

# BOARDMAN AIRPORT

This report describes how your Pavement Maintenance Management Program (PMMP) was developed. Your Program was developed as part of the Oregon Continuous Aviation System Plan sponsored in part by the Oregon Department of Aviation and the Federal Aviation Administration (FAA). The information and data contained in this report ensures you are in compliance with the requirements of FAA Grant Assurance Number 11 which states that any airport requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program.

## DATA COLLECTION

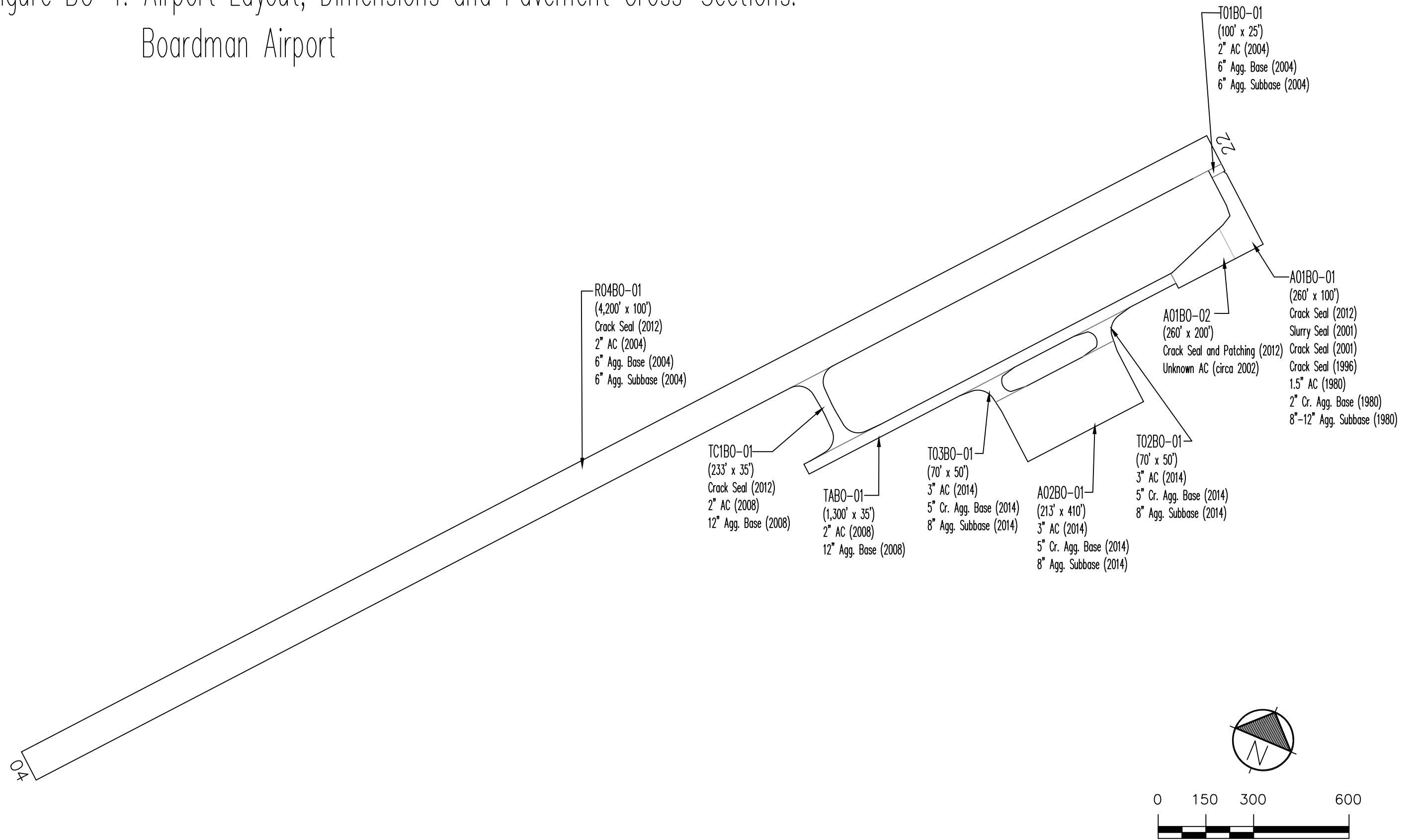
To determine how your pavements were constructed and their age, a records review was conducted. Figure BO-1 shows the records review results. This figure identifies pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figure BO-1 and the information contained in Appendices 1, 2 and 4 ensure that your airport complies with the “pavement inventory” requirement of FAA’s PMMP guidelines.

The pavements at your airport were divided into branches, sections and sample units in accordance with the methodology outlined in the current edition of ASTM D5430, *Standard Test Method for Airport Condition Index Surveys*. The branches, sections and sample units established at your airport are shown in Figure BO-2. A Branch Condition Report showing all branches, their associated areas, and their area-weighted average condition is provided in Appendix 1. Additionally, the Appendix 2 Section Condition Report provides information used to define each branch and section in the Micro PAVER database.

Using the branch, section and sample unit divisions established, a visual condition survey was conducted at Boardman Airport in July 2014. During the inspection, pavement defects were identified and measured in accordance with the methodology outlined in ASTM D5430. This inspection ensures your airport complies with the “detailed inspection” requirement of FAA’s PMMP guidelines. After collection, the data were entered into the Micro PAVER software for analysis. These data are reproduced in the Re-Inspection Report attached as Appendix 4.

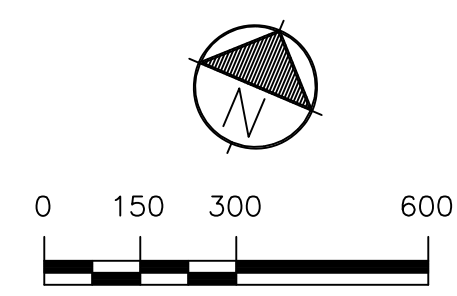
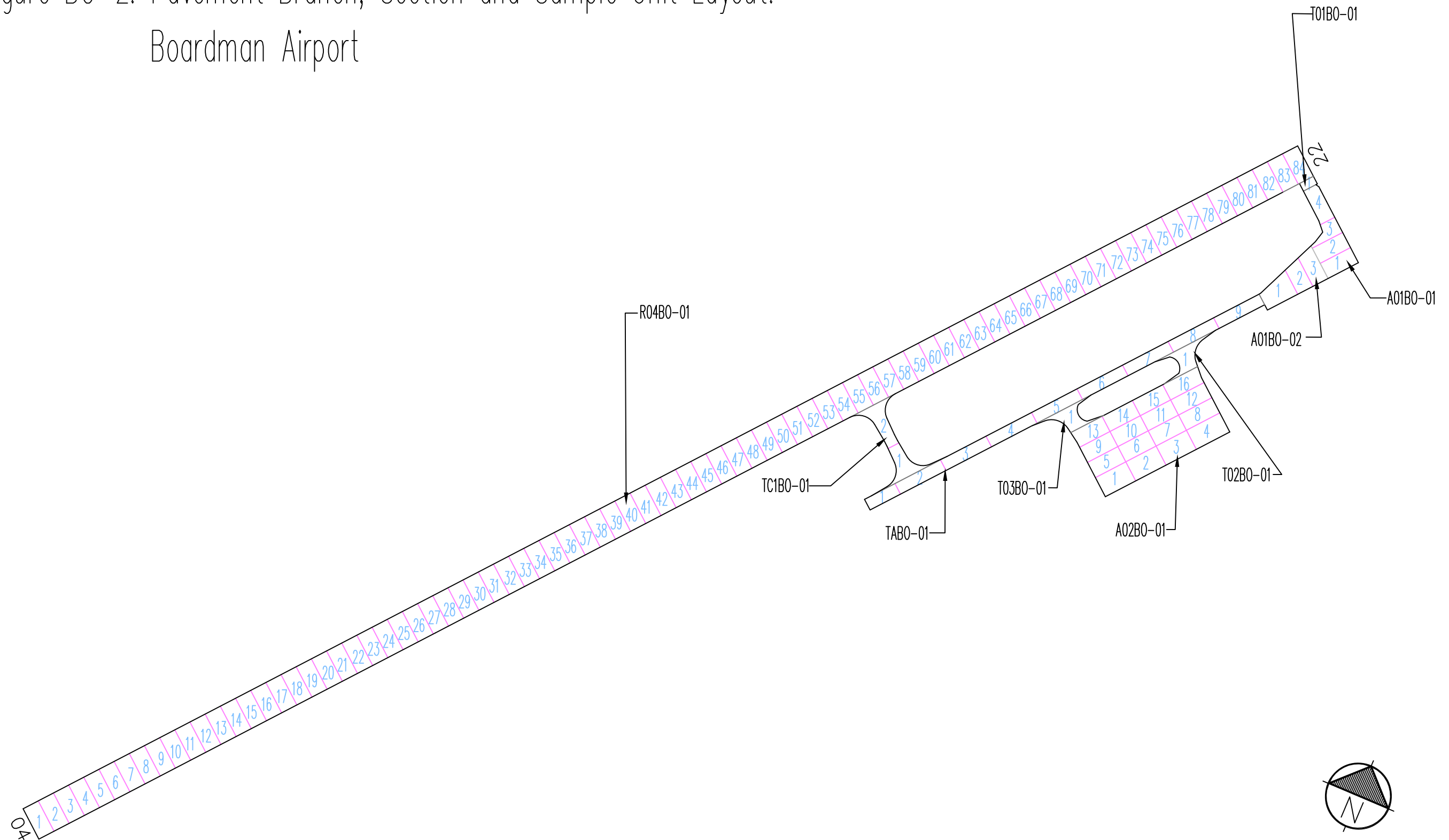
The Micro PAVER database updated during this project ensures your airport complies with the “record keeping and information retrieval” requirements of FAA’s PMMP guidelines.

Figure B0-1. Airport Layout, Dimensions and Pavement Cross-Sections.  
Boardman Airport



Drawing Date: July 2014

Figure B0-2. Pavement Branch, Section and Sample Unit Layout.  
Boardman Airport



# RESULTS

Using the data collected during the visual inspection, the Micro PAVER software was used to calculate an area-weighted average Pavement Condition Index (PCI) for each pavement section inspected using the sample units evaluated. Using each section’s PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs measured during this inspection are shown in Table 1. The table also contains PCIs from past inspections as well as projected PCIs for 2019 and 2024. The projections were based on pavement deterioration models developed by Micro PAVER using the inspection data from other pavements in the same airport category as your airport, located in the same climatic region, and with the same surface type and use.

The Branch Condition Report in Appendix 1 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current PCR is shown graphically in Figure BO-3.

**Table 1. Past, Present and Future Pavement Condition Indices.**

Branch	Section	Inspections			Forecast	
		2006	2011	2014	2019	2024
A01BO	1	77	68	69	63	58
A01BO	2	79	52	54	49	43
A02BO	1	---	---	100	88	78
R04BO	1	97	74	84	74	66
T01BO	1	100	100	100	90	78
T02BO	1	---	---	100	90	78
T03BO	1	---	---	100	90	78
TABO	1	---	100	100	90	78
TC1BO	1	---	100	92	80	74

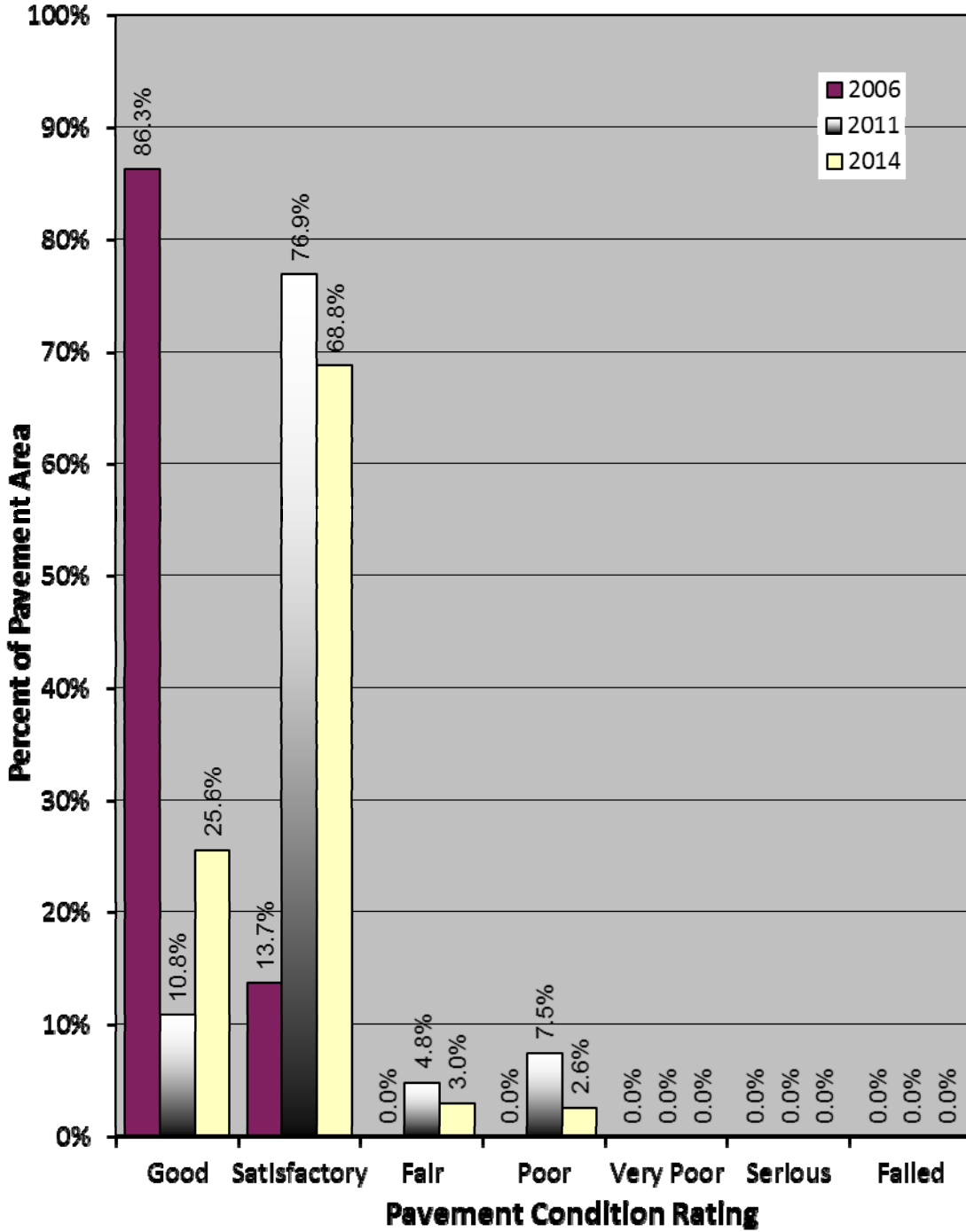
Section PCIs at Boardman Airport range from a low of 54 (a PCR of “Poor”) to a high of 100 (a PCR of “Good”). The area-weighted average PCI for all airport pavements is 87, corresponding to an overall PCR of “Good”. Figure BO-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 2006 and 2011.

The primary distresses observed during the inspection were: longitudinal and transverse cracking, block cracking, weathering, and with isolated occurrences of patching and alligator cracking.

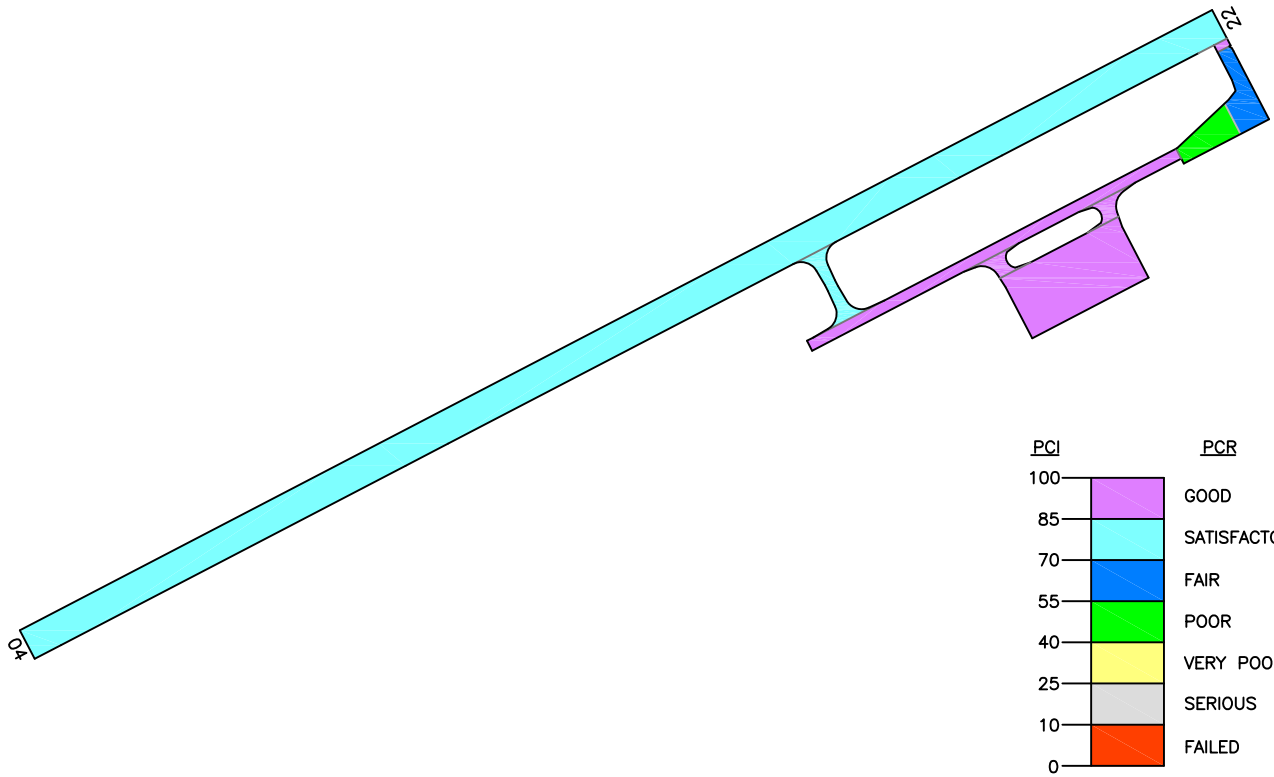
A graphical representation of the projected PCIs listed in Table 1 is shown in Figure BO-5.



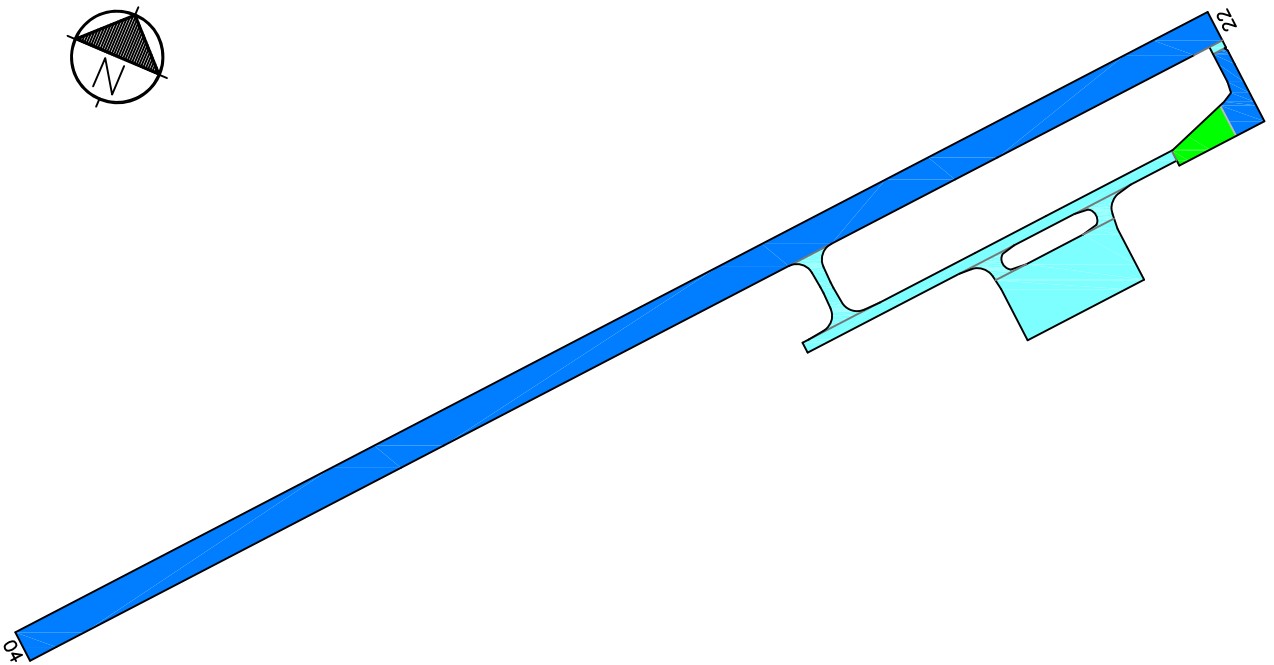
**Figure BO-4. Distribution of Pavement Condition Boardman Airport**



### Predicted Condition in 2019.



### Predicted Condition in 2024.



Drawing Date: July 2014

 PAVEMENT CONSULTANTS INC.

Figure BO-5. Future Pavement Condition.

## RECOMMENDATIONS

Data collected during the visual condition survey were used by the Micro PAVER software to generate the Network Maintenance Report contained in Appendix 3. This report identifies, for each pavement section, the recommended localized maintenance activities (i.e.-crack sealing, patching) that should be completed to repair the defects observed during the visual inspection. The repair quantities identified in the report were extrapolated to cover the entire pavement section, based on the distresses measured in the inspected sample units. If the repair activities identified are completed, the pavement deterioration rate will be slowed.

The recommended localized maintenance activities to be applied are selected by the Micro PAVER software based on a Distress Maintenance Policy established for the Oregon airport system. The report results indicate that, over your entire airport, the following quantities of localized maintenance are needed:

- 2,809 linear feet of asphalt concrete crack sealing

The Micro PAVER software can also identify and schedule recommended global (applied over an entire section) maintenance activities such as fog seals, slurry seals and other surface treatments, as well as major rehabilitation activities such as asphalt concrete overlays and complete reconstruction. Micro PAVER schedules global maintenance on a user-defined interval. To schedule major rehabilitation Micro PAVER uses pavement deterioration models developed during this project. These models are used to estimate future pavement condition and to schedule rehabilitation based on a trigger PCI.

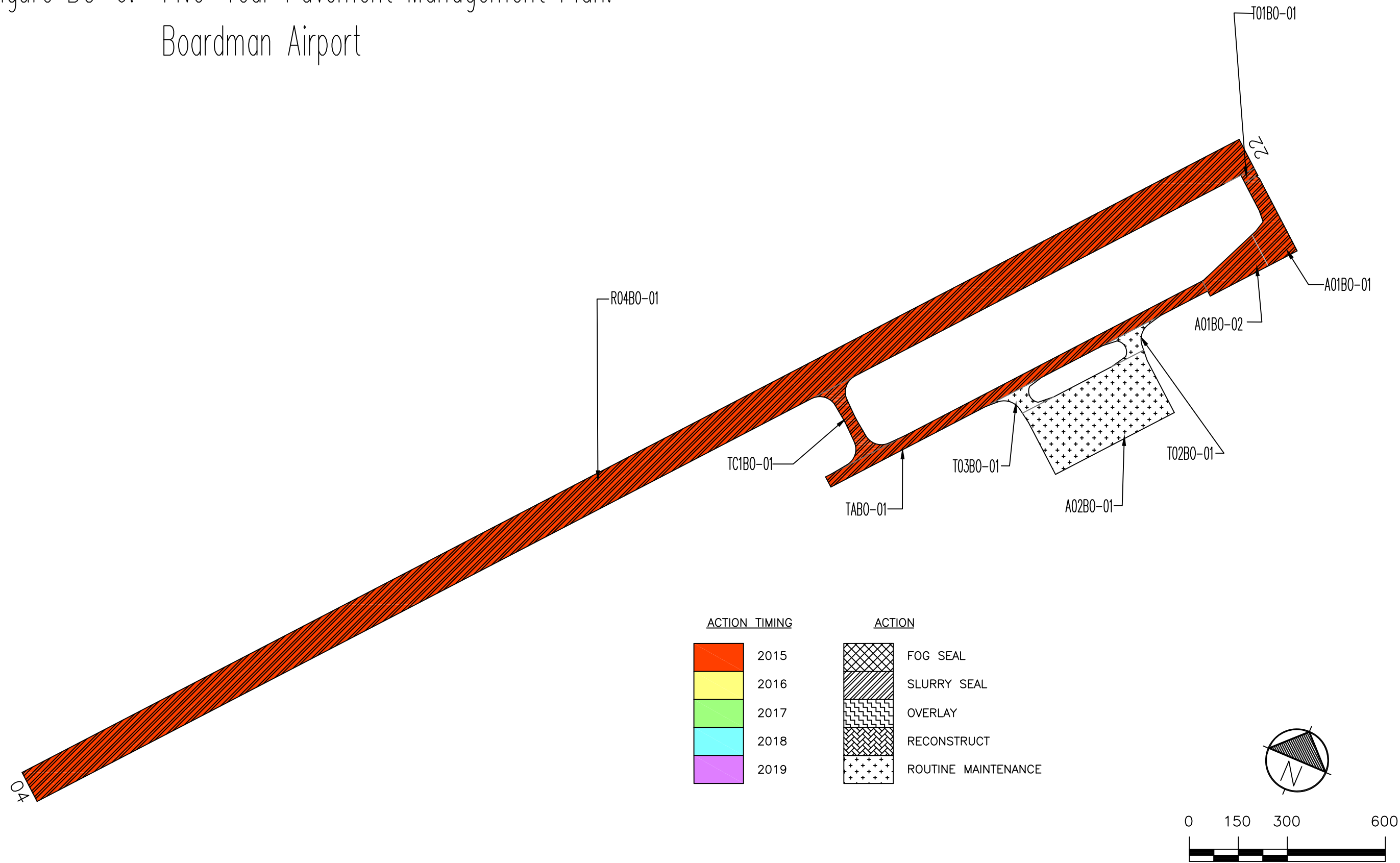
During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in the year 2015 to allow time for project development. These recommendations are presented in Table 2, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure BO-6.

**Table 2. Five-Year Global Maintenance and Rehabilitation Plan.**

Year	Branch	Section	Action	Area (sf)	Unit Cost (\$/sf)	Total Cost(\$)
2015	A01BO	1	Slurry Seal	18,392	\$0.20	\$3,678
2015	A01BO	2	Slurry Seal	15,942	\$0.20	\$3,188
2015	R04BO	1	Slurry Seal	420,000	\$0.20	\$84,000
2015	T01BO	1	Slurry Seal	1,150	\$0.20	\$230
2015	TABO	1	Slurry Seal	45,500	\$0.20	\$9,100
2015	TC1BO	1	Slurry Seal	11,967	\$0.20	\$2,393
2015 Total						\$102,590
<b>TOTAL</b>						<b>\$102,590</b>



Figure B0-6. Five-Year Pavement Management Plan.  
Boardman Airport



Drawing Date: July 2014

If the global maintenance and/or rehabilitation activities recommended in Table 2 are not completed, the localized maintenance activities identified in the Network Maintenance Report (Appendix 3) for that section should be done. Additionally, for those sections not listed in Table 2 as requiring global maintenance or rehabilitation, the localized maintenance activities outlined in the Network Maintenance Report should be completed. By completing the localized maintenance activities, pavement condition is improved, life is extended, deterioration is slowed and the length of time until major repair or rehabilitation is required is increased.

## **INSPECTION SCHEDULE**

To comply with the inspection schedule requirement of FAA Grant Assurance Number 11, a detailed visual inspection should be conducted every 3 years using the methodology described in ASTM D5430. The next scheduled detailed visual inspection should take place in 2017.

In addition, the FAA requires that a drive-by inspection be conducted monthly to detect unforeseen changes in pavement condition. The results of each drive-by inspection should be recorded and kept in a file. At a minimum, the date of the inspection and an indication of any maintenance performed since the last drive-by inspection should be recorded.

**Appendix 1**  
**Branch Condition Report**

Date: 9 /16/2014

**Branch Condition Report**

1 of 2

Pavement Database: ODA2014 NetworkID: Boardman

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
A01BO (Apron 01 Boardman)	2	460.00	64.50	34,334.00	APRON	61.50	7.50	62.04
A02BO (Apron 02 Boardman)	1	213.00	410.00	87,477.00	APRON	100.00	0.00	100.00
R04BO (Runway 4/22 Boardman)	1	4,200.00	100.00	420,000.00	RUNWAY	84.00	0.00	84.00
T01BO (Taxiway 01 Boardman)	1	25.00	46.00	1,150.00	TAXIWAY	100.00	0.00	100.00
T02BO (Taxiway 02 Boardman)	1	70.00	50.00	4,964.00	TAXIWAY	100.00	0.00	100.00
T03BO (Taxiway 03 Boardman)	1	70.00	50.00	5,233.00	TAXIWAY	100.00	0.00	100.00
TABO (Taxiway A Boardman)	1	1,300.00	35.00	45,500.00	TAXIWAY	100.00	0.00	100.00
TC1BO (Taxiway C1 Boardman)	1	233.00	35.00	11,967.00	TAXIWAY	92.00	0.00	92.00

<b>Use Category</b>	<b>Number of Sections</b>	<b>Total Area (SqFt)</b>	<b>Arithmetic Average PCI</b>	<b>Average PCI STD.</b>	<b>Weighted Average PCI</b>
APRON	3	121,811.00	74.33	19.15	89.30
RUNWAY	1	420,000.00	84.00	0.00	84.00
TAXIWAY	5	68,814.00	98.40	3.20	98.61
<b>All</b>	<b>9</b>	<b>610,625.00</b>	<b>88.78</b>	<b>15.86</b>	<b>86.70</b>

**Appendix 2**  
**Section Condition Report**

Date: 9 /16/2014

**Section Condition Report**

1 of 2

Pavement Database: ODA2014 NetworkID: Boardman

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
A01BO (Apron 01 Boardman)	01	09/03/1980	AC	APRON	P	0	18,392.00	07/04/2014	34	69.00
A01BO (Apron 01 Boardman)	02	08/01/2002	AC	APRON	P	0	15,942.00	07/04/2014	12	54.00
A02BO (Apron 02 Boardman)	01	07/15/2014	AC	APRON	P	0	87,477.00	07/15/2014	0	100.00
R04BO (Runway 4/22 Boardman)	01	09/03/2004	AC	RUNWAY	P	0	420,000.00	07/04/2014	10	84.00
T01BO (Taxiway 01 Boardman)	01	08/03/2004	AC	TAXIWAY	P	0	1,150.00	07/04/2014	10	100.00
T02BO (Taxiway 02 Boardman)	01	07/15/2014	AC	TAXIWAY	P	0	4,964.00	07/15/2014	0	100.00
T03BO (Taxiway 03 Boardman)	01	07/15/2014	AC	TAXIWAY	P	0	5,233.00	07/15/2014	0	100.00
TABO (Taxiway A Boardman)	01	09/02/2008	AC	TAXIWAY	P	0	45,500.00	07/04/2014	6	100.00
TC1BO (Taxiway C1 Boardman)	01	09/02/2008	AC	TAXIWAY	P	0	11,967.00	07/04/2014	6	92.00

**Section Condition Report***Pavement Database: ODA2014*

<b>Age Category</b>	<b>Average Age At Inspection</b>	<b>Total Area (SqFt)</b>	<b>Number of Sections</b>	<b>Arithmetic Average PCI</b>	<b>PCI Standard Deviation</b>	<b>Weighted Average PCI</b>
0-02	<b>0.00</b>	<b>97,674.00</b>	<b>3</b>	<b>100.00</b>	<b>0.00</b>	<b>100.00</b>
06-10	<b>8.00</b>	<b>478,617.00</b>	<b>4</b>	<b>94.00</b>	<b>6.63</b>	<b>85.76</b>
11-15	<b>12.00</b>	<b>15,942.00</b>	<b>1</b>	<b>54.00</b>	<b>0.00</b>	<b>54.00</b>
31-35	<b>34.00</b>	<b>18,392.00</b>	<b>1</b>	<b>69.00</b>	<b>0.00</b>	<b>69.00</b>
<b>All</b>	<b>8.67</b>	<b>610,625.00</b>	<b>9</b>	<b>88.78</b>	<b>15.86</b>	<b>86.70</b>



**Appendix 3**  
**Network Maintenance Report**

**Network Maintenance Report 2014**  
**Boardman Airport**

Network	Branch	Section	Distress	Severity	Action	Maint. Quantity	Unit	Unit Cost	Work Cost	Section Total Cost
Boardman	A01BO	1	L & T CR	M	Crack Sealing - AC	317	Ft	\$1.20	\$380	\$380
Boardman	R04BO	1	L & T CR	M	Crack Sealing - AC	2,372	Ft	\$1.20	\$2,846	\$2,846
Boardman	TC1BO	1	L & T CR	M	Crack Sealing - AC	120	Ft	\$1.20	\$144	\$144
									TOTAL	\$3,371

**Appendix 4**  
**Re-Inspection Report**

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

Network: Boardman Name: Boardman

Branch: A01BO Name: Apron 01 Boardman Use: APRON Area: 34,334.00SqFt

Section: 01 of 2 From: R04-01 To: END Last Const.: 09/03/1980  
Surface: AC Family: OR-Cat4-AC-East-AP-2014 Zone: M50 Category: N Rank: P  
Area: 18,392.00SqFt Length: 260.00Ft Width: 46.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/04/2014 Total Samples: 4 Surveyed: 4

Conditions: PCI : 69

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 57

Sample Comments:

43 BLOCK CRACKING	L	2,500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	137.00 Ft	Comments:
50 PATCHING	L	110.00 SqFt	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	120.00 Ft	Comments:
50 PATCHING	L	160.00 SqFt	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 3,345.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	60.00 Ft	Comments:
57 WEATHERING	L	3,345.00 SqFt	Comments:

Sample Number: 04 Type: R Area: 5,047.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	285.00 Ft	Comments:
57 WEATHERING	L	5,047.00 SqFt	Comments:

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

Network: Boardman Name: Boardman

Branch: A01BO Name: Apron 01 Boardman Use: APRON Area: 34,334.00SqFt

Section: 02 of 2 From: R04-01C To: A01BO-01 Last Const.: 08/01/2002  
Surface: AC Family: OR-Cat4-AC-East-AP-2014 Zone: M50 Category: N Rank: P  
Area: 15,942.00SqFt Length: 200.00Ft Width: 83.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/04/2014 Total Samples: 3 Surveyed: 3

Conditions: PCI : 54

Inspection Comments:

Sample Number: 01 Type: R Area: 6,559.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 6,559.00 SqFt Comments:  
57 WEATHERING L 6,559.00 SqFt Comments:

Sample Number: 02 Type: R Area: 4,338.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 4,338.00 SqFt Comments:  
57 WEATHERING L 4,338.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,044.00SqFt PCI = 41

Sample Comments:

43 BLOCK CRACKING L 4,344.00 SqFt Comments:  
57 WEATHERING L 5,044.00 SqFt Comments:  
41 ALLIGATOR CRACKING L 700.00 SqFt Comments:

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

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Network: Boardman Name: Boardman

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Branch: A02BO Name: Apron 02 Boardman Use: APRON Area: 87,477.00SqFt

---

Section: 01 of 1 From: T02BO To: T03BO Last Const.: 07/15/2014

Surface: AC Family: OR-Cat4-AC-East-AP-2014 Zone: M50 Category: N Rank: P

Area: 87,477.00SqFt Length: 213.00Ft Width: 410.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: Total Samples: 0 Surveyed: 0

Conditions:

---

Sample Number: Type: Area: 0.00

<NO VALID INSPECTIONS>

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

Network: Boardman Name: Boardman

Branch: R04BO Name: Runway 4/22 Boardman Use: RUNWAY Area: 420,000.00SqFt

Section: 01 of 1 From: Runway 04 End To: Runway 22 End Last Const.: 09/03/2004  
Surface: AC Family: OR-Cat4-AC-East-RW-2014 Zone: M50 Category: N Rank: P  
Area: 420,000.00SqFt Length: 4,200.00Ft Width: 100.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/04/2014 Total Samples: 84 Surveyed: 17

Conditions: PCI : 84

Inspection Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:

Sample Number: 18 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

Sample Number: 28 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:

Sample Number: 33 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

Sample Number: 38 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

Sample Number: 43 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

Sample Number: 48 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

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Sample Number:	53	Type:	R	Area:	5,000.00SqFt	PCI = 85
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	250.00 Ft	Comments:

---

Sample Number:	58	Type:	R	Area:	5,000.00SqFt	PCI = 85
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	250.00 Ft	Comments:

---

Sample Number:	63	Type:	R	Area:	5,000.00SqFt	PCI = 79
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	150.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	100.00 Ft	Comments:

---

Sample Number:	68	Type:	R	Area:	5,000.00SqFt	PCI = 79
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	150.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	100.00 Ft	Comments:

---

Sample Number:	73	Type:	R	Area:	5,000.00SqFt	PCI = 82
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	200.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	50.00 Ft	Comments:

---

Sample Number:	78	Type:	R	Area:	5,000.00SqFt	PCI = 82
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	200.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	50.00 Ft	Comments:

---

Sample Number:	83	Type:	R	Area:	5,000.00SqFt	PCI = 82
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	220.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	30.00 Ft	Comments:

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# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

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Network: Boardman Name: Boardman

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Branch: T01BO Name: Taxiway 01 Boardman Use: TAXIWAY Area: 1,150.00SqFt

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Section: 01 of 1 From: R04BO To: A01BO Last Const.: 08/03/2004  
Surface: AC Family: OR-Cat4-AC-East-TW-2014 Zone: M50 Category: N Rank: P  
Area: 1,150.00SqFt Length: 25.00Ft Width: 46.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 07/04/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 100

Inspection Comments:

---

Sample Number: 01 Type: R Area: 2,500.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

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Network: Boardman Name: Boardman

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Branch: T02BO Name: Taxiway 02 Boardman Use: TAXIWAY Area: 4,964.00SqFt

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Section: 01 of 1 From: Taxiway A To: Apron Last Const.: 07/15/2014

Surface: AC Family: OR-Cat4-AC-East-TW-2014 Zone: M50 Category: N Rank: P

Area: 4,964.00SqFt Length: 70.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: Total Samples: 0 Surveyed: 0

Conditions:

---

Sample Number: Type: Area: 0.00

<NO VALID INSPECTIONS>

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

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Network: Boardman Name: Boardman

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Branch: T03BO Name: Taxiway 03 Boardman Use: TAXIWAY Area: 5,233.00SqFt

---

Section: 01 of 1 From: Taxiway A To: Apron Last Const.: 07/15/2014

Surface: AC Family: OR-Cat4-AC-East-TW-2014 Zone: M50 Category: N Rank: P

Area: 5,233.00SqFt Length: 70.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: Total Samples: 0 Surveyed: 0

Conditions:

---

Sample Number: Type: Area: 0.00

<NO VALID INSPECTIONS>

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

Network: Boardman Name: Boardman

Branch: TABO Name: Taxiway A Boardman Use: TAXIWAY Area: 45,500.00SqFt

Section: 01 of 1 From: Taxiway A1 To: Apron 01 Last Const.: 09/02/2008  
Surface: AC Family: OR-Cat4-AC-East-TW-2014 Zone: M50 Category: N Rank: P  
Area: 45,500.00SqFt Length: 1,300.00Ft Width: 35.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/04/2014 Total Samples: 9 Surveyed: 5

Conditions: PCI : 100

Inspection Comments:

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 04 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 06 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 08 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 09 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

# Re-inspection Report

ODA2014

Report Generated Date: September 17, 2014

Network: Boardman Name: Boardman

Branch: TC1BO Name: Taxiway C1 Boardman Use: TAXIWAY Area: 11,967.00SqFt

Section: 01 of 1 From: Runway 4/22 To: Taxiway A Last Const.: 09/02/2008  
Surface: AC Family: OR-Cat4-AC-East-TW-2014 Zone: M50 Category: N Rank: P  
Area: 11,967.00SqFt Length: 233.00Ft Width: 35.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/04/2014 Total Samples: 2 Surveyed: 2

Conditions: PCI : 92

Inspection Comments:

Sample Number: 01 Type: R Area: 5,622.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 02 Type: R Area: 6,345.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 120.00 Ft Comments: