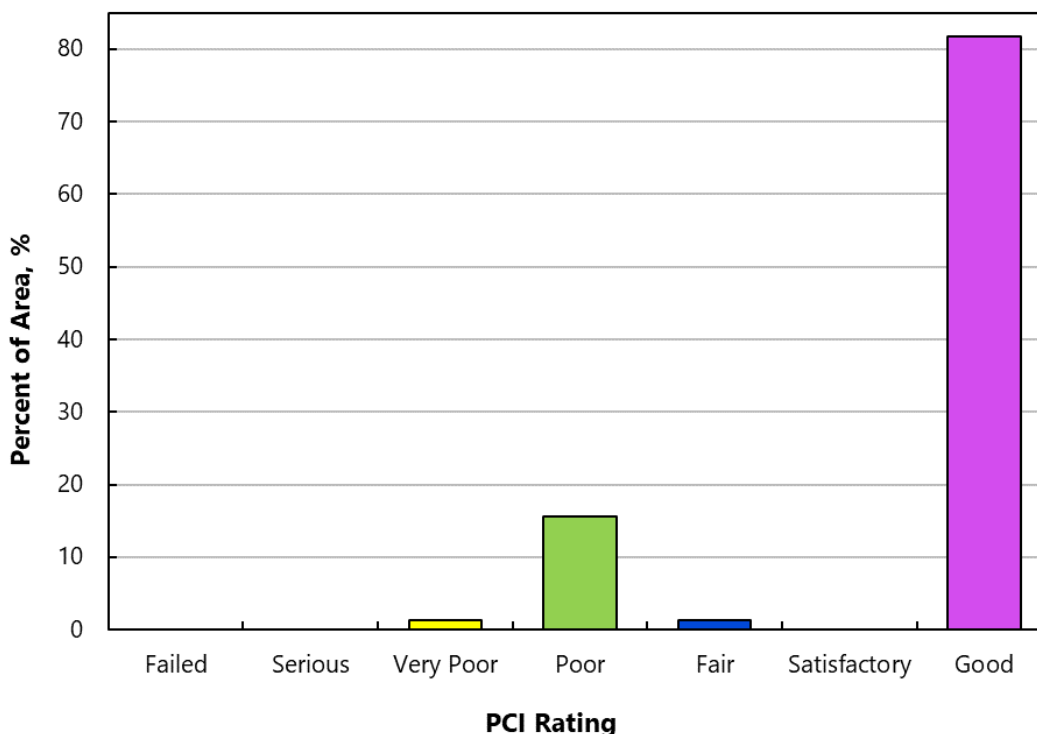


Figure 3.2 - MCDERMITT STATE AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

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

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we

project the PCI to decrease from a current value of 80 to a value of 66 in 2027 and 56 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 McDermitt State Airport is displayed spatially on the Future Pavement Condition McDermitt State Airport, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

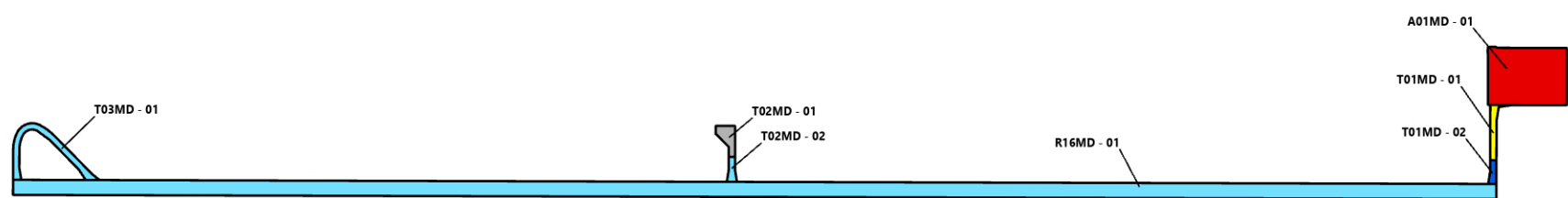
4.3 Functional Remaining Life

The functional remaining life is the practical amount of time a pavement is in service before requiring rehabilitation, as estimated solely based on visual condition. This is not to be confused with structural remaining life, which requires analysis of the structural capacity of a pavement and typically a field exploration and testing program that includes core explorations and falling weight deflectometer (FWD) deflection tests.

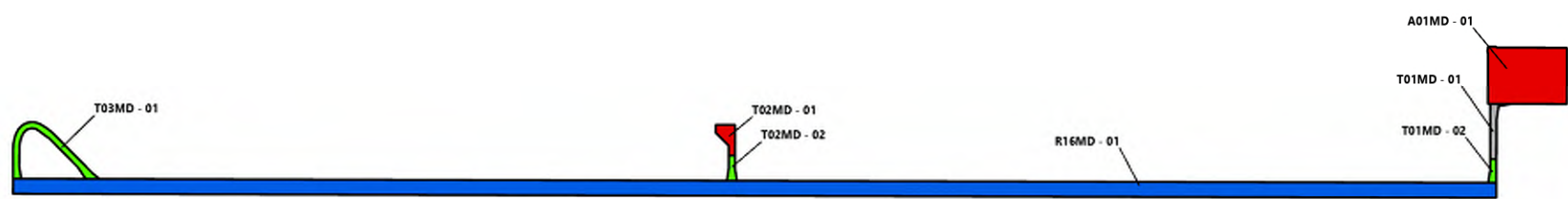
We calculated two forms of functional remaining life based on current visual condition surveys of the pavement at McDermitt State Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3 of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

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

PREDICTED CONDITION IN 2027



PREDICTED CONDITION IN 2032



SECTION PCI

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



OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

FUTURE PAVEMENT CONDITION
MCDERMITT STATE AIRPORT

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 McDermitt State Airport Pavement Network General Treatment Type Distribution Based on PCI, Figure 5.1 displays a breakdown of the McDermitt State Airport network pavement condition by percent of area and general M&R treatment categories. Approximately 82%, 17%, and 1% of the area require preservation treatments, rehabilitation, and reconstruction, respectively.

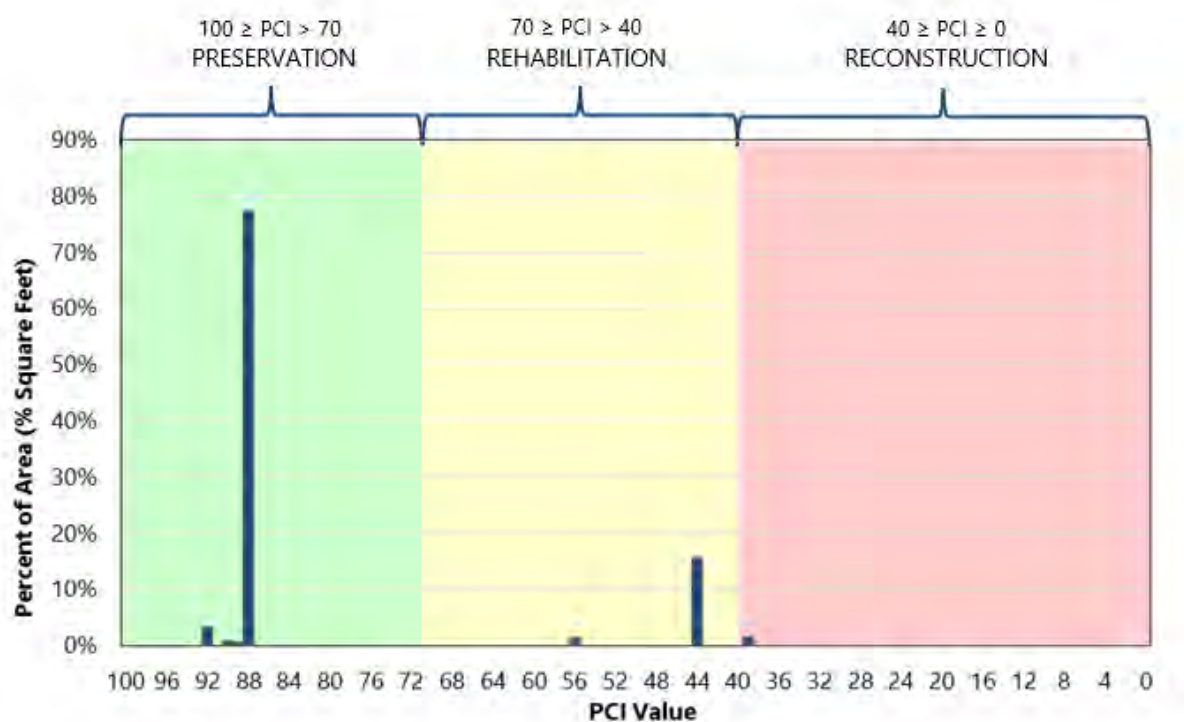


Figure 5.1 - MCDERMITT STATE AIRPORT PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

5.2 Recommended Localized Maintenance

Localized maintenance refers to activities such as crack sealing and patching, which should be performed annually in order to properly maintain aging pavements. Using the PAVER Localized Distress Maintenance Analysis tool, we developed a list of recommended localized maintenance. This list is shown in Table 3D in Appendix D and is independent of the global maintenance and rehabilitation projects associated with the five-year global

maintenance and rehabilitation work plan. A summary of total localized maintenance quantities is provided in Table 5-1 below.

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

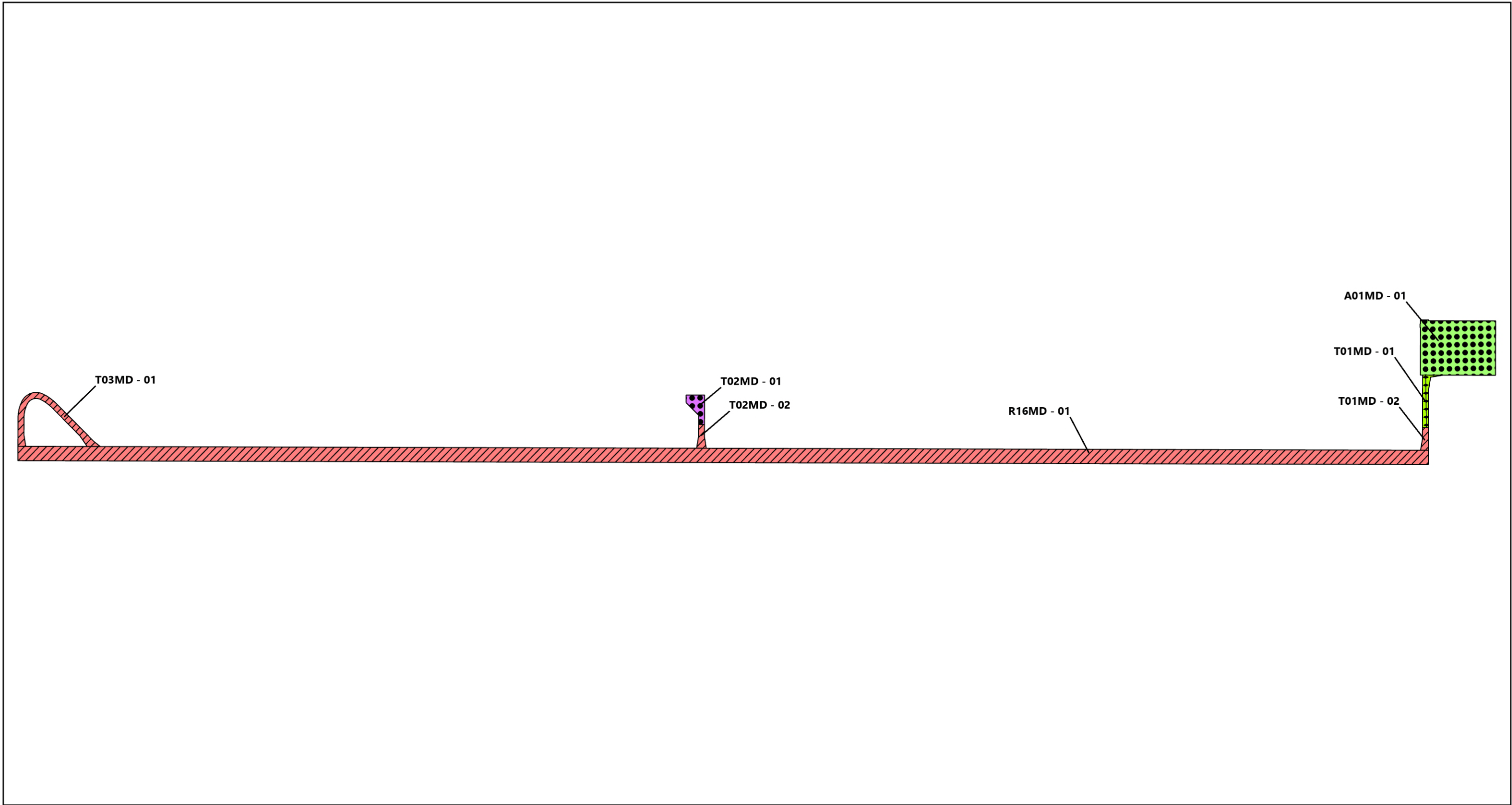
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	20,829 linear feet
Asphalt Concrete Wide Crack Sealing	103 linear feet
Asphalt Concrete Full-Depth Patching	445 square feet

5.3 Global Maintenance and Rehabilitation Plan

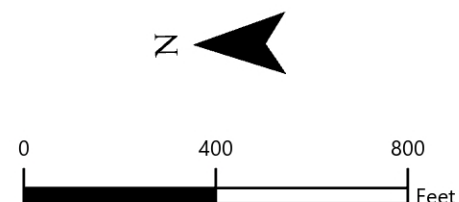
To develop the five-year work plan, we first ran the eliminate backlog scenario with the PAVER M&R Work Planning Module in order to generate a list, organized by year, of global and M&R projects. We then reviewed the project list and refined it into practical construction projects for each year. A summary 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 McDermitt State Airport, Figure 5.2. The complete list of recommended global and M&R projects is presented in Table 4D in Appendix D.

Table 5-2: GLOBAL MAINTENANCE AND REHABILITATION QUANTITIES

Global Maintenance or Rehabilitation Operation	Quantity, square feet
Reconstruction	77,631
Overlay	6,016
Slurry Seal	373,930



ACTION TIMING		ACTION	
	2024		FOG SEAL
	2025		SLURRY SEAL
	2026		OVERLAY
	2027		RECONSTRUCTION
	2028		ROUTINE MAINTENANCE



**5-YEAR PAVEMENT MANAGEMENT PLAN
MCDERMITT STATE AIRPORT**

6 LIMITATIONS

This report has been prepared to assist the Oregon Department of Aviation (ODA) with pavement-related project planning for the McDermitt State Airport. The scope is limited to the specific pavement areas described within this report. The conclusions and recommendations provided in this report are based on information provided by ODA, estimated costs, and an understanding of the pavement conditions based solely on visual assessment. The global maintenance and rehabilitation recommendations and project selections provided in this report, as well as their corresponding cost estimates, are based on a practical grouping of projects and an estimate of the structural requirements. It is possible that recommendations based on a structural evaluation would differ materially from the recommendations given 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 McDermitt State Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,



RENEWS: 06/2023

Lindsy A. Hammond, PE
Principal

A handwritten signature in blue ink, likely belonging to Matthew A. Haynes.

Matthew A. Haynes, PE
Project Engineer

A handwritten signature in blue ink, likely belonging to Ana-Maria Coca.

Ana-Maria Coca, PhD
Engineering Staff

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APPENDIX A

Pavement Inventory Report and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

McDermitt State Airport is located in McDermitt, Oregon, and is owned and operated by the Oregon Department of Aviation. The pavement network/facilities at McDermitt State Airport serve a variety of general aviation aircraft. McDermitt State Airport consists of one runway, connector taxiways, taxilanes, and one apron. Types of airside pavements include asphalt concrete (AC).

The current airport pavement management system (APMS) network at McDermitt State Airport has an approximate area of 457,577 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 McDermitt State Airport contains five 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 McDermitt State Airport contains seven sections that are managed by the Oregon Department of Aviation, which are tabulated in Table 2A and shown spatially on Figure 1A.

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

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

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

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

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

Table 1A – MCDERMITT AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01MD	Apron 01 McDermitt	1	71,549
R16MD	Runway16/34 McDermitt	1	353,664
T01MD	Taxiway 01 McDermitt	2	8,551
T02MD	Taxiway 02 McDermitt	2	8,931
T03MD	Taxiway 03 McDermitt	1	14,900

Table 2A - MCDERMITT AIRPORT CURRENT PAVEMENT INVENTORY

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01MD	Apron 01 McDermitt	APRON	01	Taxiway 02	End	P	227	314	71,549	8/3/2017	AC
R16MD	Runway 16/34 McDermitt	RUNWAY	01	Runway 13 End	Runway 16 End	P	5,894	60	353,664	8/3/2017	AC
T01MD	Taxiway 01 McDermitt	TAXIWAY	01	Runway 34 End	T01MD-02	P	220	25	6,016	9/3/1985	AC
T01MD	Taxiway 01 McDermitt	TAXIWAY	02	T01MD-01	Apron 01	P	94	25	2,535	8/3/2017	AC
T02MD	Taxiway 02 McDermitt	TAXIWAY	01	Runway 16/34	T02MD-02	P	100	25	6,082	9/3/1985	AC
T02MD	Taxiway 02 McDermitt	TAXIWAY	02	T02MD-01	Hangars	P	122	25	2,831	8/3/2017	AC
T03MD	Taxiway 03 McDermitt	TAXIWAY	01	R16 End Turnaround	-	P	575	25	14,900	8/3/2017	AC

Abbreviations:

P = Primary pavement

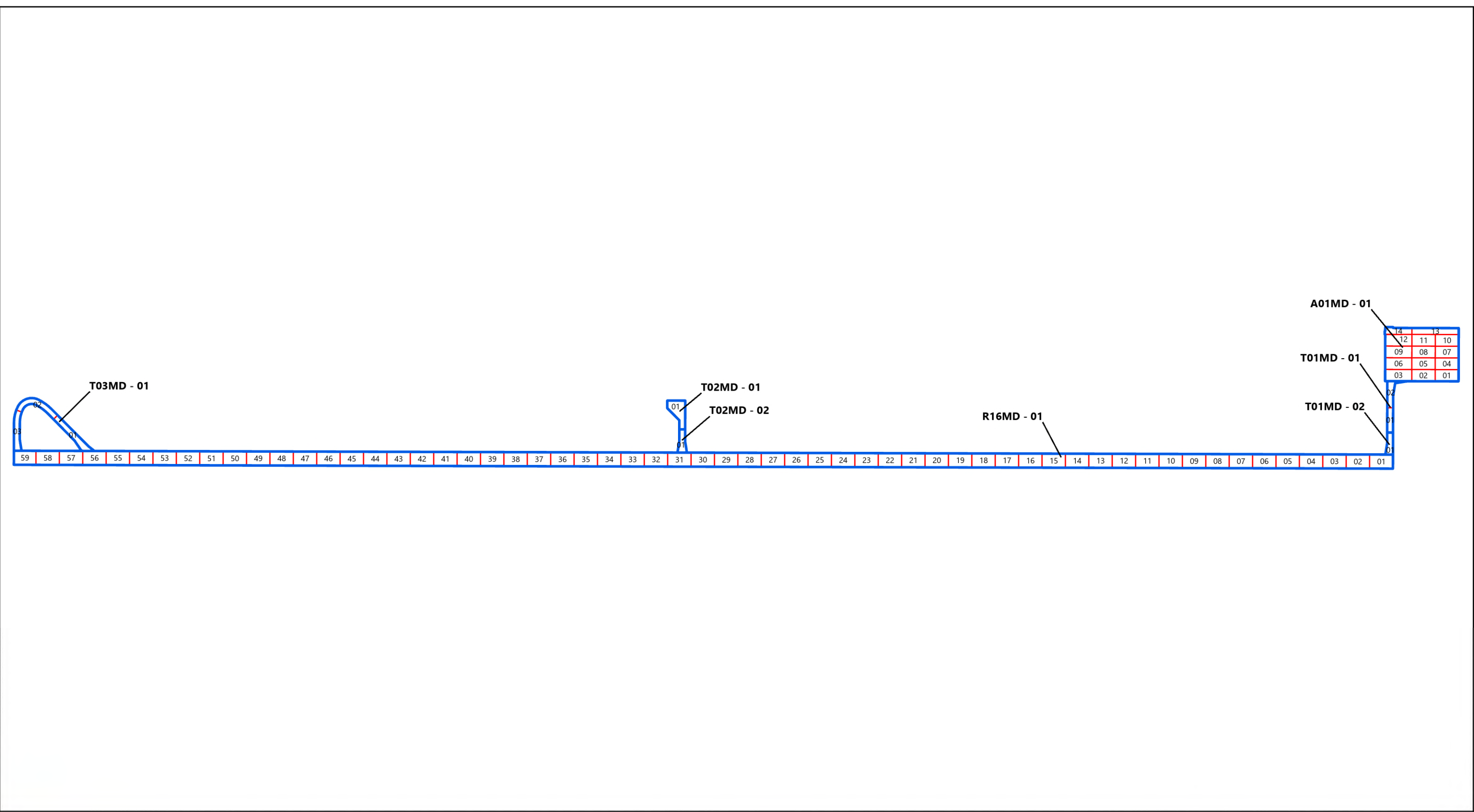
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)

AC = Asphalt Concrete

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

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

Note: AC = Asphalt Concrete



-  SECTION
-  SAMPLE UNIT



SAMPLE UNIT LAYOUT
MCDERMITT STATE AIRPORT

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 McDermitt State Airport pavement network consists of five branches and seven sections. A total of 28 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 McDermitt State 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 McDermitt State Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B - MCDERMITT AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01MD	1	71,549	APRON	44	Poor
R16MD	1	353,664	RUNWAY	88	Good
T01MD	2	8,551	TAXIWAY	66	Fair
T02MD	2	8,913	TAXIWAY	55	Poor
T03MD	1	14,900	TAXIWAY	92	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	1	71,549	44
RUNWAY	1	353,664	88
TAXIWAY	5	32,364	75
ALL	7	457,577	80

Abbreviation: PCI = Pavement Condition Index

Table 3B - MCDERMITT 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
A01MD	01	8/3/2017	AC	APRON	7/1/2022	5	44	Poor	84	16	0
R16MD	01	8/3/2017	AC	RUNWAY	7/1/2022	5	88	Good	100	0	0
T01MD	01	9/3/1985	AC	TAXIWAY	7/1/2022	37	56	Fair	100	0	0
T01MD	02	8/3/2017	AC	TAXIWAY	7/1/2022	5	89	Good	100	0	0
T02MD	01	9/3/1985	AC	TAXIWAY	7/1/2022	37	39	Very Poor	59	34	7
T02MD	02	8/3/2017	AC	TAXIWAY	7/1/2022	5	90	Good	100	0	0
T03MD	01	8/3/2017	AC	TAXIWAY	7/1/2022	5	92	Good	100	0	0

Abbreviations:

PCI = Pavement Condition Index, AC = Asphalt Concrete

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

Branch ID	Section ID	Surface Type ¹	Approximate Area, square feet	LCD ²	2014 Survey			2022 Survey			Age ³	Δ PCI/yr ⁴	Rate of Deterioration
					PCI	PCI Category	Insp. Date	PCI	PCI Category				
A01MD	01	AC	71,549	8/3/2017	55	Poor	7/11/2014	44	Poor	-3	-1.38		NORMAL
R16MD	01	AC	353,664	8/3/2017	61	Fair	7/11/2014	88	Good	-3	3.38		NONE
T01MD	01	AC	6,016	9/3/1985	72	Satisfactory	7/11/2014	56	Fair	29	-2.01		NORMAL
T01MD	02	AC	2,535	8/3/2017	72	Satisfactory	7/11/2014	89	Good	-3	2.13		NONE
T02MD	01	AC	6,082	9/3/1985	47	Poor	7/11/2014	39	Very Poor	29	-1.00		NORMAL
T02MD	02	AC	2,831	8/3/2017	47	Poor	7/11/2014	90	Good	-3	5.39		NONE
T03MD	01	AC	14,900	8/3/2017	59	Fair	7/11/2014	92	Good	-3	4.14		NONE

Abbreviations:

¹ AC = Asphalt Concrete

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 2014

⁴ Δ PCI/yr = Change in PCI points per year between 2014 survey and 2022 survey

APPENDIX C

Future Pavement Condition Analysis

APPENDIX C

PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy its future condition. In a pavement management plan (PMP), this is done with the aid of a prediction model. When an APMS is initially implemented, the default models are typically used to predict the future condition of a pavement. However, after PCI surveys are completed, the historical data are then used to refine the models so they better represent the deterioration of a particular class of pavement based on local climatic conditions, loading, material sources, construction procedures, etc. The importance of accurate prediction models is part of the reason it is essential to conduct periodic, routine surveys in order to track the rate of deterioration.

In PAVER, the pavement deterioration curves are developed based on the “family” model procedure. A pavement “family” is defined as a group of pavements with similar deterioration characteristics. The procedure for developing the prediction models is:

- 1) Define the pavement families.
- 2) Review the data.
- 3) Conduct a data outlier analysis.
- 4) Model the data.

C.2 PREDICTION MODELS

We developed separate condition prediction models for each pavement “family” at McDermitt State Airport. The delineation is based on branch use, surface type, section rank, and structural design life. We use five distinct models for the following “families” of pavements at McDermitt State Airport. For each model, we reviewed the data in order to filter out any inconsistent or inaccurate data or any data that fall outside boundary values set by PAVER. After outliers are removed and the data are checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each “family.” Our condition prediction models for each “family” are provided on Figures 1C through 3C below.

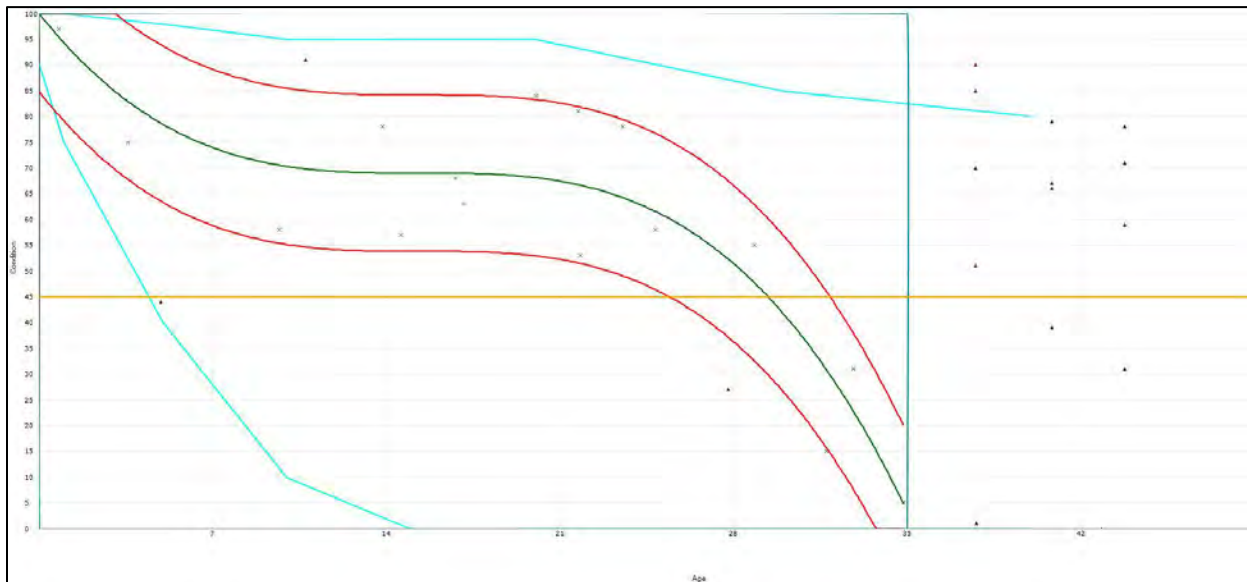


Figure 1C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 5 AC AND AAC APRONS

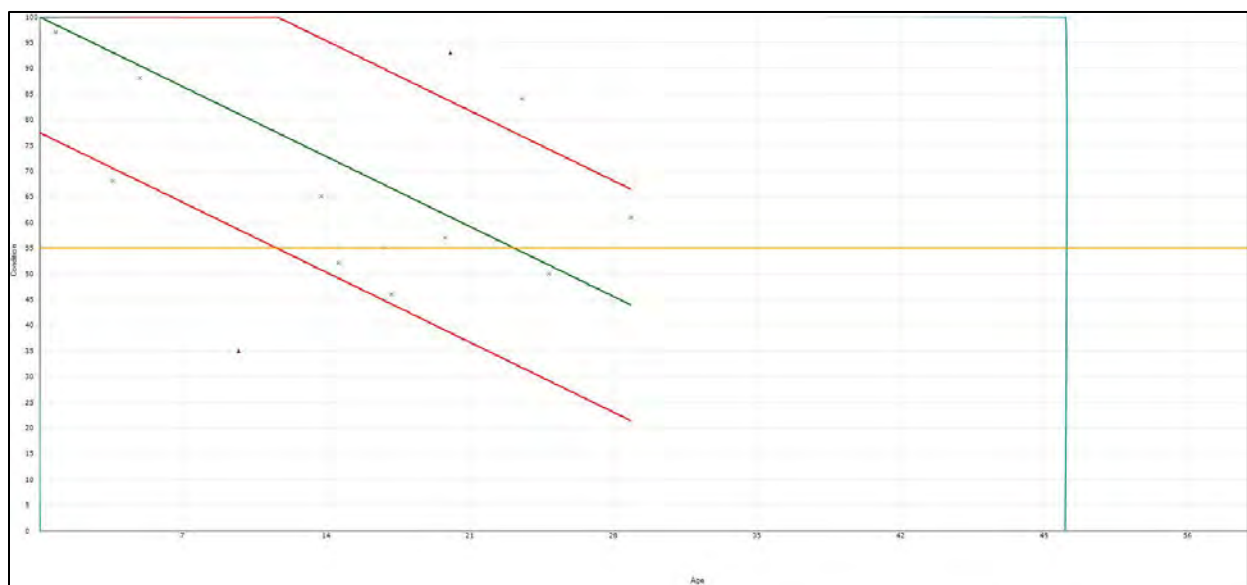


Figure 2C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 5 AC AND AAC RUNWAYS

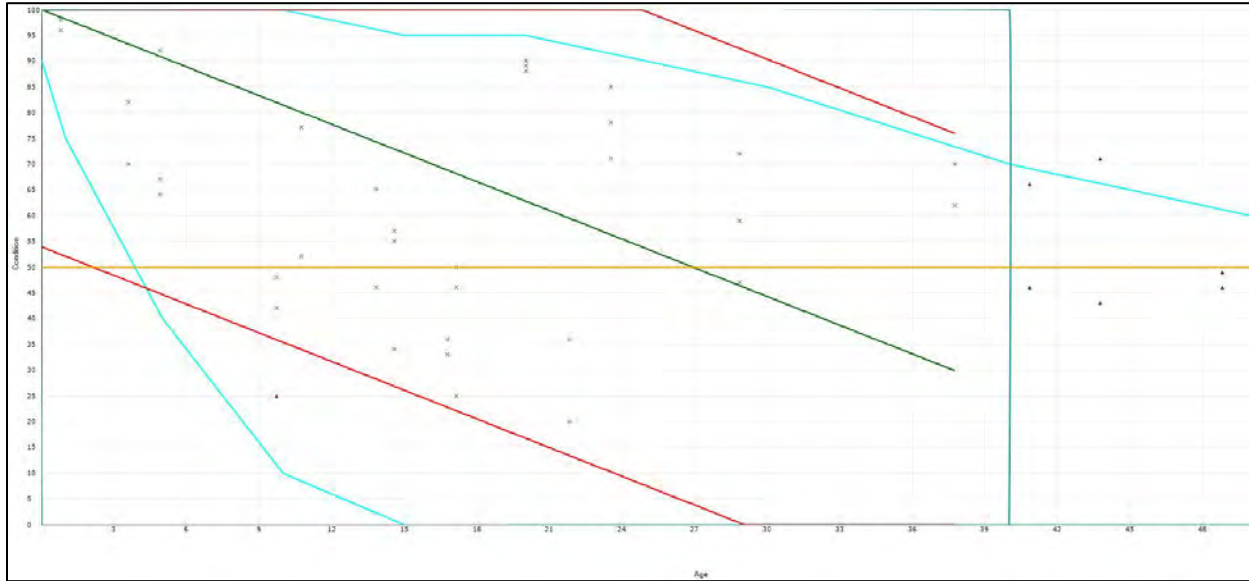


Figure 3C - CONDITION PREDICTION MODEL FOR EASTERN CATEGORY 5 AAC TAXIWAYS

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 McDermitt State Airport:

- Runways – 55
- Taxiways/Taxilanes – 50
- Aprons – 45

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 McDermitt State Airport, along with the conditions at the previous inspection, are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

As mentioned above, functional remaining life is the practical amount of time a pavement is in service before requiring rehabilitation, as estimated based solely on visual condition.

This is not to be confused with structural remaining life, which requires analysis of the structural capacity of a pavement.

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

Table 1C - PAST, PRESENT AND FUTURE PCI

BranchID	SectionID	<u>Past Inspection PCI</u>	<u>Current PCI</u>	<u>Predicted Future PCI</u>	
		2014	2022	2027	2032
A01MD	01	55	44	7	0
R16MD	01	61	88	78	69
T01MD	01	72	56	37	19
T01MD	02	72	89	70	52
T02MD	01	47	39	20	2
T02MD	02	47	90	71	53
T03MD	01	59	92	73	55

Abbreviation: PCI = Pavement Condition Index

Table 2C - MCDERMITT 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
A01MD	01	AC	44	0 - 5	45	0 - 5
R16MD	01	AC	88	16 - 20	55	> 20
T01MD	01	AC	56	0 - 5	50	0 - 5
T01MD	02	AC	89	6 - 10	50	11 - 15
T02MD	01	AC	39	0 - 5	50	0 - 5
T02MD	02	AC	90	6 - 10	50	11 - 15
T03MD	01	AC	92	11 - 15	50	11 - 15

Abbreviations:

PCI = Pavement Condition Index, AC = Asphalt 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 McDermitt State Airport pavement network condition over time. We used PAVER v7.0.8 software to develop network-level project recommendations for the next five years.

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal to determine the budget required to meet the goal. The M&R work planning analysis was based on a five-year period beginning on August 1, 2024. A backlog elimination analysis scenario was selected to generate a list of global maintenance and rehabilitation projects in order to optimize the allocation of capital and establish preservation-based project recommendations. The repair strategies considered for pavement sections in our analysis are as follows:

- Reconstruction – Considered for pavements with a PCI less than 40.
- Flexible Overlay – Considered for pavements between 40 PCI and the critical PCI, and for pavements exhibiting significant load-related distresses.
- Global Maintenance – Treatments (fog seal, slurry seal, thin AC overlay) applied to an entire pavement section with the intent of slowing the rate of deterioration.
- Localized Maintenance – Maintenance performed on a routine basis such as crack sealing, wide crack repair, and patching.

It should be noted that the five-year list of recommended projects only includes the highest-cost maintenance items and does not include routine localized maintenance (e.g., crack sealing) work that should also be conducted in addition to and concurrently with the five-year work plan.

D.1.1 Pavement Rank and Use Prioritization

Pavement sections are assigned a rank to establish their relative importance in the overall pavement network, which is most commonly defined by their use (e.g., Taxiway, Apron, Runway). The PAVER analysis uses the combination of the section rank and the branch use

to define the priority of each section during the M&R analysis. Table 1D displays the branch use and section rank prioritization schema we used for analysis.

Table 1D: M&R WORK PRIORITY BY BRANCH USE AND SECTION RANK

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

D.2 MAINTENANCE POLICIES AND UNIT COSTS

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

Although our work scope does not include budget analysis, we did assign construction costs to the maintenance work so that PAVER would allocate M&R projects that were approximately equal in cost for each year of the five-year period. The anticipated cost of performing M&R is based on cost tables that relate M&R work type costs 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 McDermitt State Airport and information provided by the project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at McDermitt State Airport. The costs represent the fully-loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D below.

Table 2D: MCDERMITT STATE AIRPORT UNIT COST DATA

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

D.3 RECOMMENDED LOCALIZED MAINTENANCE

In order to properly maintain aging pavements, localized M&R activities such as crack sealing and patching should be performed on a routine basis. A list of recommended localized maintenance activities is provided in Table 3D of this appendix.

D.4 RECOMMENDED GLOBAL MAINTENANCE AND REHABILITATION PROJECTS

Global maintenance and rehabilitation projects refer to activities such as slurry seal and thin AC overlays, as well as thick AC overlays and reconstruction. A list of recommended global and M&R activities is provided in Table 4D of this appendix.

Table 3D - MCDERMITT AIRPORT NETWORK MAINTENANCE REPORT

Network	Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
McDermitt	A01MD	01	Long. & Transv. Cracking	High	Crack Seal - Wide Cracks	103	Ft	\$39.60	\$4,063	\$58,405
McDermitt	A01MD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	7,552	Ft	\$2.40	\$18,123	
McDermitt	A01MD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	1,503	Ft	\$2.40	\$3,607	
McDermitt	A01MD	01	Block Cracking	Low	Crack Sealing - AC	4,531	Ft	\$2.40	\$10,874	
McDermitt	A01MD	01	Block Cracking	Medium	Crack Sealing - AC	1,597	Ft	\$2.40	\$3,834	
McDermitt	A01MD	01	Alligator Cracking	Medium	Patching - AC Deep	298	SqFt	\$60.00	\$17,903	
McDermitt	R16MD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	393	Ft	\$2.40	\$943	\$9,186
McDermitt	R16MD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	3,434	Ft	\$2.40	\$8,243	
McDermitt	T01MD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	163	Ft	\$2.40	\$391	\$1,903
McDermitt	T01MD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	630	Ft	\$2.40	\$1,512	
McDermitt	T01MD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	25	Ft	\$2.40	\$60	\$60
McDermitt	T02MD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	318	Ft	\$2.40	\$763	\$14,432
McDermitt	T02MD	01	Long. & Transv. Cracking	Medium	Crack Sealing - AC	628	Ft	\$2.40	\$1,507	
McDermitt	T02MD	01	Alligator Cracking	Medium	Patching - AC Deep	146	SqFt	\$60.00	\$8,799	
McDermitt	T02MD	01	Slippage Cracking	N/A	Patching - AC Shallow	56	SqFt	\$60.00	\$3,363	
McDermitt	T02MD	02	Long. & Transv. Cracking	Low	Crack Sealing - AC	20	Ft	\$2.40	\$48	\$48
McDermitt	T03MD	01	Long. & Transv. Cracking	Low	Crack Sealing - AC	35	Ft	\$2.40	\$83	\$83

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	R16MD	01	RUNWAY	AC	88	Slurry Seal	353,664	\$0.40	\$141,467
	T01MD	02	TAXIWAY	AC	89	Slurry Seal	2,535	\$0.40	\$1,014
	T02MD	02	TAXIWAY	AC	90	Slurry Seal	2,831	\$0.40	\$1,132
	T03MD	01	TAXIWAY	AC	92	Slurry Seal	14,900	\$0.40	\$5,960
2026	A01MD	01	APRON	AC	44	Reconstruction	71,549	\$13.32	\$953,064
2026	T01MD	01	TAXIWAY	AC	56	Overlay	6,016	\$7.20	\$43,341
2028	T02MD	01	TAXIWAY	AC	39	Reconstruction	6,082	\$13.32	\$81,015

Abbreviations:

PCI = Pavement Condition Index, AC = Asphalt Concrete

Cost Summary	
2024 Total Project Cost	\$149,573
2025 Total Project Cost	\$0
2026 Total Project Cost	\$996,405
2027 Total Project Cost	\$0
2028 Total Project Cost	\$81,015
Total 5-Year Project Cost	\$1,226,993

APPENDIX E

Reinspection Report

Re-Inspection Report

ODA_WOC3_4-10-2023_PostWHEdits_4PM

Generated Date 4/13/2023

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Network:	McDermitt		Name:	McDermitt State						
Branch:	A01MD	Name:	Apron 01 McDermitt		Use:	APRON	Area:	71,549 SqFt		
Section:	01	of 1	From:	Taxiway 02		To:	End	Last Const.:	9/3/1985	
Surface:	AC	Family:	2022_Eastern_Cat5_Apron_AC/AAC/ST		Zone:	26U	Category:	P	Rank:	P
Area:	71,549 SqFt	Length:	227 Ft		Width:	314 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:	False	
Work Date:	9/2/1985	Work Type:	Base Course - Aggregate			Code:	BA-AG	Is Major M&R:	False	
Work Date:	9/3/1985	Work Type:	New Construction - AC			Code:	NC-AC	Is Major M&R:	True	
Last Insp. Date:	7/1/2022	Total Samples:	14		Surveyed:	5				
Conditions:	PCI: 44									
Inspection Comments:										
Sample Number:	02	Type:	R	Area:	5000.00 SqFt	PCI:	42			
Sample Comments:										
43	BLOCK CR	L	5000.00	SqFt						
48	L & T CR	L	112.00	Ft						
48	L & T CR	M	612.00	Ft						
57	WEATHERING	L	5000.00	SqFt						
Sample Number:	05	Type:	R	Area:	5000.00 SqFt	PCI:	46			
Sample Comments:										
41	ALLIGATOR CR	M	18.00	SqFt						
48	L & T CR	L	125.00	Ft						
48	L & T CR	M	651.00	Ft						
57	WEATHERING	L	5000.00	SqFt						
Sample Number:	08	Type:	R	Area:	5000.00 SqFt	PCI:	44			
Sample Comments:										
43	BLOCK CR	L	360.00	SqFt						
48	L & T CR	L	80.00	Ft						
48	L & T CR	M	195.00	Ft						
48	L & T CR	M	450.00	Ft						
48	L & T CR	H	16.00	Ft						
57	WEATHERING	L	5000.00	SqFt						
Sample Number:	10	Type:	R	Area:	5800.00 SqFt	PCI:	45			
Sample Comments:										
41	ALLIGATOR CR	M	18.00	SqFt						
43	BLOCK CR	M	1800.00	SqFt						
43	BLOCK CR	M	90.00	SqFt						
48	L & T CR	M	210.00	Ft						
48	L & T CR	H	21.00	Ft						
57	WEATHERING	L	5800.00	SqFt						
Sample Number:	11	Type:	R	Area:	5000.00 SqFt	PCI:	45			
Sample Comments:										
41	ALLIGATOR CR	M	48.00	SqFt						
48	L & T CR	L	225.00	Ft						
48	L & T CR	M	605.00	Ft						
57	WEATHERING	L	5000.00	SqFt						

Network:	McDermitt	Name:	McDermitt State						
Branch:	R16MD	Name:	Runway16/34 McDermitt	Use:	RUNWAY	Area:	353,664 SqFt		
Section:	01	of	1	From:	Runway 13 End	To:	Runway 16 End	Last Const.:	8/3/2017
Surface:	AC	Family:	2022_Eastern_Cat5_RW_AC/AAC	Zone:	26U	Category:	P	Rank:	P
Area:	353,664 SqFt	Length:	5,894 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:	9/1/1985	Work Type: Subbase - Aggregate				Code:	SB-AG	Is Major M&R:	False
Work Date:	9/3/1985	Work Type: New Construction - AC				Code:	NC-AC	Is Major M&R:	True
Work Date:	8/1/2017	Work Type: Base Course - Pulverized AC				Code:	BA-PA	Is Major M&R:	False
Work Date:	8/2/2017	Work Type: Base Course - Aggregate				Code:	BA-AG	Is Major M&R:	False
Work Date:	8/3/2017	Work Type: Complete Reconstruction - AC				Code:	CR-AC	Is Major M&R:	True
Last Insp. Date:	7/1/2022	TotalSamples:	59	Surveyed:	15				
Conditions:	PCI: 88								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	6000.00 SqFt	PCI:	90		
Sample Comments:									
48	L & T CR	L	28.00 Ft						
57	WEATHERING	L	6000.00 SqFt						
Sample Number:	02	Type:	R	Area:	6000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	32.00 Ft						
48	L & T CR	L	46.00 Ft						
57	WEATHERING	L	6000.00 SqFt						
Sample Number:	09	Type:	R	Area:	6000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	84.00 Ft						
57	WEATHERING	L	6000.00 SqFt						
Sample Number:	10	Type:	R	Area:	6000.00 SqFt	PCI:	81		
Sample Comments:									
48	L & T CR	L	30.00 Ft						
48	L & T CR	L	55.00 Ft						
48	L & T CR	M	32.00 Ft						
57	WEATHERING	L	6000.00 SqFt						
Sample Number:	17	Type:	R	Area:	6000.00 SqFt	PCI:	90		
Sample Comments:									
48	L & T CR	L	41.00 Ft						
57	WEATHERING	L	6000.00 SqFt						
Sample Number:	18	Type:	R	Area:	6000.00 SqFt	PCI:	90		
Sample Comments:									
48	L & T CR	L	31.00 Ft						
57	WEATHERING	L	6000.00 SqFt						
Sample Number:	26	Type:	R	Area:	6000.00 SqFt	PCI:	88		
Sample Comments:									
48	L & T CR	L	116.00 Ft						
57	WEATHERING	L	6000.00 SqFt						
Sample Number:	27	Type:	R	Area:	6000.00 SqFt	PCI:	80		
Sample Comments:									

48	L & T CR	L	80.00	Ft				
48	L & T CR	M	48.00	Ft				
57	WEATHERING	L	6000.00	SqFt				
Sample Number: 32 Type: R Area: 6000.00 SqFt PCI: 89								
Sample Comments:								
48	L & T CR	L	64.00	Ft				
57	WEATHERING	L	6000.00	SqFt				
Sample Number: 33 Type: R Area: 6000.00 SqFt PCI: 89								
Sample Comments:								
48	L & T CR	L	68.00	Ft				
57	WEATHERING	L	6000.00	SqFt				
Sample Number: 40 Type: R Area: 6000.00 SqFt PCI: 81								
Sample Comments:								
48	L & T CR	L	59.00	Ft				
48	L & T CR	L	108.00	Ft				
48	L & T CR	M	16.00	Ft				
57	WEATHERING	L	6000.00	SqFt				
Sample Number: 56 Type: R Area: 6000.00 SqFt PCI: 91								
Sample Comments:								
48	L & T CR	L	13.00	Ft				
57	WEATHERING	L	6000.00	SqFt				
Sample Number: 57 Type: R Area: 6000.00 SqFt PCI: 92								
Sample Comments:								
48	L & T CR	L	4.00	Ft				
57	WEATHERING	L	6000.00	SqFt				
Sample Number: 58 Type: R Area: 6000.00 SqFt PCI: 92								
Sample Comments:								
48	L & T CR	L	3.00	Ft				
57	WEATHERING	L	6000.00	SqFt				
Sample Number: 59 Type: R Area: 6000.00 SqFt PCI: 89								
Sample Comments:								
48	L & T CR	L	12.00	Ft				
48	L & T CR	M	4.00	Ft				
57	WEATHERING	L	6000.00	SqFt				

Network:		McDermitt		Name:		McDermitt State			
Branch:	T01MD		Name:	Taxiway 01 McDermitt		Use:	TAXIWAY	Area:	17,102 SqFt
Section:	01	of	3	From:	Runway 34 End		To:	T01MD-02	Last Const.: 9/3/1985
Surface:	AC	Family:	2022_Eastern_Cat5_Taxiway_AC/AAC		Zone:	26U	Category:	P	Rank: P
Area:	6,016 SqFt		Length:	220 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:	9/1/1985		Work Type: Subbase - Aggregate				Code:	SB-AG	Is Major M&R: False
Work Date:	9/2/1985		Work Type: Base Course - Aggregate				Code:	BA-AG	Is Major M&R: False
Work Date:	9/3/1985		Work Type: New Construction - AC				Code:	NC-AC	Is Major M&R: True
Last Insp. Date:	7/1/2022		TotalSamples:	2		Surveyed:	2		
Conditions:	PCI:	56							
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	2648.00 SqFt		PCI:	52	
Sample Comments:									
48	L & T CR	M	115.00 Ft						
48	L & T CR	M	152.00 Ft						
48	L & T CR	M	118.00 Ft						
57	WEATHERING	L	2648.00 SqFt						
Sample Number:	02	Type:	R	Area:	3368.00 SqFt		PCI:	59	
Sample Comments:									
48	L & T CR	L	40.00 Ft						
48	L & T CR	L	123.00 Ft						
48	L & T CR	M	118.00 Ft						
48	L & T CR	M	127.00 Ft						
57	WEATHERING	L	3368.00 SqFt						

Network:	McDermitt		Name:	McDermitt State			
Branch:	T01MD	Name:	Taxiway 01 McDermitt		Use:	TAXIWAY	Area: 17,102 SqFt
Section:	02	of 3	From:	T01MD-01		To: Apron 01	Last Const.: 8/3/2017
Surface:	AC	Family:	2022_Eastern_Cat5_Taxiway_AC/AAC	Zone:	26U	Category:	P
Area:	2,535 SqFt	Length:	94 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:	9/1/1985	Work Type:	Subbase - Aggregate		Code:	SB-AG	Is Major M&R: False
Work Date:	9/2/1985	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R: False
Work Date:	9/3/1985	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R: True
Work Date:	8/1/2017	Work Type:	Base Course - Pulverized AC		Code:	BA-PA	Is Major M&R: False
Work Date:	8/2/2017	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R: False
Work Date:	8/3/2017	Work Type:	Complete Reconstruction - AC		Code:	CR-AC	Is Major M&R: True
Last Insp. Date:	7/1/2022	TotalSamples:	2	Surveyed:	1		
Conditions:	PCI: 89						
Inspection Comments:							
Sample Number:	01	Type:	R	Area:	2535.00 SqFt	PCI:	89
Sample Comments:							
48	L & T CR	L	25.00 Ft				
57	WEATHERING	L	2535.00 SqFt				

Network:	McDermitt			Name:	McDermitt State							
Branch:	T02MD		Name:	Taxiway 02 McDermitt		Use:	TAXIWAY	Area:	17,844 SqFt			
Section:	01	of	3	From:	Runway 16/34			To:	T02MD-02		Last Const.:	9/3/1985
Surface:	AC	Family:	2022_Eastern_Cat5_Taxiway_AC/AAC		Zone:	26U		Category:	P		Rank:	P
Area:	6,082 SqFt		Length:	100 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:	9/1/1985		Work Type: Subbase - Aggregate					Code:	SB-AG		Is Major M&R:	False
Work Date:	9/2/1985		Work Type: Base Course - Aggregate					Code:	BA-AG		Is Major M&R:	False
Work Date:	9/3/1985		Work Type: New Construction - AC					Code:	NC-AC		Is Major M&R:	True
Last Insp. Date:	7/1/2022		TotalSamples:	2		Surveyed:		1				
Conditions:	PCI: 39											
Inspection Comments:												
Sample Number:	01	Type:	R	Area:	6082.00 SqFt			PCI:	39			
Sample Comments:												
41	ALLIGATOR CR		M	12.00	SqFt							
41	ALLIGATOR CR		M	90.00	SqFt							
48	L & T CR		L	222.00	Ft							
48	L & T CR		L	96.00	Ft							
48	L & T CR		M	24.00	Ft							
48	L & T CR		M	412.00	Ft							
48	L & T CR		M	192.00	Ft							
55	SLIPPAGE CR		N	30.00	SqFt							
57	WEATHERING		L	6082.00	SqFt							

Network:	McDermitt		Name:	McDermitt State								
Branch:	T02MD		Name:	Taxiway 02 McDermitt		Use:	TAXIWAY	Area:	17,844 SqFt			
Section:	02	of 3	From:	T02MD-01			To:	Hangars		Last Const.:	8/3/2017	
Surface:	AC	Family:	2022_Eastern_Cat5_Taxiway_AC/AAC		Zone:	26U		Category:	P		Rank:	P
Area:	2,831 SqFt		Length:	122 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:	9/1/1985		Work Type: Subbase - Aggregate				Code:	SB-AG		Is Major M&R:	False	
Work Date:	9/2/1985		Work Type: Base Course - Aggregate				Code:	BA-AG		Is Major M&R:	False	
Work Date:	9/3/1985		Work Type: New Construction - AC				Code:	NC-AC		Is Major M&R:	True	
Work Date:	8/1/2017		Work Type: Base Course - Pulverized AC				Code:	BA-PA		Is Major M&R:	False	
Work Date:	8/2/2017		Work Type: Base Course - Aggregate				Code:	BA-AG		Is Major M&R:	False	
Work Date:	8/3/2017		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True	
Last Insp. Date:	7/1/2022		TotalSamples:	2		Surveyed:	1					
Conditions:	PCI: 90											
Inspection Comments:												
Sample Number:	02	Type:	R	Area:	2831.00 SqFt		PCI:	90				
Sample Comments:												
48	L & T CR		L	20.00 Ft								
57	WEATHERING		L	2831.00 SqFt								

Network:	McDermitt		Name:	McDermitt State			
Branch:	T03MD	Name:	Taxiway 03 McDermitt		Use:	TAXIWAY	Area: 14,900 SqFt
Section:	01	of 1	From:	R16 End Turnaround		To:	Last Const.: 8/3/2017
Surface:	AC	Family:	2022_Eastern_Cat5_Taxiway_AC/AAC	Zone:	26U	Category:	P
Area:	14,900 SqFt	Length:	575 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:	9/1/1985	Work Type:	Subbase - Aggregate		Code:	SB-AG	Is Major M&R: False
Work Date:	9/2/1985	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R: False
Work Date:	9/3/1985	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R: True
Work Date:	8/1/2017	Work Type:	Base Course - Pulverized AC		Code:	BA-PA	Is Major M&R: False
Work Date:	8/2/2017	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R: False
Work Date:	8/3/2017	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: 92						
Inspection Comments:							
Sample Number:	01	Type:	R	Area:	5348.00 SqFt	PCI:	90
Sample Comments:							
48	L & T CR	L	16.00 Ft				
57	WEATHERING	L	5348.00 SqFt				
Sample Number:	02	Type:	R	Area:	5250.00 SqFt	PCI:	94
Sample Comments:							
57	WEATHERING	L	5250.00 SqFt				
Sample Number:	03	Type:	R	Area:	5250.00 SqFt	PCI:	90
Sample Comments:							
48	L & T CR	L	6.00 Ft				
48	L & T CR	L	15.00 Ft				
57	WEATHERING	L	5250.00 SqFt				

APPENDIX F

Work History Report

4/13/2023

Work History Report

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Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network: McDermitt State		Branch: A01MD	Apron 01 McDerm	Section: 01	Surface: AC	
L.C.D. 9/3/1985	Use: APRON	Rank: P	Length: 227.00 (Ft)	Width: 314.00 (Ft)	True Area: 71549.00002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/1985	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>	Pit-Run
9/2/1985	BA-AG	Base Course - Aggregate	0.00	4.00	<input type="checkbox"/>	
9/1/1985	SB-AG	Subbase - Aggregate	0.00	7.00	<input type="checkbox"/>	

Network: McDermitt State		Branch: R16MD	Runway16/34 Mc	Section: 01	Surface: AC	
L.C.D. 8/3/2017	Use: RUNWAY	Rank: P	Length: 5,894.00 (Ft)	Width: 60.00 (Ft)	True Area: 353664.0001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2017	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	P403
8/2/2017	BA-AG	Base Course - Aggregate	0.00	0.00	<input type="checkbox"/>	Variable Depth P208
8/1/2017	BA-PA	Base Course - Pulverized AC	0.00	6.00	<input type="checkbox"/>	,
9/3/1985	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>	Pit-Run, Variable Depth 6-9"
9/1/1985	SB-AG	Subbase - Aggregate	0.00	7.50	<input type="checkbox"/>	

Network: McDermitt State		Branch: T01MD	Taxiway 01 McDerm	Section: 01	Surface: AC	
L.C.D. 9/3/1985	Use: TAXIWAY	Rank: P	Length: 220.00 (Ft)	Width: 25.00 (Ft)	True Area: 6016.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/1985	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>	Pit-Run
9/2/1985	BA-AG	Base Course - Aggregate	0.00	4.00	<input type="checkbox"/>	
9/1/1985	SB-AG	Subbase - Aggregate	0.00	7.00	<input type="checkbox"/>	

Network: McDermitt State		Branch: T01MD	Taxiway 01 McDerm	Section: 02	Surface: AC	
L.C.D. 8/3/2017	Use: TAXIWAY	Rank: P	Length: 94.00 (Ft)	Width: 25.00 (Ft)	True Area: 2535.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2017	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	P403
8/2/2017	BA-AG	Base Course - Aggregate	0.00	0.00	<input type="checkbox"/>	Variable Depth P208
8/1/2017	BA-PA	Base Course - Pulverized AC	0.00	6.00	<input type="checkbox"/>	,
9/3/1985	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>	Pit-Run
9/2/1985	BA-AG	Base Course - Aggregate	0.00	4.00	<input type="checkbox"/>	
9/1/1985	SB-AG	Subbase - Aggregate	0.00	7.00	<input type="checkbox"/>	

Network: McDermitt State		Branch: T02MD	Taxiway 02 McDerm	Section: 01	Surface: AC	
L.C.D. 9/3/1985	Use: TAXIWAY	Rank: P	Length: 100.00 (Ft)	Width: 25.00 (Ft)	True Area: 6082.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/1985	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>	Pit-Run
9/2/1985	BA-AG	Base Course - Aggregate	0.00	4.00	<input type="checkbox"/>	
9/1/1985	SB-AG	Subbase - Aggregate	0.00	7.00	<input type="checkbox"/>	

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Work History Report

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Pavement Database: ODA_WOC3_4-10-2023_PostWHEdits_4PM

Network: McDermitt State **Branch:** T02MD Taxiway 02 McDer **Section:** 02 **Surface:** AC
L.C.D. 8/3/2017 **Use:** TAXIWAY **Rank:** P **Length:** 122.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 2831.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2017	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	P403
8/2/2017	BA-AG	Base Course - Aggregate	0.00	0.00	<input type="checkbox"/>	Variable Depth P208
8/1/2017	BA-PA	Base Course - Pulverized AC	0.00	6.00	<input type="checkbox"/>	,
9/3/1985	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>	
9/2/1985	BA-AG	Base Course - Aggregate	0.00	4.00	<input type="checkbox"/>	
9/1/1985	SB-AG	Subbase - Aggregate	0.00	7.00	<input type="checkbox"/>	Pit-Run

Network: McDermitt State **Branch:** T03MD Taxiway 03 McDer **Section:** 01 **Surface:** AC
L.C.D. 8/3/2017 **Use:** TAXIWAY **Rank:** P **Length:** 575.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 14900.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2017	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	P403
8/2/2017	BA-AG	Base Course - Aggregate	0.00	0.00	<input type="checkbox"/>	Variable Depth P208
8/1/2017	BA-PA	Base Course - Pulverized AC	0.00	6.00	<input type="checkbox"/>	,
9/3/1985	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>	
9/2/1985	BA-AG	Base Course - Aggregate	0.00	4.00	<input type="checkbox"/>	
9/1/1985	SB-AG	Subbase - Aggregate	0.00	7.00	<input type="checkbox"/>	Pit-Run

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	10	477,843.00	2.40	1.96
Base Course - Pulverized AC	4	373,930.00	6.00	0.00
Complete Reconstruction - AC	4	373,930.00	3.00	0.00
New Construction - AC	7	457,577.00	2.00	0.00
Subbase - Aggregate	7	457,577.00	7.07	0.17