# WASHINGTON STATEWIDE AIRPORT PAVEMENT MANAGEMENT REPORT

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APPLIED PAVEMENT TECHNOLOGY

providing engineering solutions to improve pavement performance

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# TABLE OF CONTENTS

INTRODUCTION ..... 1
Project Background ..... 1
Scope of Work ..... 2
Project Findings ..... 4
SYSTEMS INVENTORY AND NETWORK DEFINITION ..... 5
Introduction ..... 5
Systems Inventory Process ..... 5
Network Definition ..... 5
Systems Inventory Results ..... 5
PAVEMENT EVALUATION ..... 7
Pavement Condition Survey Procedure ..... 7
Areas Inspected ..... 9
Additional Data Collected ..... 9
Pavement Evaluation Results ..... 9
MICRO PAVER CALIBRATION ..... 18
Background ..... 18
Database-Related ..... 18
Network Level Calibration ..... 18
Branch Level Calibration ..... 18
Section Level Calibration ..... 19
Performance Modeling ..... 20
Maintenance Policies and Pavement Repair Unit Costs ..... 21
PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM ..... 22
Introduction ..... 22
Analysis Process ..... 22
Analysis Approach ..... 23
Analysis Results ..... 24
PAVEMENT MANAGEMENT PROGRAM UPDATE REQUIREMENTS ..... 36
System Upkeep Guidelines ..... 36
Training Courses ..... 36
SUMMARY ..... 37

# LIST OF FIGURES

Figure 1. Pavement condition versus cost of repair..... 1
Figure 2. Pavement area by surface type..... 6
Figure 3. Pavement area by use. ..... 6
Figure 4. PCI versus repair type..... 8
Figure 5. Visual representation of PCI scale. ..... 8
Figure 6. Area-weighted PCI by surface type..... 10
Figure 7. Area-weighted PCI by branch use for all airports. ..... 11
Figure 8. Area-weighted PCI by use for all airports, excluding BIA, GEG, PSC, and SEA. ..... 11
Figure 9. Pavement condition by branch use, excluding BIA, GEG, PSC, and SEA. ... 17
Figure 10. Condition distribution..... 17
Figure 11. Performance model application..... 20
Figure 12. FAA unlimited funding (FAA Scenario 2)..... 25
Figure 13. FAA $3.5 million (FAA Scenario 3). ..... 26
Figure 14. FAA $10 million (FAA Scenario 4). ..... 27
Figure 15. FAA $15 million (FAA Scenario 5). ..... 28
Figure 17. WSDOT unlimited funding (WSDOT Scenario 2 with primaries not included). ..... 30
Figure 19. WSDOT $4.5 million, all airports excluding primaries with the 200K NPIAS/800K non-NPIAS split for WSDOT's portion of the budget (WSDOT Scenario 4)..... 32
Figure 20. WSDOT $5.5 million, all airports excluding primaries with the 400K NPIAS/1.6 million non-NPIAS split for WSDOT's portion of the budget (WSDOT Scenario 5)..... 33
Figure 21. Condition comparison between FAA budget scenarios..... 34
Figure 22. Condition comparison for WSDOT unlimited funding. ..... 34
Figure 23. Condition comparison for WSDOT scenarios (primaries not included). 35

# LIST OF TABLES

Table 1. Washington project airports by city name..... 3
Table 2. Inspection sampling rate. ..... 9
Table 3. Pavement condition by airport's associated city. ..... 12
Table 4. Critical PCI values. ..... 22
Table 5. FAA unlimited funding (FAA Scenario 2). ..... 25
Table 6. FAA $3.5 million (FAA Scenario 3). ..... 26
Table 7. FAA $10 million (FAA Scenario 4). ..... 27
Table 8. FAA $15 million (FAA Scenario 5). ..... 28
Table 9. WSDOT unlimited funding (WSDOT Scenario 2 with primaries included)..... 29
Figure 16. WSDOT unlimited funding (WSDOT Scenario 2 with primaries included)... 29
Table 10. WSDOT unlimited funding (WSDOT Scenario 2 with primaries not included). ..... 30
Table 11. WSDOT $4.5 million, NPIAS airports excluding primaries (WSDOT Scenario 3)..... 31

Figure 18. WSDOT $4.5 million, NPIAS airports excluding primaries (WSDOT Scenario 3)..... 31
Table 12. WSDOT $4.5 million, all airports excluding primaries with the 200K NPIAS/800K non-NPIAS split for WSDOT's portion of the budget (WSDOT Scenario 4)..... 32
Table 13. WSDOT $5.5 million, all airports excluding primaries with the 400K NPIAS/1.6 million non-NPIAS split for WSDOT's portion of the budget (WSDOT Scenario 5)..... 33

## APPENDICES

Appendix A. Inventory Summary
Appendix B. FAA AC 150/5380-6A
Appendix C. Cause of Distress
Appendix D. Pavement Inspection Summary
Appendix E. Pavement Performance Model, Unit Cost, and Work Policy Information

# INTRODUCTION

## Project Background

Applied Pavement Technology, Inc. (APTech), with assistance from CH2M HILL and CivilTech Engineering, recently updated the Washington State Department of Transportation (WSDOT) Aviation's Airport Pavement Management System (APMS). The principal objective for the project was to assess the relative condition of pavements at selected Washington airports in the Washington State Airport System Plan (WSASP) and the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS) using the FAA Pavement Condition Index (PCI) methodology. The pavement condition data were then incorporated into the APMS database and used to develop strategies for maintenance and rehabilitation (M&R) that result in the lowest life cycle cost for those pavements.

The updated APMS database provides WSDOT and the FAA with the up-to-date objective data needed to determine the validity of pavement-related funding requests, to prioritize such projects when funding levels are insufficient, and to determine whether projects are being requested in a timely manner. The timing of projects is important because preventive maintenance actions (such as crack sealing and joint resealing) can extend the life of a pavement in a very cost-effective manner. Once a pavement has deteriorated to the point where preventive maintenance is no longer the appropriate repair, it is critical to step in with major rehabilitation (such as an overlay) as soon as possible. If the pavement is allowed to continue to deteriorate, the cost for the major rehabilitation will increase significantly as the pavement structure becomes compromised. At some point, the pavement structure will become so degraded that the only viable alternative remaining is very costly reconstruction.

The importance of identifying not only the type of repair but also the optimal time of repair is illustrated in Figure 1. This figure shows that there is a point in a pavement's life cycle where the rate of deterioration increases. The financial impact of delaying repairs beyond this point can be severe.

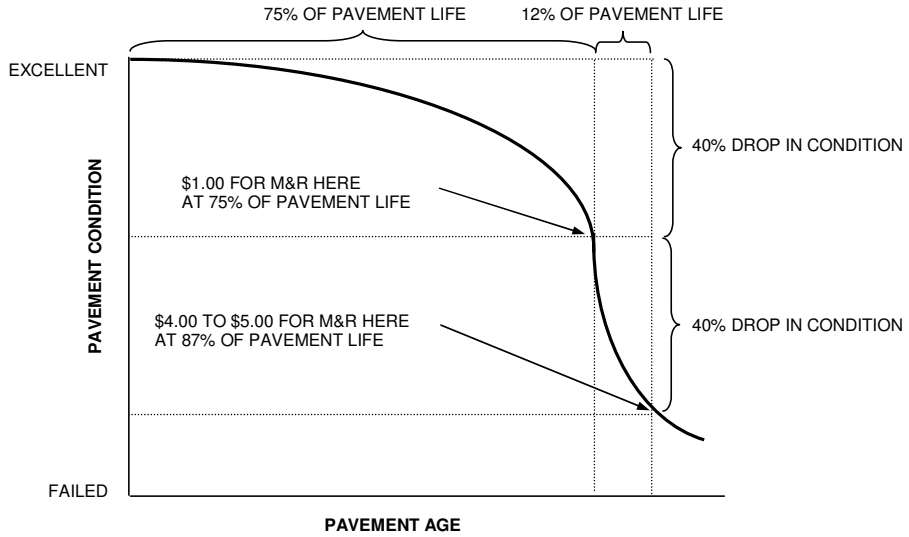


Figure 1. Pavement condition versus cost of repair.

The APMS enables WSDOT and the FAA to oversee the pavement infrastructure at the airports in the state in an effective, efficient, and reliable manner. The APMS provides the fact-based information needed to make better decisions regarding the significant investment the airport pavements represent. This in turn assists WSDOT and the FAA in being a good steward of the resources entrusted to them.

The APMS also provides individual airports with the necessary information to:

- Objectively monitor the condition of pavement systems.
- Select more cost-effective M&R treatments.
- Extend pavement life through the application of preventive maintenance actions, such as crack sealing and joint sealing.
- Track the performance of selected treatments.
- Provide information needed to justify and secure funding.
- Show the impact of funding decisions.
- Assure best return on investment.
- Communicate pavement conditions and needs.
- Assist Washington NPIAS airports in meeting the requirements of Public Law 103-305.

## Scope of Work

There are 100 airports in WSDOT's APMS database. These airports are listed in Table 1. APTech assessed the pavement conditions at the majority of these airports using the PCI procedure – the industry standard in aviation for visually assessing the condition of pavements. During a PCI evaluation, inspectors walk over the pavement and identify visible signs of deterioration. Pavement defects are characterized in terms of type of distress, severity level of distress, and amount of distress. This information is then used to develop a composite index (PCI number) that represents the overall condition of the pavement in numerical terms, ranging from 0 (failed) to 100 (excellent). The PCI number is a measure of overall condition and is indicative of the level of work that will be required to maintain or repair a pavement. Further, the distress information provides insight into what is causing the pavement to deteriorate, which is the first step in selecting the appropriate repair.

The PCI data from these inspections were used to update the WSDOT Micro PAVER APMS database and associated maps. The data were then analyzed to determine current pavement condition, predict future pavement condition, and develop M&R programs. The results of this analysis are presented in this statewide report. In addition to this report, individual reports were prepared for those airports inspected during this project.

Several public outreach sessions were conducted as part of this project, and a *Pavement Management Manual* was developed and provided to each of the participating airports. Training in the use of the Micro PAVER APMS software was also provided.

Table 1. Washington project airports by city name.

| Associated City | Airport | Associated City | Airport |
|---|---|---|---|
| Anacortes | Anacortes Airport | Oak Harbor | Wes Lupien Airport |
| Arlington | Arlington Municipal Airport | Ocean Shores | Ocean Shores Municipal |
| Auburn | Auburn Municipal | Odessa | Odessa Municipal Airport |
| Bellingham | Bellingham International Airport[1] | Okanogan | Okanogan Legion Airport |
| Blaine | Blaine Municipal | Olympia | Olympia Municipal Airport |
| Bremerton | Bremerton National | Omak | Omak Municipal |
| Brewster | Anderson Field[2] | Oroville | Dorothy Scott Airport |
| Burlington\Mount Vernon | Skagit Regional Airport | Othello | Othello Municipal |
| Camas/Washougal | Grove Field | Packwood | Packwood Airport |
| Cashmere | Cashmere-Dryden Airport | Pasco | Tri-Cities Airport[1] |
| Chehalis | Chehalis - Centralia Airport | Port Angeles | Sekiu Airport |
| Chelan | Chelan Municipal Airport | Port Angeles | William R. Fairchild International |
| Chewelah | Sand Canyon Airport | Port Townsend | Jefferson County |
| Cle Elum | Cle Elum Municipal Airport[3] | Prosser | Prosser |
| Cle Elum | De Vere Field | Pullman/Moscow | Pullman-Moscow Regional Airport |
| Colfax | Port Of Whitman Business Center | Puyallup | Pierce County - Thun Field |
| Colville | Colville Municipal Airport | Quincy | Quincy Municipal Airport[2] |
| Concrete | Concrete Municipal | Renton | Renton Municipal |
| Darrington | Darrington Municipal | Republic | Ferry County |
| Davenport | Davenport Airport | Richland | Richland |
| Deer Park | Deer Park Municipal Airport | Ritzville | Pru Field |
| Eastsound | Orcas Island | Rosalia | Rosalia Municipal Airport[3] |
| Eatonville | Swanson Field | Seattle | Boeing Field |
| Electric City | Grand Coulee Dam Airport[2] | Seattle | Seattle - Tacoma International Airport[1] |
| Ellensburg | Bowers Field | Sequim | Sequim Valley Airport |
| Elma | Elma Municipal | Shelton | Sanderson Field |
| Ephrata | Ephrata Municipal | Snohomish | Harvey Field Airport |
| Everett | Snohomish County (Paine Field) | South Bend/Raymond | Willapa Harbor Airport[2] |
| Forks | Forks Municipal | Spanaway | Spanaway Airport |
| Forks | Quillayute State Airport | Spokane | Felts Field |
| Friday Harbor | Friday Harbor | Spokane | Mead Flying Service |
| Goldendale | Goldendale Hornibrook Airport (Hornibrook Field) | Spokane | Spokane International Airport[1] |
| Greenwater | Ranger Creek State | Sunnyside | Sunnyside Municipal |
| Hoquiam | Bowerman Field | Tacoma | Tacoma Narrows Airport |
| Ilwaco | Port Of Ilwaco Airport[2] | Tekoa | Willard Field |
| Ione | Ione Municipal Airport | Toledo | Toledo-Winlock Ed Carlson Memorial Field |
| Kelso | Kelso-Longview Airport (Molt Taylor Field) | Tonasket | Tonasket Municipal Airport |
| Kennewick | Vista Field | Twisp | Twisp Municipal Airport |
| Kent | Crest Airpark | Vancouver | Pearson Airpark |
| Langley | Whidbey Airpark | Walla Walla | Martin Airfield |
| Lind | Lind Municipal Airport[2] | Walla Walla | Walla Walla Regional Airport |
| Lopez | Lopez Island Airport | Warden | New Warden |
| Lynden | Lynden Municipal | Waterville | Waterville Airport |
| Mansfield | Mansfield Airport | Wenatchee | Pangborn Memorial Airport |
| Mattawa | Desert Aire | Westport | Westport |
| McKenna | Western Airpark | Wilbur | Wilbur Municipal Airport |
| Monroe | Firstair Field | Wilson Creek | Wilson Creek Airport |
| Morton | Strom Field | Winthrop | Methow Valley State Airport |
| Moses Lake | Grant County International Airport | Woodland | Woodland State |
| Moses Lake | Moses Lake Municipal Airport | Yakima | Yakima Air Terminal |

[1]Primary airport that was not inspected in 2005; information from existing APMS databases was incorporated into WSDOT's APMS database.
[2]This airport was not inspected in 2005 due to planned rehabilitation. WSDOT's APMS database was updated with the new construction information and pavement conditions were reset to excellent.
[3]This airport was not inspected in 2005 due to failed condition identified during the 2000 inspection.

## Project Findings

Following is a summary of the findings of this study:

- The overall pavement area of the 100 airports included in the WSDOT APMS database is 148,010,732 square feet. If Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities are excluded from the analysis the area is 112,772,681 square feet.

- The 2005 condition of the entire APMS system (totaling 100 airports) is an area-weighted PCI value of 74.5 and the pavement system averaged 23.4 years of age at the time of inspection. If Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports are excluded from the analysis the area-weighted 2005 PCI is 76.7 and the area-weighted 2005 age is 25.1 years.

- The overall condition of the pavement system has been increasing. During 2000, 83 airports were evaluated and the area-weighted PCI at that time for those airports was 73.

- If no funding is provided for pavement maintenance or rehabilitation, the pavement system (excluding Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports) will experience a slow but steady decline in condition, with an anticipated PCI of 68 by 2012.

- If all maintenance and rehabilitation projects were to be funded at the airports (excluding Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports) an approximate total of $351 million would be needed over the next seven years. This can be further broken down into a need of $142 million for primary airports, $112 million for non-primary NPIAS airports, and $97 million for non-NPIAS airports eligible for state funding.

# SYSTEMS INVENTORY AND NETWORK DEFINITION

## Introduction

The project began with a review of the existing inventory information for each of the airports. This information was used to update the pavement management database and associated maps as necessary to account for pavement-related work that had been undertaken since the last time (2000) WSDOT had evaluated the airports. This chapter describes how the inventory portion of the APMS database was updated.

## Systems Inventory Process

CH2M HILL conducted a records review to determine when and how the pavements at each of the project airports were constructed and subsequently rehabilitated. APTech then incorporated this information into the pavement management database. Existing APMS databases for Seattle-Tacoma International, Bellingham International, Tri-Cities, and Spokane International Airports were incorporated into the WSDOT APMS to obtain inventory data.

## Network Definition

Using the inventory data, each project airport was divided into management units. This activity consists of creating an organizational hierarchy of all airport pavements within the pavement management database. The highest level is the *network*. In the Washington database, each airport is an individual network. Each network is comprised of *branches*. In the airport setting, branches consist of distinct runways, taxiways, aprons, and any other pavement grouping that can be defined by a change in usage. Branches are further divided into *sections*. Sections are parts of the branch that share common attributes, such as the cross-section, traffic level, and performance. The third subdivision or level is called a *sample unit*. Sample units are used during a pavement inspection.

Network definition maps identifying the location of all branches, sections, and sample units were prepared by CivilTech Engineering for each airport inspected and are provided in the individual airport reports.

## Systems Inventory Results

The area of pavement included in the WSDOT APMS database, separated by pavement surface type, is shown in Figure 2. Surface types are defined as follows: asphalt (AC), asphalt overlay on asphalt (AAC), portland cement concrete (PCC), and asphalt overlay on PCC (APC). Figure 3 shows the area of pavement separated by pavement use: apron/helipad, runway, and taxiway. The numbers on top of each bar in these figures represent the pavement area in millions of square feet.

Appendix A contains a summary of the inventory information for each airport. More detailed information is contained in the WSDOT APMS database and the individual airport reports.

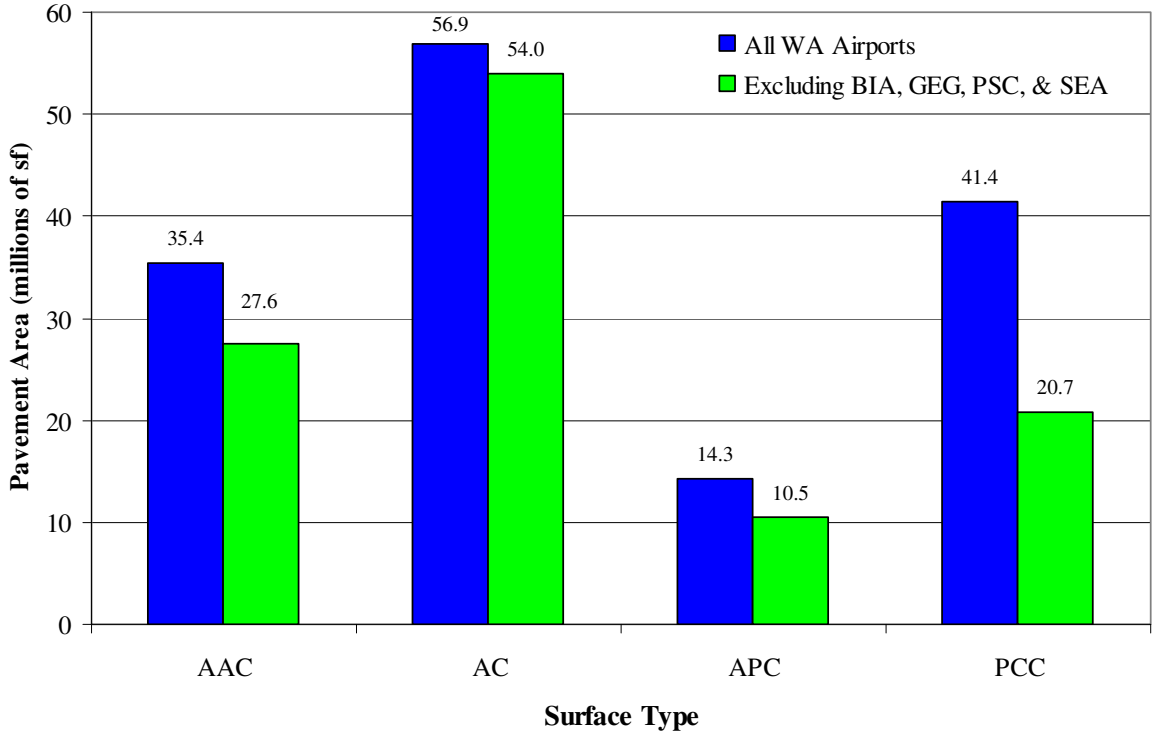


Figure 2. Pavement area by surface type.

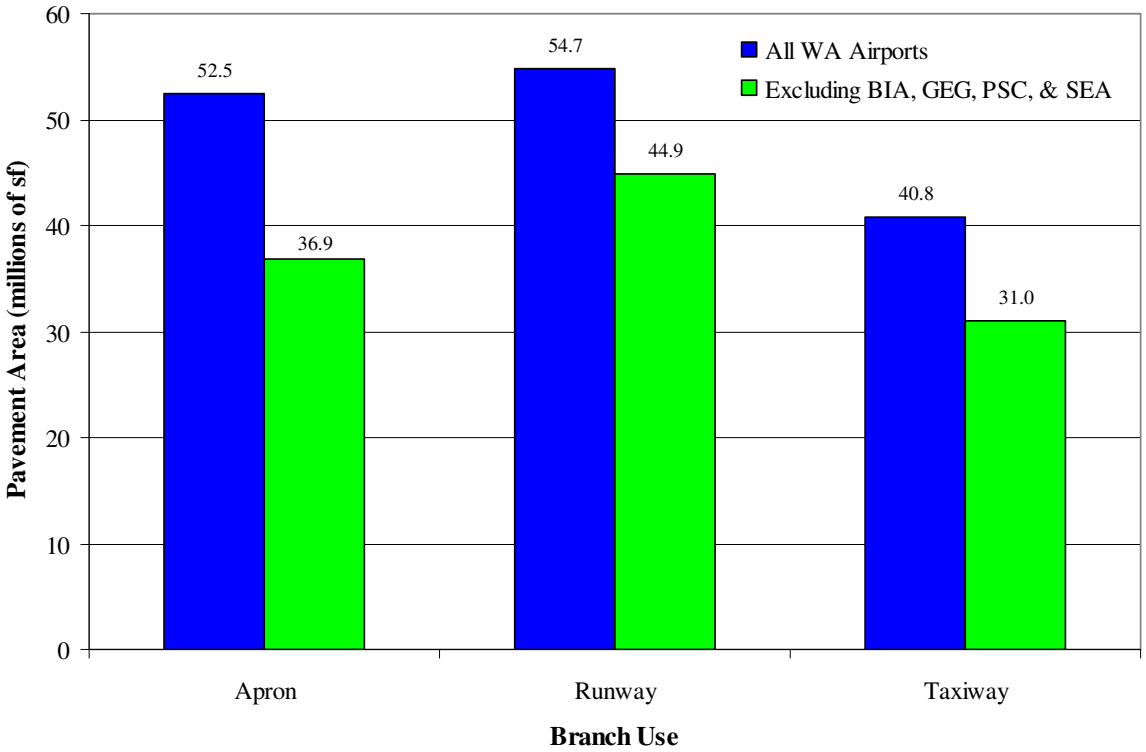


Figure 3. Pavement area by use.

# PAVEMENT EVALUATION

APTech inspected the pavements at the majority of the project airports between March and June of 2005. Seattle-Tacoma International, Bellingham International, Tri-Cities, and Spokane International Airports were not inspected; however, the existing APMS databases for those airports were incorporated into the WSDOT APMS to obtain condition data. Five airports, identified in Table 1, were not inspected due to their impending rehabilitation work. Instead, the WSDOT database was updated to reflect the anticipated construction dates and new condition values. Two additional airports, also identified in Table 1, were not inspected due to the fact they were found to be failed during the previous inspection in 2000 and no pavement rehabilitation work has been undertaken at those airports since that inspection.

## Pavement Condition Survey Procedure

APTech inspected 88 airports in 2005 using the PCI methodology as documented in the following publications:

- The U.S. FAA Advisory Circular 150/5380-6A, *Guidelines and Procedures for Maintenance of Airport Pavements*. (A copy of this publication is located in Appendix B.)
- The American Society for Testing and Material Standard D5340, *Standard Test Method for Airport Pavement Condition Index Surveys*.

The PCI procedure is the standard used by the aviation industry to visually assess pavement condition. It was developed to provide a consistent, objective, and repeatable tool to represent the overall pavement condition. This methodology involves walking over the pavement, identifying the type and severity of distress present, and measuring the quantity of distress.

The PCI scale ranges from a value of 0 (representing a pavement in a failed condition) to a value of 100 (representing a pavement in excellent condition). In general terms, pavements above a PCI of 70 that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing and surface treatments. Pavements with a PCI of 40 to 70 may require major rehabilitation, such as an overlay. Often, when the PCI is less than 40, reconstruction is the only viable alternative due to the substantial damage to the pavement structure. Figure 4 illustrates how the appropriate repair type varies with the PCI of a pavement section. Figure 5 shows a series of pavement photographs with associated PCI values.

Appendix C identifies the distress types considered during a PCI inspection and the likely cause of each distress type. It should be noted that a PCI value is based on visual signs of pavement deterioration and does not provide a measure of structural capacity.

| PCI | Repair Type |
|---|---|
| 86-100 | Preventive Maintenance |
| 71-85 | |
| 56-70 | Major Rehabilitation |
| 41-55 | |
| 26-40 | Reconstruction |
| 11-25 | |
| 0-10 | |

Figure 4. PCI versus repair type.

| Typical Pavement Surface | PCI |
|---|---|
| | 100 |
| | 60 |
| | 5 |

Figure 5. Visual representation of PCI scale.

## Areas Inspected

By evaluating a statistically selected number of sample units, an estimate of a section's condition can be obtained. Table 2 shows the sampling rate that WSDOT and FAA specified for this project. In addition, areas exhibiting unusual distress or condition were inspected as additional sample units in accordance with the procedure. The section PCI is extrapolated from the PCI values of the sample units that are inspected within a section.

Table 2. Inspection sampling rate.

| AC Pavements | | PCC Pavements | |
|---|---|---|---|
| **N[1]** | **n[2]** | **N[1]** | **n[2]** |
| 1 – 2 | All | 1 – 2 | All |
| 3 – 6 | 3 | 3 – 4 | 3 |
| 7 – 13 | 4 | 5 – 6 | 4 |
| 14 – 37 | 5 | 7 – 8 | 5 |
| > 38 | 6 | 9 – 11 | 6 |
| | | 12 – 14 | 7 |
| | | 15 – 19 | 8 |
| | | 20 – 27 | 9 |
| | | 28 – 38 | 10 |
| | | 39 – 58 | 11 |
| | | 59 – 104 | 12 |
| | | 105 – 313 | 13 |
| | | > 313 | 14 |

[1]N = the total number of sample units in the section.
[2]n = the number of sample units to be inspected.

## Additional Data Collected

During the field PCI inspections, the survey crew photographed typical pavement conditions at each airport site. These photos were incorporated into the individual airport reports.

## Pavement Evaluation Results

After the visual distress data were collected and entered into the WSDOT APMS database, the PCI for each section was calculated and the types of distress present were analyzed. PCI distress types are characterized as load-related (such as alligator cracking and shattered slabs), climate/durability-related (such as weathering [climate-related] and D-cracking [durability-related]), and other (distress types that cannot be attributed solely to load or climate/durability). Understanding the cause of distress helps in selecting a rehabilitation alternative that corrects the cause and thus eliminates its recurrence.

Appendix D lists the PCI value for each section, as well as the percentage of distress identified that can be attributed to load, climate, or a combination of these factors. Additionally, Appendix D lists the overall pavement conditions of each airport along with the conditions broken out by

branch use (runway, taxiway, and apron). Detailed distress data are available in the individual airport reports and the pavement management database.

The area-weighted condition of all the airports in the WSDOT APMS database, including Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports, is 76.9. The area-weighted condition of the airports excluding those four is 77.7. Figures 6, 7, and 8 show how the area-weighted PCI varies by surface type and use. Table 3 lists the area-weighted PCI of each airport overall and by branch use, as well as identifying key airport characteristics. Figure 9 summarizes the results of Table 3.

The overall condition of the pavement system has been increasing. During 2000, 83 airports were evaluated and the area-weighted PCI at that time for those airports was 73.

Figure 10 shows the distribution of the pavement conditions (PCI versus pavement area) for the airports. In this figure, preventive maintenance refers to activities such as patching, crack sealing, and joint resealing, while major rehabilitation includes overlays and whitetopping.

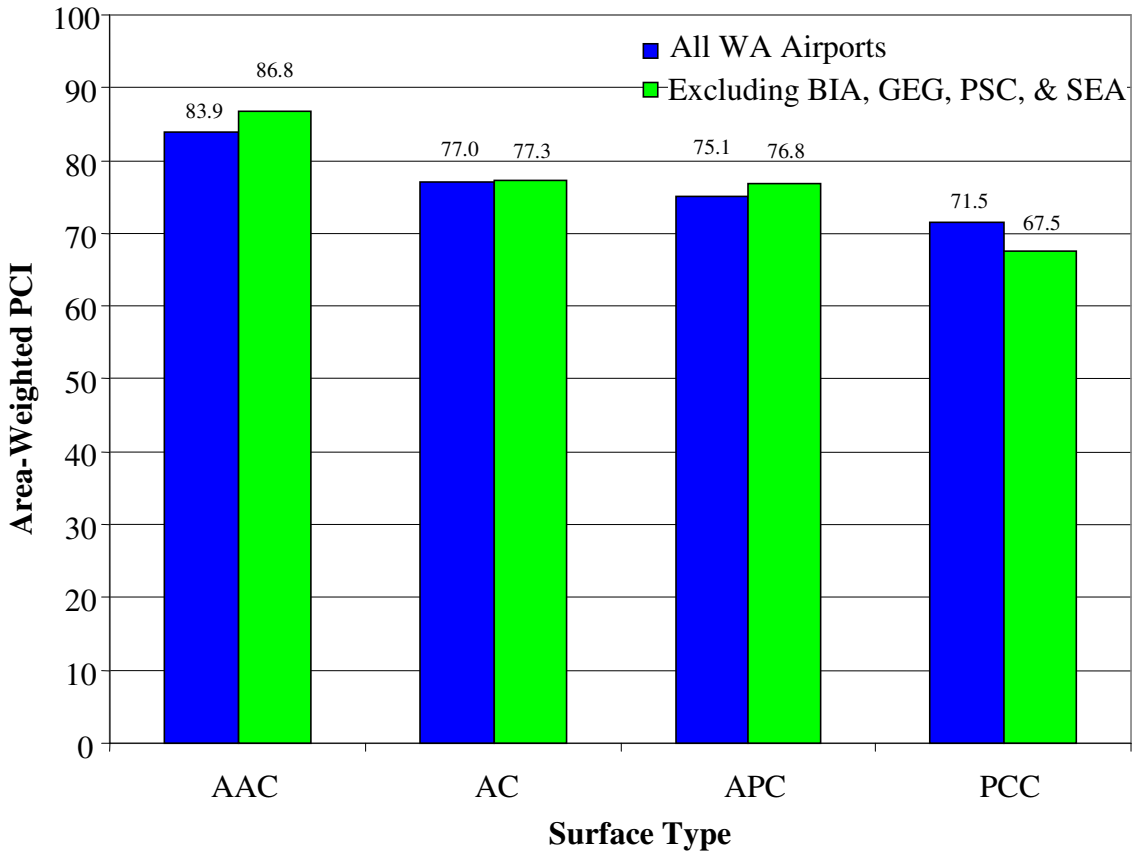


Figure 6. Area-weighted PCI by surface type.

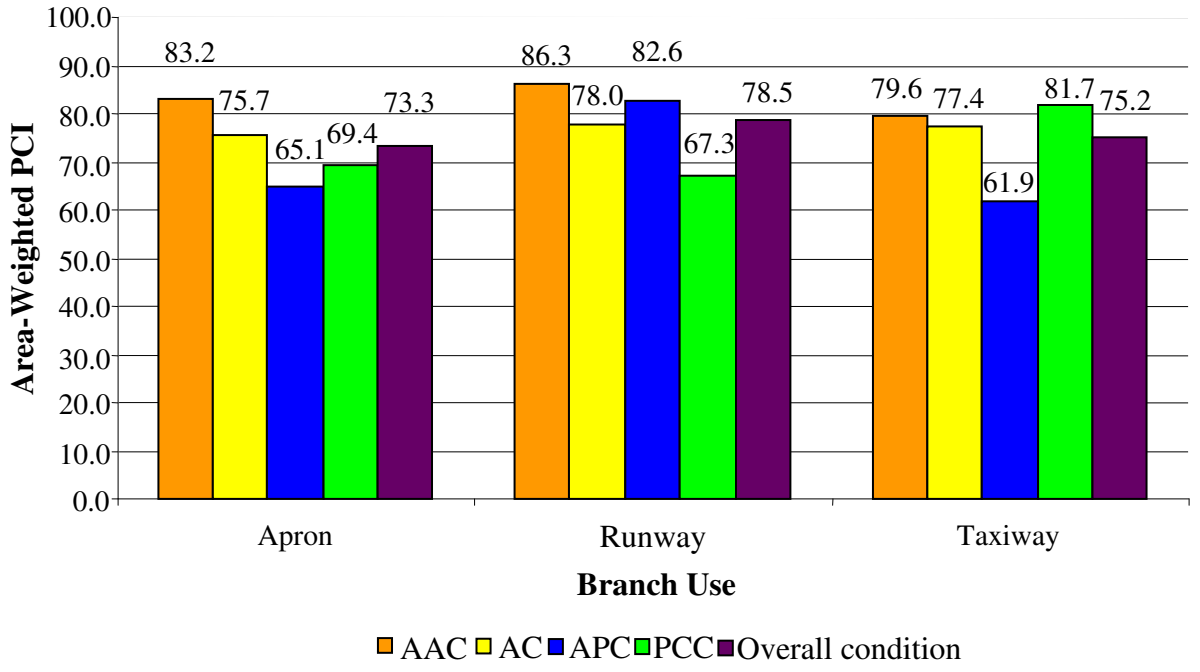


Figure 7. Area-weighted PCI by branch use for all airports.

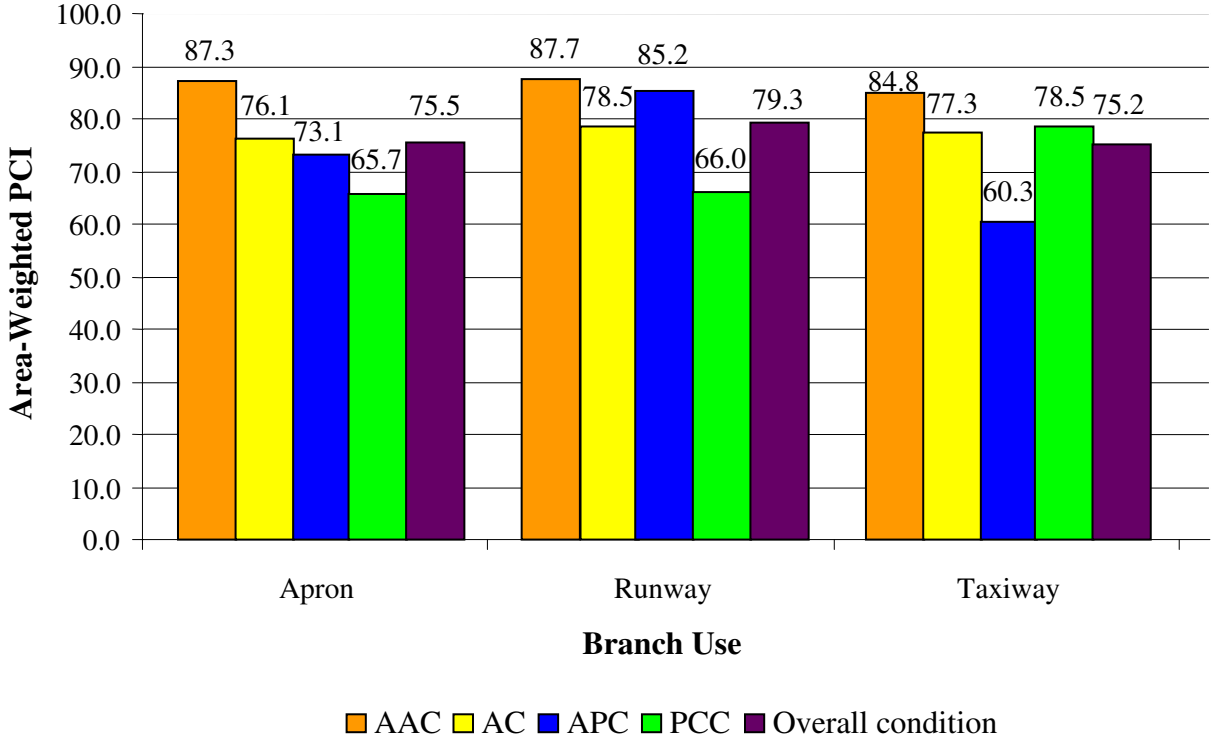


Figure 8. Area-weighted PCI by use for all airports, excluding BIA, GEG, PSC, and SEA.

Table 3. Pavement condition by airport's associated city.

| Associated City | Airport Name | Pavement Area (sf) | Airport Class | PSRC[3] | NPIAS | Last Inspection | Overall PCI | Runway PCI | Taxiway PCI | Apron PCI | Area-Weighted Age (years) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Washington Primary Airports** | | | | | | | | | | | |
| Bellingham | Bellingham International Airport[4] | 3,002,063 | COMMERCIAL | No | Yes | 2001 | 67 | 75 | 53 | 64 | 18 |
| Friday Harbor | Friday Harbor Airport | 1,186,214 | PRIMARY | No | Yes | 2005 | 89 (89)[1] | 100 | 82 | 87 | 15 |
| Port Angeles | William R. Fairchild International Airport | 2,518,410 | PRIMARY | No | Yes | 2005 | 75 (79)[1] | 88 | 64 | 63 | 25 |
| Pasco | Tri-Cities Regional Airport[4] | 5,105,393 | COMMERCIAL | No | Yes | 2002 | 73 | 81 | 97 | 41 | 19 |
| Pullman /Moscow | Pullman - Moscow Regional Airport | 1,824,595 | PRIMARY | No | Yes | 2005 | 86 | 80 | 84 | 99 | 22 |
| Seattle | Boeing Field | 6,998,050 | PRIMARY | Yes | Yes | 2005 | 78 (78)[1] | 70 | 80 | 83 | 19 |
| Seattle | Seattle - Tacoma International Airport[4] | 17,881,037 | COMMERCIAL | Yes | Yes | 2004 | 80 | 76 | 87 | 78 | 17 |
| Spokane | Spokane International Airport[4] | 9,230,009 | COMMERCIAL | No | Yes | 2002 | 66 | 80 | 59 | 63 | 20 |
| Walla Walla | Walla Walla Regional Airport | 5,912,674 | PRIMARY | No | Yes | 2005 | 40 (53)[1] | 45 | 57 | 26 | 38 |
| Wenatchee | Pangborn Memorial Airport | 3,068,853 | PRIMARY | No | Yes | 2005 | 79 (79)[1] | 80 | 79 | 77 | 23 |
| Yakima | Yakima Air Terminal | 4,337,491 | PRIMARY | No | Yes | 2005 | 76 | 84 | 74 | 65 | 15 |
| **Washington Non-Primary NPIAS Airports** | | | | | | | | | | | |
| Anacortes | Anacortes Airport | 658,100 | GA | No | Yes | 2005 | 86 | 100 | 76 | 86 | 7 |
| Arlington | Arlington Municipal Airport | 4,073,999 | GA | Yes | Yes | 2005 | 86 (88)[1] | 92 | 85 | 82 | 24 |
| Auburn | Auburn Municipal Airport | 1,283,922 | RELIEVER | Yes | Yes | 2005 | 78 | 100 | 72 | 78 | 23 |
| Blaine | Blaine Municipal Airport | 214,625 | GA | No | Yes | 2005 | 72 | 99 | 29 | 86 | 19 |
| Bremerton | Bremerton National Airport | 2,477,504 | GA | Yes | Yes | 2005 | 82 | 73 | 92 | 84 | 26 |
| Brewster | Anderson Field[2] | 360,120 | GA | No | Yes | 2005 | 100 | 100 | 100 | 100 | 0 |
| Burlington /Mount Vernon | Skagit Regional Airport | 2,072,206 | GA | No | Yes | 2005 | 81 (84)[1] | 55 | 76 | 95 | 26 |
| Camas /Washougal | Grove Field | 278,222 | GA | No | Yes | 2005 | 89 | 100 | 85 | 48 | 12 |
| Cashmere | Cashmere - Dryden Airport | 156,525 | GA | No | Yes | 2005 | 69 | 85 | 47 | N/A | 8 |
| Chehalis | Chehalis - Centralia Airport | 1,564,455 | GA | No | Yes | 2005 | 80 | 85 | 79 | 72 | 51 |
| Chelan | Chelan Municipal Airport | 537,136 | GA | No | Yes | 2005 | 80 | 76 | 93 | 70 | 15 |

Table 3. Pavement condition by airport's associated city (continued).

| Associated City | Airport Name | Pavement Area (sf) | Airport Class | PSRC[3] | NPIAS | Last Inspection | Overall PCI | Runway PCI | Taxiway PCI | Apron PCI | Area-Weighted Age (years) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Cle Elum | Cle Elum Municipal Airport | 126,697 | GA | No | Yes | 1999 | 42 | 40 | 45 | 62 | 10 |
| Colfax | Port of Whitman Business Center | 382,291 | GA | No | Yes | 2005 | 73 | 100 | 53 | 25 | 9 |
| Davenport | Davenport Airport | 230,462 | GA | No | Yes | 2005 | 99 | 99 | 100 | 98 | 4 |
| Deer Park | Deer Park Municipal Airport | 1,546,133 | GA | No | Yes | 2005 | 86 | 100 | 83 | 58 | 7 |
| Eastsound | Orcas Island Airport | 518,353 | GA | No | Yes | 2005 | 87 (87) [1] | 85 | 87 | 90 | 19 |
| Electric City | Grand Coulee Dam Airport[2] | 423,810 | GA | No | Yes | 2005 | 100 | 100 | 100 | 100 | 0 |
| Ellensburg | Bowers Field | 2,786,099 | GA | No | Yes | 2005 | 68 (85) [1] | 56 | 91 | 75 | 40 |
| Ephrata | Ephrata Municipal Airport | 3,653,004 | GA | No | Yes | 2005 | 64 | 66 | 63 | 62 | 53 |
| Everett | Snohomish County Airport (Paine Field) | 8,893,718 | RELIEVER | Yes | Yes | 2005 | 80 | 88 | 78 | 77 | 19 |
| Forks | Quillayute State Airport | 2,562,257 | GA | No | Yes | 2005 | 70 | 69 | 68 | 74 | 60 |
| Hoquiam | Bowerman Field | 1,429,198 | GA | No | Yes | 2005 | 90 | 92 | 88 | 89 | 17 |
| Ione | Ione Municipal Airport | 226,040 | GA | No | Yes | 2005 | 95 (96) [1] | 100 | 38 | 75 | 5 |
| Kelso | Kelso - Longview Airport (Molt Taylor Field) | 989,973 | GA | No | Yes | 2005 | 88 | 84 | 92 | 92 | 18 |
| Langley | Whidbey Airpark | 71,710 | GA | No | Yes | 2005 | 99 | 99 | N/A | 85 | 3 |
| Lopez | Lopez Island Airport | 399,999 | COMMERCIAL | No | Yes | 2005 | 95 | 100 | 93 | 90 | 10 |
| Moses Lake | Grant County International Airport | 15,595,691 | COMMERCIAL | No | Yes | 2005 | 80 (80) [1] | 90 | 69 | 75 | 34 |
| Ocean Shores | Ocean Shores Municipal Airport | 249,283 | GA | No | Yes | 2005 | 98 | 99 | 95 | 98 | 15 |
| Odessa | Odessa Municipal Airport | 300,434 | GA | No | Yes | 2005 | 96 | 94 | 99 | N/A | 5 |
| Olympia | Olympia Municipal Airport | 4,211,484 | GA | No | Yes | 2005 | 79 (78) [1] | 82 | 73 | 83 | 31 |
| Omak | Omak Municipal Airport | 1,210,147 | GA | No | Yes | 2005 | 80 (90) [1] | 78 | 81 | 85 | 16 |
| Oroville | Dorothy Scott Airport | 337,558 | GA | No | Yes | 2005 | 76 | 94 | 50 | 53 | 10 |
| Othello | Othello Municipal Airport | 340,257 | GA | No | Yes | 2005 | 48 | 50 | 38 | 61 | 27 |
| Packwood | Packwood Airport | 90,414 | GA | No | Yes | 2005 | 77 | 77 | N/A | 70 | 20 |
| Port Townsend | Jefferson County | 719,025 | GA | No | Yes | 2005 | 93 | 91 | 92 | 96 | 13 |
| Prosser | Prosser Airport | 743,898 | GA | No | Yes | 2005 | 93 | 88 | 93 | 95 | 7 |

Table 3. Pavement condition by airport's associated city (continued).

| Associated City | Airport Name | Pavement Area (sf) | Airport Class | PSRC[3] | NPIAS | Last Inspection | Overall PCI | Runway PCI | Taxiway PCI | Apron PCI | Area-Weighted Age (years) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Puyallup | Pierce County - Thun Field | 890,213 | GA | Yes | Yes | 2005 | 87 | 79 | 91 | 87 | 16 |
| Renton | Renton Municipal Airport | 2,103,909 | RELIEVER | Yes | Yes | 2005 | 89 | 87 | 92 | 86 | 16 |
| Richland | Richland Airport | 2,173,228 | GA | No | Yes | 2005 | 83 | 65 | 90 | 92 | 13 |
| Ritzville | Pru Field | 359,369 | GA | No | Yes | 2005 | 92 | 88 | 99 | 89 | 6 |
| Rosalia | Rosalia Municipal Airport | 270,638 | GA | No | Yes | 1999 | 50 | 53 | 56 | 38 | 14 |
| Shelton | Sanderson Field | 1,648,038 | GA | No | Yes | 2005 | 89 (89) [1] | 100 | 90 | 71 | 31 |
| Snohomish | Harvey Field | 431,844 | RELIEVER | Yes | Yes | 2005 | 69 | 78 | 66 | 70 | 18 |
| Spokane | Felts Field | 2,153,077 | GA | No | Yes | 2005 | 78 | 92 | 81 | 59 | 34 |
| Sunnyside | Sunnyside Municipal Airport | 534,446 | GA | No | Yes | 2005 | 84 | 96 | 70 | 79 | 9 |
| Tacoma | Tacoma Narrows Airport | 2,641,957 | GA | Yes | Yes | 2005 | 81 | 84 | 71 | 82 | 31 |
| Toledo | Toledo - Winlock Ed Carlson Memorial Field | 930,706 | GA | No | Yes | 2005 | 83 | 100 | 21 | 43 | 6 |
| Vancouver | Pearson Airpark | 786,883 | GA | No | Yes | 2005 | 93 (94) [1] | 97 | 91 | 93 | 12 |
| Wilbur | Wilbur Municipal Airport | 270,613 | GA | No | Yes | 2005 | 91 | 96 | 99 | 84 | 8 |
| Winthrop | Methow Valley State Airport | 706,792 | GA | No | Yes | 2005 | 84 (86) [1] | 83 | 74 | 89 | 9 |
| **Washington Non-NPIAS Airports** | | | | | | | | | | | |
| Chewelah | Sand Canyon Airport | 344,602 | GA | No | No | 2005 | 79 | 95 | 62 | 69 | 14 |
| Cle Elum | De Vere Field | 67,350 | GA | No | No | 2005 | 43 | N/A | 44 | 32 | 29 |
| Colville | Colville Municipal Airport | 288,145 | GA | No | No | 2005 | 88 | 93 | 80 | 90 | 8 |
| Concrete | Concrete Municipal Airport | 193,207 | GA | No | No | 2005 | 95 | 95 | 97 | 93 | 12 |
| Darrington | Darrington Municipal Airport | 200,773 | GA | Yes | No | 2005 | 96 | 97 | 93 | 100 | 10 |
| Eatonville | Swanson Field | 117,245 | GA | Yes | No | 2005 | 100 | N/A | 100 | 96 | 8 |
| Elma | Elma Municipal Airport | 115,731 | GA | No | No | 2005 | 63 | 77 | 76 | 18 | 26 |
| Forks | Forks Municipal Airport | 324,484 | GA | No | No | 2005 | 75 | 77 | 72 | 76 | 17 |
| Goldendale | Goldendale Hornibrook Airport (Hornibrook Field) | 251,546 | GA | No | No | 2005 | 94 | 100 | 99 | 58 | 3 |
| Greenwater | Ranger Creek State Airport | 86,700 | GA | Yes | No | 2005 | 65 | 65 | N/A | N/A | 19 |

Table 3. Pavement condition by airport's associated city (continued).

| Associated City | Airport Name | Pavement Area (sf) | Airport Class | PSRC[3] | NPIAS | Last Inspection | Overall PCI | Runway PCI | Taxiway PCI | Apron PCI | Area-Weighted Age (years) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Ilwaco | Port of Ilwaco Airport[2] | 110,095 | GA | No | No | 2005 | 100 | 100 | N/A | 100 | 0 |
| Kennewick | Vista Field | 1,091,434 | GA | No | No | 2005 | 86 | 78 | 95 | 96 | 6 |
| Kent | Crest Airpark | 345,354 | GA | Yes | No | 2005 | 65 | 72 | 61 | 53 | 20 |
| Lind | Lind Municipal Airport[2] | 281,948 | GA | No | No | 2005 | 100 | 100 | 100 | 100 | 0 |
| Lynden | Lynden Municipal Airport | 215,422 | GA | No | No | 2005 | 92 | 87 | 94 | 99 | 12 |
| Mansfield | Mansfield Airport | 243,524 | GA | No | No | 2005 | 63 | 86 | 87 | 37 | 13 |
| Mattawa | Desert Aire | 276,407 | GA | No | No | 2005 | 90 | 94 | 84 | 94 | 10 |
| McKenna | Western Airpark | 138,704 | GA | No | No | 2005 | 96 | 93 | 100 | 92 | 7 |
| Monroe | Firstair Field | 158,745 | GA | Yes | No | 2005 | 43 | 42 | 55 | 42 | 25 |
| Morton | Strom Field | 99,419 | GA | No | No | 2005 | 67 | 77 | 26 | 43 | 18 |
| Moses Lake | Moses Lake Municipal Airport | 283,691 | GA | No | No | 2005 | 79 | 74 | 83 | 85 | 15 |
| Oak Harbor | Wes Lupien Airport | 142,275 | GA | No | No | 2005 | 25 | 13 | 93 | 36 | 45 |
| Okanogan | Okanogan Legion Airport | 162,330 | GA | No | No | 2005 | 90 | 87 | 92 | 94 | 14 |
| Port Angeles | Sekiu Airport | 253,637 | GA | No | No | 2005 | 20 | 19 | N/A | 22 | 20 |
| Quincy | Quincy Municipal Airport[2] | 365,836 | GA | No | No | 2005 | 84 | 100 | 100 | 55 | 4 |
| Republic | Ferry County Airport | 228,927 | GA | No | No | 2005 | 86 | 85 | 91 | 96 | 7 |
| Sequim | Sequim Valley Airport | 249,006 | GA | No | No | 2005 | 87 | 98 | 99 | 69 | 13 |
| South Bend /Raymond | Willapa Harbor Airport[2] | 303,699 | GA | No | No | 2005 | 88 | 100 | 53 | 85 | 1 |
| Spanaway | Spanaway Airport | 124,486 | GA | Yes | No | 2005 | 51 | 69 | 37 | 37 | 44 |
| Spokane | Mead Flying Service | 84,750 | GA | No | No | 2005 | 76 | 75 | N/A | 82 | 26 |
| Tekoa | Willard Field | 116,176 | GA | No | No | 2005 | 95 | 96 | 96 | 100 | 5 |
| Tonasket | Tonasket Municipal Airport | 388,657 | GA | No | No | 2005 | 86 | 90 | 91 | 72 | 9 |
| Twisp | Twisp Municipal Airport | 207,799 | GA | No | No | 2005 | 52 | 41 | 40 | 92 | 11 |
| Walla Walla | Martin Airfield | 468,209 | GA | No | No | 2005 | 53 | 67 | 39 | 55 | 37 |
| Warden | New Warden Airport | 187,036 | GA | No | No | 2005 | 79 | 75 | N/A | 100 | 18 |

Table 3. Pavement condition by airport's associated city (continued).

| Associated City | Airport Name | Pavement Area (sf) | Airport Class | PSRC[3] | NPIAS | Last Inspection | Overall PCI | Runway PCI | Taxiway PCI | Apron PCI | Area-Weighted Age (years) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Waterville | Waterville Airport | 254,534 | GA | No | No | 2005 | 79 | 83 | 72 | 74 | 10 |
| Westport | Westport Airport | 220,680 | GA | No | No | 2005 | 85 | 81 | 89 | 89 | 12 |
| Wilson Creek | Wilson Creek Airport | 256,495 | GA | No | No | 2005 | 93 | 89 | N/A | 100 | 6 |
| Woodland | Woodland State Airport | 60,873 | GA | Yes | No | 2005 | 46 | 46 | N/A | N/A | 22 |

[1]First number represents the area-weighted PCI value for all the airport's pavements. The number in parenthesis represents the area-weighted PCI value for pavements eligible for FAA funding.
[2]These airports were not inspected during the project. They have a 2005 inspection date and a PCI of 100 based on major rehabilitation completed in 2005.
[3]Represents airports located within the Puget Sound Region.
[4]Primary airport that was not inspected in 2005; information from existing APMS databases was incorporated into WSDOT's APMS database.

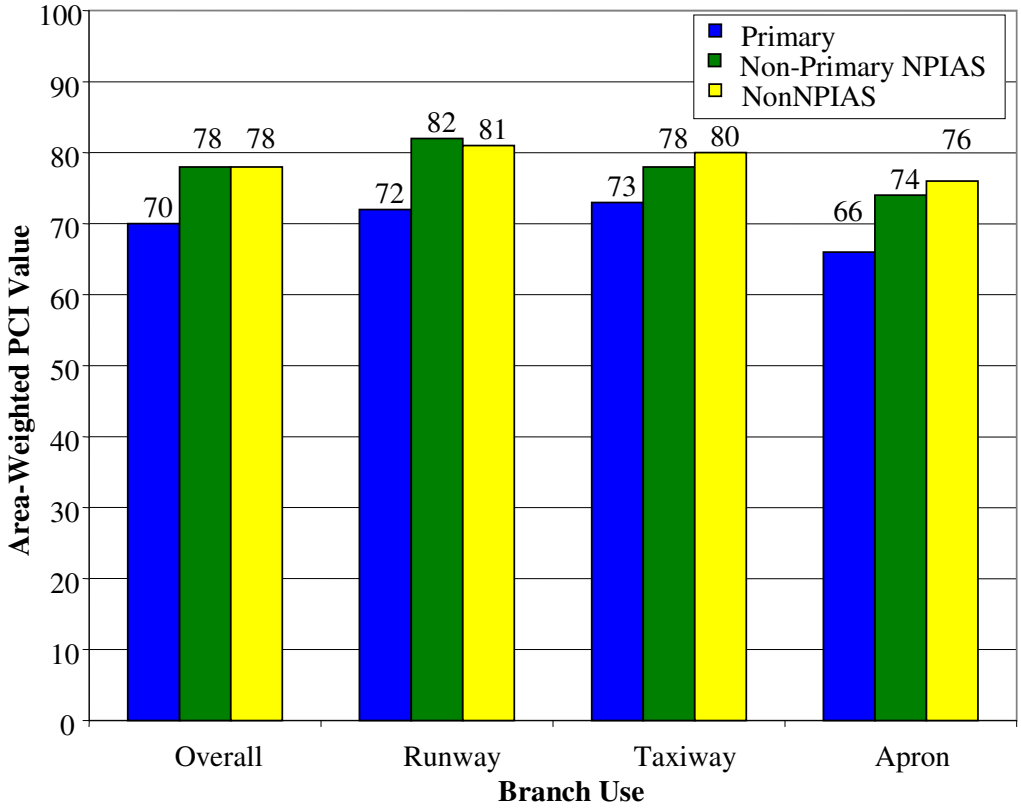


Figure 9. Pavement condition by branch use, excluding BIA, GEG, PSC, and SEA.

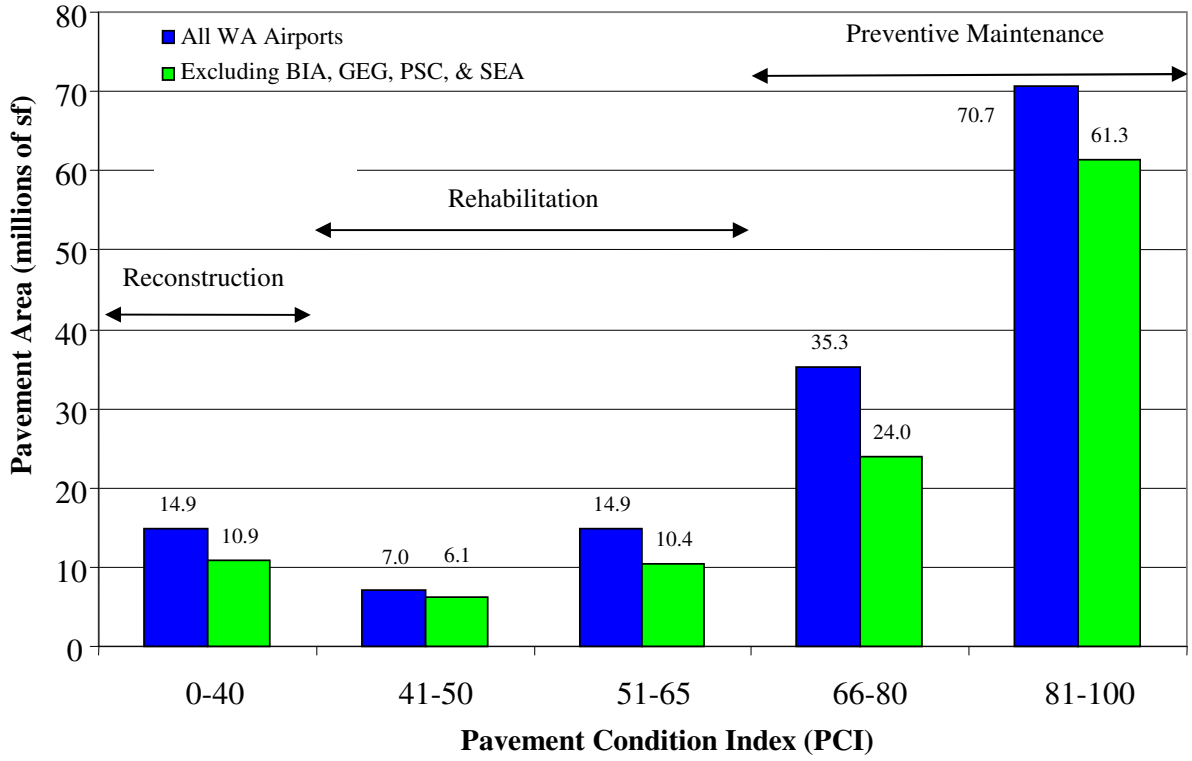


Figure 10. Condition distribution.

# Micro PAVER CALIBRATION

## Background

As part of this project, the APMS software (Micro PAVER) used by WSDOT Aviation was modified to reflect the State's conditions and needs. The calibration can be broken down into the following areas:

- Database-Related
- Performance Modeling
- Maintenance Policies and Pavement Repair Unit Costs

Each of these areas is addressed under separate headings in this chapter.

## Database-Related

Micro PAVER permits the user to define many database fields to meet specific requirements. This calibration occurs at three levels: the network level, the branch level, and the section level. It should be noted that the data for Seattle – Tacoma International, Spokane International, Tri-Cities Regional, and Bellingham International were obtained from previous pavement studies and not included as part of this project. In some instances, the data does not reflect the calibration identified in the following descriptions.

### Network Level Calibration

There are 100 networks in the database – one for each airport. The network identifier for each is the city where the airport is located, such as Colville, and the network name is the full airport name, such as Colville Municipal Airport. In addition, there are user-definable fields available for use at the network level. The following user-definable fields have been assigned at the network level:

- County in which the airport is located.
- Airport's Federal classification (Commercial, GA, Primary, and Reliever).
- NPIAS or Non-NPIAS category.
- Maximum allowable load on the primary runway.
- Ownership of the airport (Public or Private).
- Whether or not the airport is located in the Puget Sound Region.

### Branch Level Calibration

Within a network are branches. A branch is a single entity that serves a distinct function; runways, taxiways, and aprons are branches. In Micro PAVER, the user is able to customize the branch identifier and the branch name. In addition, there are user-definable fields available for use at the branch level. The Washington Micro PAVER system has been customized at the branch level as follows:

- The branch identifier starts with *R* for runways, *T* for taxiways, and *A* for aprons. The branch identifier is completed as follows: 1) for runways, the orientation of the runway is used (for example, *R05*), 2) for taxiways, T01, T02, and so on are used, and 3) for aprons, A01, A02, and so on are used. The branch identifier is then finished using a two-letter code specific to each airport.

- The branch name is a clear description of the branch (for example, *Runway 10/28, Taxiway 01, Apron 01*).

- Two user fields at the branch level were used. One user field is used to identify the legislative district where the airport is located. The second user field is used to identify the type of lighting system for each runway as follows:

    - LIRL – low intensity runway lighting
    - LIRL NS – nonstandard low intensity runway lighting
    - MIRL – medium intensity runway lighting
    - MIRL NS – nonstandard medium intensity runway lighting
    - HIRL – high intensity runway lighting
    - NON STAND – nonstandard lighting
    - NONE – no lighting

## Section Level Calibration

Within branches are sections. In Micro PAVER, the user is able to customize section identifiers, from/to descriptors, use, surface type, and rank. In addition, there are user-definable fields available for use at the section level. The WSDOT system has been customized as follows:

- The section identifiers within a branch are numbered 01, 02, 03, and so on.

- The from/to statements are clear and match the pavement layout plan where possible.

- The use of the pavement is defined as runway, taxiway, apron, or helipad.

- The surface type is defined as AC, AAC, PCC, or APC.

- A rank of primary, secondary, and tertiary (P, S or T) is assigned to pavement sections. For example, an airport with two runways would usually have one designated as the primary runway and one as a secondary runway. Pavement areas with very low importance are assigned a rank of tertiary. The FAA and WSDOT identified the pavement rank assignments.

- A geographic zone has been assigned to all pavement sections according to the airport's location in the state as follows. See Appendix A, Table A-2, for identification of the region assigned to each airport.

    - CSTL – coastal region
    - EAST – eastern region
    - NCNT – north central region
    - SCNT – south central region
    - WEST – western region

- Three user fields at the section level were used. One user field is used to identify the type of surface treatment the section has if present. The second user field indicates the year the surface treatment was applied. The third user field is used to identify the funding eligibility of the section as follows:
  - NPIASBOTH – Pavement areas at NPIAS airports eligible for both FAA and WSDOT funding
  - NPIASWA – Pavement areas at NPIAS airports eligible for WSDOT funding
  - NonNPIASWA – Pavement areas at Non-NPIAS airports eligible for WSDOT funding
  - NONE – Pavement areas ineligible for FAA or WSDOT funding

## Performance Modeling

Micro PAVER uses performance models to predict pavement condition into the future. It is possible within Micro PAVER to develop database-specific performance models using actual pavement condition data. The prediction of the future condition of each pavement section is performed using its position relative to its performance model, as shown in Figure 11.

Performance characteristics such as surface type, pavement use (runway, taxiway, and apron), rank, geographic region, maximum allowable load, and so on were investigated to determine their impact on pavement performance. Thirty pavement performance models were selected for final use in the WSDOT APMS. Appendix E contains detailed information on these models.

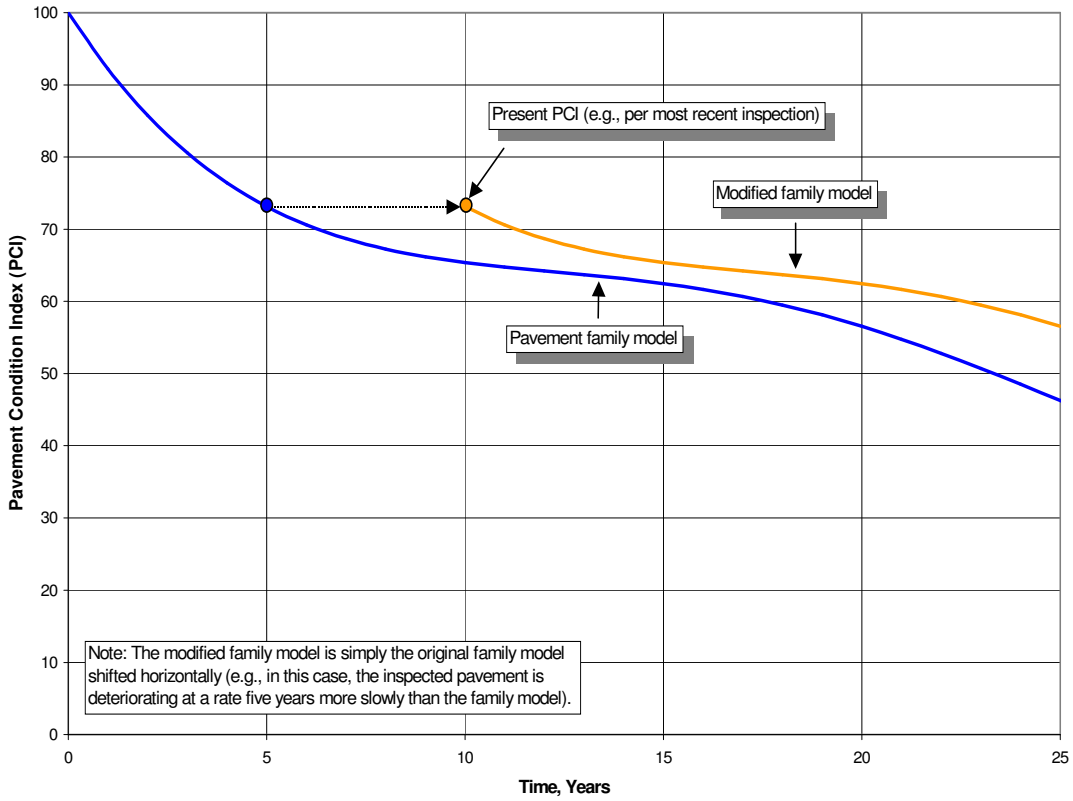


Figure 11. Performance model application.

## Maintenance Policies and Pavement Repair Unit Costs

Maintenance policies for pavement were defined in conjunction with WSDOT and the FAA. These policies identify the type of maintenance procedure (such as crack sealing and patching) that should be considered for repairing specific distress types and severity combinations. For example, the appropriate action for repairing a medium severity longitudinal and transverse crack in an asphalt pavement might be crack sealing. These policies are provided in Appendix E.

Unit costs for the different maintenance actions were estimated by CH2M HILL and can also be found in Appendix E. CH2M HILL estimated all unit cost information at the state level. Please note that the maintenance policies and unit costs may require adjustment to reflect specific conditions at individual airports.

# PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM

## Introduction

The Micro PAVER APMS software is a tool that was used to develop an M&R program for the airports in the WSDOT APMS database, excluding Seattle-Tacoma International Airport, Spokane International Airport, Bellingham International Airport, and Tri-Cities Airport (these four airports have their own APMS programs in place). Micro PAVER is used to identify those pavement sections that have high enough PCI values for preventive maintenance actions, such as crack sealing and joint resealing, to be cost-effective. In addition, it is also used to identify those sections where major rehabilitation is warranted.

Micro PAVER was used to evaluate the impacts on pavement condition for various budget scenarios, as determined by WSDOT and the FAA. Through a Micro PAVER analysis, the recommended work that can be completed with the funding available is identified. Work that cannot be completed within the funding constraint is deferred to later years. The impact of the work completed, in terms of area-weighted average condition, is then presented as a basis for comparison.

## Analysis Process

For each year of the analysis, Micro PAVER applies the performance models (described previously under the performance modeling paragraph) and estimates the future condition of the pavement sections. If a section falls below the "critical PCI" value, major rehabilitation is recommended during that year. If a section is above the critical PCI value, global and localized preventive maintenance may be recommended for that year. WSDOT and the FAA set the critical PCI values shown in Table 4. After the treatment has been selected for the pavement section, its cost is calculated using unit cost figures stored in Micro PAVER and shown in Appendix E.

Table 4. Critical PCI values.

| Surface Type | Load Classification | Runway | Taxiway | Apron |
|---|---|---|---|---|
| AC | < 60,000# | 65 | 60 | 60 |
| | ≥ 60,000# | 70 | 65 | 60 |
| PCC | < 60,000# | 55 | 50 | 50 |
| | ≥ 60,000# | 60 | 55 | 50 |

The work types established by the FAA and WSDOT for the analysis are:

- Reconstruction: pavements with PCI values less than 40.
- Overlay: pavements with PCI values greater than 40, but less than their critical PCI values.
- Fog Seals: Non-NPIAS airport pavements with PCI values ranging from 85 to 95 if the pavement age is greater than five years. Application interval of four years.

- Slurry Seals: Non-NPIAS airport pavements with PCI values ranging from 75 to 84. Application interval of five years.

No localized maintenance needs were evaluated during this statewide analysis.

## Analysis Approach

The analysis was run for a seven-year period with a start date of January 2006 and an inflation factor of three percent. As discussed previously, pavements at Seattle Tacoma International, Spokane International, Tri-cities Regional, and Bellingham International were not included in any analysis or scenario. The unit costs developed for the western region AC surfaced pavements accommodating aircraft loadings of 12,500 to 60,000 lbs. were used to estimate the costs of work on NPIAS airport pavements, while costs associated with loadings of less than 12,500 lbs. were used for non-NPIAS airport pavements.

The following budget scenarios were evaluated. See Table 3, presented earlier, to identify the designation of the airports.

- FAA Scenario 1 – no funding, non-primary NPIAS airports. Any pavement areas at NPIAS airports not eligible for federal funding were excluded from the analysis.

- FAA Scenario 2 – unlimited funding, non-primary NPIAS airports. Any pavement areas at NPIAS airports not eligible for federal funding were excluded from the analysis.

- FAA Scenario 3 – $3.5 million annually, non-primary NPIAS airports. Any pavement areas at NPIAS airports not eligible for federal funding were excluded from the analysis.

- FAA Scenario 4 – $10 million annually, non-primary NPIAS airports. Any pavement areas at NPIAS airports not eligible for federal funding were excluded from the analysis.

- FAA Scenario 5 – $15 million annually, non-primary NPIAS airports. Any pavement areas at NPIAS airports not eligible for federal funding were excluded from the analysis.

- WSDOT Scenario 1 – no funding. Analysis results are shown for all airports eligible for federal or state funding, with and without primary airports included.

- WSDOT Scenario 2 – unlimited funding. Analysis results are shown for all airports eligible for federal and/or state funding and for all non-NPIAS airports eligible for state funding.

- WSDOT Scenario 3 – $4.5 million annually (comprised of $1 million WSDOT and $3.5 million FAA). All pavements eligible for federal and/or state funding at NPIAS airports, excluding primary airports, are considered.

- WSDOT Scenario 4 – $4.5 million annually (comprised of $1 million WSDOT and $3.5 million FAA). All pavements eligible for federal and/or state funding, excluding primary airports, are considered. The $1 million WSDOT total is separated as follows: $200,000 applied to NPIAS airports and $800,000 applied to pavements at non-NPIAS airports eligible for state funding.

- WSDOT Scenario 5 – $5.5 million annually (comprised of $2 million WSDOT and $3.5 million FAA). All pavements eligible for federal and/or state funding, excluding primary airports, are considered. The $2 million WSDOT total is separated as follows: $400,000 applied to NPIAS airports and $1.6 million applied to pavements at non-NPIAS airports eligible for state funding.

### Analysis Results

The results of the different budget scenarios are shown in Tables 5 through 13 and in Figures 12 through 20. The last column in each table, "Unfunded Requirement," is the amount of money that should be spent, over and above the specified budget, to address the pavement maintenance and rehabilitation needs. A comparison of pavement conditions for each funding scenario is provided in Figures 21 through 23.

If all maintenance and rehabilitation projects were to be funded at the airports (excluding Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports) an approximate total of $351 million would be needed over the next seven years. This can be further broken down into a need of $142 million for primary airports, $112 million for non-primary NPIAS airports, and $97 million for non-NPIAS airports eligible for state funding.

If no funding is provided for pavement maintenance or rehabilitation, the pavement system (excluding Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports) will experience a slow but steady decline in condition, dropping from its 2005 PCI of 77 to an anticipated PCI of 68 by 2012.

Table 5. FAA unlimited funding (FAA Scenario 2).

| Year | Reconstruct ($) | Overlay ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|
| 2006 | $46,027,370 | $41,277,228 | $87,304,599 | $0 |
| 2007 | $0 | $5,072,609 | $5,072,609 | $0 |
| 2008 | $0 | $2,785,387 | $2,785,387 | $0 |
| 2009 | $0 | $2,537,539 | $2,537,539 | $0 |
| 2010 | $0 | $7,246,095 | $7,246,095 | $0 |
| 2011 | $0 | $2,239,324 | $2,239,324 | $0 |
| 2012 | $0 | $4,681,839 | $4,681,839 | $0 |
| **Total** | **$46,027,370** | **$65,840,021** | **$111,867,392** | |

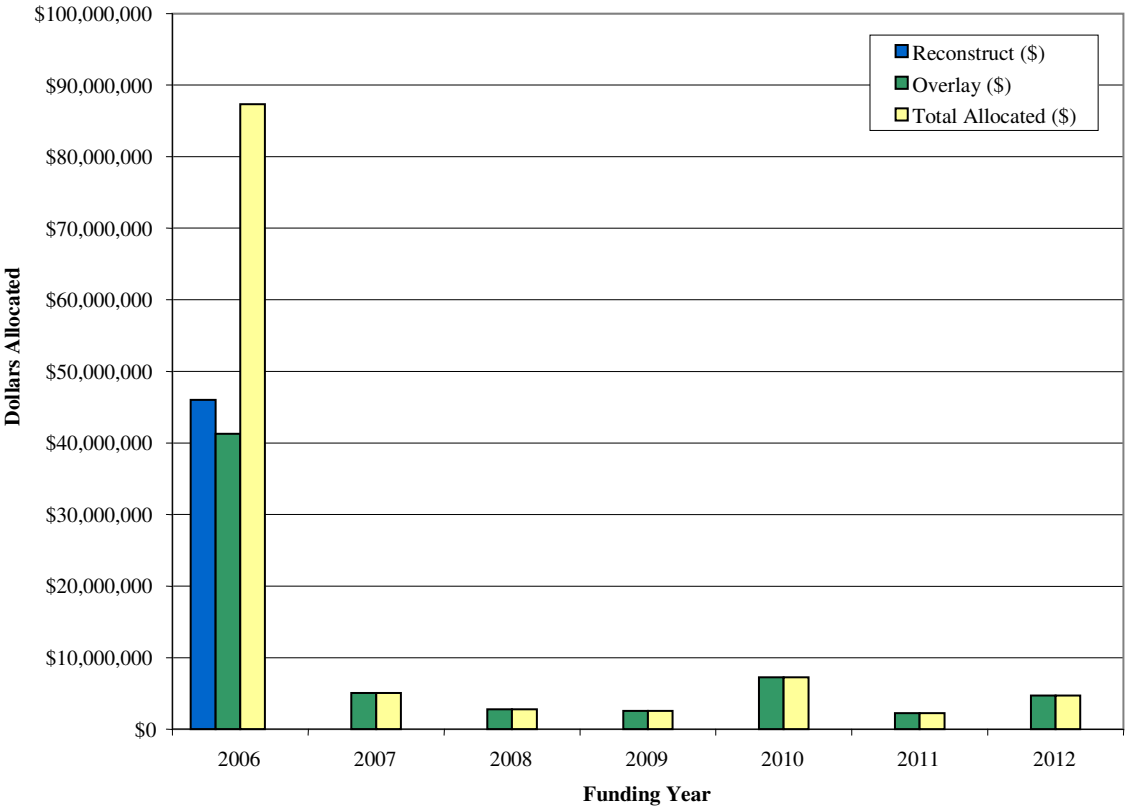


Figure 12. FAA unlimited funding (FAA Scenario 2).

Table 6. FAA $3.5 million (FAA Scenario 3).

| Year | Reconstruct ($) | Overlay ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|
| 2006 | $0 | $3,499,591 | $3,499,591 | $83,805,007 |
| 2007 | $0 | $3,498,989 | $3,498,989 | $89,748,215 |
| 2008 | $3,963 | $3,495,304 | $3,499,267 | $93,972,333 |
| 2009 | $291,889 | $3,205,536 | $3,497,425 | $98,016,469 |
| 2010 | $136,609 | $3,360,967 | $3,497,575 | $107,526,425 |
| 2011 | $53,906 | $3,444,419 | $3,498,325 | $114,489,284 |
| 2012 | $0 | $3,499,985 | $3,499,985 | $121,407,935 |
| **Total** | **$486,367** | **$24,004,791** | **$24,491,158** | |

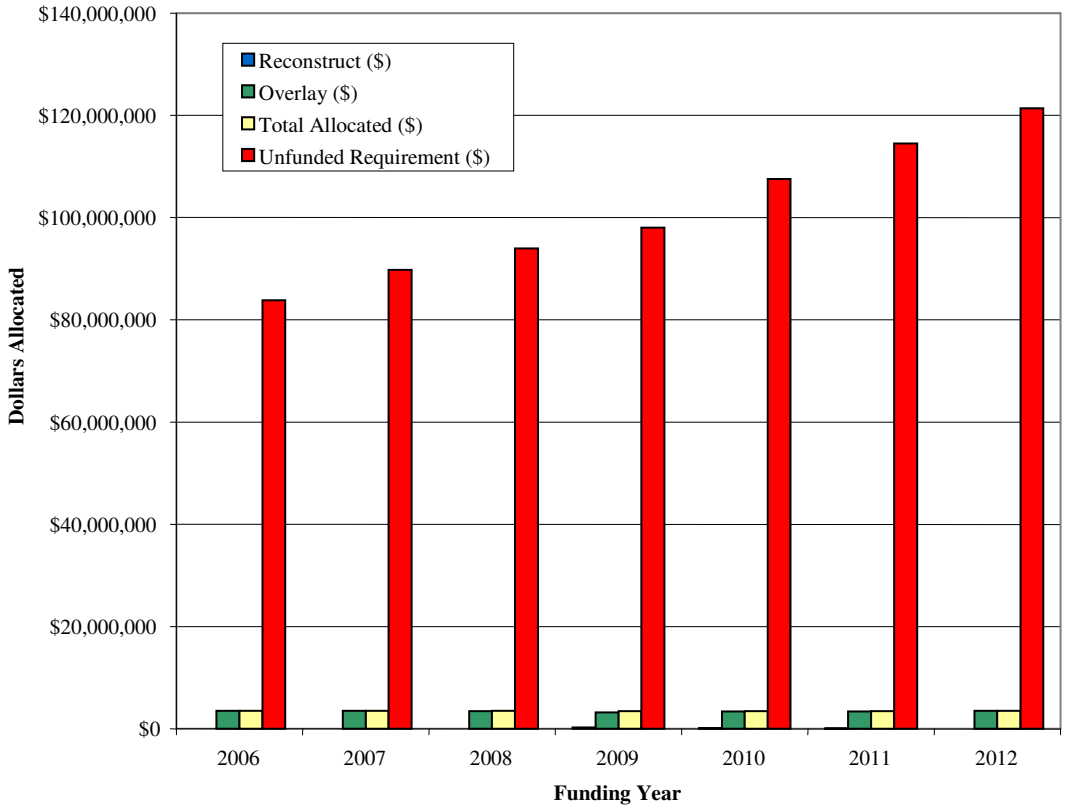


Figure 13. FAA $3.5 million (FAA Scenario 3).

Table 7. FAA $10 million (FAA Scenario 4).

| Year | Reconstruct ($) | Overlay ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|
| 2006 | $0 | $9,998,915 | $9,998,915 | $77,305,684 |
| 2007 | $42,848 | $9,954,406 | $9,997,254 | $76,555,647 |
| 2008 | $4,109,498 | $5,888,345 | $9,997,843 | $73,878,240 |
| 2009 | $2,624,063 | $7,374,997 | $9,999,061 | $70,447,775 |
| 2010 | $4,469,144 | $5,529,855 | $9,998,999 | $71,961,512 |
| 2011 | $7,438,443 | $2,557,139 | $9,995,582 | $69,032,085 |
| 2012 | $5,284,547 | $4,713,568 | $9,998,114 | $66,802,124 |
| **Total** | **$23,968,543** | **$46,017,225** | **$69,985,768** | |

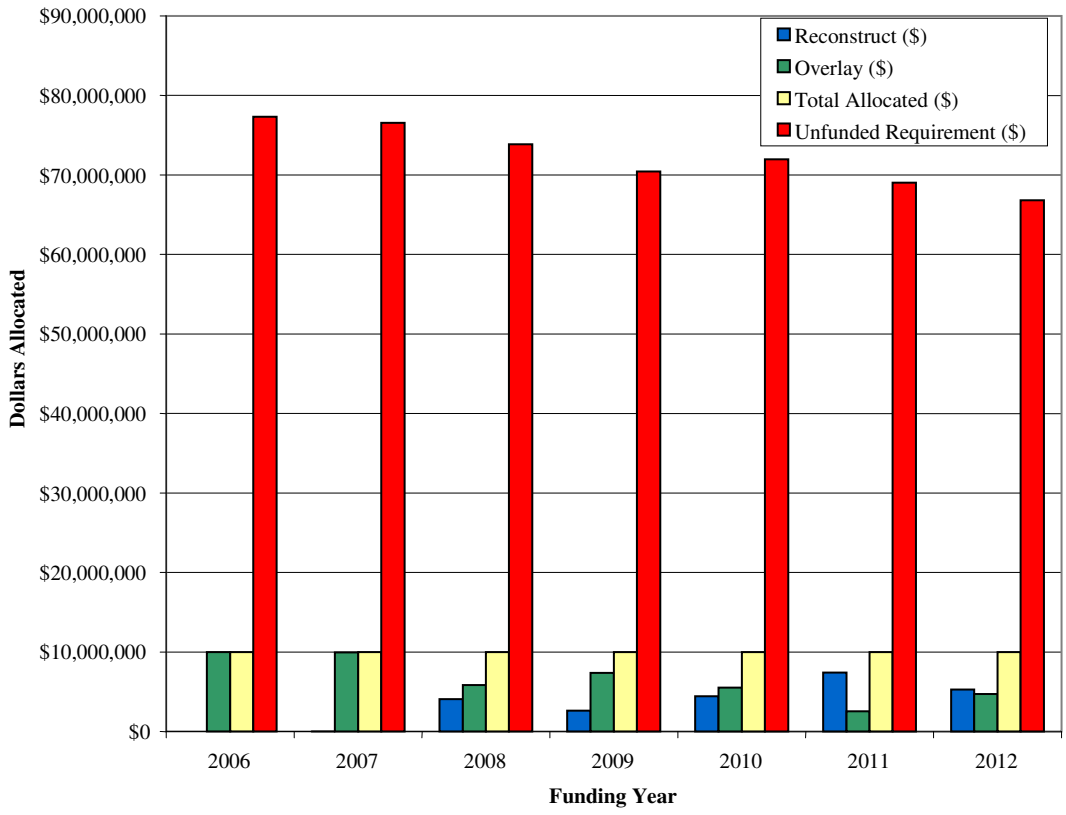


Figure 14. FAA $10 million (FAA Scenario 4).

Table 8. FAA $15 million (FAA Scenario 5).

| Year | Reconstruct ($) | Overlay ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|
| 2006 | $170,720 | $14,828,670 | $14,999,390 | $72,305,208 |
| 2007 | $4,677,520 | $10,321,342 | $14,998,862 | $66,400,068 |
| 2008 | $4,719,796 | $10,279,630 | $14,999,426 | $57,735,427 |
| 2009 | $9,763,949 | $5,234,709 | $14,998,657 | $48,197,823 |
| 2010 | $10,921,622 | $4,076,712 | $14,998,334 | $43,245,729 |
| 2011 | $1,659,636 | $13,339,066 | $14,998,702 | $34,083,569 |
| 2012 | $6,503,392 | $8,495,819 | $14,999,211 | $25,448,034 |
| **Total** | **$38,416,635** | **$66,575,948** | **$104,992,583** | |

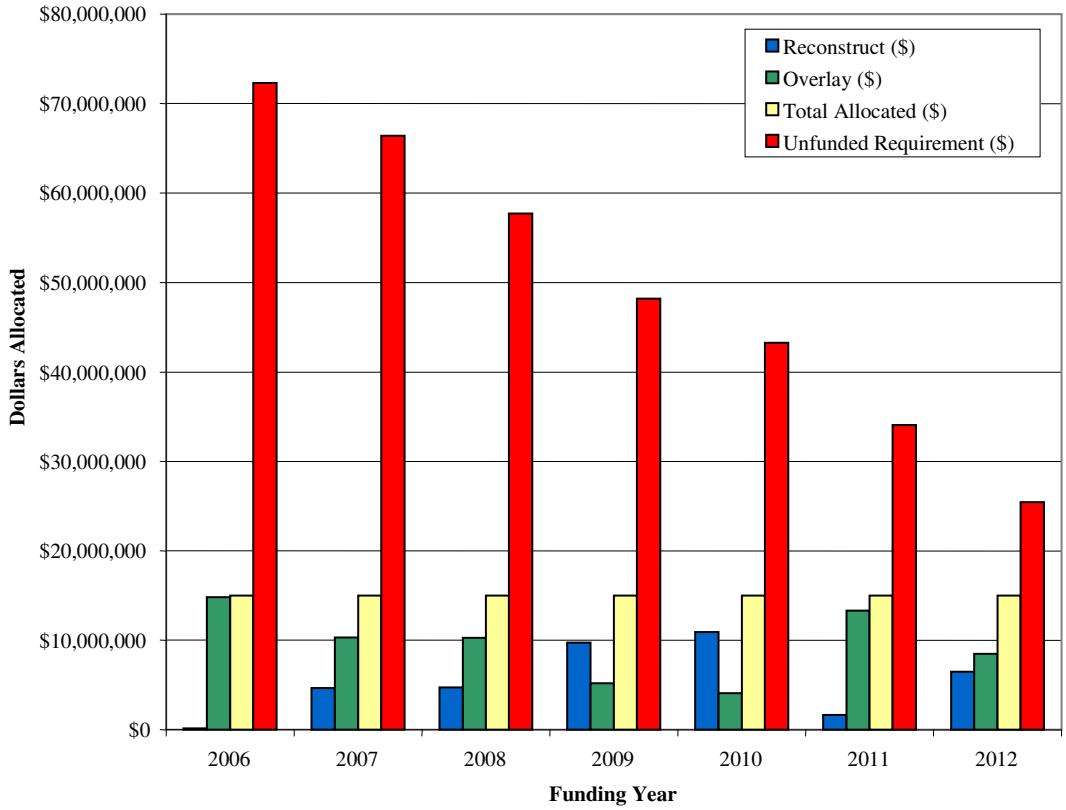


Figure 15. FAA $15 million (FAA Scenario 5).

Table 9. WSDOT unlimited funding (WSDOT Scenario 2 with primaries included).

| Year | Reconstruct ($) | Overlay ($) | Fog Seal ($) | Slurry Seal ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|---|---|
| 2006 | $95,085,165 | $69,357,702 | $16,603,963 | $35,490,232 | $216,537,062 | $0 |
| 2007 | $0 | $302,417 | $789,359 | $0 | $1,091,776 | $0 |
| 2008 | $0 | $9,770,019 | $725,834 | $826,409 | $11,322,262 | $0 |
| 2009 | $0 | $5,337,984 | $1,613,387 | $2,094,509 | $9,045,879 | $0 |
| 2010 | $0 | $5,834,012 | $3,246,355 | $1,607,809 | $10,688,176 | $0 |
| 2011 | $0 | $9,673,394 | $888,431 | $89,858,764 | $100,420,589 | $0 |
| 2012 | $0 | $1,353,465 | $817,252 | $119,712 | $2,290,429 | $0 |
| **Total** | **$95,085,165** | **$101,628,993** | **$24,684,580** | **$129,997,435** | **$351,396,173** | |

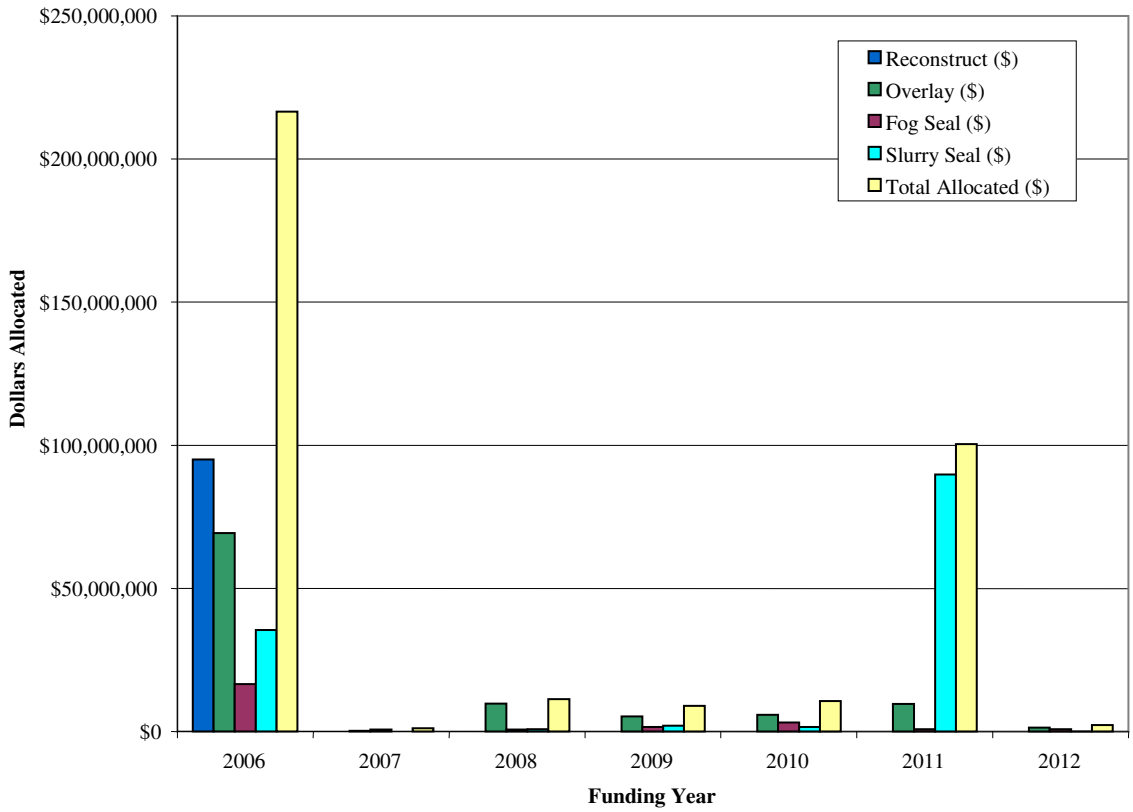


Figure 16. WSDOT unlimited funding (WSDOT Scenario 2 with primaries included).

Table 10. WSDOT unlimited funding (WSDOT Scenario 2 with primaries not included).

| Year | Reconstruct ($) | Overlay ($) | Fog Seal ($) | Slurry Seal ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|---|---|
| 2006 | $51,775,207 | $43,836,967 | $13,095,268 | $0 | $108,707,443 | $0 |
| 2007 | $0 | $0 | $404,475 | $0 | $404,475 | $0 |
| 2008 | $0 | $6,347,798 | $657,703 | $826,409 | $7,831,910 | $0 |
| 2009 | $0 | $2,324,840 | $1,445,552 | $1,432,008 | $5,202,401 | $0 |
| 2010 | $0 | $3,785,520 | $2,869,369 | $1,607,809 | $8,262,698 | $0 |
| 2011 | $0 | $8,335,757 | $455,241 | $68,990,258 | $77,781,255 | $0 |
| 2012 | $0 | $313,319 | $740,570 | $0 | $1,053,889 | $0 |
| **Total** | **$51,775,207** | **$64,944,201** | **$19,668,179** | **$72,856,484** | **$209,244,072** | |

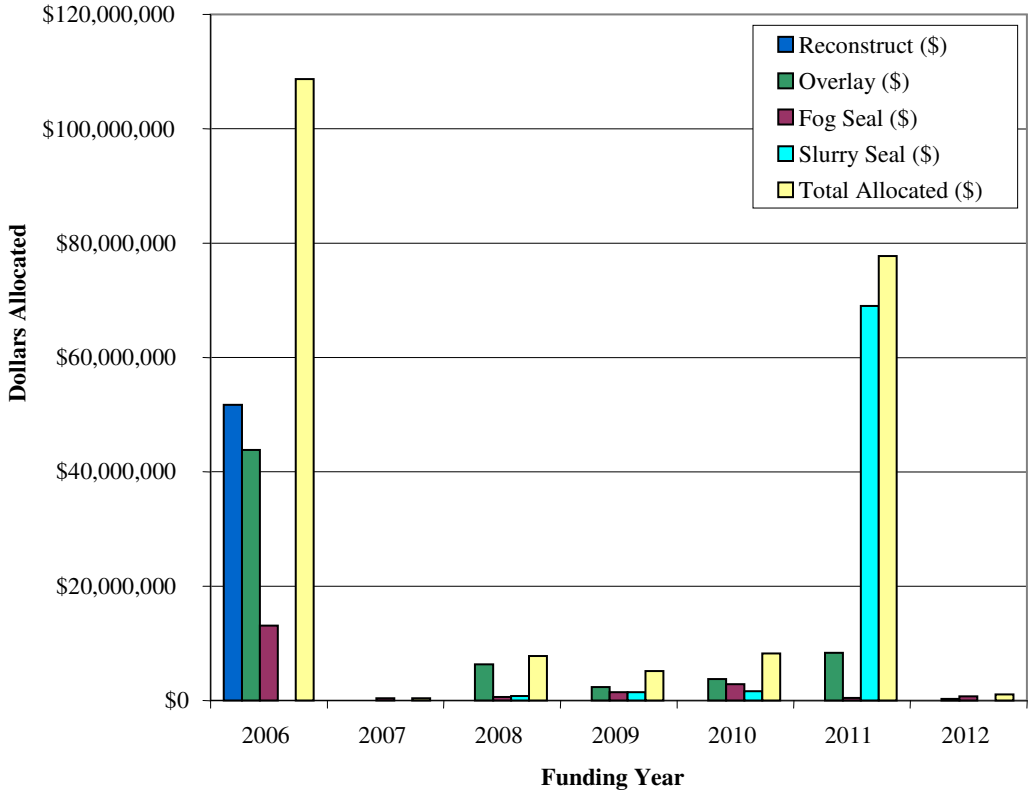


Figure 17. WSDOT unlimited funding (WSDOT Scenario 2 with primaries not included).

Table 11. WSDOT $4.5 million, NPIAS airports excluding primaries (WSDOT Scenario 3).

| Year | Reconstruct ($) | Overlay ($) | Fog Seal ($) | Slurry Seal ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|---|---|
| 2006 | $0 | $0 | $4,499,933 | $0 | $4,499,933 | $94,937,013 |
| 2007 | $0 | $0 | $144,965 | $4,354,775 | $4,499,740 | $118,663,826 |
| 2008 | $0 | $0 | $1,018,391 | $3,481,448 | $4,499,839 | $123,355,636 |
| 2009 | $0 | $0 | $1,335,674 | $3,164,245 | $4,499,919 | $129,550,728 |
| 2010 | $0 | $0 | $838,896 | $3,660,922 | $4,499,818 | $139,185,846 |
| 2011 | $0 | $0 | $3,860 | $4,495,832 | $4,499,692 | $161,802,648 |
| 2012 | $0 | $0 | $339 | $4,499,411 | $4,499,750 | $171,988,501 |
| **Total** | **$0** | **$0** | **$7,842,058** | **$23,656,632** | **$31,498,690** | |

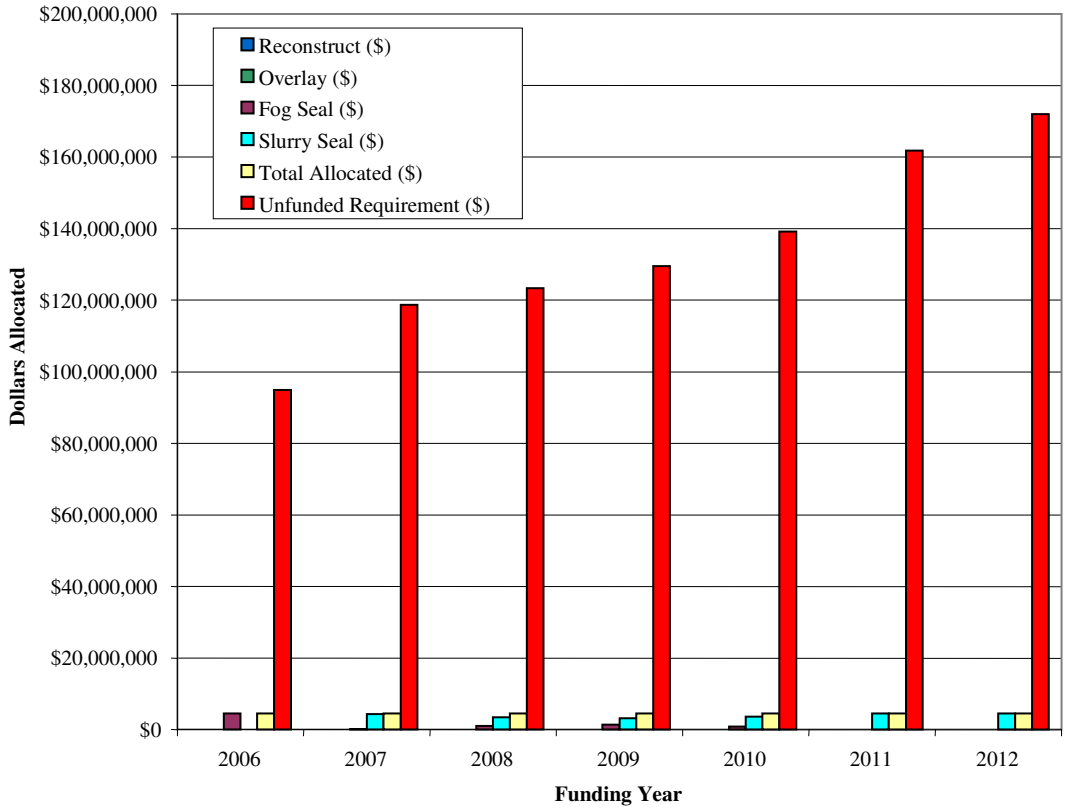


Figure 18. WSDOT $4.5 million, NPIAS airports excluding primaries (WSDOT Scenario 3).

Table 12. WSDOT $4.5 million, all airports excluding primaries with the 200K NPIAS/800K non-NPIAS split for WSDOT's portion of the budget (WSDOT Scenario 4).

| Year | Reconstruct ($) | Overlay ($) | Fog Seal ($) | Slurry Seal ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|---|---|
| 2006 | $0 | $0 | $4,499,612 | $0 | $4,499,612 | $116,752,865 |
| 2007 | $0 | $0 | $118,554 | $4,381,306 | $4,499,860 | $146,703,924 |
| 2008 | $0 | $0 | $638,075 | $3,861,708 | $4,499,783 | $151,921,562 |
| 2009 | $0 | $0 | $1,703,647 | $2,796,056 | $4,499,704 | $159,899,173 |
| 2010 | $0 | $0 | $912,013 | $3,587,487 | $4,499,500 | $171,427,552 |
| 2011 | $0 | $0 | $12,109 | $4,487,738 | $4,499,847 | $199,114,674 |
| 2012 | $0 | $0 | $14,525 | $4,485,119 | $4,499,644 | $212,418,999 |
| **Total** | **$0** | **$0** | **$7,898,535** | **$23,599,414** | **$31,497,949** | |

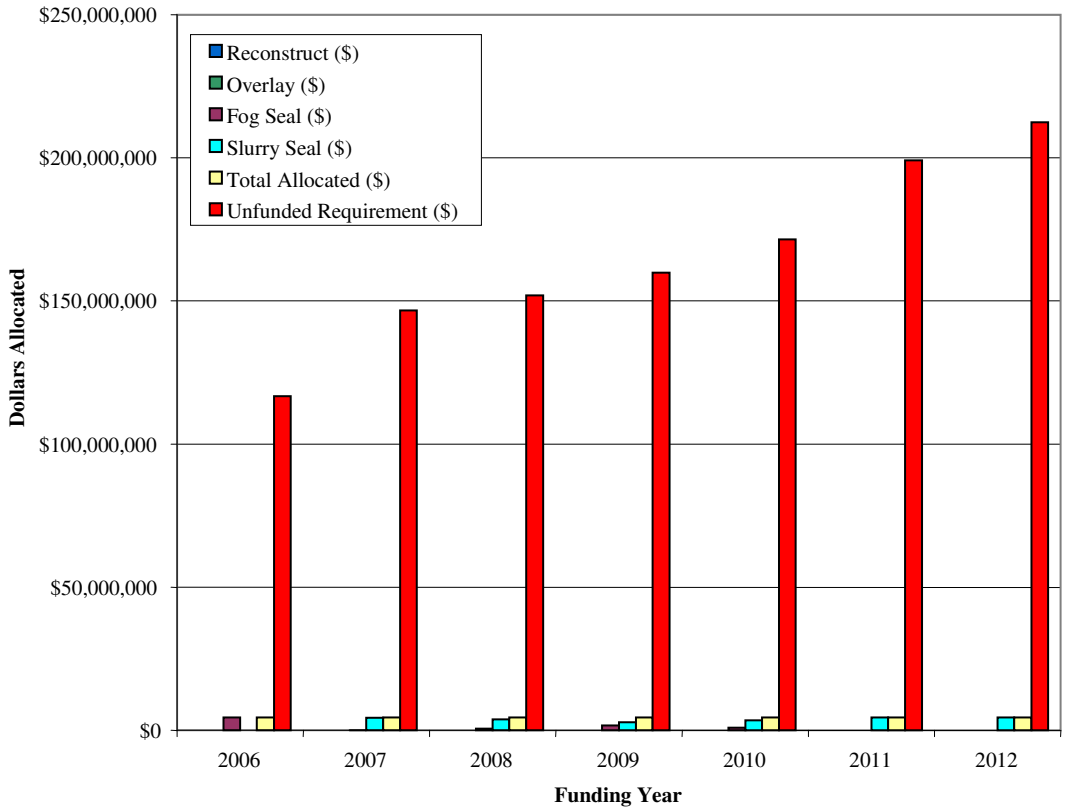


Figure 19. WSDOT $4.5 million, all airports excluding primaries with the 200K NPIAS/800K non-NPIAS split for WSDOT's portion of the budget (WSDOT Scenario 4).

Table 13. WSDOT $5.5 million, all airports excluding primaries with the 400K NPIAS/1.6 million non-NPIAS split for WSDOT's portion of the budget (WSDOT Scenario 5).

| Year | Reconstruct ($) | Overlay ($) | Fog Seal ($) | Slurry Seal ($) | Total Allocated ($) | Unfunded Requirement ($) |
|---|---|---|---|---|---|---|
| 2006 | $0 | $7,241 | $5,486,618 | $0 | $5,493,858 | $115,758,376 |
| 2007 | $0 | $1,496,651 | $150,181 | $3,842,578 | $5,489,410 | $141,465,040 |
| 2008 | $400,893 | $900,990 | $757,398 | $3,436,539 | $5,495,819 | $146,039,494 |
| 2009 | $81,476 | $1,084,315 | $1,718,395 | $2,611,830 | $5,496,017 | $153,295,489 |
| 2010 | $428,101 | $402,295 | $947,496 | $3,708,515 | $5,486,407 | $163,657,796 |
| 2011 | $0 | $0 | $6,656 | $5,491,751 | $5,498,407 | $193,199,150 |
| 2012 | $0 | $0 | $11,061 | $5,488,260 | $5,499,321 | $205,093,119 |
| **Total** | **$910,471** | **$3,891,491** | **$9,077,804** | **$24,579,473** | **$38,459,239** | |

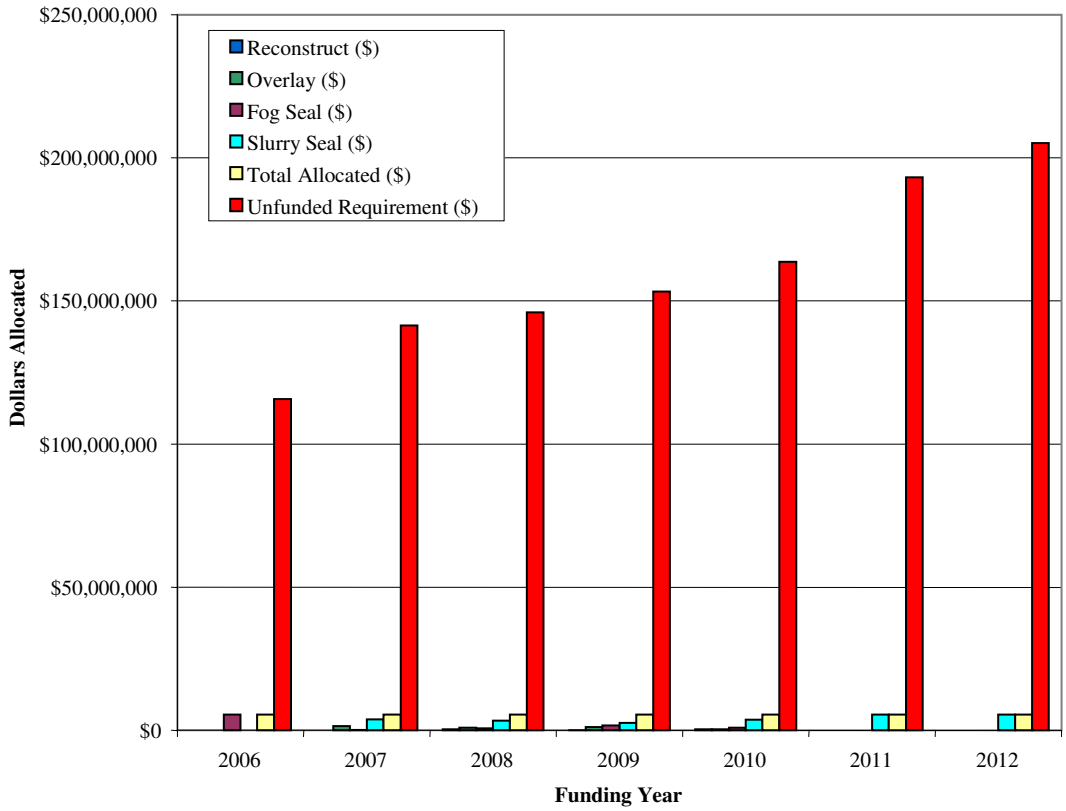


Figure 20. WSDOT $5.5 million, all airports excluding primaries with the 400K NPIAS/1.6 million non-NPIAS split for WSDOT's portion of the budget (WSDOT Scenario 5).

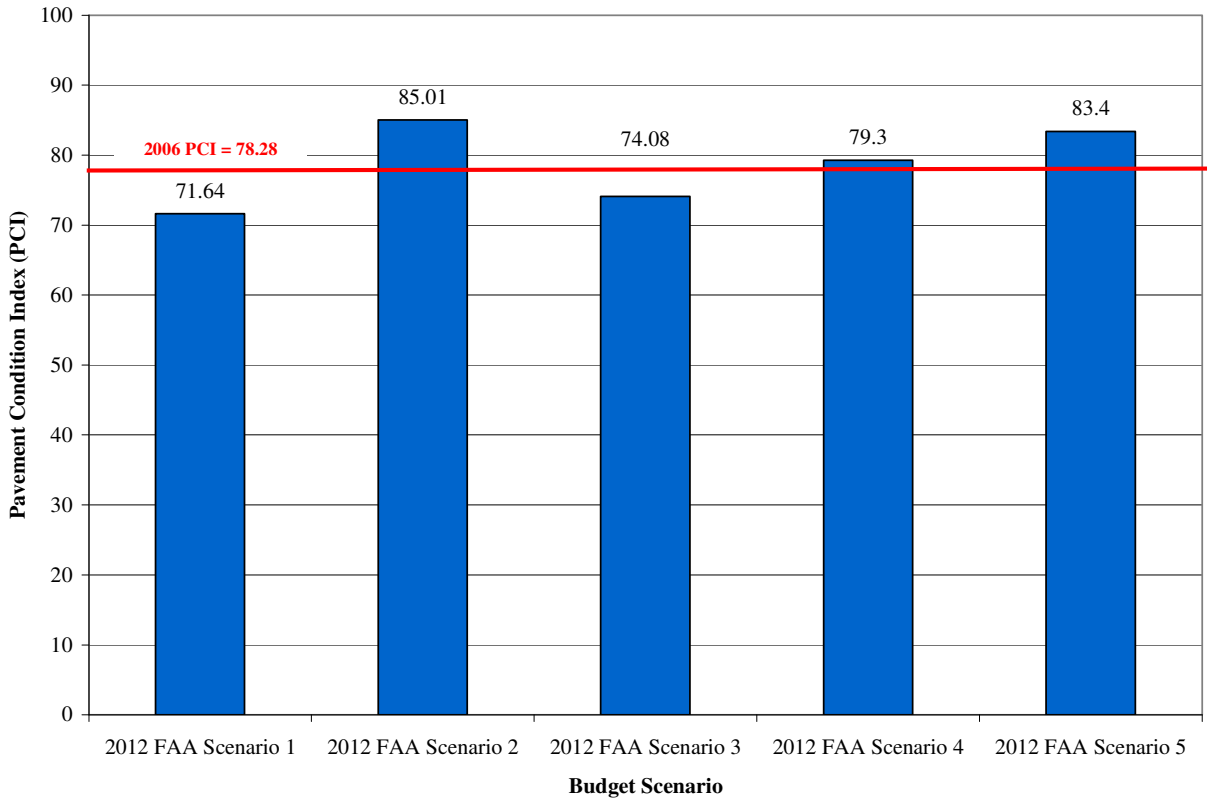


Figure 21. Condition comparison between FAA budget scenarios.

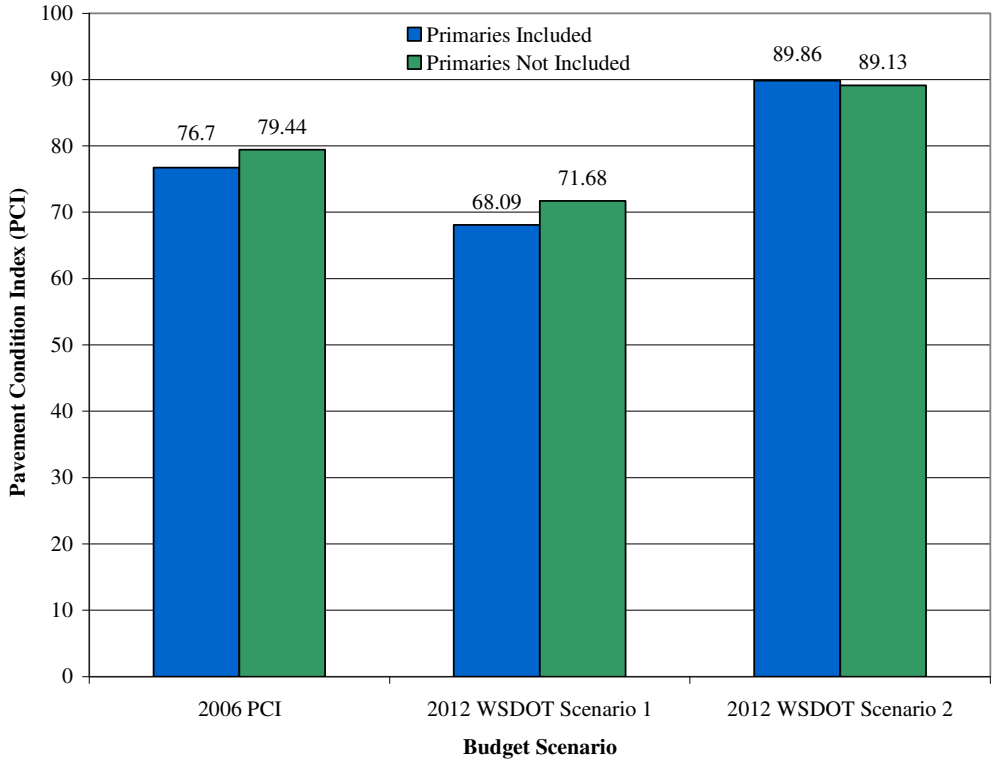


Figure 22. Condition comparison for WSDOT unlimited funding.

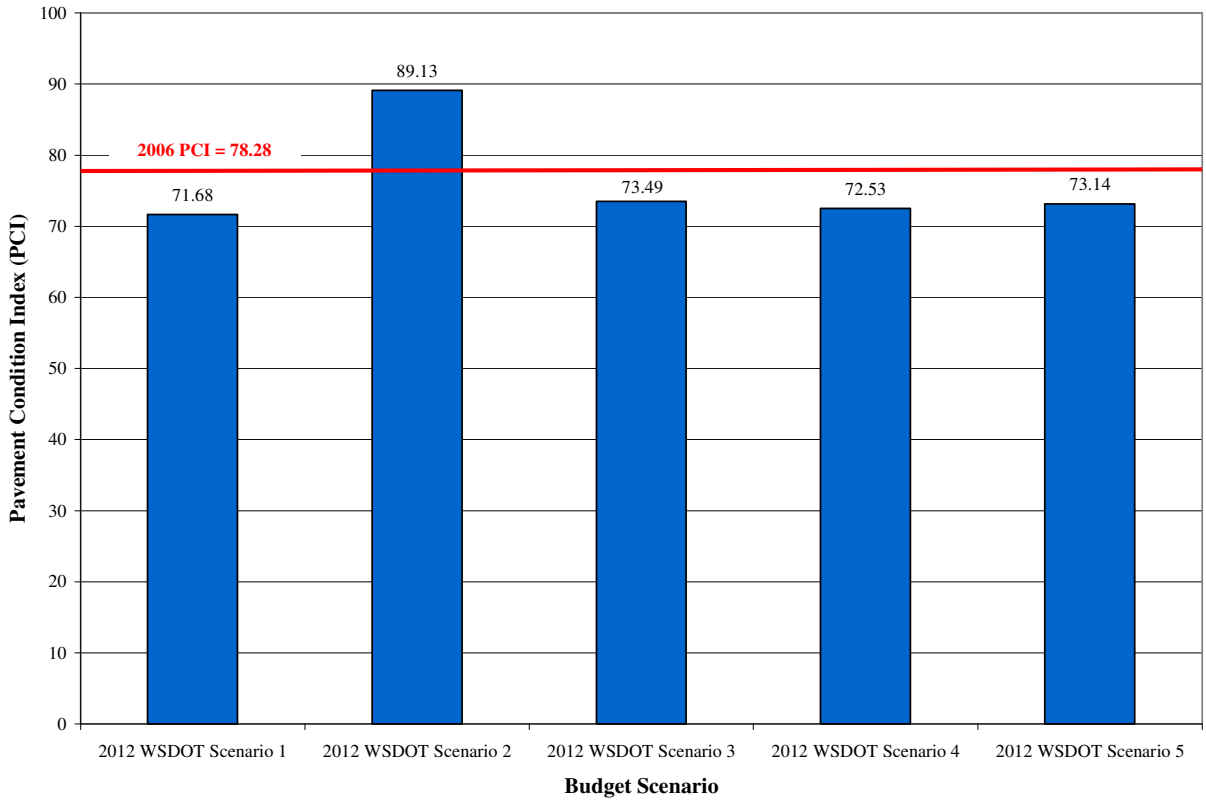


Figure 23. Condition comparison for WSDOT scenarios (primaries not included).

# PAVEMENT MANAGEMENT PROGRAM UPDATE REQUIREMENTS

## System Upkeep Guidelines

The following is a list of APMS components that, in general, require periodic update.

1. Micro PAVER Software. WSDOT should maintain a current subscription with its Micro PAVER distribution center. Micro PAVER subscriptions must be renewed annually. WSDOT currently has a subscription that will expire in May 2007.

2. Inventory Data. It is important that the Micro PAVER inventory database be updated to reflect changes to the pavement network (e.g. the addition of new pavement areas or the rehabilitation or maintenance of existing pavement areas). WSDOT should keep a record of local, state, and federal pavement-related work that is completed at the airports. This record should identify the project location, type of work undertaken, and the completion date of the work. During the next update to WSDOT's APMS, this record should be provided to the selected consultant to enter into the Micro PAVER database using methods prescribed by WSDOT and the FAA.

3. Condition Data. PCI data should be current and reflect existing pavement conditions. For NPIAS airports to remain in compliance, the PCI data must be updated at least every 3 years. Therefore, it is recommended that the airports in the WSDOT APMS be evaluated again in the Spring of 2008.

4. APMS Maps. The network definition, work history, and PCI maps should be revised to reflect new information during the next APMS update.

5. Pavement Performance Models. The pavement performance models developed using Micro PAVER should be updated whenever new PCI data become available. This should be part of the next APMS update project.

6. Unit Cost Data. Unit cost data for maintenance and repair (M&R) activities should be updated during the next APMS update project.

7. Maintenance Policies. Maintenance policies should be reviewed during the next APMS update to determine whether maintenance strategies reflect actual practices.

## Training Courses

It is important to obtain the education and training necessary to effectively use the APMS. WSDOT received training on the use of Micro PAVER release 5.2 in June of 2006. When version 6 is officially released, WSDOT should undertake a one day course covering the new features of this version. A full training course should be part of the next APMS update.

# SUMMARY

Applied Pavement Technology, Inc. (APTech), with assistance from CH2M HILL and CivilTech Engineering, recently updated the APMS for the Washington State Department of Transportation (WSDOT) Aviation. The principal objective for the APMS is to assess the relative condition of pavements for selected Washington airports in the Washington State Airport System Plan (WSASP) and the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS).

This report presents the results of this update to the WSDOT APMS. Following is a summary of the findings of this study:

- The overall pavement area of the 100 airports included in the WSDOT APMS database is 148,010,732 square feet. If Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities are excluded from the analysis the area is 112,772,681 square feet.

- The 2005 condition of the entire APMS system (totaling 100 airports) is an area-weighted PCI value of 74.5 and the pavement system averaged 23.4 years of age at the time of inspection. If Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports are excluded from the analysis the area-weighted 2005 PCI is 76.7 and the area-weighted 2005 age is 25.1 years.

- The overall condition of the pavement system has been increasing. During 2000, 83 airports were evaluated and the area-weighted PCI at that time for those airports was 73.

- If no funding is provided for pavement maintenance or rehabilitation, the pavement system (excluding Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports) will experience a slow but steady decline in condition, with an anticipated PCI of 68 by 2012.

- If all maintenance and rehabilitation projects were to be funded at the airports (excluding Seattle-Tacoma International, Bellingham International, Spokane International, and Tri-Cities Airports) an approximate total of $351 million would be needed over the next seven years. This can be further broken down into a need of $142 million for primary airports, $112 million for non-primary NPIAS airports, and $97 million for non-NPIAS airports eligible for state funding.

Table A-1. Pavement inventory summary.

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Anacortes Airport | ANACORTES | A01AN | 1 | P | AAC | 170,167 | 9/1/1996 |
| | | | 2 | P | AAC | 57,351 | 9/1/2001 |
| | | A02AN | 1 | P | AAC | 6,914 | 9/1/1996 |
| | | A03AN | 1 | P | AAC | 5,800 | 9/1/1996 |
| | | R18AN | 1 | P | AAC | 180,671 | 9/1/2003 |
| | | TA1AN | 1 | P | AAC | 7,109 | 9/1/1996 |
| | | TA2AN | 1 | P | AAC | 6,542 | 9/1/1996 |
| | | TA3AN | 1 | P | AAC | 6,346 | 9/1/1996 |
| | | | 2 | P | AAC | 2,651 | 9/1/1996 |
| | | TA4AN | 1 | P | AAC | 6,346 | 9/1/1996 |
| | | | 2 | P | AC | 2,885 | 9/1/1996 |
| | | TA5AN | 1 | P | AAC | 4,369 | 9/1/1986 |
| | | TAAN | 1 | P | AAC | 90,868 | 9/1/1996 |
| | | TH01AN | 1 | P | AAC | 53,375 | 9/1/1996 |
| | | | 2 | P | AC | 38,963 | 9/1/1985 |
| | | | 3 | P | AC | 10,738 | 9/1/2000 |
| | | | 4 | P | AC | 7,005 | 9/1/1985 |
| Anderson Field[3] | BREWSTER | A01BW | 1 | T | AC | 57,326 | 8/1/2005 |
| | | A02BW | 1 | T | AC | 2,500 | 8/1/2005 |
| | | R07BW | 1 | P | AC | 240,000 | 8/1/2005 |
| | | T01BW | 1 | P | AC | 21,578 | 8/1/2005 |
| | | T02BW | 1 | P | AC | 11,451 | 8/1/2005 |
| | | T03BW | 1 | T | AC | 5,687 | 8/1/2005 |
| | | T04BW | 1 | P | AC | 21,578 | 8/1/2005 |
| Arlington Municipal Airport | ARLINGTON | A01AR | 1 | S | AC | 10,711 | 9/2/1997 |
| | | A02AR | 1 | S | AC | 15,032 | 9/2/1997 |
| | | A03AR | 1 | S | AC | 19,142 | 9/2/1997 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Arlington Municipal Airport | ARLINGTON | A04AR | 1 | P | AC | 14,165 | 9/1/1999 |
| | | A05AR | 1 | P | AC | 21,250 | 9/1/1999 |
| | | AAIRAR | 1 | T | AC | 12,084 | 9/2/1943 |
| | | | 2 | T | AC | 33,854 | 9/2/1989 |
| | | ABAYAR | 1 | T | AAC | 59,979 | 9/1/2001 |
| | | | 2 | T | AC | 20,069 | 9/1/2001 |
| | | | 3 | T | AAC | 21,221 | 9/1/1993 |
| | | | 4 | T | AC | 24,405 | 9/2/1992 |
| | | AMNDAR | 1 | S | AC | 146,311 | 9/2/1943 |
| | | APMMAR | 1 | T | AC | 17,213 | 9/2/1991 |
| | | AR1AR | 1 | S | APC | 24,716 | 9/1/1993 |
| | | | 2 | S | PCC | 524,897 | 9/2/1943 |
| | | AR2AR | 1 | S | AC | 96,577 | 9/3/1990 |
| | | R11AR | 1 | P | AAC | 21,230 | 9/1/1991 |
| | | | 2 | P | AAC | 270,266 | 9/1/1991 |
| | | R16AR | 1 | P | AAC | 533,300 | 9/1/1994 |
| | | T01AR | 1 | S | AC | 198,637 | 6/1/1991 |
| | | T02AR | 1 | T | AC | 177,998 | 9/2/1943 |
| | | T03AR | 1 | S | AC | 14,572 | 9/2/1997 |
| | | | 2 | P | AC | 22,258 | 9/1/1999 |
| | | TA1AR | 1 | P | AAC | 95,446 | 9/1/1993 |
| | | TA2AR | 1 | P | AAC | 23,396 | 9/1/1993 |
| | | TA3AR | 1 | P | AAC | 23,396 | 9/1/1993 |
| | | TA4AR | 1 | P | AAC | 83,410 | 9/1/1994 |
| | | TAAR | 1 | P | AAC | 210,800 | 9/1/1993 |
| | | | 2 | P | AAC | 73,036 | 9/1/1994 |
| | | TAIRAR | 1 | T | AC | 10,567 | 8/2/1986 |
| | | | 2 | T | AC | 8,438 | 8/2/1986 |
| | | | 3 | T | AC | 9,132 | 8/2/1986 |
| | | | 4 | T | AC | 31,484 | 9/2/1943 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Arlington Municipal Airport | ARLINGTON | TB2AR | 1 | S | AC | 21,558 | 9/1/2003 |
| | | TB3AR | 1 | S | AC | 13,029 | 9/2/1991 |
| | | TBAR | 1 | S | AC | 112,056 | 9/2/1991 |
| | | | 2 | P | AC | 25,078 | 9/2/2001 |
| | | | 3 | P | AC | 80,733 | 6/1/2005 |
| | | TBAYAR | 1 | T | AC | 21,623 | 9/1/2001 |
| | | TC1AR | 1 | P | AC | 4,187 | 9/3/1990 |
| | | | 2 | P | AAC | 3,687 | 9/1/1991 |
| | | TC2AR | 1 | P | AC | 4,573 | 9/3/1990 |
| | | | 2 | P | AAC | 4,223 | 9/1/1991 |
| | | TC3AR | 1 | P | AC | 4,573 | 9/3/1990 |
| | | | 2 | P | AAC | 4,223 | 9/1/1991 |
| | | TC4AR | 1 | P | AC | 3,843 | 9/3/1990 |
| | | | 2 | P | AAC | 3,493 | 9/1/1991 |
| | | TCAR | 1 | P | AC | 142,490 | 9/3/1990 |
| | | TD2AR | 1 | S | AC | 22,508 | 9/2/1944 |
| | | TD3AR | 1 | S | AC | 22,586 | 9/2/1944 |
| | | TDAR | 1 | S | AC | 90,102 | 9/2/1944 |
| | | TFAR | 1 | P | AC | 239,020 | 6/3/2005 |
| | | THGRAR | 1 | S | AC | 3,874 | 9/2/1994 |
| | | | 2 | S | AC | 9,918 | 9/2/1988 |
| | | | 3 | S | AC | 5,005 | 9/2/1988 |
| | | | 4 | S | AC | 30,835 | 9/2/1994 |
| | | | 5 | S | AC | 16,335 | 9/2/1996 |
| | | | 6 | S | AC | 14,448 | 9/2/1996 |
| | | | 7 | S | AC | 30,000 | 9/2/1989 |
| | | | 8 | S | AC | 19,500 | 9/2/1975 |
| | | | 9 | S | AC | 33,581 | 9/1/2002 |
| | | | 10 | S | AC | 14,994 | 9/2/1993 |
| | | | 11 | S | AAC | 12,901 | 9/2/1988 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Arlington Municipal Airport | ARLINGTON | THGRAR | 12 | S | AC | 21,367 | 9/2/1990 |
| | | | 13 | S | AC | 18,834 | 9/2/1975 |
| | | | 14 | S | AC | 13,311 | 9/2/1994 |
| | | | 15 | S | AC | 6,880 | 9/1/2000 |
| | | | 16 | S | AC | 8,016 | 9/2/1994 |
| | | | 17 | P | AC | 6,500 | 9/1/2002 |
| | | | 18 | P | AC | 6,500 | 9/1/2000 |
| | | | 19 | P | AC | 6,603 | 9/1/2000 |
| | | TPMMAR | 1 | T | AAC | 28,365 | 9/1/1990 |
| | | | 2 | T | AC | 7,736 | 9/2/1989 |
| | | | 3 | T | AC | 7,736 | 9/2/1989 |
| | | | 4 | T | AC | 9,656 | 9/2/1989 |
| | | | 5 | T | AC | 6,479 | 9/2/1999 |
| | | TR2AR | 1 | S | AC | 23,472 | 9/3/1990 |
| | | | 2 | S | AC | 7,176 | 9/1/2003 |
| | | | 3 | P | AC | 11,400 | 9/1/2003 |
| Auburn Municipal | AUBURN | A01AU | 1 | S | AC | 164,504 | 9/3/1982 |
| | | A02AU | 1 | S | AC | 83,225 | 9/3/1972 |
| | | A03AU | 1 | S | AC | 87,880 | 9/3/1972 |
| | | | 2 | T | AC | 113,274 | 9/2/1989 |
| | | | 3 | S | AC | 80,500 | 9/3/1986 |
| | | A04AU | 1 | P | AC | 8,406 | 9/3/1986 |
| | | A05AU | 1 | P | AC | 7,819 | 9/2/1969 |
| | | R16AU | 1 | P | AAC | 37,500 | 9/1/2004 |
| | | | 2 | P | AAC | 107,250 | 9/1/2004 |
| | | T01AU | 1 | P | AC | 3,193 | 9/3/1992 |
| | | T02AU | 1 | P | AC | 3,193 | 9/3/1992 |
| | | T03AU | 1 | S | AC | 39,200 | 9/2/1972 |
| | | T04AU | 1 | S | AC | 39,200 | 9/3/1972 |
| | | T05AU | 1 | S | AC | 39,200 | 9/3/1972 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Auburn Municipal | AUBURN | T06AU | 1 | S | AC | 39,200 | 9/3/1972 |
| | | T07AU | 1 | S | AC | 41,650 | 9/3/1972 |
| | | T08AU | 1 | S | AC | 98,901 | 9/3/1999 |
| | | TAAU | 1 | P | AC | 15,781 | 9/3/1986 |
| | | | 2 | P | AC | 56,148 | 9/2/1969 |
| | | TBAU | 1 | P | AC | 36,600 | 9/3/1986 |
| | | | 2 | P | AC | 78,900 | 9/2/1969 |
| | | | 3 | P | AC | 32,148 | 9/2/1969 |
| | | TCAU | 1 | P | AC | 8,010 | 9/3/1986 |
| | | | 2 | P | AC | 1,393 | 9/3/1986 |
| | | TDAU | 1 | P | AC | 14,553 | 9/2/1969 |
| | | | 2 | P | AC | 3,193 | 9/2/1969 |
| | | TEAU | 1 | P | AC | 10,146 | 9/2/1969 |
| | | | 2 | P | AC | 3,193 | 9/2/1969 |
| | | TFAU | 1 | P | AC | 10,146 | 9/2/1969 |
| | | | 2 | P | AC | 3,193 | 9/2/1969 |
| | | TGAU | 1 | P | AC | 16,423 | 9/2/1969 |
| Bellingham International Airport[2] | BIA | A | 2 | P | ACT | 165,150 | 12/1/1978 |
| | | | 3 | P | PCC | 63,180 | 12/1/1998 |
| | | | Serv | S | AC | 5,000 | 9/1/1992 |
| | | CR | 1 | P | AC | 141,300 | 12/1/1995 |
| | | GA | N | S | AC | 385,000 | 12/1/1978 |
| | | | NE | S | AC | 30,430 | 9/1/1978 |
| | | | S | S | AC | 170,000 | 12/1/1978 |
| | | | SW | S | AC | 40,000 | 12/1/1978 |
| | | NM | 1 | X | AC | 42,668 | 9/1/1992 |
| | | R34M | 1 | P | AC | 175,000 | 12/1/1995 |
| | | | 2 | P | ACT | 500,000 | 12/1/1980 |
| | | | x | S | AC | 1,000 | 1/1/1978 |
| | | R34S | 1 | P | AC | 175,000 | 12/1/1995 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Bellingham International Airport[2] | BIA | R34S | 2 | P | ACT | 500,000 | 12/1/1980 |
| | | TA | 1 | P | ACT | 24,000 | 12/1/1998 |
| | | | 2 | P | AC | 165,400 | 12/1/1978 |
| | | TB | 1 | P | AC | 12,870 | 9/1/1995 |
| | | TC | 1 | P | AC | 14,040 | 12/1/1980 |
| | | TD | 1 | P | ACT | 29,400 | 12/1/1998 |
| | | | 2 | P | AAC | 8,360 | 12/1/1980 |
| | | | 3 | P | AAC | 9,400 | 12/1/2000 |
| | | TE | 1 | P | AAC | 20,000 | 12/1/1978 |
| | | | 2 | P | AAC | 38,280 | 12/1/1985 |
| | | TF | 1 | P | AAC | 40,000 | 12/1/1973 |
| | | | 2 | P | ACT | 19,548 | 12/1/1980 |
| | | | 3 | P | AC | 16,632 | 12/1/1992 |
| | | TG | 1 | P | AC | 13,849 | 9/1/1995 |
| | | TH | 1 | P | AAC | 32,478 | 12/1/1980 |
| | | | 2 | P | AC | 19,396 | 12/1/1992 |
| | | TJ | 1 | P | AC | 16,020 | 12/1/1992 |
| | | TL | 1 | S | AC | 48,100 | 12/1/1978 |
| | | | 2 | S | AC | 43,800 | 12/1/1978 |
| | | | 3 | S | AC | 28,250 | 12/1/1978 |
| | | | 04NW | S | AC | 9,360 | 12/1/1978 |
| | | | 04SE | S | AC | 18,700 | 12/1/1978 |
| Blaine Municipal | BLAINE | A01BL | 1 | S | AC | 5,060 | 9/2/1974 |
| | | | 2 | T | AC | 1,843 | 9/2/1998 |
| | | A02BL | 1 | P | AC | 360 | 9/2/1974 |
| | | | 2 | P | AC | 360 | 9/2/1974 |
| | | | 3 | P | AC | 360 | 9/2/1974 |
| | | | 4 | P | AC | 420 | 9/2/1974 |
| | | A03BL | 1 | P | AC | 14,702 | 9/2/1998 |
| | | | 2 | P | AC | 8,846 | 9/2/1998 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Blaine Municipal | BLAINE | R14BL | 1 | P | AC | 6,345 | 9/3/1998 |
| | | | 2 | P | AAC | 84,600 | 9/1/1992 |
| | | | 3 | P | AC | 14,100 | 9/3/1998 |
| | | T01BL | 1 | P | AC | 23,880 | 9/2/1972 |
| | | | 2 | P | AC | 20,696 | 9/2/1972 |
| | | T02BL | 1 | S | AC | 2,612 | 9/2/1974 |
| | | | 2 | P | AC | 821 | 9/2/1972 |
| | | | 3 | P | AAC | 822 | 9/1/1992 |
| | | T03BL | 1 | S | AC | 5,445 | 9/2/1974 |
| | | | 2 | S | AC | 1,836 | 9/2/1974 |
| | | T04BL | 1 | S | AC | 4,126 | 9/2/1974 |
| | | | 2 | S | AC | 8,336 | 9/2/1974 |
| | | | 3 | S | AC | 9,055 | 9/2/1974 |
| Boeing Field | SEATTLE | AAEROBF | 1 | S | PCC | 43,213 | 9/2/1944 |
| | | | 2 | S | AC | 4,870 | 9/2/1955 |
| | | AB1BF | 1 | P | APC | 21,126 | 9/1/1984 |
| | | | 2 | P | APC | 12,052 | 9/1/1965 |
| | | | 3 | P | PCC | 6,835 | 9/2/1944 |
| | | | 4 | P | PCC | 4,463 | 9/2/1957 |
| | | | 5 | P | PCC | 6,159 | 9/2/1998 |
| | | AB6BF | 1 | T | AAC | 36,785 | 9/1/1993 |
| | | | 2 | T | AC | 8,180 | 9/2/1993 |
| | | | 3 | T | PCC | 1,525 | 9/2/1966 |
| | | AB8BF | 1 | T | AC | 173,689 | 9/3/1981 |
| | | | 2 | T | AC | 36,269 | 9/3/1990 |
| | | | 3 | T | AC | 10,482 | 9/3/1981 |
| | | | 4 | T | AC | 4,566 | 9/3/1990 |
| | | | 5 | T | AC | 7,693 | 9/3/1990 |
| | | AB10BF | 1 | P | APC | 33,204 | 9/1/1988 |
| | | ABAXBF | 1 | S | PCC | 14,894 | 9/2/1944 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Boeing Field | SEATTLE | ABAXBF | 2 | S | APC | 9,385 | 9/1/1997 |
| | | | 3 | S | AAC | 6,716 | 9/1/1997 |
| | | AFCBF | 1 | S | PCC | 114,455 | 9/2/1944 |
| | | | 2 | S | AAC | 67,294 | 9/1/1997 |
| | | AH3BF | 1 | S | PCC | 242,439 | 9/2/1944 |
| | | AH79BF | 1 | S | PCC | 40,034 | 9/2/1944 |
| | | | 2 | S | PCC | 19,783 | 9/2/1944 |
| | | AHLDA8BF | 1 | T | AC | 8,459 | 9/2/1973 |
| | | | 1 | P | APC | 5,298 | 9/1/1997 |
| | | | 2 | P | PCC | 2,184 | 9/3/1944 |
| | | ANEBF | 1 | S | AC | 159,648 | 9/3/1993 |
| | | | 2 | S | AC | 10,872 | 9/2/1998 |
| | | | 3 | S | AC | 13,239 | 9/2/1988 |
| | | ASEBF | 1 | T | AC | 157,476 | 9/2/1988 |
| | | | 2 | T | AC | 39,009 | 9/2/1988 |
| | | | 3 | T | AC | 31,284 | 9/2/1988 |
| | | ATERMBF | 1 | S | AC | 131,143 | 9/2/1987 |
| | | | 2 | S | AC | 49,495 | 9/2/1987 |
| | | | 3 | S | AAC | 12,028 | 9/1/1996 |
| | | | 4 | S | APC | 32,244 | 9/1/1996 |
| | | | 5 | S | APC | 48,194 | 9/1/1996 |
| | | | 6 | S | APC | 9,709 | 9/1/1996 |
| | | | 7 | S | AAC | 8,856 | 9/1/1996 |
| | | | 8 | S | APC | 3,210 | 9/1/1996 |
| | | | 9 | S | AAC | 5,299 | 9/1/1996 |
| | | | 10 | S | AAC | 9,446 | 9/1/1996 |
| | | | 11 | S | AAC | 20,289 | 9/1/1996 |
| | | | 12 | S | APC | 18,077 | 9/1/1996 |
| | | | 13 | S | AAC | 28,793 | 9/1/1996 |
| | | | 14 | S | AAC | 63,586 | 9/1/1996 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Boeing Field | SEATTLE | ATERMBF | 15 | S | APC | 39,332 | 9/1/1996 |
| | | | 16 | S | APC | 18,774 | 9/1/1987 |
| | | | 17 | S | PCC | 864 | 9/2/1994 |
| | | R13LBF | 1 | P | APC | 36,483 | 9/1/2002 |
| | | | 2 | P | AAC | 18,548 | 9/1/2002 |
| | | | 3 | P | APC | 8,623 | 9/1/2002 |
| | | | 4 | P | AAC | 5,064 | 9/1/2002 |
| | | | 5 | P | APC | 47,663 | 9/1/2002 |
| | | | 6 | P | AAC | 17,053 | 9/1/2002 |
| | | | 7 | P | APC | 59,133 | 9/1/2002 |
| | | | 8 | P | AAC | 8,500 | 9/1/2002 |
| | | | 9 | P | AAC | 144,963 | 9/1/2002 |
| | | | 10 | P | AAC | 25,000 | 9/1/2002 |
| | | | 01A | P | APC | 9,575 | 9/1/1985 |
| | | | 01B | P | APC | 19,150 | 9/1/1985 |
| | | | 01C | P | APC | 19,150 | 9/1/1985 |
| | | | 01D | P | APC | 19,150 | 9/1/1985 |
| | | | 01E | P | APC | 9,575 | 9/1/1985 |
| | | | 02A | P | APC | 51,857 | 9/1/1985 |
| | | | 02B | P | APC | 104,464 | 9/1/1985 |
| | | | 02C | P | APC | 104,464 | 9/1/1985 |
| | | | 02D | P | APC | 107,431 | 9/1/1985 |
| | | | 02E | P | APC | 49,264 | 9/1/1985 |
| | | | 03A | P | APC | 4,500 | 9/1/1985 |
| | | | 03B | P | APC | 10,000 | 9/1/1985 |
| | | | 03C | P | APC | 10,000 | 9/1/1985 |
| | | | 03D | P | APC | 14,850 | 9/1/1985 |
| | | | 03E | P | APC | 875 | 9/1/1985 |
| | | | 04A | P | APC | 29,692 | 9/1/1985 |
| | | | 04B | P | APC | 59,385 | 9/1/1985 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Boeing Field | SEATTLE | R13RBF | 04C | P | APC | 59,385 | 9/1/1985 |
| | | | 04D | P | APC | 60,975 | 9/1/1985 |
| | | | 04E | P | APC | 28,103 | 9/1/1985 |
| | | | 05A | P | APC | 7,875 | 9/1/1985 |
| | | | 05B | P | APC | 15,750 | 9/1/1985 |
| | | | 05C | P | APC | 15,750 | 9/1/1985 |
| | | | 05D | P | APC | 15,750 | 9/1/1985 |
| | | | 05E | P | APC | 7,875 | 9/1/1985 |
| | | | 06A | P | APC | 2,250 | 9/1/1985 |
| | | | 06B | P | APC | 4,500 | 9/3/1985 |
| | | | 06C | P | APC | 4,500 | 9/1/1985 |
| | | | 06D | P | APC | 4,157 | 9/1/1985 |
| | | | 06E | P | APC | 2,593 | 9/1/1997 |
| | | | 07A | P | APC | 2,412 | 9/1/1985 |
| | | | 07B | P | APC | 5,189 | 9/1/1985 |
| | | | 07C | P | APC | 6,598 | 9/1/1985 |
| | | | 07D | P | APC | 9,371 | 9/1/1985 |
| | | | 07E | P | APC | 2,624 | 9/1/1997 |
| | | | 08A | P | APC | 4,462 | 9/1/1985 |
| | | | 08B | P | APC | 8,561 | 9/1/1985 |
| | | | 08C | P | APC | 7,152 | 9/1/1985 |
| | | | 08D | P | APC | 5,838 | 9/1/1985 |
| | | | 08E | P | APC | 2,792 | 9/1/1985 |
| | | | 09A | P | AC | 53,776 | 9/3/1985 |
| | | | 09B | P | AC | 62,974 | 9/3/1985 |
| | | | 09C | P | APC | 233,500 | 9/1/1985 |
| | | | 09D | P | AC | 71,612 | 9/3/1985 |
| | | | 09E | P | AC | 45,137 | 9/3/1985 |
| | | | 10A | P | AC | 7,500 | 9/3/1985 |
| | | | 10B | P | AC | 4,375 | 9/3/1985 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Boeing Field | SEATTLE | R13RBF | 10C | P | APC | 17,500 | 9/1/1985 |
| | | | 10D | P | AC | 4,375 | 9/3/1985 |
| | | | 10E | P | AC | 4,375 | 9/3/1985 |
| | | | 11A | P | AC | 10,375 | 9/3/1985 |
| | | | 11B | P | APC | 27,000 | 9/1/1985 |
| | | | 11C | P | AC | 13,500 | 9/3/1985 |
| | | | 12A | P | AC | 36,848 | 9/3/1985 |
| | | | 12B | P | AC | 40,934 | 9/3/1985 |
| | | | 12C | P | APC | 155,565 | 9/1/1985 |
| | | | 12D | P | AC | 42,023 | 9/3/1985 |
| | | | 12E | P | AC | 35,758 | 9/3/1985 |
| | | | 13A | P | APC | 11,250 | 9/1/1985 |
| | | | 13B | P | APC | 61,826 | 9/1/1985 |
| | | | 13C | P | APC | 56,217 | 9/1/1985 |
| | | | 13D | P | APC | 59,326 | 9/1/1985 |
| | | | 13E | P | APC | 12,500 | 9/1/1985 |
| | | | 13F | P | PCC | 11,250 | 9/3/1952 |
| | | | 13G | P | PCC | 12,500 | 9/3/1952 |
| | | TA1BF | 1 | S | PCC | 63,560 | 9/2/1944 |
| | | | 2 | T | PCC | 17,023 | 9/2/1952 |
| | | | 3 | T | APC | 2,782 | 9/1/1985 |
| | | TA2BF | 1 | T | AC | 34,959 | 9/3/1991 |
| | | | 2 | P | AC | 11,037 | 9/2/1989 |
| | | TA3BF | 1 | T | AC | 17,327 | 9/2/1989 |
| | | TA4BF | 1 | T | AC | 32,269 | 9/2/1990 |
| | | | 2 | P | AC | 29,354 | 9/2/1990 |
| | | TA5BF | 1 | T | APC | 6,261 | 9/1/2002 |
| | | | 2 | T | APC | 5,437 | 9/2/1944 |
| | | | 3 | T | APC | 3,546 | 9/1/2002 |
| | | | 4 | T | AC | 1,817 | 9/2/1987 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Boeing Field | SEATTLE | TA6BF | 1 | S | PCC | 6,590 | 9/2/1944 |
| | | | 2 | S | APC | 11,262 | 9/1/1968 |
| | | TA7BF | 1 | T | AC | 23,691 | 9/3/1986 |
| | | | 2 | P | AC | 48,532 | 9/3/1986 |
| | | TA8BF | 1 | T | APC | 18,366 | 9/1/1968 |
| | | | 2 | T | AC | 10,030 | 9/2/1989 |
| | | TA9BF | 1 | P | APC | 39,771 | 9/1/1997 |
| | | TA10BF | 1 | T | PCC | 17,544 | 9/2/1944 |
| | | | 2 | T | PCC | 7,659 | 9/2/1984 |
| | | | 3 | T | PCC | 17,406 | 9/2/1997 |
| | | | 4 | T | PCC | 26,021 | 9/2/1944 |
| | | | 5 | T | APC | 8,612 | 9/1/1985 |
| | | TABF | 1 | P | AC | 66,646 | 9/2/1988 |
| | | | 2 | P | PCC | 14,954 | 9/2/1944 |
| | | | 3 | P | PCC | 53,746 | 9/2/1997 |
| | | | 4 | P | PCC | 11,098 | 9/2/1944 |
| | | | 5 | P | PCC | 10,156 | 9/2/1944 |
| | | | 6 | P | PCC | 7,735 | 9/2/1984 |
| | | | 7 | P | AAC | 52,490 | 9/1/1997 |
| | | | 8 | S | AAC | 24,934 | 9/1/1997 |
| | | | 9 | S | PCC | 30,961 | 9/2/1997 |
| | | | 10 | S | PCC | 10,486 | 9/2/1944 |
| | | | 11 | S | PCC | 22,366 | 9/2/1944 |
| | | | 12 | S | PCC | 5,004 | 9/2/1994 |
| | | | 13 | S | PCC | 15,016 | 9/2/1984 |
| | | | 14 | S | PCC | 18,823 | 9/2/1994 |
| | | | 15 | S | PCC | 6,223 | 9/2/1944 |
| | | | 16 | S | PCC | 6,277 | 9/2/1994 |
| | | | 17 | S | PCC | 12,555 | 9/2/1984 |
| | | | 18 | S | PCC | 6,278 | 9/2/1994 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Boeing Field | SEATTLE | TABF | 20 | S | AC | 88,442 | 9/2/1991 |
| | | | 21 | S | AC | 117,825 | 9/2/1991 |
| | | | 22 | S | AC | 8,748 | 9/2/1994 |
| | | | 23 | S | AC | 11,168 | 9/2/1988 |
| | | | 19A | S | AC | 65,844 | 9/2/1987 |
| | | | 19B | P | AAC | 35,247 | 9/1/2002 |
| | | TB1BF | 1 | P | APC | 3,380 | 9/1/1985 |
| | | | 2 | P | APC | 9,179 | 9/1/1985 |
| | | | 3 | P | APC | 28,431 | 9/1/1984 |
| | | TB2BF | 1 | P | AC | 8,709 | 9/2/1988 |
| | | TB3BF | 1 | P | APC | 20,598 | 9/1/2000 |
| | | | 2 | P | APC | 16,335 | 9/1/1984 |
| | | TB4BF | 1 | P | AC | 1,593 | 9/3/1985 |
| | | | 2 | P | AC | 20,408 | 9/3/1987 |
| | | TB5BF | 1 | P | APC | 5,021 | 9/1/1985 |
| | | | 2 | P | APC | 60,250 | 9/1/1984 |
| | | TB6BF | 1 | T | PCC | 7,156 | 9/2/1965 |
| | | | 2 | T | AC | 2,818 | 9/2/1978 |
| | | TB7BF | 1 | P | APC | 2,218 | 9/1/1985 |
| | | | 2 | P | AC | 24,796 | 9/2/1978 |
| | | TB8BF | 1 | T | AC | 3,346 | 9/3/1990 |
| | | | 2 | T | AC | 3,350 | 9/3/1990 |
| | | | 3 | T | AAC | 1,268 | 9/1/1988 |
| | | | 4 | T | AC | 2,080 | 9/3/1981 |
| | | | 5 | T | AAC | 1,268 | 9/1/1988 |
| | | | 6 | T | AC | 2,069 | 9/3/1981 |
| | | | 7 | T | AAC | 1,270 | 9/1/1988 |
| | | | 8 | T | AC | 2,077 | 9/3/1981 |
| | | TB9BF | 1 | T | AAC | 1,635 | 9/1/1988 |
| | | | 2 | T | AC | 2,659 | 9/2/1986 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Boeing Field | SEATTLE | TB9BF | 3 | T | AAC | 1,614 | 9/1/1988 |
| | | | 4 | T | AC | 2,679 | 9/2/1986 |
| | | TB10BF | 1 | P | APC | 5,255 | 9/1/1985 |
| | | | 2 | P | APC | 56,620 | 9/1/1988 |
| | | TBBF | 1 | P | AAC | 160,122 | 9/1/1988 |
| | | | 2 | P | AAC | 84,205 | 9/1/1988 |
| | | | 3 | P | APC | 17,925 | 9/1/1988 |
| | | | 4 | P | AAC | 31,666 | 9/1/1988 |
| | | | 5 | P | APC | 435,031 | 9/1/1984 |
| | | TH01BF | 1 | P | AC | 420,000 | 6/1/2002 |
| | | TNEBF | 1 | S | AC | 77,855 | 9/2/1989 |
| | | | 2 | S | AC | 85,499 | 9/3/1993 |
| Bowerman Field | HOQUIAM | A01HO | 1 | S | AC | 12,264 | 9/3/1990 |
| | | | 2 | S | AC | 12,264 | 9/3/1990 |
| | | A02HO | 1 | S | AC | 61,032 | 9/1/1950 |
| | | | 2 | S | AC | 6,600 | 9/1/1994 |
| | | A03HO | 1 | S | AAC | 49,896 | 9/1/1992 |
| | | | 2 | S | APC | 12,309 | 9/1/1992 |
| | | | 3 | S | AAC | 32,551 | 9/1/1992 |
| | | | 4 | S | AC | 101,120 | 9/3/1992 |
| | | | 5 | S | AAC | 59,177 | 9/1/1992 |
| | | R06HO | 01A | P | APC | 7,500 | 9/1/1990 |
| | | | 01B | P | APC | 7,500 | 9/1/1990 |
| | | | 01C | P | APC | 7,500 | 9/1/1990 |
| | | | 02A | P | AAC | 235,030 | 9/1/1990 |
| | | | 02B | P | AAC | 235,030 | 9/1/1990 |
| | | | 02C | P | AAC | 235,030 | 9/1/1990 |
| | | | 03A | P | APC | 7,500 | 9/1/1990 |
| | | | 03B | P | APC | 7,500 | 9/1/1990 |
| | | | 03C | P | APC | 7,500 | 9/1/1990 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Bowerman Field | HOQUIAM | T01HO | 1 | P | AAC | 201,035 | 9/1/1990 |
| | | | 2 | P | AC | 28,277 | 9/2/1992 |
| | | | 3 | P | AAC | 39,864 | 9/1/1990 |
| | | T02HO | 1 | S | AC | 6,043 | 9/1/1988 |
| | | T03HO | 1 | S | AC | 6,070 | 9/1/1991 |
| | | T04HO | 1 | S | AC | 5,443 | 9/1/1968 |
| | | T05HO | 1 | S | AC | 3,643 | 9/1/1936 |
| | | T06HO | 1 | S | AC | 3,102 | 9/1/1935 |
| | | T07HO | 1 | S | AC | 3,643 | 9/1/1940 |
| | | T08HO | 1 | S | AC | 2,983 | 9/1/1939 |
| | | T09HO | 1 | P | AAC | 15,896 | 9/1/1990 |
| | | T10HO | 1 | P | AAC | 15,896 | 9/1/1990 |
| Bowers Field | ELLENSBURG | A01EL | 1 | S | AC | 36,537 | 9/3/1943 |
| | | | 2 | S | PCC | 380,730 | 9/2/1943 |
| | | | 3 | S | AAC | 238,841 | 9/1/1995 |
| | | | 4 | S | AC | 5,721 | 6/3/1943 |
| | | | 5 | S | AC | 9,750 | 9/2/1976 |
| | | R07EL | 01A | S | AC | 6,250 | 9/3/1943 |
| | | | 01B | S | AC | 6,250 | 9/3/1943 |
| | | | 01C | S | AC | 6,250 | 9/3/1943 |
| | | | 02A | S | AC | 52,050 | 9/3/1943 |
| | | | 02B | S | AC | 52,050 | 9/3/1943 |
| | | | 02C | S | AC | 52,050 | 9/3/1943 |
| | | | 03A | S | AC | 177,247 | 9/2/1942 |
| | | | 03B | S | AC | 179,743 | 9/2/1942 |
| | | | 03C | S | AC | 182,243 | 9/2/1942 |
| | | | 04A | S | AC | 37,500 | 9/2/1942 |
| | | | 04B | S | AC | 35,000 | 9/2/1942 |
| | | | 04C | S | AC | 32,500 | 9/2/1942 |
| | | | 05A | S | AC | 5,000 | 9/2/1942 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Bowers Field | ELLENSBURG | R07EL | 05B | S | AC | 5,000 | 9/2/1942 |
| | | | 05C | S | AC | 5,000 | 9/2/1942 |
| | | R11EL | 01A | P | AC | 151,688 | 9/2/1942 |
| | | | 01B | P | PCC | 322,500 | 6/1/1997 |
| | | | 01C | P | AC | 161,250 | 9/2/1942 |
| | | | 02A | P | AC | 6,928 | 9/2/1942 |
| | | | 02B | P | AC | 5,781 | 9/1/2002 |
| | | | 02C | P | AC | 4,623 | 9/2/1942 |
| | | T01EL | 1 | S | AC | 56,639 | 9/2/1942 |
| | | T02EL | 1 | S | AAC | 6,636 | 9/1/2002 |
| | | | 2 | S | PCC | 2,500 | 9/1/1942 |
| | | | 3 | P | AAC | 5,486 | 9/2/1942 |
| | | T03EL | 1 | S | AAC | 12,122 | 9/1/2002 |
| | | | 2 | S | PCC | 2,500 | 9/1/1942 |
| | | T04EL | 1 | S | AAC | 12,122 | 9/1/2002 |
| | | | 2 | S | PCC | 2,500 | 9/1/1942 |
| | | T05EL | 1 | P | AAC | 6,636 | 9/1/2002 |
| | | | 2 | S | AC | 7,793 | 9/2/1942 |
| | | T06EL | 1 | P | PCC | 44,700 | 9/1/1997 |
| | | TAEL | 1 | S | AAC | 127,071 | 9/1/2002 |
| | | | 2 | P | AAC | 21,972 | 9/1/2002 |
| | | | 3 | P | AAC | 55,550 | 9/1/1995 |
| | | | 4 | P | AAC | 71,525 | 9/1/2002 |
| | | | 5 | S | AAC | 37,602 | 9/1/2002 |
| | | TCEL | 1 | S | AAC | 51,349 | 9/1/2002 |
| | | TDEL | 1 | P | AAC | 24,456 | 6/1/2002 |
| | | TFEL | 1 | P | AAC | 78,458 | 9/1/2002 |
| Bremerton National | BREMERTON | A01BR | 1 | S | AC | 100,416 | 9/2/1995 |
| | | A02BR | 1 | S | AC | 29,134 | 9/3/1990 |
| | | | 2 | P | AC | 43,917 | 9/3/1989 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Bremerton National | BREMERTON | A02BR | 3 | S | AC | 65,132 | 9/3/1976 |
| | | | 4 | S | AC | 100,728 | 9/2/1976 |
| | | | 5 | S | AC | 20,119 | 9/2/1971 |
| | | A03BR | 1 | S | AC | 9,933 | 9/2/1970 |
| | | | 2 | S | AC | 44,798 | 9/2/1978 |
| | | | 3 | S | AC | 130,600 | 9/2/1968 |
| | | | 4 | S | AC | 46,682 | 9/2/1976 |
| | | | 5 | S | AC | 132,540 | 9/2/1981 |
| | | A04BR | 1 | S | AC | 54,399 | 9/2/1943 |
| | | | 2 | S | AAC | 3,107 | 9/1/1978 |
| | | A05BR | 1 | P | AC | 77,322 | 9/1/2004 |
| | | AFUELBR | 1 | S | AC | 2,247 | 9/2/1976 |
| | | | 2 | S | AC | 13,064 | 9/3/1996 |
| | | AH1BR | 1 | T | AC | 23,650 | 9/2/1994 |
| | | AH2BR | 1 | T | AC | 22,000 | 9/2/1994 |
| | | R01BR | 01A | P | AAC | 45,000 | 9/1/1976 |
| | | | 01B | P | AAC | 45,000 | 9/1/1976 |
| | | | 01C | P | AAC | 45,000 | 9/1/1976 |
| | | | 02A | P | AAC | 130,750 | 9/1/1976 |
| | | | 02B | P | AAC | 130,750 | 9/1/1976 |
| | | | 02C | P | AAC | 130,750 | 9/1/1976 |
| | | | 03A | P | AAC | 75,750 | 9/1/1976 |
| | | | 03B | P | AAC | 75,750 | 9/1/1976 |
| | | | 03C | P | AAC | 75,750 | 9/1/1976 |
| | | | 04A | S | AAC | 59,500 | 9/1/1972 |
| | | | 04B | S | AAC | 59,500 | 9/1/1972 |
| | | | 04C | S | AAC | 59,500 | 9/1/1972 |
| | | T01BR | 1 | S | AC | 66,403 | 9/3/1980 |
| | | | 2 | S | AAC | 34,809 | 9/1/1991 |
| | | | 3 | S | AC | 30,137 | 9/2/1991 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Bremerton National | BREMERTON | T01BR | 4 | S | AC | 9,885 | 9/2/1991 |
| | | | 5 | S | AC | 36,000 | 9/3/1981 |
| | | TABR | 1 | S | AC | 21,735 | 9/2/1994 |
| | | | 2 | P | AC | 82,588 | 9/2/1977 |
| | | | 3 | P | AC | 89,479 | 9/2/1978 |
| | | | 4 | P | AAC | 10,712 | 9/1/1978 |
| | | | 5 | P | AC | 32,021 | 9/2/1978 |
| | | | 6 | S | AAC | 62,233 | 9/1/1979 |
| | | TBBR | 1 | P | AC | 16,323 | 9/2/1994 |
| | | TCBR | 1 | P | AC | 13,573 | 9/2/1978 |
| | | TDBR | 1 | S | AC | 5,609 | 9/2/1981 |
| | | | 2 | P | AC | 21,487 | 9/2/1978 |
| | | TEBR | 1 | P | AAC | 29,715 | 9/1/1976 |
| | | TFBR | 1 | S | AC | 11,641 | 9/3/1980 |
| | | | 2 | S | AC | 4,600 | 9/2/1977 |
| | | | 3 | P | AC | 14,366 | 9/2/1977 |
| | | TGBR | 1 | P | AC | 13,157 | 9/2/1977 |
| | | TJBR | 1 | S | AC | 18,243 | 9/2/1994 |
| Cashmere-Dryden Airport | CASHMERE | R07CD | 1 | P | AC | 82,950 | 9/1/2001 |
| | | | 2 | P | AC | 7,300 | 9/1/2001 |
| | | T01CD | 1 | P | AC | 3,031 | 9/1/2001 |
| | | T02CD | 1 | P | AC | 3,371 | 9/2/2001 |
| | | T03CD | 1 | P | AAC | 37,700 | 8/1/1984 |
| | | T04CD | 1 | P | AC | 22,173 | 9/1/1988 |
| Chehalis - Centralia Airport | CHEHALIS | A01CS | 1 | T | AC | 9,492 | 9/2/1960 |
| | | A02CS | 1 | T | AC | 13,314 | 9/1/1960 |
| | | AACS | 1 | T | AC | 2,630 | 9/1/1999 |
| | | | 2 | T | PCC | 4,300 | 9/1/1985 |
| | | ABCS | 1 | T | AC | 1,964 | 6/2/1999 |
| | | | 2 | T | PCC | 4,400 | 9/1/1985 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Chehalis - Centralia Airport | CHEHALIS | ACCS | 1 | T | PCC | 2,312 | 9/1/1960 |
| | | ADCS | 1 | T | PCC | 911 | 9/1/1960 |
| | | | 2 | T | PCC | 4,000 | 9/1/1960 |
| | | | 3 | T | PCC | 4,950 | 9/1/1960 |
| | | | 4 | T | PCC | 5,141 | 9/1/1985 |
| | | | 5 | T | PCC | 3,375 | 9/1/1985 |
| | | | 6 | T | AC | 5,223 | 9/1/1985 |
| | | AFBOCS | 1 | T | AC | 53,100 | 9/3/1952 |
| | | APRNCS | 1 | T | AC | 11,835 | 9/3/1993 |
| | | | 2 | T | AC | 71,325 | 9/3/1982 |
| | | | 3 | T | AC | 134,094 | 9/3/1982 |
| | | R16CS | 01A | P | PCC | 225,000 | 9/2/1942 |
| | | | 01B | P | PCC | 250,000 | 9/2/1942 |
| | | | 01C | P | PCC | 225,000 | 9/2/1942 |
| | | T01CS | 1 | S | AC | 12,842 | 9/3/1982 |
| | | | 2 | S | AAC | 11,924 | 9/1/1967 |
| | | T02CS | 1 | T | AC | 18,475 | 9/3/1982 |
| | | T03CS | 1 | T | AC | 22,733 | 9/3/1982 |
| | | T04CS | 1 | P | AC | 11,211 | 9/4/1997 |
| | | | 2 | P | AC | 25,835 | 9/4/1997 |
| | | T05CS | 1 | S | AC | 4,122 | 9/3/1982 |
| | | | 2 | S | AC | 3,404 | 9/3/1982 |
| | | | 3 | S | AC | 1,929 | 9/3/1982 |
| | | T06CS | 1 | S | AC | 11,074 | 9/3/1981 |
| | | TA2CS | 1 | P | AC | 14,896 | 9/3/1982 |
| | | TA3CS | 1 | P | AC | 16,372 | 9/4/1997 |
| | | TA4CS | 1 | S | PCC | 39,241 | 9/2/1942 |
| | | TA5CS | 1 | S | PCC | 6,892 | 9/2/1942 |
| | | | 2 | S | PCC | 61,506 | 9/2/1942 |
| | | TACS | 1 | P | PCC | 199,860 | 9/2/1942 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Chehalis - Centralia Airport | CHEHALIS | TCLCS | 1 | T | PCC | 69,773 | 9/2/1942 |
| Chelan Municipal Airport | CHELAN | A01CN | 1 | P | AC | 6,663 | 6/16/1986 |
| | | A02CN | 1 | P | AC | 26,168 | 7/2/1987 |
| | | | 2 | P | PCC | 640 | 9/1/1987 |
| | | | 3 | P | AC | 3,900 | 9/1/1987 |
| | | A03CN | 1 | T | AC | 104,950 | 6/17/1986 |
| | | A04CN | 1 | P | AC | 6,743 | 6/16/1986 |
| | | A05CN | 1 | T | PCC | 707 | 9/1/1976 |
| | | R02CN | 1 | P | AC | 27,000 | 6/16/1986 |
| | | | 2 | P | AC | 171,600 | 6/16/1986 |
| | | | 3 | P | AC | 12,000 | 6/16/1986 |
| | | T01CN | 1 | P | AC | 3,698 | 7/2/1987 |
| | | | 2 | T | AC | 36,953 | 9/2/1997 |
| | | T02CN | 1 | P | AC | 10,847 | 7/2/1987 |
| | | | 2 | P | AC | 59,771 | 9/2/1997 |
| | | T03CN | 1 | P | AC | 6,839 | 7/2/1987 |
| | | T04CN | 1 | T | AC | 30,338 | 9/2/1997 |
| | | T05CN | 1 | P | AC | 26,554 | 6/6/2004 |
| | | T06CN | 1 | P | AC | 1,765 | 9/1/2004 |
| Cle Elum Municipal Airport[4] | CLE ELUM | A01CL | 1 | P | AC | 5,408 | 9/1/1989 |
| | | A02CL | 1 | P | AC | 6,094 | 9/2/1987 |
| | | R07CL | 1 | P | AC | 5,000 | 9/1/1989 |
| | | | 2 | P | AC | 92,200 | 9/1/1989 |
| | | | 3 | P | AC | 5,200 | 9/1/1989 |
| | | T01CL | 1 | P | AC | 12,795 | 9/1/1989 |
| Colville Municipal Airport | COLVILLE | A01CO | 1 | T | AC | 10,060 | 9/2/1993 |
| | | | 2 | T | AC | 6,400 | 9/2/1985 |
| | | A02CO | 1 | T | AC | 5,920 | 9/2/1972 |
| | | A03CO | 1 | T | AC | 2,500 | 9/2/1985 |
| | | | 2 | T | AC | 279 | 6/2/1999 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Colville Municipal Airport | COLVILLE | A03CO | 3 | T | AC | 3,240 | 6/2/1999 |
| | | A04CO | 1 | P | AC | 55,130 | 6/2/2000 |
| | | | 2 | P | PCC | 1,675 | 9/2/2000 |
| | | R01CO | 1 | P | AC | 121,500 | 6/3/1999 |
| | | T01CO | 1 | T | AC | 6,636 | 6/3/1999 |
| | | | 2 | P | AC | 10,160 | 9/2/2000 |
| | | T02CO | 1 | P | AC | 2,031 | 6/3/1999 |
| | | | 2 | P | AC | 9,309 | 9/1/1993 |
| | | | 3 | P | AAC | 14,200 | 8/1/1988 |
| | | | 4 | P | AC | 8,800 | 9/1/1993 |
| | | | 5 | P | AC | 1,136 | 6/3/1999 |
| | | T03CO | 1 | P | AC | 3,682 | 6/3/1999 |
| | | T04CO | 1 | P | AC | 1,766 | 9/2/1985 |
| | | T05CO | 1 | P | AC | 2,055 | 6/2/2000 |
| | | T06CO | 1 | P | AC | 21,666 | 6/2/2000 |
| Concrete Municipal | CONCRETE | A01CC | 1 | P | AC | 4,599 | 9/1/1993 |
| | | A02CC | 1 | T | AC | 12,000 | 9/1/1993 |
| | | A03CC | 1 | T | PCC | 1,600 | 9/1/1997 |
| | | A04CC | 1 | P | AC | 4,599 | 9/1/1993 |
| | | R07CC | 1 | T | AC | 6,800 | 6/1/1993 |
| | | | 2 | P | AC | 154,800 | 9/1/1993 |
| | | T01CC | 1 | P | AC | 8,809 | 9/1/1993 |
| Crest Airpark | KENT | A01KE | 1 | T | AC | 32,257 | 9/1/1982 |
| | | R15KE | 1 | T | AC | 12,825 | 9/1/1986 |
| | | | 2 | T | AC | 134,190 | 9/1/1986 |
| | | T01KE | 1 | T | AC | 2,913 | 9/1/1986 |
| | | | 2 | T | AC | 76,074 | 9/1/1986 |
| | | T02KE | 1 | T | AC | 2,121 | 9/1/1986 |
| | | T03KE | 1 | T | AC | 3,047 | 9/1/1986 |
| | | T04KE | 1 | T | AC | 9,337 | 9/1/1986 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Crest Airpark | KENT | T05KE | 1 | T | AC | 1,750 | 9/2/1980 |
| | | T06KE | 1 | T | AC | 2,527 | 9/2/1986 |
| | | T07KE | 1 | T | AC | 6,111 | 9/1/1982 |
| | | T08KE | 1 | T | AC | 6,790 | 9/1/1982 |
| | | T09KE | 1 | T | AC | 9,544 | 9/1/1982 |
| | | T10KE | 1 | T | AC | 8,909 | 9/1/1982 |
| | | T11KE | 1 | T | AC | 7,700 | 9/1/1982 |
| | | T12KE | 1 | T | AC | 7,786 | 9/1/1982 |
| | | T13KE | 1 | T | AC | 7,129 | 9/1/1982 |
| | | T14KE | 1 | T | AC | 4,774 | 9/1/1982 |
| | | T15KE | 1 | T | AC | 9,570 | 9/1/1982 |
| Darrington Municipal | DARRINGTON | A01DR | 1 | T | AC | 42,900 | 9/2/1995 |
| | | R10DR | 1 | P | AC | 99,600 | 9/2/1995 |
| | | T01DR | 1 | P | AC | 53,657 | 9/2/1995 |
| | | T02DR | 1 | P | AC | 2,550 | 9/2/1995 |
| | | T03DR | 1 | T | AC | 1,033 | 9/2/1995 |
| | | T04DR | 1 | T | AC | 1,033 | 9/2/1995 |
| Davenport Airport | DAVENPORT | A01DA | 1 | P | AC | 32,191 | 9/1/2000 |
| | | A02DA | 1 | P | AC | 35,200 | 9/3/2003 |
| | | R05DA | 1 | P | AC | 140,625 | 9/1/2000 |
| | | T01DA | 1 | P | AC | 22,446 | 9/1/2003 |
| De Vere Field | CLEELUM2 | A01DV | 1 | T | AC | 6,750 | 9/2/1976 |
| | | R08DV | 1 | T | AC | 60,600 | 9/2/1976 |
| Deer Park Municipal Airport | DEER PARK | A01DP | 1 | P | AC | 179,407 | 8/2/1983 |
| | | | 2 | P | AAC | 64,870 | 9/1/1995 |
| | | R04DP | 1 | P | AC | 194,315 | 9/1/2000 |
| | | R16DP | 1 | P | AC | 330,000 | 9/1/2001 |
| | | | 2 | P | AC | 127,500 | 9/1/2001 |
| | | TA1DP | 1 | S | AC | 15,750 | 9/3/1995 |
| | | TA2DP | 1 | S | AC | 15,750 | 9/3/1995 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Deer Park Municipal Airport | DEER PARK | TA3DP | 1 | S | AC | 11,625 | 9/3/1995 |
| | | TA4DP | 1 | S | AC | 17,240 | 9/3/1995 |
| | | TA5DP | 1 | S | AC | 17,240 | 9/3/1995 |
| | | TA6DP | 1 | S | AC | 17,240 | 9/3/1995 |
| | | TA7DP | 1 | S | AC | 18,750 | 9/2/1983 |
| | | | 2 | S | AC | 10,175 | 9/3/1995 |
| | | TA8DP | 1 | S | AC | 11,750 | 9/3/1995 |
| | | TA9DP | 1 | S | AC | 11,750 | 9/3/1995 |
| | | TA10DP | 1 | S | AC | 14,526 | 9/2/1998 |
| | | TADP | 1 | P | AC | 241,198 | 9/1/2001 |
| | | TCDP | 1 | P | AC | 20,252 | 9/1/2001 |
| | | | 2 | S | AC | 138,590 | 9/1/2001 |
| | | TFDP | 1 | S | AC | 25,957 | 9/1/2001 |
| | | | 2 | P | AAC | 8,451 | 9/2/2000 |
| | | TGDP | 1 | S | AC | 22,593 | 9/2/2001 |
| | | THDP | 1 | P | AC | 16,720 | 7/2/2000 |
| | | | 2 | P | AC | 14,484 | 6/2/2000 |
| Desert Aire | MATTAWA | A01MT | 1 | T | AC | 10,500 | 9/1/1995 |
| | | | 2 | T | AC | 4,200 | 9/1/1995 |
| | | | 3 | P | AC | 25,256 | 9/1/1995 |
| | | R10MT | 1 | P | AC | 131,976 | 9/1/1995 |
| | | T01MT | 1 | P | AC | 69,730 | 9/1/1995 |
| | | | 2 | P | AC | 30,448 | 6/2/1999 |
| | | T03MT | 1 | P | AC | 2,978 | 9/1/1995 |
| | | | 2 | P | AC | 1,319 | 6/2/1999 |
| Dorothy Scott Airport | OROVILLE | A01OV | 1 | P | AC | 4,875 | 9/2/1991 |
| | | | 2 | P | AAC | 53,675 | 9/1/1992 |
| | | R15OV | 1 | P | AAC | 20,000 | 8/1/1998 |
| | | | 2 | P | AAC | 155,300 | 8/1/1998 |
| | | | 3 | P | AAC | 25,400 | 8/1/1998 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Dorothy Scott Airport | OROVILLE | T01OV | 1 | P | AC | 3,975 | 5/2/1985 |
| | | | 2 | P | AAC | 27,170 | 9/1/1992 |
| | | T02OV | 1 | P | AAC | 4,000 | 9/1/1992 |
| | | T03OV | 1 | P | AAC | 1,393 | 9/1/1992 |
| | | T04OV | 1 | P | AAC | 37,795 | 9/1/1992 |
| | | | 2 | P | AC | 3,975 | 5/2/1985 |
| Elma Municipal | ELMA | A01EM | 1 | P | AC | 28,075 | 9/1/1960 |
| | | R25EM | 1 | P | AC | 4,673 | 9/1/1985 |
| | | | 2 | P | AC | 76,858 | 9/1/1985 |
| | | T01EM | 1 | P | AC | 6,125 | 6/1/1985 |
| Ephrata Municipal | EPHRATA | A01EP | 1 | T | AC | 188,106 | 9/3/1943 |
| | | | 2 | S | AC | 610,130 | 9/3/1943 |
| | | | 3 | S | AC | 41,173 | 9/3/1943 |
| | | | 4 | S | PCC | 20,800 | 9/2/1943 |
| | | | 5 | S | PCC | 20,800 | 9/2/1943 |
| | | | 6 | S | AC | 15,313 | 9/1/1987 |
| | | | 7 | T | AC | 576,387 | 9/3/1943 |
| | | | 8 | T | AC | 91,184 | 9/3/1943 |
| | | | 9 | T | AC | 98,816 | 9/3/1943 |
| | | | 10 | T | AC | 9,304 | 9/3/1943 |
| | | | 11 | T | AC | 87,046 | 9/3/1943 |
| | | R02EP | 01A | P | PCC | 7,500 | 9/3/1943 |
| | | | 01B | P | PCC | 7,500 | 9/3/1943 |
| | | | 01C | P | PCC | 7,500 | 9/3/1943 |
| | | | 02A | P | AC | 98,500 | 9/3/1943 |
| | | | 02B | P | AC | 98,500 | 9/3/1943 |
| | | | 02C | P | AC | 98,500 | 9/3/1943 |
| | | | 03A | P | AC | 156,957 | 9/3/1943 |
| | | | 03B | P | AC | 313,914 | 9/3/1983 |
| | | | 03C | P | AC | 156,957 | 9/3/1943 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Ephrata Municipal | EPHRATA | R02EP | 04A | P | APC | 14,575 | 9/1/2004 |
| | | | 04B | P | APC | 29,516 | 9/1/2004 |
| | | | 04C | P | APC | 14,575 | 9/1/2004 |
| | | R11EP | 1 | P | AC | 229,580 | 9/2/2004 |
| | | T01EP | 1 | P | AC | 70,760 | 9/3/1943 |
| | | | 2 | P | AC | 28,289 | 9/3/1943 |
| | | | 3 | P | AC | 120,203 | 9/3/1943 |
| | | | 4 | P | APC | 2,912 | 9/1/1994 |
| | | | 5 | P | AC | 12,563 | 9/3/1943 |
| | | | 6 | P | AAC | 10,411 | 9/1/2004 |
| | | T02EP | 1 | P | AC | 26,444 | 9/3/1943 |
| | | T03EP | 1 | P | AC | 13,823 | 9/3/1995 |
| | | | 2 | P | APC | 2,843 | 9/1/1994 |
| | | | 3 | P | AC | 94,712 | 9/3/1943 |
| | | T04EP | 1 | P | AAC | 11,250 | 9/1/2004 |
| | | | 2 | S | AC | 250,921 | 9/3/1943 |
| | | | 3 | P | AAC | 14,740 | 9/3/2004 |
| Felts Field | SPOKANE | A01FL | 1 | S | AC | 6,750 | 9/1/1992 |
| | | | 2 | S | AC | 106,102 | 9/1/1973 |
| | | | 3 | S | PCC | 2,800 | 9/1/1941 |
| | | | 4 | S | PCC | 20,526 | 9/1/1941 |
| | | | 5 | S | AC | 9,865 | 9/1/1943 |
| | | | 6 | S | AAC | 34,305 | 9/1/1986 |
| | | | 7 | S | AC | 19,925 | 9/2/1968 |
| | | | 8 | S | AC | 11,452 | 9/2/1944 |
| | | | 9 | S | AC | 73,005 | 9/2/1969 |
| | | | 10 | S | AAC | 122,232 | 9/1/1984 |
| | | | 11 | S | AC | 46,105 | 9/2/1977 |
| | | | 12 | S | AC | 22,176 | 9/1/1965 |
| | | | 13 | S | AC | 19,602 | 9/1/1972 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Felts Field | SPOKANE | A01FL | 14 | S | AC | 28,544 | 9/1/1966 |
| | | | 15 | S | AC | 35,925 | 9/2/1980 |
| | | | 16 | S | AC | 7,800 | 9/1/1993 |
| | | | 17 | S | AC | 12,926 | 9/1/1999 |
| | | A02FL | 1 | S | AC | 35,777 | 9/2/1989 |
| | | A03FL | 1 | S | AC | 29,155 | 9/2/1999 |
| | | A04FL | 1 | S | AC | 48,125 | 9/2/1995 |
| | | | 2 | P | AC | 44,993 | 9/1/2002 |
| | | A05FL | 1 | S | AC | 16,761 | 9/1/1971 |
| | | A06FL | 1 | T | AC | 21,567 | 9/1/1995 |
| | | A07FL | 1 | T | AC | 6,406 | 9/1/1995 |
| | | A08FL | 1 | T | AC | 7,044 | 9/2/1986 |
| | | R03LFL | 1A | P | PCC | 224,967 | 9/1/1941 |
| | | | 1B | P | PCC | 224,903 | 9/1/1941 |
| | | | 1C | P | PCC | 224,828 | 9/1/1941 |
| | | | 1 | P | AAC | 34,423 | 9/1/1992 |
| | | | 2 | P | AAC | 201,753 | 9/1/1992 |
| | | T01FL | 1 | S | AC | 2,481 | 9/2/1993 |
| | | TAFL | 1 | S | AAC | 136,590 | 9/1/1992 |
| | | | 2 | S | AC | 52,196 | 9/2/1999 |
| | | | 3 | S | AC | 27,504 | 9/2/1995 |
| | | | 4 | S | AC | 22,495 | 9/1/1995 |
| | | | 5 | P | AC | 16,199 | 9/1/1995 |
| | | TBFL | 1 | P | AC | 52,003 | 9/2/1994 |
| | | | 2 | P | AC | 72,541 | 9/2/1987 |
| | | TCFL | 1 | P | AAC | 19,041 | 9/1/1960 |
| | | | 2 | P | AAC | 7,789 | 9/1/1960 |
| | | TDFL | 1 | P | PCC | 11,937 | 9/1/1941 |
| | | | 2 | P | AAC | 7,134 | 9/1/1985 |
| | | | 3 | P | AAC | 2,309 | 9/1/1985 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Felts Field | SPOKANE | TDFL | 4 | P | AAC | 22,116 | 9/1/1985 |
| Ferry County | REPUBLIC | A01RE | 1 | P | PCC | 1,600 | 9/2/1980 |
| | | | 2 | P | AC | 6,407 | 9/1/2001 |
| | | | 3 | P | AC | 3,150 | 9/1/2004 |
| | | R17RE | 1 | P | AC | 208,800 | 10/1/1998 |
| | | T01RE | 1 | P | AC | 2,205 | 10/1/1998 |
| | | | 2 | P | AAC | 6,765 | 9/1/1987 |
| Firstair Field | MONROE | A01MN | 1 | T | AC | 5,085 | 9/2/1974 |
| | | A02MN | 1 | T | AC | 3,968 | 9/2/1974 |
| | | A03MN | 1 | T | AC | 10,614 | 9/3/1997 |
| | | A04MN | 1 | T | AC | 11,541 | 9/3/1997 |
| | | A05MN | 1 | T | AC | 9,400 | 9/2/1984 |
| | | A06MN | 1 | T | AC | 9,438 | 9/2/1981 |
| | | A07MN | 1 | T | AC | 12,740 | 9/2/1980 |
| | | A08MN | 1 | T | AC | 16,323 | 9/2/1974 |
| | | R07MN | 1 | T | AC | 52,635 | 9/1/1974 |
| | | | 2 | T | AC | 16,500 | 9/2/1974 |
| | | T01MN | 1 | T | AC | 1,380 | 9/3/1997 |
| | | | 2 | T | AC | 1,282 | 9/3/1997 |
| | | | 3 | T | AC | 1,386 | 9/2/1984 |
| | | | 4 | T | AC | 964 | 9/2/1981 |
| | | | 5 | T | AC | 1,473 | 9/3/1997 |
| | | T02MN | 1 | T | AC | 2,520 | 9/2/1984 |
| | | T03MN | 1 | P | AC | 1,496 | 3/1/2005 |
| Forks Municipal | FORKS | A01FO | 1 | S | AC | 38,343 | 9/4/1988 |
| | | R04FO | 1 | P | AC | 180,000 | 9/4/1988 |
| | | T01FO | 1 | P | AC | 98,046 | 9/4/1988 |
| | | T02FO | 1 | P | AC | 8,095 | 9/4/1988 |
| Friday Harbor | FRIDAY HBR | AFUELFH | 1 | S | AC | 1,856 | 9/3/1985 |
| | | | 2 | S | AC | 3,490 | 9/3/1986 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Friday Harbor | FRIDAY HBR | AHANG1FH | 1 | T | AC | 9,964 | 9/3/1997 |
| | | | 2 | T | AC | 15,767 | 9/3/1996 |
| | | | 3 | T | PCC | 6,375 | 9/2/1996 |
| | | AHANG3FH | 1 | S | AC | 109,598 | 9/3/1986 |
| | | AHLD16FH | 1 | S | AC | 7,828 | 9/3/1985 |
| | | AHLD34FH | 1 | S | AC | 6,343 | 9/3/1985 |
| | | AIAFH | 1 | T | AC | 5,100 | 9/2/1982 |
| | | | 2 | T | AC | 17,425 | 9/2/1992 |
| | | ARES1FH | 1 | S | AC | 24,842 | 9/2/1992 |
| | | ARES2FH | 1 | S | AC | 78,000 | 9/3/1993 |
| | | ATERMFH | 1 | S | AC | 275,298 | 9/3/1985 |
| | | ATRANSFH | 1 | S | AC | 100,058 | 9/3/1985 |
| | | AWASHFH | 1 | T | AC | 4,000 | 9/3/1985 |
| | | R16FH | 1 | P | AAC | 255,000 | 9/1/2004 |
| | | T01FH | 1 | S | AC | 16,792 | 9/3/1985 |
| | | TA1FH | 1 | P | AC | 7,278 | 9/3/1985 |
| | | TA2FH | 1 | P | AC | 5,238 | 9/3/1985 |
| | | TA3FH | 1 | P | AC | 4,284 | 9/3/1985 |
| | | TAFH | 1 | P | AC | 119,000 | 9/3/1985 |
| | | TGFH | 1 | S | AC | 8,110 | 9/3/1985 |
| | | | 2 | P | AC | 4,284 | 9/3/1985 |
| | | | 3 | P | AC | 3,600 | 9/3/1985 |
| | | THANG1FH | 1 | T | AC | 69,816 | 9/3/1985 |
| | | THANG2FH | 1 | T | AC | 5,819 | 9/2/1982 |
| | | | 2 | T | PCC | 4,355 | 9/2/1982 |
| | | TIAFH | 1 | T | AC | 12,735 | 9/3/1986 |
| | | TRESFH | 1 | S | AC | 3,959 | 9/3/1993 |
| Goldendale Hornibrook Airport (Hornibrook Field) | GOLDENDALE | A01GO | 1 | P | AC | 2,900 | 9/1/2004 |
| | | A02GO | 1 | T | AC | 5,170 | 9/2/1995 |
| | | A03GO | 1 | P | AAC | 27,401 | 7/2/1987 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Goldendale Hornibrook Airport (Hornibrook Field) | GOLDENDALE | R07GO | 1 | P | AAC | 126,720 | 9/1/2004 |
| | | | 2 | P | AAC | 12,880 | 9/1/2004 |
| | | T01GO | 1 | P | AAC | 38,111 | 9/1/2004 |
| | | T02GO | 1 | T | AC | 4,627 | 9/2/1995 |
| | | T03GO | 1 | P | AC | 33,737 | 8/1/2005 |
| Grand Coulee Dam Airport[3] | ELECTRIC C | A01EC | 1 | T | AC | 76,675 | 8/1/2005 |
| | | R03EC | 1 | P | AC | 315,000 | 8/1/2005 |
| | | T01EC | 1 | P | AC | 8,909 | 8/1/2005 |
| | | T02EC | 1 | P | AC | 11,613 | 8/1/2005 |
| | | T03EC | 1 | P | AC | 11,613 | 8/1/2005 |
| Grant County International Airport | MOSE LAKE2 | A01GC | 1 | P | APC | 442,700 | 9/2/1990 |
| | | | 2 | P | PCC | 333,048 | 9/2/1956 |
| | | | 3 | P | PCC | 32,397 | 9/1/1995 |
| | | | 4 | P | APC | 330,987 | 9/2/1997 |
| | | | 5 | P | PCC | 385,008 | 9/2/1956 |
| | | | 6 | P | PCC | 100,375 | 9/2/1956 |
| | | | 7 | P | AC | 248,278 | 9/2/1956 |
| | | | 8 | P | PCC | 223,752 | 9/2/1956 |
| | | | 9 | P | PCC | 347,499 | 9/2/1956 |
| | | ACOLUMBGC | 1 | P | PCC | 114,617 | 9/2/1956 |
| | | AEASTGC | 1 | P | PCC | 1,502,205 | 9/2/1955 |
| | | | 2 | P | PCC | 89,964 | 9/1/2002 |
| | | | 3 | P | PCC | 53,601 | 9/2/1955 |
| | | | 4 | P | AC | 45,274 | 9/2/1955 |
| | | AFUELGC | 1 | P | PCC | 2,545,615 | 9/2/1956 |
| | | AHANGGC | 1 | P | PCC | 78,139 | 9/2/1956 |
| | | AHELIPADGC | 1 | P | PCC | 625 | 9/1/1997 |
| | | AHOLD14LGC | 1 | P | PCC | 220,271 | 9/2/1958 |
| | | AMOG | A01B | S | AC | 16,312 | 6/1/1999 |
| | | | A02B | S | AC | 91,212 | 6/1/1999 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Grant County International Airport | MOSE LAKE2 | AWESTGC | 1 | P | PCC | 119,918 | 9/2/1958 |
| | | R14LGC | 01A | P | PCC | 376,180 | 9/2/1958 |
| | | | 01B | P | PCC | 150,472 | 9/2/1958 |
| | | | 01C | P | PCC | 374,652 | 9/2/1958 |
| | | | 02A | P | APC | 10,938 | 5/1/2005 |
| | | | 02B | P | PCC | 64,046 | 9/2/1991 |
| | | | 02C | P | PCC | 49,975 | 9/2/1991 |
| | | | 02D | P | PCC | 24,986 | 9/2/1991 |
| | | | 02E | P | PCC | 49,982 | 9/2/1991 |
| | | | 02F | P | PCC | 62,160 | 9/2/1991 |
| | | | 02G | P | APC | 10,742 | 5/1/2005 |
| | | | 03A | P | APC | 298,662 | 9/1/1958 |
| | | | 03B | P | APC | 697,994 | 5/1/2005 |
| | | | 03C | P | APC | 403,771 | 9/1/2005 |
| | | | 03D | P | APC | 701,227 | 9/1/2005 |
| | | | 03E | P | APC | 299,761 | 9/1/1958 |
| | | | 04A | P | PCC | 63,750 | 9/2/1956 |
| | | | 04B | P | PCC | 123,759 | 9/2/1991 |
| | | | 04C | P | PCC | 75,022 | 9/2/1991 |
| | | | 04D | P | PCC | 123,737 | 9/2/1991 |
| | | | 04E | P | PCC | 63,750 | 9/2/1956 |
| | | | 1 | P | PCC | 235,392 | 9/2/1958 |
| | | R18GC | 1 | P | APC | 250,275 | 9/2/1989 |
| | | R22GC | 1 | P | PCC | 7,500 | 9/2/1958 |
| | | | 6 | P | PCC | 7,500 | 9/2/1958 |
| | | | 02A | P | AC | 103,750 | 6/3/2001 |
| | | | 02B | P | AC | 215,929 | 9/3/2001 |
| | | | 02C | P | AC | 103,750 | 6/3/2001 |
| | | | 03A | P | AAC | 16,431 | 5/1/2005 |
| | | | 03B | P | AAC | 25,040 | 9/1/2005 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Grant County International Airport | MOSE LAKE2 | R22GC | 03C | P | AAC | 17,038 | 9/1/2005 |
| | | | 04A | P | AAC | 12,271 | 5/1/2005 |
| | | | 04B | P | AAC | 25,150 | 5/1/2005 |
| | | | 04C | P | AAC | 12,879 | 9/1/2005 |
| | | | 05A | P | APC | 105,818 | 9/1/2001 |
| | | | 05B | P | APC | 210,564 | 9/1/2001 |
| | | | 05C | P | APC | 105,516 | 9/1/2001 |
| | | RW927 | R01A | P | PCC | 309,000 | 6/1/1944 |
| | | | R02A | P | AC | 61,800 | 6/1/1999 |
| | | TA1GC | 1 | P | PCC | 22,837 | 9/2/1956 |
| | | TA2GC | 1 | P | PCC | 19,750 | 9/2/1956 |
| | | TA3GC | 1 | P | PCC | 19,750 | 9/2/1956 |
| | | TAGC | 1 | P | PCC | 14,607 | 9/2/1956 |
| | | | 2 | P | PCC | 79,831 | 9/2/1956 |
| | | | 3 | P | PCC | 294,273 | 9/2/1956 |
| | | TBGC | 1 | P | PCC | 200,452 | 9/2/1956 |
| | | TCGC | 1 | P | APC | 248,080 | 9/2/1989 |
| | | | 2 | P | APC | 65,253 | 9/2/1989 |
| | | | 3 | P | PCC | 22,791 | 9/2/1958 |
| | | TCOMPASSGC | 1 | P | PCC | 88,632 | 9/2/1991 |
| | | TDGC | 1 | P | APC | 47,554 | 9/2/1989 |
| | | | 2 | P | PCC | 18,714 | 9/2/1958 |
| | | TEGC | 1 | P | PCC | 96,432 | 9/2/1958 |
| | | TG1GC | 1 | P | PCC | 25,815 | 9/2/1955 |
| | | TG2GC | 1 | P | PCC | 26,075 | 9/2/1955 |
| | | TGGC | 1 | P | PCC | 16,000 | 9/2/1955 |
| | | | 2 | P | APC | 621,017 | 9/1/1956 |
| | | | 3 | P | PCC | 19,853 | 9/2/1956 |
| | | THGC | 1 | P | APC | 12,469 | 9/1/1956 |
| | | | 2 | P | AC | 3,863 | 9/1/1956 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Grant County International Airport | MOSE LAKE2 | THGC | 3 | P | PCC | 33,416 | 9/2/1956 |
| | | TJ1GC | 1 | P | AC | 14,549 | 9/3/1998 |
| | | TJ2GC | 1 | P | AC | 14,552 | 9/3/1998 |
| | | TJ3GC | 1 | P | AC | 32,117 | 9/3/1998 |
| | | TJGC | 1 | P | AC | 50,115 | 9/3/1998 |
| | | TJGC | 2 | P | AC | 172,116 | 9/3/1998 |
| | | TWF | T01A | S | PCC | 13,512 | 6/1/1955 |
| | | TWF | T02A | S | PCC | 73,500 | 6/1/1955 |
| | | TWF | T03A | S | PCC | 42,000 | 6/1/1955 |
| | | TWF | T04A | S | PCC | 12,800 | 6/1/1955 |
| Grove Field | CAMAS | A01CA | 1 | P | AC | 9,032 | 7/2/1983 |
| | | | 2 | P | AAC | 3,000 | 9/2/2002 |
| | | A02CA | 1 | T | AC | 1,702 | 9/2/1998 |
| | | R07CA | 1 | P | AC | 19,575 | 9/3/1990 |
| | | | 2 | P | AC | 74,000 | 9/3/1990 |
| | | | 3 | P | AC | 16,691 | 9/3/1990 |
| | | T01CA | 1 | P | AC | 2,765 | 9/2/1990 |
| | | | 2 | S | AC | 62,150 | 8/2/1997 |
| | | | 3 | S | AC | 2,071 | 9/2/1990 |
| | | T02CA | 1 | S | AC | 1,518 | 9/2/1990 |
| | | T03CA | 1 | P | AC | 10,064 | 7/2/1983 |
| | | | 2 | P | AC | 2,397 | 9/2/1990 |
| | | T04CA | 1 | T | AC | 9,253 | 9/2/1992 |
| | | T05CA | 1 | T | AC | 9,723 | 9/2/1992 |
| | | | 2 | S | AC | 1,597 | 7/2/1983 |
| | | T06CA | 1 | T | AC | 9,990 | 9/2/1992 |
| | | | 2 | T | AC | 2,861 | 7/2/1983 |
| | | T07CA | 1 | T | AC | 10,918 | 9/2/1997 |
| | | T08CA | 1 | P | AC | 18,280 | 7/1/2005 |
| | | T09CA | 1 | S | AC | 5,194 | 9/2/1992 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Grove Field | CAMAS | T09CA | 2 | S | AC | 5,441 | 7/2/1983 |
| Harvey Field Airport | SNOHOMISH | A01HF | 1 | P | AC | 39,845 | 9/1/1985 |
| | | A02HF | 1 | P | AC | 5,000 | 9/1/1985 |
| | | R14LHF | 1 | P | AC | 97,056 | 9/1/1985 |
| | | TAHF | 1 | P | AC | 49,500 | 9/1/1985 |
| | | | 2 | P | AC | 22,500 | 9/1/1985 |
| | | TBHF | 1 | P | AC | 11,400 | 9/1/1985 |
| | | TH01HF | 1 | P | AC | 24,064 | 9/1/1985 |
| | | | 2 | P | AC | 116,115 | 9/1/1985 |
| | | | 3 | P | AC | 57,964 | 9/1/2000 |
| | | | 4 | P | PCC | 8,400 | 9/1/1985 |
| Ione Municipal Airport | IONE | A01IO | 1 | P | AAC | 12,674 | 9/1/2002 |
| | | A02IO | 1 | P | PCC | 3,600 | 9/2/1990 |
| | | R15IO | 1 | P | AC | 114,750 | 9/1/2002 |
| | | | 2 | P | AC | 67,725 | 9/1/2002 |
| | | | 3 | P | AC | 13,649 | 9/1/2002 |
| | | T01IO | 1 | S | AC | 2,668 | 9/3/1970 |
| | | T02IO | 1 | S | AC | 3,461 | 9/3/1970 |
| | | T03IO | 1 | S | AC | 3,461 | 9/3/1970 |
| | | T04IO | 1 | P | AC | 4,052 | 9/3/1970 |
| Jefferson County | PORTTOWNS | A01PT | 1 | S | AC | 118,630 | 9/3/1990 |
| | | | 2 | S | AC | 44,800 | 9/3/1997 |
| | | A02PT | 1 | T | AC | 14,404 | 9/3/1996 |
| | | A03PT | 1 | T | AC | 14,093 | 9/3/1996 |
| | | | 2 | S | AC | 5,625 | 9/3/1999 |
| | | A04PT | 1 | P | AC | 12,533 | 9/3/1990 |
| | | A05PT | 1 | P | AC | 6,685 | 9/3/1990 |
| | | R08PT | 1 | P | AC | 225,000 | 9/3/1990 |
| | | T01PT | 1 | S | AC | 5,063 | 9/3/1996 |
| | | T02PT | 1 | S | AC | 5,100 | 9/3/1996 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Jefferson County | PORTTOWNS | T03PT | 1 | S | AC | 3,438 | 9/3/1996 |
| | | | 2 | S | AC | 1,641 | 9/3/1990 |
| | | T04PT | 1 | S | AC | 6,464 | 9/3/1990 |
| | | T05PT | 1 | S | PCC | 4,725 | 9/2/1984 |
| | | | 2 | S | AC | 591 | 9/3/1990 |
| | | T06PT | 1 | S | AC | 10,418 | 9/3/1995 |
| | | T07PT | 1 | S | AC | 4,543 | 9/3/1995 |
| | | T08PT | 1 | S | AC | 4,607 | 9/3/1995 |
| | | | 2 | S | AC | 5,000 | 9/3/1999 |
| | | T09PT | 1 | S | AC | 5,796 | 9/3/1996 |
| | | | 2 | S | AC | 5,000 | 9/3/1999 |
| | | | 3 | S | AC | 5,000 | 9/3/1999 |
| | | T10PT | 1 | S | AC | 5,796 | 9/3/1996 |
| | | | 2 | S | AC | 5,000 | 9/3/1999 |
| | | T11PT | 1 | T | AC | 2,187 | 9/3/1990 |
| | | T12PT | 1 | T | AC | 2,187 | 9/3/1990 |
| | | T13PT | 1 | T | AC | 2,187 | 9/3/1990 |
| | | T14PT | 1 | S | AC | 7,500 | 9/3/1996 |
| | | | 2 | S | AC | 7,672 | 9/3/1995 |
| | | T15PT | 1 | T | AC | 11,508 | 9/3/1992 |
| | | T16PT | 1 | T | AC | 2,922 | 9/3/1996 |
| | | T17PT | 1 | S | AC | 5,796 | 9/3/1996 |
| | | | 2 | S | AC | 5,000 | 9/3/1999 |
| | | T18PT | 1 | S | AC | 5,796 | 9/3/1996 |
| | | | 2 | S | AC | 5,000 | 9/3/1999 |
| | | | 3 | S | AC | 5,000 | 9/3/1999 |
| | | T19PT | 1 | T | AC | 5,079 | 9/3/1996 |
| | | T20PT | 1 | P | AC | 19,994 | 9/3/1990 |
| | | T21PT | 1 | S | AC | 19,236 | 9/3/1990 |
| | | | 2 | P | AC | 6,113 | 9/3/1990 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Jefferson County | PORTTOWNS | T22PT | 1 | P | AC | 85,896 | 9/3/1990 |
| Kelso-Longview Airport (Molt Taylor Field) | KELSO | A01KL | 1 | T | AC | 26,989 | 9/1/1989 |
| | | A02KL | 1 | S | AC | 2,948 | 8/2/1983 |
| | | | 2 | S | AC | 31,120 | 9/1/2002 |
| | | | 3 | S | AC | 6,796 | 9/2/1983 |
| | | | 4 | S | PCC | 4,506 | 9/2/1983 |
| | | | 5 | T | AAC | 8,100 | 6/1/2002 |
| | | | 6 | T | PCC | 3,600 | 9/3/2002 |
| | | A03KL | 1 | S | AC | 113,424 | 9/3/1995 |
| | | A04KL | 1 | T | AC | 2,709 | 8/3/1983 |
| | | R12KL | 0 | P | AC | 9,000 | 8/2/1983 |
| | | | 1 | P | AC | 20,204 | 8/3/1983 |
| | | | 2 | P | AC | 410,300 | 8/3/1983 |
| | | T01KL | 1 | T | AC | 11,082 | 8/2/1983 |
| | | T02KL | 1 | T | AC | 8,333 | 6/1/1989 |
| | | | 2 | T | AC | 27,034 | 9/1/1989 |
| | | | 3 | T | AC | 6,600 | 9/1/1989 |
| | | T04KL | 1 | S | AC | 6,086 | 8/3/1983 |
| | | T05KL | 1 | S | AC | 6,172 | 9/2/1995 |
| | | T06KL | 1 | S | AAC | 19,840 | 9/1/2002 |
| | | T07KL | 1 | S | AC | 2,258 | 9/2/1995 |
| | | T08KL | 1 | S | AC | 5,786 | 9/2/1995 |
| | | T09KL | 1 | S | AC | 2,645 | 9/3/1995 |
| | | T10KL | 1 | S | AC | 2,645 | 9/3/1995 |
| | | T11KL | 1 | T | AC | 3,947 | 9/1/1989 |
| | | TAKL | 1 | P | AC | 135,564 | 8/3/1983 |
| | | | 2 | P | AC | 18,456 | 7/2/1975 |
| | | | 3 | P | AC | 25,800 | 8/3/1983 |
| | | | 4 | P | AC | 5,326 | 8/3/1983 |
| | | TBKL | 0 | P | AC | 2,487 | 8/2/1983 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Kelso-Longview Airport (Molt Taylor Field) | KELSO | TBKL | 1 | P | AC | 42,840 | 9/1/2002 |
| | | | 2 | P | AC | 4,613 | 8/3/1983 |
| | | | 3 | P | AC | 3,704 | 8/3/1983 |
| | | | 4 | T | AC | 2,487 | 9/1/2002 |
| | | TCKL | 1 | P | AC | 3,887 | 8/3/1983 |
| | | | 2 | P | AC | 2,685 | 8/3/1983 |
| Lind Municipal Airport[3] | LIND | A01LI | 1 | P | AC | 106,175 | 8/1/2005 |
| | | R05LI | 1 | P | AC | 153,600 | 6/1/2006 |
| | | T01LI | 1 | P | AC | 7,300 | 8/1/2005 |
| | | T02LI | 1 | P | AC | 11,199 | 8/1/2005 |
| | | T03LI | 1 | P | AC | 3,674 | 8/1/2005 |
| Lopez Island Airport | LOPEZ | A01LO | 1 | P | AC | 83,424 | 9/1/1987 |
| | | AH16LO | 1 | P | AC | 3,403 | 9/1/1987 |
| | | AH34LO | 1 | P | AC | 4,005 | 9/1/1987 |
| | | R16LO | 1 | P | AAC | 175,800 | 9/1/2003 |
| | | T01LO | 1 | P | AC | 96,566 | 9/1/1987 |
| | | T02LO | 1 | P | AC | 3,923 | 9/1/1987 |
| | | T03LO | 1 | P | AC | 3,919 | 9/3/2003 |
| | | T04LO | 1 | P | AC | 3,922 | 9/1/1987 |
| | | TH01LO | 1 | P | AC | 25,037 | 9/3/2003 |
| Lynden Municipal | LYNDEN | A01LY | 1 | T | AC | 46,339 | 9/3/1996 |
| | | A02LY | 1 | T | AC | 18,009 | 9/3/1997 |
| | | | 2 | T | AC | 1,977 | 9/3/1997 |
| | | | 3 | T | AC | 6,243 | 9/3/1997 |
| | | R07LY | 1 | P | AAC | 11,000 | 9/1/1989 |
| | | | 2 | P | AAC | 69,800 | 9/1/1989 |
| | | | 3 | P | AAC | 17,800 | 9/1/1989 |
| | | T01LY | 1 | T | AC | 926 | 9/3/1996 |
| | | T02LY | 1 | T | AC | 926 | 9/3/1996 |
| | | T03LY | 1 | T | AC | 4,597 | 9/3/1996 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Lynden Municipal | LYNDEN | T04LY | 1 | T | AC | 926 | 9/3/1996 |
| | | T05LY | 1 | T | AC | 803 | 9/3/1997 |
| | | T06LY | 1 | T | AC | 4,620 | 9/3/1997 |
| | | T07LY | 1 | T | APC | 1,041 | 9/1/1997 |
| | | T08LY | 1 | T | APC | 1,041 | 9/1/1997 |
| | | T09LY | 1 | P | AC | 29,374 | 6/3/2000 |
| Mansfield Airport | MANSFIELD | A01MA | 1 | P | AC | 30,000 | 8/2/1992 |
| | | | 2 | P | AC | 5,123 | 8/2/1996 |
| | | A02MA | 1 | T | AC | 51,450 | 8/2/1973 |
| | | | 2 | T | AC | 19,350 | 8/2/1973 |
| | | A03MA | 1 | P | AC | 4,750 | 8/2/1996 |
| | | A04MA | 1 | P | AC | 4,750 | 9/2/1996 |
| | | R03MA | 1 | P | AC | 118,220 | 6/15/1996 |
| | | T01MA | 1 | P | AC | 5,379 | 9/2/1992 |
| | | T02MA | 1 | P | AC | 4,502 | 8/2/1996 |
| Martin Airfield | COLLEGE PL | A01CP | 1 | T | PCC | 6,500 | 6/2/1980 |
| | | R05CP | 1 | P | AC | 82,165 | 6/1/2002 |
| | | | 2 | P | AC | 150,006 | 6/1/1960 |
| | | T01CP | 1 | S | AC | 225,318 | 6/1/1960 |
| | | | 2 | S | AC | 4,220 | 6/1/2004 |
| Mead Flying Service | SPOKANE2 | A01ME | 1 | T | AC | 3,150 | 9/1/1979 |
| | | A02ME | 1 | T | AC | 2,700 | 9/1/1979 |
| | | R16ME | 1 | T | AC | 1,200 | 9/1/1979 |
| | | | 2 | T | AC | 76,500 | 9/1/1979 |
| | | | 3 | T | AC | 1,200 | 9/1/1979 |
| Methow Valley State Airport | WINTHROP | A01MV | 1 | P | AC | 13,755 | 9/3/1996 |
| | | A02MV | 1 | P | AC | 13,755 | 9/3/1996 |
| | | A03MV | 1 | P | AC | 85,000 | 9/3/1996 |
| | | A04MV | 1 | P | AC | 62,943 | 9/1/2003 |
| | | | 2 | P | PCC | 400 | 9/1/1955 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Methow Valley State Airport | WINTHROP | A04MV | 3 | P | AC | 34,665 | 9/1/2003 |
| | | | 4 | P | PCC | 900 | 9/1/2003 |
| | | | 5 | P | AC | 6,545 | 9/1/1955 |
| | | A05MV | 1 | P | AC | 20,462 | 9/1/1996 |
| | | R13MV | 1 | P | AC | 9,750 | 9/3/1996 |
| | | | 2 | P | AC | 351,600 | 9/3/1996 |
| | | | 3 | P | AC | 17,400 | 9/3/1996 |
| | | T01MV | 1 | P | AC | 5,201 | 9/3/1996 |
| | | T02MV | 1 | P | AC | 5,201 | 9/3/1996 |
| | | T03MV | 1 | P | AC | 7,051 | 9/3/1996 |
| | | T04MV | 1 | P | AC | 8,531 | 9/3/1996 |
| | | T05MV | 1 | P | AC | 5,201 | 9/3/1996 |
| | | T06MV | 1 | P | AC | 5,201 | 9/3/1996 |
| | | T07MV | 1 | P | AC | 20,930 | 9/1/1996 |
| | | T08MV | 1 | P | AC | 18,366 | 9/1/1955 |
| | | | 2 | P | AC | 13,935 | 9/1/2002 |
| Moses Lake Municipal Airport | MOSES LAKE | AHLD1ML | 1 | P | AC | 2,626 | 5/2/1995 |
| | | | 2 | P | AC | 5,350 | 9/2/1999 |
| | | AHLD2ML | 1 | P | AC | 2,609 | 5/2/1995 |
| | | | 2 | P | AC | 5,429 | 9/2/1999 |
| | | AO1MO | 1 | P | AC | 7,000 | 9/2/1999 |
| | | | 2 | P | AC | 18,600 | 9/2/1999 |
| | | R16ML | 1 | P | AAC | 8,225 | 5/1/1995 |
| | | | 2 | P | AC | 3,337 | 8/1/1984 |
| | | | 3 | P | AC | 84,600 | 8/1/1984 |
| | | | 4 | P | AAC | 21,808 | 5/1/1995 |
| | | T01ML | 1 | P | AAC | 43,334 | 9/1/1989 |
| | | | 2 | P | AC | 6,770 | 9/2/1999 |
| | | | 3 | P | AC | 11,818 | 9/2/1999 |
| | | T02ML | 1 | P | AAC | 5,573 | 5/1/1995 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Moses Lake Municipal Airport | MOSES LAKE | T02ML | 2 | P | AAC | 37,250 | 9/1/1989 |
| | | | 3 | P | AAC | 10,895 | 5/1/1995 |
| | | T03ML | 1 | P | AAC | 2,391 | 9/1/1989 |
| | | T04ML | 1 | P | AAC | 3,773 | 9/1/1989 |
| | | T05ML | 1 | P | AAC | 2,303 | 9/1/1989 |
| New Warden | WARDEN | A01WA | 1 | P | AC | 26,936 | 9/1/2002 |
| | | R17WA | 1 | P | AC | 89,600 | 9/2/1977 |
| | | | 2 | P | AC | 22,400 | 9/2/1977 |
| | | | 3 | P | AC | 24,050 | 9/1/2002 |
| | | | 4 | P | AC | 24,050 | 9/1/2002 |
| Ocean Shores Municipal | OCEANSHORE | A01OS | 1 | P | AC | 4,199 | 9/2/1987 |
| | | A02OS | 1 | T | AC | 96,648 | 9/1/1995 |
| | | A03OS | 1 | P | AC | 4,199 | 9/2/1987 |
| | | R15OS | 1 | P | AC | 135,000 | 9/2/1987 |
| | | T01OS | 1 | P | AC | 9,237 | 9/2/1987 |
| Odessa Municipal Airport | ODESSA | R02OD | 1 | P | AAC | 91,500 | 9/1/1998 |
| | | | 2 | P | AAC | 96,000 | 9/1/1998 |
| | | T01OD | 1 | P | AAC | 5,250 | 9/1/1998 |
| | | T02OD | 1 | P | AAC | 5,560 | 9/1/1998 |
| | | T03OD | 1 | P | AAC | 6,370 | 9/1/1998 |
| | | T04OD | 1 | P | AC | 4,614 | 9/2/2004 |
| | | T05OD | 1 | P | AC | 91,140 | 9/2/2004 |
| Okanogan Legion Airport | OKANOGAN | A01OK | 1 | T | AAC | 56,537 | 9/1/1987 |
| | | A02OK | 1 | P | AC | 2,643 | 9/3/1993 |
| | | A03OK | 1 | P | AC | 2,580 | 9/3/1993 |
| | | R04OK | 1 | P | AC | 98,610 | 9/3/1993 |
| | | T01OK | 1 | P | AC | 714 | 9/1/1987 |
| | | | 2 | P | AC | 1,246 | 9/3/1993 |
| Olympia Municipal Airport | OLYMPIA | A01OL | 1 | S | AC | 19,275 | 9/1/1937 |
| | | AAVOL | 1 | S | AC | 7,631 | 9/2/1943 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Olympia Municipal Airport | OLYMPIA | ACOV1OL | 1 | S | AC | 7,362 | 9/2/1984 |
| | | ACOV2OL | 1 | S | AC | 12,316 | 9/2/1984 |
| | | ACOV3OL | 1 | S | AC | 12,177 | 9/2/1984 |
| | | ACOV4OL | 1 | S | AC | 8,579 | 9/2/1984 |
| | | AFISHOL | 1 | T | AC | 12,358 | 9/1/1960 |
| | | AGOWOL | 1 | P | AC | 14,995 | 9/2/1996 |
| | | | 2 | S | AC | 14,265 | 9/2/1943 |
| | | | 3 | S | AC | 16,489 | 9/2/1996 |
| | | | 4 | S | AC | 12,127 | 9/1/1968 |
| | | | 5 | S | PCC | 4,559 | 9/1/1926 |
| | | | 6 | S | AC | 25,934 | 9/1/1928 |
| | | | 7 | P | AC | 9,774 | 9/2/1996 |
| | | AH35OL | 1 | T | AC | 31,201 | 9/3/1980 |
| | | | 2 | T | AC | 13,125 | 9/2/1980 |
| | | AHABCOL | 1 | S | AC | 57,546 | 9/3/1996 |
| | | AHDEOL | 1 | S | AC | 24,391 | 9/3/1998 |
| | | | 2 | S | AC | 44,835 | 9/1/1950 |
| | | AHFGHOL | 1 | S | AC | 37,327 | 9/3/1998 |
| | | APEAOL | 1 | S | AC | 22,471 | 9/2/1943 |
| | | AS8OL | 1 | S | AC | 5,044 | 9/1/1993 |
| | | ASEAOL | 1 | S | AC | 10,200 | 9/1/1973 |
| | | ASPOL | 1 | S | AC | 124,038 | 9/3/1996 |
| | | ATERMOL | 1 | S | AC | 150,068 | 9/3/1979 |
| | | ATRANSOL | 1 | S | AC | 289,057 | 9/2/1996 |
| | | | 2 | S | AC | 5,659 | 9/2/1943 |
| | | | 3 | S | AC | 29,769 | 6/1/2005 |
| | | R08OL | 01A | P | AC | 42,299 | 9/2/1943 |
| | | | 01B | P | AC | 44,011 | 9/3/1992 |
| | | | 01C | P | AC | 43,293 | 9/2/1943 |
| | | | 02A | P | AC | 154,891 | 9/2/1943 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Olympia Municipal Airport | OLYMPIA | R08OL | 02B | P | AC | 154,396 | 9/2/1943 |
| | | | 02C | P | AC | 154,026 | 9/2/1943 |
| | | R17OL | 01A | P | AC | 124,948 | 9/3/1980 |
| | | | 01B | P | AC | 125,000 | 9/3/1980 |
| | | | 01C | P | AC | 125,116 | 9/3/1980 |
| | | | 02A | P | AAC | 124,609 | 9/1/1980 |
| | | | 02B | P | AAC | 124,609 | 9/1/1980 |
| | | | 02C | P | AAC | 124,609 | 9/1/1980 |
| | | | 03A | P | AC | 21,350 | 9/2/1980 |
| | | | 03B | P | AC | 21,350 | 9/2/1980 |
| | | | 03C | P | AC | 21,353 | 9/2/1980 |
| | | | 04A | P | AC | 36,430 | 6/1/2005 |
| | | | 04B | P | AC | 37,515 | 6/1/2005 |
| | | | 04C | P | AC | 38,939 | 6/1/2005 |
| | | T01OL | 1 | T | AC | 4,100 | 9/3/1979 |
| | | T03OL | 1 | S | AAC | 39,239 | 9/1/1996 |
| | | T05OL | 1 | S | AC | 47,481 | 9/2/1943 |
| | | TAVOL | 1 | S | AC | 11,150 | 9/2/1943 |
| | | | 2 | S | AC | 2,981 | 9/2/1934 |
| | | TBOL | 1 | S | AC | 64,896 | 9/3/1979 |
| | | TCOL | 1 | S | AC | 98,299 | 9/2/1943 |
| | | TCOVOL | 1 | S | AC | 8,060 | 9/2/1949 |
| | | TDOL | 1 | S | AC | 22,319 | 9/3/1979 |
| | | TEOL | 1 | P | AC | 154,519 | 9/2/1943 |
| | | | 2 | P | AAC | 54,050 | 9/1/1998 |
| | | | 3 | P | AC | 8,909 | 9/2/1975 |
| | | TFOL | 1 | P | AC | 116,590 | 9/3/1986 |
| | | | 2 | S | AC | 6,731 | 9/3/1986 |
| | | | 3 | S | AC | 38,087 | 9/3/1979 |
| | | | 4 | P | AC | 74,156 | 6/1/2005 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Olympia Municipal Airport | OLYMPIA | TGOL | 1 | S | AC | 31,387 | 9/2/1943 |
| | | | 2 | S | AC | 47,525 | 9/2/1943 |
| | | | 3 | S | AC | 135,892 | 9/2/1943 |
| | | TH1OL | 1 | S | AC | 21,767 | 9/2/1943 |
| | | | 2 | S | AC | 6,498 | 9/1/1978 |
| | | THABCOL | 1 | S | AC | 9,349 | 9/2/1996 |
| | | THAOL | 1 | T | AC | 6,260 | 9/2/1945 |
| | | THBOL | 1 | T | AC | 6,260 | 9/2/1965 |
| | | THCOL | 1 | T | AC | 6,260 | 9/2/1949 |
| | | THEOL | 1 | S | AC | 5,319 | 9/1/1938 |
| | | THFOL | 1 | S | AC | 39,699 | 9/1/1960 |
| | | THGOL | 1 | S | AC | 29,955 | 9/1/1995 |
| | | | 2 | S | AC | 4,205 | 9/1/1989 |
| | | THHOL | 1 | S | AC | 2,237 | 9/2/1943 |
| | | | 2 | S | AC | 18,398 | 9/1/1999 |
| | | TNOL | 1 | S | AC | 130,177 | 6/1/2005 |
| | | | 2 | S | AC | 18,639 | 6/1/2005 |
| | | TTERMOL | 1 | T | AC | 4,973 | 9/2/1979 |
| | | | 2 | S | AAC | 35,853 | 9/1/1979 |
| | | TWOL | 1 | S | AC | 28,681 | 9/2/1980 |
| | | | 2 | T | AC | 222,978 | 9/3/1992 |
| | | | 3 | T | AC | 47,666 | 9/2/1943 |
| | | | 4 | S | AC | 58,623 | 6/1/2005 |
| Omak Municipal | OMAK | A01OM | 1 | S | AC | 62,700 | 9/3/1997 |
| | | A02OM | 1 | P | AC | 45,000 | 9/1/1991 |
| | | | 2 | S | AAC | 122,265 | 9/1/1991 |
| | | R17OM | 01A | P | AAC | 174,525 | 9/1/1974 |
| | | | 01B | P | AC | 349,050 | 9/3/2002 |
| | | | 01C | P | AAC | 174,525 | 9/1/1974 |
| | | T01OM | 1 | P | AC | 68,645 | 9/3/1997 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Omak Municipal | OMAK | T01OM | 2 | P | AAC | 16,250 | 9/1/1991 |
| | | | 3 | P | AAC | 33,000 | 9/1/1991 |
| | | | 4 | P | AC | 90,688 | 9/3/1991 |
| | | T02OM | 1 | P | AC | 9,380 | 9/2/1974 |
| | | T03OM | 1 | P | AC | 4,387 | 9/2/1975 |
| | | | 2 | P | AC | 22,658 | 9/2/1975 |
| | | T04OM | 1 | S | AC | 3,400 | 9/3/1997 |
| | | T05OM | 1 | P | AC | 8,000 | 9/3/2002 |
| | | T07OM | 1 | P | AC | 10,402 | 9/3/2002 |
| | | T08OM | 1 | P | AC | 15,272 | 9/2/1974 |
| Orcas Island | EASTSOUND | A01OR | 1 | P | AC | 105,436 | 9/1/1986 |
| | | | 2 | P | AC | 96,602 | 9/3/1986 |
| | | A02OR | 1 | T | AC | 5,301 | 9/3/1993 |
| | | R16OR | 1 | P | AC | 119,400 | 9/1/1986 |
| | | | 2 | P | AC | 54,600 | 9/3/1986 |
| | | T01OR | 1 | S | AC | 5,260 | 9/3/1994 |
| | | | 2 | P | AC | 4,487 | 9/1/1986 |
| | | T02OR | 1 | P | AC | 6,861 | 9/1/1986 |
| | | T03OR | 1 | P | AC | 5,740 | 9/1/1986 |
| | | T04OR | 1 | P | AC | 12,962 | 9/3/1986 |
| | | T05OR | 1 | P | AC | 49,750 | 9/1/1986 |
| | | | 2 | P | AC | 22,750 | 9/1/1986 |
| | | T06OR | 1 | T | AC | 11,360 | 9/3/1990 |
| | | T07OR | 1 | T | AC | 8,806 | 9/3/1990 |
| | | T08OR | 1 | T | AC | 9,038 | 9/3/1990 |
| Othello Municipal | OTHELLO | A01OT | 1 | P | AC | 4,890 | 9/2/1976 |
| | | A020T | 1 | S | AC | 1,575 | 9/2/1989 |
| | | | 2 | S | AC | 2,317 | 9/2/1976 |
| | | | 3 | S | AC | 742 | 9/2/1989 |
| | | A03OT | 1 | T | PCC | 2,500 | 9/2/1989 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Othello Municipal | OTHELLO | A04OT | 1 | T | AC | 6,780 | 9/2/1989 |
| | | | 2 | T | AC | 3,940 | 9/2/1990 |
| | | A05OT | 1 | P | AC | 21,710 | 9/2/1989 |
| | | R07OT | 1 | P | AC | 183,375 | 9/2/1976 |
| | | | 2 | P | AC | 5,625 | 9/2/1989 |
| | | T01OT | 1 | P | AC | 100,757 | 9/2/1976 |
| | | T02OT | 1 | P | AC | 6,046 | 9/2/1976 |
| Packwood Airport | PACKWOOD | A01PA | 1 | P | AC | 1,209 | 8/17/1985 |
| | | A02PA | 1 | T | AC | 3,249 | 8/17/1985 |
| | | RO1PA | 1 | P | AC | 85,956 | 8/17/1985 |
| Pangborn Memorial Airport | WENATCHEE | A01WN | 1 | P | AAC | 16,344 | 6/2/1984 |
| | | | 2 | P | AAC | 31,005 | 6/1/2001 |
| | | | 3 | P | AAC | 85,229 | 6/1/1984 |
| | | | 4 | P | AC | 16,625 | 6/2/1985 |
| | | | 5 | P | AAC | 53,039 | 6/1/2001 |
| | | | 6 | P | AAC | 69,268 | 6/1/1984 |
| | | | 7 | P | AAC | 286,250 | 6/1/2001 |
| | | | 8 | P | AC | 39,600 | 9/1/1999 |
| | | | 9 | P | AC | 12,600 | 9/1/1999 |
| | | A02WN | 1 | P | AC | 3,686 | 1/1/2001 |
| | | | 2 | P | AC | 21,420 | 9/1/1942 |
| | | | 3 | P | AC | 2,376 | 1/1/2001 |
| | | | 4 | P | AC | 1,203 | 1/1/2001 |
| | | | 5 | P | AC | 64,466 | 9/1/1942 |
| | | | 6 | P | PCC | 1,200 | 9/1/1985 |
| | | A03WN | 1 | P | AC | 27,930 | 6/2/1987 |
| | | | 2 | P | PCC | 5,070 | 9/1/1985 |
| | | A04WN | 1 | P | AC | 19,338 | 9/1/1999 |
| | | | 2 | P | AC | 29,413 | 9/1/1942 |
| | | ATERMWN | 1 | P | AC | 76,100 | 6/3/1992 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Pangborn Memorial Airport | WENATCHEE | ATERMWN | 2 | P | AC | 16,500 | 6/3/2001 |
| | | R07WN | 01A | P | AC | 70,492 | 6/2/1942 |
| | | | 01B | P | AC | 104,616 | 6/2/1978 |
| | | | 01C | P | AC | 67,408 | 6/2/1942 |
| | | | 02B | P | AC | 41,254 | 6/2/1942 |
| | | | 03A | P | AC | 5,114 | 6/3/1999 |
| | | | 03B | P | AC | 13,408 | 6/3/1999 |
| | | | 03C | P | AC | 10,105 | 6/3/1999 |
| | | | 04A | P | AC | 113,227 | 6/3/1942 |
| | | | 04B | P | AC | 104,933 | 6/2/1942 |
| | | | 04C | P | AC | 108,235 | 6/2/1942 |
| | | R12WN | 01A | P | AC | 275,000 | 6/3/1999 |
| | | | 01B | P | AC | 275,000 | 6/3/1999 |
| | | | 01C | P | AC | 275,000 | 6/3/1999 |
| | | T01WN | 1 | P | AC | 2,877 | 6/1/1987 |
| | | TAWN | 1 | P | AC | 11,707 | 6/3/1999 |
| | | | 2 | P | AC | 99,813 | 6/2/1987 |
| | | | 3 | P | AC | 41,456 | 9/3/1999 |
| | | | 4 | P | AC | 162,056 | 6/3/2001 |
| | | | 5 | P | AC | 23,817 | 6/3/2001 |
| | | | 6 | P | AC | 5,846 | 6/3/1999 |
| | | TDWN | 1 | P | AC | 35,825 | 6/2/1978 |
| | | | 2 | P | AC | 31,415 | 9/1/1978 |
| | | | 3 | P | AC | 3,603 | 1/1/1999 |
| | | | 4 | P | AC | 9,931 | 1/1/1999 |
| | | | 5 | P | AC | 17,876 | 9/1/1978 |
| | | TEWN | 1 | P | AC | 4,877 | 1/1/1999 |
| | | | 2 | P | AC | 21,459 | 9/1/1999 |
| | | TFWN | 1 | P | AC | 5,781 | 9/1/1942 |
| | | | 2 | P | AC | 11,628 | 6/2/1993 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Pangborn Memorial Airport | WENATCHEE | TFWN | 3 | P | AC | 40,425 | 9/1/1999 |
| | | | 4 | P | AC | 9,450 | 9/1/1978 |
| | | TGWN | 1 | P | AC | 7,500 | 1/1/1999 |
| | | | 2 | P | AC | 67,014 | 6/2/1942 |
| | | | 3 | P | AC | 46,943 | 6/1/1942 |
| | | THWN | 1 | P | AC | 9,000 | 6/1/1993 |
| | | | 2 | P | AC | 9,000 | 6/1/1996 |
| | | | 3 | P | AC | 9,000 | 6/1/1993 |
| | | | 4 | P | AC | 9,000 | 6/1/1992 |
| | | | 5 | P | AC | 20,100 | 9/2/1978 |
| | | | 6 | P | AC | 9,000 | 6/1/1998 |
| Pearson Airpark | VANCOUVER | A01PE | 3 | S | AC | 5,785 | 9/1/1939 |
| | | A02PE | 1 | S | AC | 43,134 | 9/2/2002 |
| | | | 2 | S | AC | 32,451 | 6/2/1986 |
| | | | 3 | S | AAC | 47,955 | 8/10/1999 |
| | | | 4 | S | AC | 5,625 | 9/1/1986 |
| | | | 5 | S | AC | 15,400 | 9/1/2002 |
| | | | 6 | S | AC | 23,649 | 6/2/2002 |
| | | A03PE | 1 | S | AAC | 26,565 | 9/1/2002 |
| | | | 2 | S | PCC | 3,720 | 9/2/2002 |
| | | A04PE | 1 | S | AC | 2,993 | 8/10/1999 |
| | | A05PE | 1 | T | AC | 10,250 | 5/2/1985 |
| | | A06PE | 1 | P | AC | 7,675 | 7/2/1985 |
| | | A07PE | 1 | S | AC | 42,255 | 9/2/2002 |
| | | R08PE | 1 | P | AAC | 151,920 | 9/1/1990 |
| | | | 2 | P | AAC | 45,306 | 9/1/1990 |
| | | T01PE | 1 | P | AAC | 1,472 | 9/1/1990 |
| | | | 2 | P | AC | 81,251 | 5/2/1985 |
| | | | 3 | P | AAC | 1,704 | 9/1/1990 |
| | | | 4 | P | AC | 21,472 | 9/2/2002 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Pearson Airpark | VANCOUVER | T03PE | 1 | S | AC | 13,229 | 9/1/1959 |
| | | | 2 | S | AC | 4,976 | 9/2/2002 |
| | | | 3 | S | AC | 2,822 | 9/2/2002 |
| | | | 4 | S | AC | 6,104 | 5/1/1985 |
| | | | 5 | P | AC | 2,132 | 5/1/1985 |
| | | | 6 | P | AC | 2,954 | 9/1/1990 |
| | | T04PE | 1 | T | AC | 2,260 | 5/2/1985 |
| | | | 2 | T | AC | 1,675 | 6/2/1986 |
| | | T05PE | 1 | S | AC | 7,297 | 9/1/1998 |
| | | T06PE | 2 | S | AC | 9,130 | 9/2/2002 |
| | | | 3 | S | AC | 17,170 | 9/2/2002 |
| | | T07PE | 1 | S | AC | 9,579 | 8/11/1999 |
| | | T08PE | 1 | S | AC | 9,597 | 8/11/1999 |
| | | T09PE | 1 | S | AC | 7,678 | 6/2/1986 |
| | | | 2 | S | AC | 8,395 | 8/11/1999 |
| | | T10PE | 1 | S | AC | 8,656 | 6/2/1986 |
| | | | 2 | S | AC | 8,077 | 8/2/1998 |
| | | T11PE | 1 | S | AC | 1,788 | 9/2/2002 |
| | | | 2 | S | AC | 9,618 | 9/1/1991 |
| | | | 3 | S | AC | 8,457 | 8/2/1998 |
| | | T12PE | 1 | S | AC | 9,618 | 9/1/1997 |
| | | | 2 | S | AC | 8,457 | 8/2/1998 |
| | | T13PE | 1 | S | AC | 12,498 | 8/2/1998 |
| | | | 2 | S | AC | 7,527 | 8/2/1998 |
| | | T14PE | 1 | S | AC | 4,345 | 9/1/1995 |
| | | | 2 | S | AC | 14,873 | 9/1/1994 |
| | | | 3 | S | AC | 10,944 | 9/2/2002 |
| | | | 4 | T | AC | 6,445 | 9/2/2002 |
| Pierce County - Thun Field | PUYALLUP | A01TH | 1 | S | AC | 45,375 | 9/2/2002 |
| | | | 2 | S | AC | 151,881 | 9/3/1988 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Pierce County - Thun Field | PUYALLUP | A02TH | 1 | S | AC | 25,112 | 9/2/1983 |
| | | | 2 | S | AC | 36,840 | 9/2/1983 |
| | | | 3 | S | AC | 34,993 | 9/2/1983 |
| | | | 4 | S | AC | 34,646 | 9/2/1983 |
| | | | 5 | S | AC | 25,660 | 9/2/1983 |
| | | AH1TH | 1 | P | AC | 10,000 | 9/3/1988 |
| | | AH2TH | 1 | P | AC | 6,622 | 9/3/1988 |
| | | R16TH | 1 | P | AC | 211,800 | 9/3/1988 |
| | | T01TH | 1 | P | AC | 7,263 | 9/3/1988 |
| | | T02TH | 1 | P | AC | 124,190 | 9/3/1988 |
| | | T03TH | 1 | S | AC | 10,867 | 9/2/1992 |
| | | | 2 | S | AC | 15,825 | 9/2/1990 |
| | | | 3 | S | AC | 4,109 | 9/2/1992 |
| | | | 4 | S | AC | 4,115 | 9/2/1992 |
| | | | 5 | S | AC | 4,115 | 9/2/1992 |
| | | | 6 | S | AC | 4,513 | 9/2/1990 |
| | | | 7 | S | AC | 4,525 | 9/2/1990 |
| | | | 8 | S | AC | 4,525 | 9/2/1990 |
| | | | 9 | S | AC | 4,525 | 9/2/1990 |
| | | | 10 | S | AC | 4,525 | 9/2/1990 |
| | | | 11 | S | AC | 4,513 | 9/2/1990 |
| | | T04TH | 1 | S | AC | 2,009 | 9/2/1990 |
| | | | 2 | P | AC | 9,828 | 9/3/1988 |
| | | T05TH | 1 | S | AC | 2,992 | 9/3/1988 |
| | | T06TH | 1 | P | AC | 14,690 | 9/3/1988 |
| | | T07TH | 1 | S | AC | 9,256 | 9/3/1988 |
| | | T08TH | 1 | P | AC | 5,174 | 9/3/1988 |
| | | T09TH | 1 | S | AC | 9,627 | 9/2/2002 |
| | | | 2 | S | AC | 7,224 | 9/2/1992 |
| | | T10TH | 1 | S | AC | 9,627 | 9/2/2002 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Pierce County - Thun Field | PUYALLUP | T10TH | 2 | S | AC | 6,800 | 9/2/1992 |
| | | T11TH | 1 | S | AC | 9,627 | 9/2/2002 |
| | | | 2 | S | AC | 6,376 | 9/2/1992 |
| | | T12TH | 1 | S | AC | 8,334 | 9/2/2002 |
| | | T13TH | 1 | S | AC | 8,110 | 9/2/2002 |
| Port Of Ilwaco Airport[3] | ILWACO | A01IL | 1 | P | AAC | 4,095 | 8/1/2005 |
| | | A02IL | 1 | P | AAC | 2,500 | 8/1/2005 |
| | | R10IL | 1 | P | AAC | 2,500 | 8/1/2005 |
| | | | 2 | P | AAC | 101,000 | 8/2/2005 |
| Port Of Whitman Business Center | COLFAX | A01CF | 1 | T | AC | 4,200 | 9/2/1996 |
| | | | 2 | T | AC | 12,600 | 9/2/1970 |
| | | A02CF | 1 | T | AC | 36,062 | 9/2/1970 |
| | | R07CF | 1 | P | AC | 31,800 | 9/1/2004 |
| | | | 2 | P | AC | 131,100 | 9/1/2004 |
| | | | 3 | P | AC | 30,000 | 9/1/2004 |
| | | T01CF | 1 | P | AC | 59,146 | 9/2/1997 |
| | | T02CF | 1 | P | AC | 6,565 | 9/2/1970 |
| | | T03CF | 1 | P | AC | 5,569 | 9/1/2004 |
| | | T04CF | 1 | P | AC | 20,800 | 9/2/1970 |
| | | | 2 | P | AC | 26,026 | 9/2/1997 |
| | | T05CF | 1 | T | AC | 18,423 | 9/1/2004 |
| Prosser | PROSSER | A01PR | 1 | S | AC | 13,750 | 9/2/1991 |
| | | | 2 | S | AC | 12,880 | 9/2/1995 |
| | | A02PR | 1 | T | AAC | 41,870 | 9/1/1995 |
| | | | 2 | S | AC | 44,000 | 9/2/1995 |
| | | | 3 | T | PCC | 1,600 | 9/2/1995 |
| | | A03PR | 1 | P | AC | 79,166 | 9/1/2003 |
| | | A04PR | 1 | P | AC | 179,296 | 9/1/2003 |
| | | R07PR | 1 | P | AAC | 206,400 | 9/1/1995 |
| | | T01PR | 1 | T | AC | 2,100 | 9/2/1995 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Prosser | PROSSER | T01PR | 2 | P | AAC | 5,069 | 9/1/1995 |
| | | T02PR | 1 | T | AC | 2,100 | 9/2/1995 |
| | | T03PR | 1 | T | AC | 2,435 | 9/2/1995 |
| | | T04PR | 1 | P | AAC | 134,116 | 9/1/1995 |
| | | T05PR | 1 | P | AAC | 4,888 | 9/1/1995 |
| | | | 2 | S | AAC | 2,143 | 9/1/1995 |
| | | T06PR | 1 | T | AC | 1,768 | 9/2/1995 |
| | | T07PR | 1 | S | AC | 5,285 | 9/2/1995 |
| | | T08PR | 1 | S | AAC | 5,032 | 9/1/1995 |
| Pru Field | RITZVILLE | A01RZ | 1 | S | AC | 54,882 | 9/2/1998 |
| | | | 2 | S | AC | 12,620 | 9/2/1998 |
| | | R01RZ | 1 | P | AC | 24,400 | 10/1/1999 |
| | | | 2 | P | AC | 97,800 | 10/1/1999 |
| | | | 3 | P | AC | 42,200 | 10/1/1999 |
| | | T01RZ | 1 | P | AC | 91,834 | 9/1/1999 |
| | | | 2 | P | AC | 19,726 | 10/1/1999 |
| | | T02RZ | 1 | P | AC | 6,162 | 10/1/1999 |
| | | T03RZ | 1 | P | AC | 6,183 | 10/1/1999 |
| | | | 2 | P | AC | 1,271 | 10/1/1999 |
| | | T04RZ | 1 | P | AC | 2,291 | 9/2/1999 |
| Pullman-Moscow Regional Airport | PULLMAN | A01PM | 1 | X | AAC | 84,000 | 9/1/2003 |
| | | A02PM | 1 | X | AC | 53,200 | 6/3/1995 |
| | | | 2 | X | AAC | 138,950 | 9/1/2004 |
| | | | 3 | X | AC | 160,664 | 6/2/2005 |
| | | A03PM | 1 | X | AAC | 49,650 | 1/2/1974 |
| | | AHP23PM | 1 | P | AC | 6,601 | 1/1/1995 |
| | | R01PM | 01A | P | AAC | 11,250 | 9/1/1992 |
| | | | 01B | X | AAC | 45,000 | 9/1/1992 |
| | | | 01C | P | AAC | 11,250 | 9/1/1992 |
| | | | 02A | P | AAC | 33,750 | 9/1/1992 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Pullman-Moscow Regional Airport | PULLMAN | R01PM | 02B | P | AAC | 67,500 | 9/1/1992 |
| | | | 02C | P | AAC | 33,750 | 9/1/1992 |
| | | | 03A | P | AAC | 123,250 | 1/1/1992 |
| | | | 03B | X | AAC | 493,000 | 1/2/1948 |
| | | | 03C | P | AAC | 123,250 | 9/1/1992 |
| | | T01PM | 1 | X | AAC | 109,830 | 1/1/1995 |
| | | | 2 | X | AAC | 258,670 | 1/1/1995 |
| | | T02PM | 1 | X | AAC | 9,530 | 1/1/1995 |
| | | T03PM | 1 | X | AAC | 11,500 | 1/1/1995 |
| Quillayute State Airport | QUILLAYUTE | A01QU | 1 | S | PCC | 528,751 | 9/2/1943 |
| | | R04QU | 01A | P | PCC | 186,162 | 9/3/1943 |
| | | | 01B | P | PCC | 185,625 | 9/3/1943 |
| | | | 01C | P | PCC | 186,162 | 9/3/1943 |
| | | | 02A | P | PCC | 54,912 | 9/2/1943 |
| | | | 02B | P | PCC | 54,375 | 9/2/1943 |
| | | | 02C | P | PCC | 54,912 | 9/2/1943 |
| | | R13QU | 1A | T | PCC | 110,287 | 9/2/1943 |
| | | | 1B | T | PCC | 219,500 | 9/2/1943 |
| | | | 1C | T | PCC | 219,500 | 9/2/1943 |
| | | | 1D | T | PCC | 219,500 | 9/2/1943 |
| | | | 1E | T | PCC | 110,287 | 9/2/1943 |
| | | | 2A | T | PCC | 7,037 | 9/2/1943 |
| | | | 2B | T | PCC | 13,000 | 9/2/1943 |
| | | | 2C | T | PCC | 13,000 | 9/2/1943 |
| | | | 2D | T | PCC | 13,000 | 9/2/1943 |
| | | | 2E | T | PCC | 7,037 | 9/2/1943 |
| | | T01QU | 1 | P | PCC | 58,477 | 9/3/1943 |
| | | T02QU | 1 | P | PCC | 34,896 | 9/2/1943 |
| | | T03QU | 1 | T | PCC | 75,836 | 9/3/1943 |
| | | T04QU | 1 | T | PCC | 162,998 | 9/3/1943 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Quillayute State Airport | QUILLAYUTE | T05QU | 1 | T | PCC | 15,896 | 9/3/1943 |
| | | T06QU | 1 | T | PCC | 15,896 | 9/3/1943 |
| | | T07QU | 1 | T | PCC | 15,215 | 9/3/1943 |
| Quincy Municipal Airport[3] | QUINCY | A01QC | 1 | T | AC | 32,073 | 9/1/2005 |
| | | | 2 | T | AC | 9,551 | 8/1/2005 |
| | | | 3 | P | AC | 63,250 | 9/2/1979 |
| | | | 4 | P | AC | 17,250 | 8/1/2005 |
| | | A02QC | 1 | P | AC | 11,700 | 8/1/2005 |
| | | R09QC | 1 | P | AC | 172,020 | 8/1/2004 |
| | | T01QC | 1 | P | AC | 44,437 | 8/1/2005 |
| | | T02QC | 1 | P | AC | 5,607 | 8/1/2005 |
| | | T03QC | 1 | P | AC | 9,948 | 8/1/2005 |
| Ranger Creek State | GREENWATER | R15RC | 1 | P | AC | 86,700 | 9/1/1986 |
| Renton Muncipal | RENTON | ABRN | 1 | T | AC | 89,813 | 9/2/1990 |
| | | AH15RN | 1 | P | AAC | 4,790 | 9/1/2002 |
| | | | 2 | P | AAC | 5,546 | 9/1/2002 |
| | | AH33RN | 1 | P | AAC | 4,750 | 9/1/2002 |
| | | | 2 | P | AC | 1,972 | 9/1/2002 |
| | | R15RN | 01A | P | AAC | 21,000 | 9/1/1993 |
| | | | 01B | P | AAC | 18,000 | 9/1/1993 |
| | | | 01C | P | AAC | 21,000 | 9/1/1993 |
| | | | 02A | P | AAC | 131,810 | 9/1/1993 |
| | | | 02B | P | AAC | 112,980 | 9/1/1993 |
| | | | 02C | P | AAC | 131,810 | 9/1/1993 |
| | | | 03A | P | AAC | 70,063 | 9/1/1993 |
| | | | 03B | P | AAC | 59,872 | 9/1/1993 |
| | | | 03C | P | AAC | 70,000 | 9/1/1993 |
| | | | 04A | P | AAC | 95,093 | 9/1/1993 |
| | | | 04B | P | AAC | 81,273 | 9/1/1993 |
| | | | 04C | P | AAC | 94,920 | 9/1/1993 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Renton Muncipal | RENTON | R15RN | 05A | P | PCC | 31,250 | 9/1/1955 |
| | | | 05B | P | PCC | 37,500 | 9/1/1955 |
| | | | 05C | P | PCC | 31,250 | 9/1/1955 |
| | | | 06A | P | PCC | 21,250 | 9/1/1955 |
| | | | 06B | P | PCC | 25,500 | 9/1/1955 |
| | | | 06C | P | PCC | 21,250 | 9/1/1955 |
| | | TARN | 1 | P | AAC | 75,272 | 9/1/2002 |
| | | | 2 | P | AAC | 9,735 | 6/1/2002 |
| | | | 3 | P | AAC | 25,872 | 9/1/2002 |
| | | | 4 | P | AAC | 7,000 | 9/1/2002 |
| | | | 5 | P | AAC | 18,498 | 9/1/2002 |
| | | | 6 | P | AAC | 19,431 | 9/1/2002 |
| | | | 7 | P | AAC | 5,015 | 6/1/2002 |
| | | | 8 | P | AAC | 5,525 | 9/1/2002 |
| | | | 9 | P | AAC | 9,843 | 9/1/2002 |
| | | | 10 | P | AAC | 1,734 | 9/1/2002 |
| | | | 11 | P | AAC | 5,185 | 9/1/2002 |
| | | | 12 | P | AAC | 6,168 | 9/1/2002 |
| | | | 13 | P | AAC | 3,960 | 9/1/2002 |
| | | | 14 | P | AAC | 9,529 | 9/1/2002 |
| | | | 15 | P | AAC | 104,639 | 9/1/2002 |
| | | TBRN | 1 | S | AC | 12,809 | 9/3/1980 |
| | | | 2 | S | AC | 3,100 | 9/2/1972 |
| | | | 3 | S | AC | 3,200 | 9/3/1989 |
| | | | 4 | S | AC | 6,425 | 9/3/1980 |
| | | | 5 | S | AC | 2,743 | 9/3/1980 |
| | | | 6 | S | AC | 18,045 | 9/3/1990 |
| | | | 7 | S | AC | 91,704 | 9/2/1990 |
| | | | 8 | S | AC | 13,375 | 9/2/1990 |
| | | TDRN | 1 | P | AAC | 14,441 | 9/1/2002 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Renton Muncipal | RENTON | TERN | 1 | P | AAC | 16,023 | 9/1/2002 |
| | | TFRN | 1 | P | AAC | 9,371 | 9/1/2002 |
| | | TGRN | 1 | P | AAC | 12,368 | 9/1/2002 |
| | | | 2 | P | AAC | 5,316 | 9/1/2002 |
| | | THANGRN | 1 | T | AC | 45,085 | 9/2/1998 |
| | | THRN | 1 | P | AAC | 18,432 | 9/1/2002 |
| | | | 2 | P | AC | 2,176 | 9/2/2002 |
| | | TKRN | 1 | S | AC | 19,922 | 9/2/1989 |
| | | TLRN | 1 | S | AAC | 20,845 | 9/1/2002 |
| | | TMRN | 1 | S | AC | 10,197 | 9/3/1989 |
| | | TNRN | 1 | S | AC | 18,660 | 9/3/1980 |
| | | VLRN | 1 | P | AC | 269,574 | 9/2/1972 |
| Richland | RICHLAND | A01RI | 1 | S | AAC | 119,361 | 9/1/2002 |
| | | A02RI | 1 | S | AAC | 56,951 | 9/1/2002 |
| | | | 2 | S | AAC | 68,121 | 9/1/2002 |
| | | | 4 | S | AAC | 150,192 | 9/1/1992 |
| | | | 5 | T | AAC | 11,350 | 9/1/1992 |
| | | | 6 | S | AAC | 6,341 | 5/3/1999 |
| | | | 7 | T | AAC | 1,440 | 9/1/1992 |
| | | | 8 | T | AC | 80,157 | 9/2/1990 |
| | | | 9 | S | AAC | 945 | 9/1/1992 |
| | | | 10 | S | AAC | 945 | 9/1/1992 |
| | | | 11 | T | AC | 6,500 | 9/1/1992 |
| | | | 12 | P | AC | 5,208 | 9/1/2002 |
| | | A03RI | 1 | S | AAC | 21,219 | 9/1/2002 |
| | | | 2 | S | AC | 5,550 | 9/1/1997 |
| | | | 3 | S | AC | 10,242 | 9/1/1997 |
| | | A04RI | 1 | S | AAC | 16,849 | 5/1/1999 |
| | | | 2 | S | AAC | 140,710 | 5/1/1999 |
| | | | 3 | T | AAC | 36,049 | 5/1/1999 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Richland | RICHLAND | A04RI | 4 | P | AC | 7,643 | 9/2/1979 |
| | | | 5 | S | AC | 119,209 | 5/3/1999 |
| | | A05RI | 1 | P | AAC | 16,810 | 9/1/1992 |
| | | A06RI | 1 | T | AAC | 17,012 | 9/1/1992 |
| | | R01RI | 1 | P | AC | 299,925 | 9/3/1977 |
| | | R07RI | 1 | P | AAC | 180,463 | 9/1/1992 |
| | | | 2 | P | AAC | 134,963 | 9/1/1992 |
| | | | 3 | P | AAC | 75,000 | 9/1/1992 |
| | | T01RI | 1 | S | AC | 14,300 | 9/2/1990 |
| | | T02RI | 1 | S | AC | 7,068 | 9/2/1990 |
| | | | 2 | S | AC | 7,268 | 9/2/1990 |
| | | T03RI | 1 | S | AC | 7,068 | 9/2/1990 |
| | | | 2 | S | AC | 7,268 | 9/2/1990 |
| | | T04RI | 1 | S | AC | 6,969 | 9/2/1990 |
| | | | 2 | S | AC | 7,168 | 9/2/1990 |
| | | T05RI | 1 | S | AC | 15,437 | 9/2/1990 |
| | | | 2 | P | AC | 5,936 | 5/3/1999 |
| | | T06RI | 1 | P | AC | 24,559 | 8/1/2004 |
| | | TA2RI | 1 | P | AC | 4,673 | 9/2/1979 |
| | | | 2 | P | AC | 7,398 | 6/1/2003 |
| | | TA3RI | 1 | P | AC | 11,054 | 9/2/1979 |
| | | | 2 | P | AC | 11,086 | 6/1/2003 |
| | | TA4RI | 1 | P | AC | 4,273 | 9/2/1979 |
| | | | 2 | P | AC | 7,798 | 6/1/2003 |
| | | TA5RI | 1 | T | AC | 4,593 | 9/2/1979 |
| | | | 2 | P | AC | 7,253 | 6/1/2003 |
| | | TARI | 1 | P | AC | 4,737 | 9/3/1977 |
| | | | 2 | P | AC | 125,962 | 6/1/2003 |
| | | | 3 | P | AC | 50,077 | 6/1/2003 |
| | | | 4 | P | AC | 3,737 | 9/3/1977 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Richland | RICHLAND | TB2RI | 1 | P | AAC | 7,346 | 9/2/1979 |
| | | TBRI | 1 | P | AC | 66,046 | 9/2/1990 |
| | | | 2 | P | AC | 2,876 | 9/2/1990 |
| | | | 3 | P | AC | 2,598 | 9/2/1979 |
| | | | 4 | P | AC | 12,774 | 6/1/2003 |
| | | | 5 | P | AC | 13,834 | 6/1/2003 |
| | | | 6 | P | AC | 69,189 | 9/2/1979 |
| | | TCRI | 1 | S | AC | 20,934 | 9/3/1977 |
| | | | 2 | S | AC | 11,587 | 9/2/1982 |
| | | TDRI | 1 | S | AC | 31,207 | 9/2/1979 |
| Rosalia Municipal Airport[4] | ROSALIA | A01RO | 1 | P | AC | 64,860 | 9/3/1985 |
| | | R02RO | 1 | P | AC | 125,100 | 9/3/1985 |
| | | T01RO | 1 | P | AC | 2,823 | 9/3/1986 |
| | | | 2 | P | AC | 52,070 | 9/3/1986 |
| | | | 3 | P | AC | 10,000 | 9/3/1986 |
| | | | 4 | P | AC | 6,300 | 9/3/1985 |
| | | | 5 | P | AC | 3,938 | 9/3/1985 |
| | | T02RO | 1 | P | AC | 5,547 | 9/3/1986 |
| Sand Canyon Airport | CHEWELAH | A01CH | 1 | P | AAC | 60,000 | 9/1/1995 |
| | | A02CH | 1 | P | AC | 4,000 | 9/2/1974 |
| | | R17CH | 1 | P | AAC | 6,075 | 10/1/1999 |
| | | | 2 | P | AAC | 145,350 | 10/1/1999 |
| | | | 3 | P | AAC | 11,610 | 10/1/1999 |
| | | T01CH | 1 | P | AAC | 109,379 | 6/2/1976 |
| | | T02CH | 1 | P | AAC | 1,710 | 9/1/1999 |
| | | T03CH | 1 | P | AAC | 1,890 | 9/1/1999 |
| | | T04CH | 1 | P | AC | 2,878 | 10/2/1999 |
| | | T05CH | 1 | P | AC | 1,710 | 9/1/2001 |
| Sanderson Field | SHELTON | A01SH | 1 | S | PCC | 300,501 | 7/2/1943 |
| | | A02SH | 1 | S | AC | 1,750 | 9/3/1995 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Sanderson Field | SHELTON | A02SH | 2 | S | AC | 4,858 | 9/3/1990 |
| | | | 3 | S | AC | 12,687 | 7/2/1943 |
| | | | 4 | S | AC | 4,675 | 9/2/1980 |
| | | A03SH | 1 | S | AC | 10,502 | 7/2/1943 |
| | | A04SH | 1 | S | AC | 2,896 | 7/2/1943 |
| | | R05SH | 1 | P | AAC | 503,200 | 9/1/1992 |
| | | T01SH | 1 | S | AC | 113,268 | 7/2/1943 |
| | | T02SH | 1 | S | AC | 13,672 | 7/2/1943 |
| | | T03SH | 1 | S | AC | 13,634 | 7/2/1943 |
| | | T04SH | 1 | S | AC | 13,611 | 7/2/1943 |
| | | T05SH | 1 | S | AC | 7,800 | 9/2/1979 |
| | | T06SH | 1 | S | AC | 7,500 | 9/2/1979 |
| | | T07SH | 1 | S | AC | 9,636 | 9/2/1995 |
| | | T08SH | 1 | S | AC | 16,461 | 7/2/1943 |
| | | T09SH | 1 | S | AC | 38,544 | 7/2/2003 |
| | | T10SH | 1 | S | AC | 22,305 | 7/2/1943 |
| | | T11SH | 1 | S | AC | 9,783 | 7/2/1943 |
| | | T12SH | 1 | S | AC | 9,802 | 7/2/1943 |
| | | TA1SH | 1 | S | AC | 67,020 | 7/2/1943 |
| | | | 2 | S | AAC | 83,821 | 9/1/1992 |
| | | TA2SH | 1 | P | AAC | 1,946 | 9/1/1992 |
| | | | 2 | P | AAC | 12,370 | 9/1/1992 |
| | | | 3 | P | AAC | 2,086 | 9/1/1992 |
| | | TA3SH | 1 | P | AAC | 26,537 | 9/1/1992 |
| | | TA4SH | 1 | P | AC | 11,463 | 7/2/1943 |
| | | | 2 | P | AAC | 29,565 | 9/1/1992 |
| | | TASH | 1 | P | AAC | 229,661 | 9/1/1992 |
| | | TBSH | 1 | S | AAC | 66,485 | 9/1/1992 |
| Seattle - Tacoma International Airport[2] | STIA | ACAR | 1 | P | PCC | 197,535 | 9/1/1989 |
| | | | 2 | P | PCC | 192,077 | 9/1/1990 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Seattle - Tacoma International Airport[2] | STIA | ACAR | 3 | P | PCC | 203,394 | 9/1/1974 |
| | | | 4 | P | PCC | 43,950 | 9/1/1987 |
| | | | 5 | P | PCC | 147,844 | 9/1/1987 |
| | | | 6 | P | PCC | 166,297 | 9/1/1990 |
| | | | 7 | P | PCC | 133,223 | 9/1/1974 |
| | | | 8 | P | PCC | 36,680 | 9/1/1998 |
| | | | 9 | P | PCC | 31,772 | 9/1/1974 |
| | | | 10 | P | PCC | 230,522 | 11/1/1999 |
| | | | 11 | P | PCC | 70,892 | 9/1/1969 |
| | | | 12 | P | PCC | 61,269 | 9/1/1969 |
| | | | 13 | P | PCC | 22,711 | 9/1/1971 |
| | | | 14 | P | PCC | 30,375 | 9/1/1971 |
| | | | 17 | P | PCC | 202,241 | 6/1/2002 |
| | | | 18 | P | PCC | 29,240 | 6/1/2001 |
| | | ANH | 1 | P | PCC | 90,126 | 9/1/1991 |
| | | | 2 | P | PCC | 13,082 | 9/1/1958 |
| | | | 3 | P | PCC | 270,479 | 9/1/1987 |
| | | | 5 | P | PCC | 17,144 | 9/1/1987 |
| | | ASH | 1 | P | APC | 37,733 | 9/1/1992 |
| | | | 2 | P | PCC | 218,212 | 9/1/1990 |
| | | | 3 | P | PCC | 28,813 | 1/1/2001 |
| | | ATERM | 1 | P | PCC | 861,563 | 9/2/1970 |
| | | | 2 | P | PCC | 208,282 | 9/1/1971 |
| | | | 4 | P | PCC | 200,470 | 9/1/1971 |
| | | | 5 | P | PCC | 115,969 | 9/1/1995 |
| | | | 7 | P | PCC | 325,930 | 9/1/1985 |
| | | | 10 | P | PCC | 96,078 | 9/1/1995 |
| | | | 11 | P | PCC | 1,451,465 | 9/2/1969 |
| | | | 12 | P | PCC | 302,048 | 9/1/1983 |
| | | | 13 | P | PCC | 155,099 | 9/1/1994 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Seattle - Tacoma International Airport[2] | STIA | ATERM | 14 | P | PCC | 1,068,153 | 9/1/1972 |
| | | | 15 | P | PCC | 30,244 | 9/1/1987 |
| | | | 16 | P | PCC | 111,914 | 9/1/1987 |
| | | | 17 | P | PCC | 81,666 | 9/1/1987 |
| | | | 19 | P | PCC | 277,207 | 9/1/1997 |
| | | | 22 | P | PCC | 77,261 | 8/1/1999 |
| | | | 23 | P | AC | 7,155 | 9/1/1994 |
| | | | 24 | P | PCC | 5,600 | 9/1/1992 |
| | | | 25 | P | AC | 47,559 | 9/3/1987 |
| | | | 26 | P | PCC | 30,760 | 9/1/1999 |
| | | | 27 | P | PCC | 27,751 | 9/1/2002 |
| | | | 28 | P | PCC | 287,670 | 6/1/2002 |
| | | | 29 | A | PCC | 58,500 | 8/1/1985 |
| | | | 30 | P | PCC | 257,090 | 9/1/2002 |
| | | | 31 | P | PCC | 182,749 | 9/1/2003 |
| | | | 32 | P | PCC | 195,538 | 9/1/2000 |
| | | | 33 | P | PCC | 79,718 | 9/1/2000 |
| | | | 34 | P | PCC | 105,505 | 9/1/2003 |
| | | | 06a | P | PCC | 49,291 | 9/1/1994 |
| | | | 06b | P | PCC | 127,916 | 9/1/1994 |
| | | | 13a | A | PCC | 70,434 | 8/1/1996 |
| | | R16L | 01L | P | APC | 50,000 | 9/1/1992 |
| | | | 01M | P | APC | 50,000 | 9/1/1992 |
| | | | 01R | P | APC | 50,000 | 9/1/1992 |
| | | | 02L | P | APC | 72,000 | 9/1/1992 |
| | | | 02M | P | APC | 15,000 | 9/1/1992 |
| | | | 02R | P | APC | 72,000 | 9/1/1992 |
| | | | 03L | P | AAC | 24,000 | 9/1/1992 |
| | | | 03M | P | AAC | 24,000 | 9/1/1992 |
| | | | 03R | P | AAC | 24,000 | 9/1/1992 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Seattle - Tacoma International Airport[2] | STIA | R16L | 04L | P | APC | 242,000 | 9/1/1992 |
| | | | 04M | P | APC | 242,000 | 9/1/1992 |
| | | | 04R | P | APC | 242,000 | 9/1/1992 |
| | | | 05L | P | APC | 49,500 | 9/1/1992 |
| | | | 05M | P | APC | 49,500 | 9/1/1992 |
| | | | 05R | P | APC | 49,500 | 9/1/1992 |
| | | | 06L | P | AAC | 21,000 | 9/1/1992 |
| | | | 06M | P | AAC | 21,000 | 9/1/1992 |
| | | | 06R | P | AAC | 21,000 | 9/1/1992 |
| | | | 07L | P | APC | 17,500 | 9/1/1992 |
| | | | 07M | P | APC | 17,500 | 9/1/1992 |
| | | | 07R | P | APC | 17,500 | 9/1/1992 |
| | | | 08L | P | APC | 69,000 | 9/1/1992 |
| | | | 08M | P | APC | 69,000 | 9/1/1992 |
| | | | 08R | P | APC | 69,000 | 9/1/1992 |
| | | | 09L | P | APC | 50,000 | 9/1/1992 |
| | | | 09M | P | APC | 50,000 | 9/1/1992 |
| | | | 09R | P | APC | 50,000 | 9/1/1992 |
| | | | 10M | P | APC | 57,000 | 6/1/2002 |
| | | R16R | 01L | P | PCC | 38,738 | 9/1/1969 |
| | | | 01M | P | PCC | 77,475 | 9/1/1969 |
| | | | 01R | P | PCC | 38,738 | 9/1/1969 |
| | | | 02L | P | PCC | 67,500 | 9/1/1969 |
| | | | 02M | P | PCC | 135,000 | 9/1/1969 |
| | | | 02R | P | PCC | 67,500 | 9/1/1969 |
| | | | 03L | P | PCC | 52,125 | 9/1/1969 |
| | | | 03M | P | PCC | 104,250 | 9/1/1969 |
| | | | 03R | P | PCC | 52,125 | 9/1/1969 |
| | | | 04L | P | PCC | 37,763 | 9/1/1969 |
| | | | 04M | P | PCC | 75,525 | 9/1/1969 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Seattle - Tacoma International Airport[2] | STIA | R16R | 04R | P | PCC | 37,763 | 9/1/1969 |
| | | | 05L | P | PCC | 30,000 | 9/1/1969 |
| | | | 05M | P | PCC | 60,000 | 9/1/1969 |
| | | | 05R | P | PCC | 30,000 | 9/1/1969 |
| | | | 06L | P | PCC | 60,000 | 9/1/1969 |
| | | | 06M | P | PCC | 120,000 | 9/1/1969 |
| | | | 06R | P | PCC | 60,000 | 9/1/1969 |
| | | | 07L | P | PCC | 30,000 | 9/1/1969 |
| | | | 07M | P | PCC | 60,000 | 9/1/1969 |
| | | | 07R | P | PCC | 30,000 | 9/1/1969 |
| | | | 08L | P | PCC | 37,500 | 9/1/1969 |
| | | | 08M | P | PCC | 75,000 | 9/1/1969 |
| | | | 08R | P | PCC | 37,500 | 9/1/1969 |
| | | TA | 1 | P | PCC | 227,800 | 9/10/1987 |
| | | | 2 | P | PCC | 8,741 | 9/1/1968 |
| | | | 3 | P | PCC | 168,810 | 9/1/1987 |
| | | | 4 | P | APC | 15,958 | 9/1/1992 |
| | | | 5 | P | PCC | 71,755 | 9/1/1969 |
| | | | 6 | P | PCC | 69,594 | 9/1/1998 |
| | | | 7 | P | PCC | 20,195 | 9/1/1998 |
| | | | 8 | P | PCC | 14,252 | 1/1/2001 |
| | | TB | 1 | P | PCC | 132,207 | 9/1/1990 |
| | | | 2 | P | PCC | 52,203 | 9/1/1970 |
| | | | 4 | P | PCC | 655,000 | 9/10/1991 |
| | | | 5 | P | PCC | 12,000 | 9/1/1996 |
| | | | 6 | P | PCC | 119,645 | 9/1/2000 |
| | | | 7 | P | PCC | 59,993 | 9/1/1999 |
| | | | 8 | P | PCC | 69,354 | 9/1/2002 |
| | | | 9 | P | PCC | 5,265 | 9/1/1970 |
| | | TC | 1 | P | PCC | 317,654 | 9/1/1998 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Seattle - Tacoma International Airport[2] | STIA | TC | 2 | P | PCC | 336,705 | 9/1/1998 |
| | | | 3 | P | PCC | 287,095 | 9/1/2000 |
| | | TCAR | 1 | P | PCC | 21,429 | 9/1/1989 |
| | | TCHOLD | 1 | P | PCC | 55,782 | 9/1/1998 |
| | | TD | 5 | P | PCC | 41,664 | 9/1/1998 |
| | | | 6 | P | PCC | 45,000 | 9/1/2000 |
| | | | 7 | P | PCC | 22,000 | 1/1/2001 |
| | | TE | 3 | P | PCC | 28,390 | 9/1/1998 |
| | | | 4 | P | PCC | 67,975 | 9/1/1998 |
| | | | 5 | P | PCC | 20,390 | 9/1/1998 |
| | | | 6 | P | PCC | 34,963 | 9/1/2000 |
| | | | 7 | P | PCC | 53,830 | 9/1/1992 |
| | | | 8 | P | PCC | 10,580 | 1/1/2001 |
| | | TF | 1 | P | PCC | 158,230 | 9/1/1994 |
| | | | 2 | P | PCC | 27,070 | 9/1/1992 |
| | | TG | 1 | P | PCC | 22,902 | 9/1/1991 |
| | | | 2 | P | PCC | 6,289 | 9/1/1987 |
| | | | 3 | P | PCC | 10,000 | 9/1/1968 |
| | | | 4 | P | PCC | 6,556 | 9/1/1987 |
| | | | 5 | P | PCC | 5,805 | 9/1/1987 |
| | | | 6 | P | PCC | 12,093 | 9/1/1968 |
| | | | 7 | P | PCC | 5,805 | 9/1/1987 |
| | | TH | 1 | P | PCC | 160,523 | 9/1/1969 |
| | | | 2 | P | APC | 19,970 | 9/1/1992 |
| | | | 3 | P | APC | 8,514 | 9/1/1990 |
| | | | 4 | P | PCC | 25,590 | 9/1/1970 |
| | | | 5 | P | PCC | 21,954 | 9/1/1991 |
| | | | 6 | P | APC | 9,071 | 9/1/1992 |
| | | | 7 | P | PCC | 40,691 | 1/1/2001 |
| | | TJ | 1 | P | PCC | 26,772 | 9/1/1998 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Seattle - Tacoma International Airport[2] | STIA | TJ | 2 | P | PCC | 67,807 | 9/1/1998 |
| | | | 3 | P | PCC | 28,043 | 9/1/1969 |
| | | | 4 | P | PCC | 22,968 | 9/1/1991 |
| | | | 5 | P | PCC | 32,480 | 9/1/1969 |
| | | | 6 | P | APC | 10,836 | 9/1/1992 |
| | | | 7 | P | PCC | 48,405 | 9/1/1992 |
| | | | 8 | P | PCC | 27,083 | 9/1/1991 |
| | | | 9 | P | PCC | 14,529 | 1/1/2001 |
| | | | 10 | P | PCC | 3,241 | 1/1/2001 |
| | | TK | 1 | P | PCC | 108,623 | 9/1/1994 |
| | | | 2 | P | PCC | 27,067 | 9/1/1992 |
| | | TL | 1 | P | PCC | 59,141 | 9/1/1992 |
| | | TM | 1 | P | PCC | 138,892 | 9/1/1993 |
| | | | 2 | P | PCC | 30,586 | 9/1/1992 |
| | | | 3 | P | PCC | 56,036 | 9/1/1992 |
| | | TN | 1 | P | PCC | 114,341 | 9/1/1969 |
| | | | 9 | P | PCC | 27,749 | 9/1/1998 |
| | | | 10 | P | PCC | 69,369 | 9/1/1998 |
| | | | 11 | P | PCC | 26,900 | 9/1/2000 |
| | | | 12 | P | PCC | 46,180 | 9/1/2002 |
| | | | 13 | P | PCC | 53,730 | 9/1/2002 |
| | | TP | 1 | P | PCC | 159,927 | 9/1/1993 |
| | | | 2 | P | PCC | 30,586 | 9/1/1992 |
| | | | 3 | P | PCC | 61,019 | 9/1/1992 |
| | | | 4 | P | PCC | 35,996 | 9/1/1998 |
| | | | 5 | P | PCC | 21,350 | 9/1/1998 |
| | | | 6 | P | PCC | 25,613 | 9/1/1998 |
| | | | 7 | P | PCC | 23,736 | 9/1/2000 |
| | | | 8 | P | PCC | 36,137 | 9/1/2000 |
| | | TQ | 1 | P | PCC | 63,500 | 9/1/1993 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Seattle - Tacoma International Airport[2] | STIA | TQ | 2 | P | PCC | 22,500 | 9/1/1992 |
| | | | 3 | P | PCC | 59,349 | 9/1/1992 |
| | | | 4 | P | PCC | 73,628 | 9/1/1998 |
| | | TS | 1 | P | APC | 8,705 | 9/1/1992 |
| | | | 2 | P | APC | 59,226 | 9/1/1990 |
| Sekiu Airport | SEKIU | A01SI | 1 | P | AC | 9,750 | 9/2/1979 |
| | | A02SI | 1 | T | AC | 5,250 | 9/2/1972 |
| | | A03SI | 1 | T | AC | 8,138 | 9/2/1979 |
| | | | 2 | T | AC | 18,499 | 9/2/1972 |
| | | | 3 | P | AC | 20,300 | 7/1/1987 |
| | | R08SI | 1 | P | AC | 56,400 | 7/1/1987 |
| | | | 2 | P | AC | 135,300 | 7/1/1987 |
| Sequim Valley Airport | SEQUIM | A01SE | 1 | P | AC | 3,936 | 7/1/1997 |
| | | A02SE | 1 | P | AC | 45,201 | 8/2/1985 |
| | | | 2 | P | AC | 14,615 | 8/2/1985 |
| | | | 3 | P | AC | 5,447 | 8/2/1985 |
| | | | 4 | P | AC | 17,426 | 8/2/1985 |
| | | A03SE | 1 | P | AC | 4,593 | 7/1/1997 |
| | | R09SE | 1 | P | AC | 140,000 | 7/1/1997 |
| | | T01SE | 1 | P | AC | 9,613 | 8/2/1985 |
| | | T02SE | 1 | P | AC | 8,175 | 8/2/1985 |
| Skagit Regional Airport | BURLINGTON | A01SK | 1 | S | AC | 67,470 | 5/15/1992 |
| | | A02SK | 1 | S | AAC | 184,215 | 6/15/1991 |
| | | | 2 | S | AAC | 4,320 | 6/15/1991 |
| | | A03SK | 1 | S | AC | 53,232 | 10/4/1999 |
| | | A04SK | 1 | P | AC | 55,855 | 9/3/2003 |
| | | AAGSK | 1 | S | AC | 22,897 | 9/3/1942 |
| | | AASK | 1 | S | AAC | 61,337 | 6/15/1991 |
| | | | 2 | S | AC | 90,133 | 6/15/1991 |
| | | | 3 | S | AC | 25,757 | 5/15/1992 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Skagit Regional Airport | BURLINGTON | ABSK | 1 | S | AAC | 20,915 | 6/14/1991 |
| | | ACSK | 1 | S | AAC | 19,838 | 6/14/1991 |
| | | ADSK | 1 | S | AC | 38,806 | 9/3/1990 |
| | | | 2 | S | AC | 51,625 | 6/15/1991 |
| | | AESK | 1 | S | AC | 13,200 | 5/15/1992 |
| | | | 2 | S | AC | 13,200 | 5/15/1992 |
| | | AH1SK | 1 | P | AC | 28,878 | 6/15/1991 |
| | | AH2SK | 1 | S | AC | 20,736 | 6/15/1991 |
| | | AH3SK | 1 | P | AC | 19,129 | 9/3/1942 |
| | | R04SK | 1 | P | AC | 180,000 | 9/3/1942 |
| | | | 2 | P | AC | 6,517 | 9/3/1942 |
| | | | 3 | P | AAC | 13,314 | 9/1/1989 |
| | | R10SK | 1 | P | AAC | 11,572 | 9/1/1989 |
| | | T01SK | 1 | P | AC | 19,775 | 9/3/1942 |
| | | T02SK | 1 | P | AC | 25,223 | 9/1/2003 |
| | | T03SK | 1 | S | AC | 15,222 | 6/15/1991 |
| | | T04SK | 1 | S | AC | 17,176 | 6/15/1991 |
| | | | 2 | S | AC | 16,584 | 6/4/1942 |
| | | T05SK | 1 | S | AC | 5,916 | 8/4/1993 |
| | | | 2 | S | AC | 22,377 | 6/15/1991 |
| | | | 3 | S | AC | 16,601 | 5/15/1992 |
| | | T06SK | 1 | S | AC | 19,618 | 8/4/1993 |
| | | | 2 | S | AC | 20,704 | 5/15/1992 |
| | | T07SK | 1 | S | AC | 14,018 | 5/15/1992 |
| | | T08SK | 1 | S | AC | 30,516 | 5/15/1992 |
| | | T09SK | 1 | S | AC | 30,516 | 5/15/1992 |
| | | TASK | 1 | P | AAC | 327,652 | 3/15/1990 |
| | | TCSK | 1 | P | AAC | 3,399 | 9/1/1989 |
| | | | 2 | P | AAC | 21,813 | 5/15/1992 |
| | | | 3 | P | AAC | 3,985 | 3/15/1990 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Skagit Regional Airport | BURLINGTON | TDSK | 1 | P | AAC | 2,687 | 9/1/1989 |
| | | | 2 | P | AC | 16,900 | 9/2/1988 |
| | | | 3 | P | AAC | 3,037 | 3/15/1990 |
| | | TESK | 1 | S | AC | 56,246 | 10/3/1999 |
| | | | 2 | S | AC | 9,901 | 10/3/1999 |
| | | | 3 | S | AC | 9,874 | 10/3/1999 |
| | | | 4 | S | AC | 9,874 | 10/3/1999 |
| | | | 5 | P | AC | 50,781 | 9/1/2003 |
| | | | 6 | P | AC | 4,790 | 7/3/1943 |
| | | TFSK | 1 | S | AC | 294,075 | 9/3/1942 |
| Snohomish County (Paine Field) | EVERETT | AARMYPF | 1 | T | AC | 47,687 | 9/2/1984 |
| | | | 2 | T | PCC | 222,392 | 9/2/1942 |
| | | | 3 | T | AC | 70,781 | 9/2/1989 |
| | | | 4 | T | AC | 169,422 | 9/2/1990 |
| | | | 5 | T | PCC | 24,243 | 9/3/1942 |
| | | | 6 | T | AC | 82,746 | 1/1/1963 |
| | | | 7 | T | APC | 100,651 | 9/3/1990 |
| | | | 8 | T | PCC | 117,861 | 9/2/1942 |
| | | ABTRPF | 1 | S | AAC | 55,910 | 6/1/1989 |
| | | | 2 | S | AAC | 34,810 | 6/1/1989 |
| | | | 3 | S | AAC | 19,360 | 9/1/1989 |
| | | ACENTPF | 1 | S | AC | 103,696 | 3/3/1984 |
| | | | 2 | S | AC | 22,000 | 3/3/1984 |
| | | | 3 | S | AAC | 310,726 | 5/18/1985 |
| | | | 4 | S | AAC | 37,979 | 5/18/1985 |
| | | | 5 | S | AC | 82,220 | 2/3/1965 |
| | | ACHPF | 1 | S | AC | 48,500 | 9/3/1986 |
| | | | 2 | S | AC | 91,850 | 6/3/1972 |
| | | | 3 | S | AC | 197,703 | 11/17/1960 |
| | | | 4 | S | AC | 65,627 | 2/3/1965 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Snohomish County (Paine Field) | EVERETT | ACHPF | 5 | S | AC | 65,347 | 9/17/1967 |
| | | ACTPF | 1 | S | AAC | 224,888 | 6/1/1989 |
| | | AEHPF | 1 | S | AC | 183,451 | 9/2/1988 |
| | | AERPF | 1 | S | AC | 179,180 | 1/2/1986 |
| | | AFUELPF | 1 | S | PCC | 3,600 | 9/2/1994 |
| | | AH16LPF | 1 | P | AC | 5,261 | 5/3/1985 |
| | | AH16RPF | 1 | P | AAC | 123,750 | 9/1/1995 |
| | | AH34RPF | 1 | P | AC | 5,268 | 2/26/1995 |
| | | | 2 | P | AC | 5,268 | 5/3/1985 |
| | | AHA3PF | 1 | P | AAC | 7,200 | 6/1/1989 |
| | | AITRPF | 1 | S | AAC | 31,411 | 6/1/1989 |
| | | | 2 | S | AAC | 236,752 | 6/1/1989 |
| | | | 3 | S | AAC | 13,940 | 6/1/1989 |
| | | AMESSPF | 1 | T | AC | 24,256 | 2/3/1965 |
| | | | 2 | T | APC | 15,422 | 2/1/1965 |
| | | | 3 | T | PCC | 23,057 | 9/2/1942 |
| | | ANFUELPF | 1 | S | AC | 25,425 | 9/2/1993 |
| | | ANRPF | 1 | S | AC | 20,726 | 9/2/1979 |
| | | | 2 | S | AC | 9,508 | 9/2/1979 |
| | | | 3 | S | AC | 3,376 | 9/2/1979 |
| | | | 4 | S | AC | 49,050 | 9/2/1994 |
| | | | 5 | S | AAC | 49,667 | 9/1/1991 |
| | | | 6 | S | AC | 7,000 | 9/2/1980 |
| | | | 7 | S | APC | 6,343 | 6/1/1991 |
| | | | 8 | S | AC | 14,714 | 9/2/1985 |
| | | | 9 | S | AC | 5,091 | 9/2/1991 |
| | | | 10 | S | AC | 4,195 | 9/2/1991 |
| | | | 11 | S | AC | 2,976 | 9/2/1994 |
| | | | 12 | S | AC | 4,375 | 9/2/1991 |
| | | | 13 | S | PCC | 2,787 | 9/2/1985 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Snohomish County (Paine Field) | EVERETT | ANRPF | 14 | S | APC | 18,122 | 9/1/1991 |
| | | | 15 | S | APC | 22,500 | 9/1/1991 |
| | | | 16 | S | APC | 6,480 | 9/1/1991 |
| | | AOTRPF | 1 | S | AAC | 171,117 | 3/1/1984 |
| | | | 2 | S | AAC | 6,831 | 6/1/1989 |
| | | | 3 | P | AAC | 25,816 | 9/2/2003 |
| | | ASRPF | 1 | S | AAC | 14,386 | 6/1/1989 |
| | | AWASHEPF | 1 | S | PCC | 1,600 | 9/2/1988 |
| | | AWRPF | 1 | S | AC | 267,348 | 9/2/1982 |
| | | | 2 | S | PCC | 33,800 | 9/2/1994 |
| | | | 3 | S | AC | 145,490 | 9/2/1996 |
| | | | 4 | S | AC | 337,052 | 6/2/1996 |
| | | | 5 | S | AC | 4,817 | 9/2/1996 |
| | | | 6 | S | AAC | 64,012 | 3/1/1984 |
| | | | 7 | S | AC | 68,118 | 1/1/1956 |
| | | R11PF | 1 | S | AC | 21,928 | 8/8/1995 |
| | | | 2 | S | AC | 36,348 | 8/8/1995 |
| | | | 3 | S | AC | 11,633 | 8/8/1995 |
| | | | 4 | S | AC | 31,557 | 8/8/1995 |
| | | | 5 | S | AC | 197,932 | 8/8/1995 |
| | | R16LPF | 1 | P | AC | 225,000 | 1/3/1986 |
| | | | 01A | P | AAC | 30,477 | 6/2/1994 |
| | | | 01B | P | AAC | 28,297 | 6/2/1994 |
| | | | 01C | P | AAC | 30,477 | 6/2/1994 |
| | | | 01D | P | AC | 2,180 | 1/1/2000 |
| | | | 02A | P | AAC | 23,750 | 6/2/1994 |
| | | | 02B | P | AAC | 18,525 | 6/2/1994 |
| | | | 02C | P | AAC | 23,750 | 6/2/1994 |
| | | | 02D | P | AC | 5,225 | 1/1/2000 |
| | | | 03A | P | AAC | 23,750 | 6/2/1994 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Snohomish County (Paine Field) | EVERETT | R16RPF | 03B | P | AAC | 18,525 | 6/2/1994 |
| | | | 03C | P | AAC | 23,750 | 6/2/1994 |
| | | | 03D | P | AC | 5,225 | 6/1/2000 |
| | | | 04A | P | AAC | 46,250 | 6/2/1994 |
| | | | 04B | P | AAC | 36,075 | 6/2/1994 |
| | | | 04C | P | AAC | 46,250 | 6/2/1994 |
| | | | 04D | P | AC | 10,175 | 6/1/2000 |
| | | | 05A | P | AAC | 81,250 | 6/2/1994 |
| | | | 05B | P | AAC | 63,375 | 6/2/1994 |
| | | | 05C | P | AAC | 81,250 | 6/2/1994 |
| | | | 05D | P | AC | 17,875 | 6/1/2000 |
| | | | 06A | P | AAC | 63,750 | 6/2/1994 |
| | | | 06B | P | AAC | 49,725 | 6/2/1994 |
| | | | 06C | P | AAC | 63,750 | 6/2/1994 |
| | | | 06D | P | AC | 14,025 | 6/1/2000 |
| | | | 07A | P | AAC | 77,500 | 6/2/1994 |
| | | | 07B | P | AAC | 60,450 | 6/2/1994 |
| | | | 07C | P | AAC | 77,500 | 6/2/1994 |
| | | | 07D | P | AC | 17,050 | 6/1/2000 |
| | | | 08A | P | AAC | 20,000 | 6/1/1994 |
| | | | 08B | P | AAC | 15,600 | 6/2/1994 |
| | | | 08C | P | AAC | 20,000 | 6/2/1994 |
| | | | 08D | P | AC | 4,400 | 6/1/2000 |
| | | | 09A | P | AAC | 17,000 | 9/1/1997 |
| | | | 09B | P | AAC | 13,260 | 9/1/1997 |
| | | | 09C | P | AAC | 17,000 | 9/1/1997 |
| | | | 09D | P | AC | 3,740 | 6/1/2000 |
| | | | 10A | P | AC | 58,600 | 5/8/1996 |
| | | | 10B | P | AC | 39,390 | 5/8/1996 |
| | | | 10C | P | AC | 58,600 | 5/8/1996 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Snohomish County (Paine Field) | EVERETT | R16RPF | 10D | P | AC | 39,910 | 6/2/1996 |
| | | | 11A | P | AC | 21,821 | 6/2/2000 |
| | | | 11B | P | AC | 21,800 | 6/2/2000 |
| | | | 11C | P | AC | 21,800 | 6/2/2000 |
| | | TA1PF | 1 | P | PCC | 129,600 | 9/2/2000 |
| | | TA2PF | 1 | P | AC | 15,036 | 6/3/1989 |
| | | | 2 | P | AC | 24,309 | 6/3/1989 |
| | | TA3PF | 1 | P | AC | 10,637 | 6/3/1989 |
| | | | 2 | P | AC | 12,783 | 6/3/1989 |
| | | TA4PF | 1 | P | AC | 21,279 | 6/3/1989 |
| | | | 2 | P | AC | 13,155 | 6/3/1989 |
| | | TA5PF | 1 | P | AAC | 8,967 | 6/1/1989 |
| | | | 2 | P | AAC | 10,193 | 6/1/1989 |
| | | | 3 | P | AAC | 10,061 | 6/1/1989 |
| | | | 4 | P | AAC | 9,136 | 6/1/1989 |
| | | | 5 | P | AAC | 10,631 | 9/1/1989 |
| | | | 6 | P | AAC | 6,930 | 9/1/1989 |
| | | | 7 | P | AAC | 16,833 | 9/1/1989 |
| | | TA6PF | 1 | P | AAC | 21,827 | 6/1/1989 |
| | | | 2 | P | AAC | 37,452 | 6/1/1989 |
| | | TA7PF | 1 | P | APC | 32,300 | 5/1/1996 |
| | | | 2 | P | APC | 22,613 | 5/1/1996 |
| | | | 3 | P | AC | 1,818 | 6/2/1989 |
| | | TA8PF | 1 | P | AAC | 15,493 | 5/1/1996 |
| | | | 2 | P | AAC | 14,682 | 5/1/1996 |
| | | | 3 | P | AAC | 14,589 | 5/1/1996 |
| | | | 4 | P | AAC | 14,398 | 5/1/1996 |
| | | | 5 | P | AC | 2,183 | 7/2/1993 |
| | | | 6 | P | AC | 25,945 | 9/2/2000 |
| | | TAAPF | 1 | P | PCC | 64,966 | 1/1/1967 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Snohomish County (Paine Field) | EVERETT | TAAPF | 2 | P | AAC | 2,790 | 6/1/1994 |
| | | | 3 | P | AAC | 5,157 | 9/1/1994 |
| | | | 4 | P | PCC | 8,684 | 6/2/2000 |
| | | TAPF | 1 | P | AC | 34,546 | 9/1/2000 |
| | | | 2 | P | AC | 81,019 | 6/2/1987 |
| | | | 3 | P | AC | 40,514 | 6/2/1987 |
| | | | 4 | P | AC | 35,521 | 6/2/1987 |
| | | | 5 | P | AC | 17,741 | 6/2/1987 |
| | | | 6 | P | AAC | 32,529 | 1/1/1987 |
| | | | 7 | P | AAC | 16,264 | 1/1/1987 |
| | | | 8 | P | AC | 23,679 | 1/2/1987 |
| | | | 9 | P | AC | 11,486 | 1/2/1987 |
| | | | 10 | P | AC | 55,795 | 3/2/1984 |
| | | | 11 | P | AC | 27,113 | 3/2/1984 |
| | | | 12 | P | AC | 92,937 | 9/2/1989 |
| | | | 13 | P | AC | 16,771 | 3/2/1984 |
| | | | 14 | P | AAC | 8,482 | 6/1/1989 |
| | | | 15 | P | AC | 20,709 | 3/2/1984 |
| | | | 16 | P | AC | 10,807 | 3/2/1984 |
| | | | 17 | P | AC | 89,103 | 3/2/1984 |
| | | | 18 | P | AC | 44,565 | 3/2/1984 |
| | | | 19 | P | AC | 65,777 | 6/2/1983 |
| | | | 20 | P | AC | 7,456 | 6/2/1983 |
| | | | 21 | P | AC | 98,393 | 6/2/2000 |
| | | TBPF | 1 | S | AAC | 63,755 | 9/1/1991 |
| | | | 2 | S | AC | 892 | 10/30/1998 |
| | | | 3 | S | AAC | 4,761 | 3/1/1984 |
| | | TCPF | 1 | S | AAC | 27,729 | 6/1/1989 |
| | | | 2 | S | AAC | 6,050 | 6/1/1989 |
| | | | 3 | S | AAC | 5,084 | 6/1/1989 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Snohomish County (Paine Field) | EVERETT | TCPF | 4 | S | AAC | 27,065 | 6/1/1989 |
| | | | 5 | S | AAC | 7,000 | 6/1/1989 |
| | | | 6 | S | AAC | 10,682 | 9/1/1985 |
| | | TD0PF | 1 | S | AAC | 13,450 | 6/1/1989 |
| | | | 2 | S | AAC | 8,903 | 6/1/1989 |
| | | | 3 | S | AAC | 12,262 | 6/1/1989 |
| | | TD1PF | 1 | S | AAC | 11,600 | 6/1/1989 |
| | | TD2PF | 1 | S | AAC | 6,440 | 6/1/1989 |
| | | | 2 | S | AAC | 1,581 | 9/1/1989 |
| | | | 3 | S | AAC | 4,536 | 6/1/1989 |
| | | TD3PF | 1 | S | AAC | 5,392 | 6/1/1989 |
| | | TD4PF | 1 | S | AAC | 5,392 | 6/1/1989 |
| | | TD5PF | 1 | S | AAC | 16,504 | 9/1/1958 |
| | | TDPF | 1 | S | AAC | 22,005 | 6/1/1989 |
| | | | 2 | S | AAC | 5,080 | 6/1/1989 |
| | | | 3 | S | AAC | 39,030 | 6/1/1989 |
| | | | 4 | S | AC | 6,600 | 6/2/1962 |
| | | | 5 | S | AAC | 16,504 | 5/1/1985 |
| | | | 6 | S | AC | 32,326 | 6/2/1962 |
| | | | 7 | S | AAC | 35,623 | 6/1/1989 |
| | | TEPF | 1 | S | AAC | 159,959 | 6/1/1989 |
| | | | 2 | S | AAC | 15,619 | 3/1/1984 |
| | | TF2PF | 1 | P | AC | 6,263 | 2/4/1991 |
| | | TF3PF | 1 | P | AC | 9,131 | 6/1/2000 |
| | | TF4PF | 1 | P | AC | 9,444 | 2/4/1991 |
| | | TFPF | 1 | P | AC | 46,650 | 2/4/1991 |
| | | | 2 | P | AC | 44,765 | 2/4/1991 |
| | | | 3 | P | AC | 16,273 | 2/26/1995 |
| | | | 4 | P | AC | 14,892 | 2/26/1995 |
| | | TG1PF | 1 | P | AC | 4,757 | 2/3/1985 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Snohomish County (Paine Field) | EVERETT | TG2PF | 1 | P | AC | 5,925 | 2/3/1985 |
| | | TG3PF | 1 | P | AC | 11,643 | 6/3/1989 |
| | | TG4PF | 1 | P | AC | 8,426 | 2/3/1985 |
| | | TG5PF | 1 | P | AC | 5,925 | 2/3/1985 |
| | | TG6PF | 1 | P | AC | 9,451 | 2/3/1985 |
| | | | 2 | P | AC | 8,852 | 2/3/1985 |
| | | TGPF | 1 | P | AC | 50,026 | 2/3/1985 |
| | | | 2 | P | AC | 50,026 | 2/3/1985 |
| | | THPF | 1 | S | AAC | 3,669 | 1/1/1956 |
| | | | 2 | S | AAC | 70,560 | 3/1/1984 |
| | | TINTPF | 1 | S | AAC | 47,779 | 6/1/1989 |
| | | | 2 | S | AAC | 25,065 | 6/1/1989 |
| | | TW1PF | 1 | S | AC | 4,240 | 6/3/2004 |
| | | | 2 | S | AAC | 4,714 | 8/8/1995 |
| | | TWPF | 1 | P | AC | 63,327 | 6/3/2004 |
| Spanaway Airport | SPANAWAY | A01SP | 1 | P | AC | 21,446 | 6/2/1964 |
| | | R16SP | 1 | P | AC | 45,395 | 6/2/1960 |
| | | | 2 | P | AC | 5,742 | 6/2/1964 |
| | | | 3 | P | AC | 3,340 | 6/2/1964 |
| | | T01SP | 1 | P | AC | 37,601 | 6/2/1960 |
| | | | 2 | P | AC | 9,073 | 6/2/1964 |
| | | T02SP | 1 | P | AC | 1,889 | 6/2/1960 |
| Spokane International Airport[2] | SPOKINTL | ACARG | 1 | P | PCC | 105,000 | 6/2/1990 |
| | | | 2 | P | PCC | 81,250 | 6/2/1989 |
| | | | 3 | P | PCC | 107,325 | 6/2/1990 |
| | | | 4 | P | AC | 22,728 | 6/2/1990 |
| | | | 5 | P | AC | 23,252 | 6/2/1990 |
| | | | 6 | P | PCC | 61,563 | 6/2/1993 |
| | | AMULTI | 1 | P | PCC | 390,684 | 6/3/2001 |
| | | ANG | 1 | P | APC | 14,250 | 6/1/1960 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Spokane International Airport[2] | SPOKINTL | ANG | 2 | P | AC | 39,919 | 6/1/1998 |
| | | | 3 | P | PCC | 509,200 | 6/1/1960 |
| | | AOP | 1 | P | APC | 238,133 | 6/1/1976 |
| | | | 2 | P | PCC | 318,667 | 6/3/1958 |
| | | | 3 | P | PCC | 98,906 | 6/1/1958 |
| | | | 4 | P | PCC | 18,281 | 6/1/1995 |
| | | | 5 | P | APC | 4,769 | 6/1/1976 |
| | | | 6 | P | PCC | 13,319 | 6/3/1958 |
| | | | 7 | P | APC | 206,280 | 6/1/1976 |
| | | AR03HLD | 1 | P | AAC | 57,011 | 6/2/1971 |
| | | AR21HLD | 1 | P | AAC | 85,930 | 6/2/1971 |
| | | AR25HLD | 1 | P | AAC | 22,417 | 6/1/1997 |
| | | | 2 | P | AAC | 36,012 | 6/1/1997 |
| | | ATERM | 1 | P | PCC | 274,663 | 6/1/1998 |
| | | | 2 | P | AC | 5,320 | 6/1/1998 |
| | | | 3 | P | AC | 8,789 | 6/1/1996 |
| | | | 4 | P | PCC | 234,140 | 6/2/1996 |
| | | | 5 | P | PCC | 84,000 | 6/2/1963 |
| | | | 6 | P | PCC | 566,869 | 6/2/1963 |
| | | | 7 | P | PCC | 56,902 | 6/2/1963 |
| | | ATGHLD | 1 | P | PCC | 48,680 | 6/3/1957 |
| | | R03 | 01A | P | AAC | 45,000 | 6/1/1996 |
| | | | 01B | P | AAC | 60,000 | 6/1/1996 |
| | | | 01C | P | AAC | 45,000 | 6/1/1996 |
| | | | 02A | P | AAC | 315,000 | 6/1/1996 |
| | | | 02B | P | AAC | 420,000 | 6/1/1996 |
| | | | 02C | P | AAC | 315,000 | 6/1/1996 |
| | | | 03A | P | AAC | 45,000 | 6/1/1996 |
| | | | 03B | P | AAC | 60,000 | 6/1/1996 |
| | | | 03C | P | AAC | 45,000 | 6/1/1996 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Spokane International Airport[2] | SPOKINTL | R07 | 01A | P | AAC | 106,350 | 6/1/1997 |
| | | | 01B | P | AAC | 106,350 | 6/1/1997 |
| | | | 01C | P | AAC | 106,350 | 6/1/1997 |
| | | | 02A | P | AAC | 9,187 | 6/1/1997 |
| | | | 02B | P | AAC | 6,562 | 6/1/1997 |
| | | | 02C | P | AAC | 4,125 | 6/1/1997 |
| | | | 03A | P | AAC | 7,009 | 6/1/1997 |
| | | | 03B | P | AAC | 7,384 | 6/1/1997 |
| | | | 03C | P | AAC | 7,572 | 6/1/1997 |
| | | | 04A | P | AAC | 22,658 | 6/1/1997 |
| | | | 04B | P | AAC | 24,908 | 6/1/1997 |
| | | | 04C | P | AAC | 27,158 | 6/1/1997 |
| | | | 05A | P | AAC | 18,196 | 6/1/1997 |
| | | | 05B | P | AAC | 15,678 | 6/1/1997 |
| | | | 05C | P | AAC | 13,161 | 6/1/1997 |
| | | | 06A | P | AAC | 12,911 | 6/1/1997 |
| | | | 06B | P | AAC | 15,428 | 6/1/1997 |
| | | | 06C | P | AAC | 17,945 | 6/1/1997 |
| | | | 07A | P | AAC | 221,700 | 6/1/1997 |
| | | | 07B | P | AAC | 221,700 | 6/1/1997 |
| | | | 07C | P | AAC | 221,700 | 6/1/1997 |
| | | TA | 1 | P | AAC | 4,268 | 6/1/1996 |
| | | | 2 | P | APC | 30,860 | 6/1/1971 |
| | | | 3 | P | AAC | 22,837 | 6/1/1971 |
| | | | 4 | P | AAC | 73,899 | 6/1/1971 |
| | | | 5 | P | AAC | 5,747 | 6/1/1997 |
| | | | 6 | P | AAC | 17,276 | 6/1/1997 |
| | | | 7 | P | AAC | 50,165 | 6/1/1971 |
| | | | 8 | P | AAC | 547,500 | 6/1/1971 |
| | | | 9 | P | AAC | 44,582 | 6/1/1971 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Spokane International Airport[2] | SPOKINTL | TA | 10 | P | AAC | 3,773 | 6/1/1971 |
| | | TA1 | 1 | P | AC | 21,438 | 6/3/1998 |
| | | TA2 | 1 | P | AAC | 23,584 | 6/1/1971 |
| | | TA3 | 1 | P | AAC | 23,584 | 6/1/1971 |
| | | TA4 | 1 | P | AC | 5,899 | 6/1/1971 |
| | | | 2 | P | AAC | 15,502 | 6/1/1971 |
| | | TA5 | 1 | P | AC | 20,085 | 6/2/1997 |
| | | TA6 | 1 | P | AC | 8,845 | 6/2/1989 |
| | | | 2 | P | AC | 887 | 6/2/1990 |
| | | | 3 | P | AAC | 8,185 | 6/1/1971 |
| | | TA7 | 1 | P | AAC | 8,430 | 6/2/1990 |
| | | | 2 | P | AC | 6,816 | 6/1/1971 |
| | | TB | 1 | P | AAC | 40,564 | 6/1/1977 |
| | | | 2 | P | APC | 99,450 | 6/1/1973 |
| | | TC | 1 | P | PCC | 52,015 | 6/3/1993 |
| | | | 2 | P | APC | 6,969 | 6/1/1996 |
| | | TD | 1 | P | AAC | 55,186 | 9/1/1971 |
| | | | 2 | P | AAC | 4,972 | 6/1/1971 |
| | | | 3 | P | AC | 146,966 | 6/3/1999 |
| | | | 4 | P | AC | 75,059 | 6/3/1999 |
| | | TE | 1 | P | AAC | 29,518 | 6/1/1971 |
| | | | 2 | P | AAC | 4,973 | 6/1/1971 |
| | | TF | 1 | P | AAC | 53,584 | 6/1/1971 |
| | | | 2 | P | AAC | 18,164 | 6/1/1971 |
| | | | 3 | P | AAC | 4,721 | 6/1/1971 |
| | | | 4 | P | PCC | 118,476 | 6/3/2001 |
| | | TG | 1 | P | PCC | 40,351 | 6/3/1961 |
| | | | 2 | P | AC | 29,549 | 6/3/1999 |
| | | | 3 | P | APC | 7,500 | 6/1/1997 |
| | | | 4 | P | APC | 25,168 | 6/1/1997 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Spokane International Airport[2] | SPOKINTL | TG | 5 | P | AAC | 49,232 | 6/1/1976 |
| | | | 6 | P | APC | 53,499 | 9/1/1976 |
| | | | 7 | P | PCC | 118,603 | 6/3/1958 |
| | | | 8 | P | PCC | 132,251 | 6/3/1958 |
| | | | 9 | P | AC | 59,809 | 9/1/1980 |
| | | | 10 | P | PCC | 77,407 | 6/3/1957 |
| | | | 11 | P | APC | 5,499 | 6/2/1977 |
| | | | 12 | P | APC | 5,082 | 6/1/1996 |
| | | TH | 1 | P | AC | 179,524 | 6/3/1999 |
| | | TJ | 1 | P | APC | 8,067 | 6/1/1996 |
| | | | 2 | P | PCC | 70,697 | 6/3/1957 |
| | | | 3 | P | PCC | 222,654 | 6/3/1961 |
| | | | 4 | P | AC | 212,048 | 6/3/1999 |
| Strom Field | MORTON | A01MO | 1 | P | AAC | 10,435 | 8/1/1987 |
| | | A02MO | 1 | T | AAC | 9,509 | 8/1/1987 |
| | | A03MO | 1 | P | PCC | 238 | 9/1/1987 |
| | | R07MO | 1 | P | AAC | 8,000 | 8/1/1987 |
| | | | 2 | P | AAC | 64,000 | 8/1/1987 |
| | | T01MO | 1 | P | AAC | 5,830 | 8/1/1987 |
| | | T02MO | 1 | P | AAC | 1,407 | 8/1/1987 |
| Sunnyside Municipal | SUNNYSIDE | A01SU | 1 | P | AAC | 129,090 | 9/1/1998 |
| | | | 2 | P | AC | 80,740 | 9/2/1985 |
| | | | 3 | T | AC | 4,500 | 9/1/1998 |
| | | | 4 | T | AC | 5,375 | 9/1/1998 |
| | | R07SU | 1 | P | AAC | 10,740 | 9/1/2003 |
| | | | 2 | P | AAC | 126,360 | 9/1/2003 |
| | | | 3 | P | AAC | 51,000 | 9/1/2003 |
| | | | 4 | P | AAC | 15,900 | 9/1/2003 |
| | | T01SU | 1 | P | AC | 5,297 | 9/2/1975 |
| | | | 2 | P | AC | 42,663 | 9/2/1985 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Sunnyside Municipal | SUNNYSIDE | T02SU | 1 | P | AC | 9,805 | 9/1/1998 |
| | | T03SU | 1 | P | AC | 10,030 | 9/1/1998 |
| | | T04SU | 1 | P | AC | 6,533 | 9/2/1985 |
| | | T05SU | 1 | P | AC | 31,155 | 9/2/1985 |
| | | | 2 | P | AC | 5,258 | 9/2/1975 |
| Swanson Field | EATONVILLE | A01EA | 1 | P | AC | 4,710 | 9/3/1997 |
| | | A02EA | 1 | P | AC | 4,895 | 9/3/1997 |
| | | R16EA | 1 | P | AC | 107,640 | 9/3/1997 |
| Tacoma Narrows Airport | TACOMA | A01TN | 1 | S | AC | 26,839 | 9/1/1998 |
| | | | 2 | S | AC | 313,391 | 9/3/1988 |
| | | | 3 | S | AAC | 85,800 | 9/1/1989 |
| | | | 4 | S | AC | 21,250 | 9/1/1998 |
| | | | 5 | S | AC | 77,130 | 9/2/1983 |
| | | | 6 | S | AC | 15,864 | 9/3/1993 |
| | | | 7 | S | AC | 4,486 | 9/2/1982 |
| | | | 8 | S | AC | 36,542 | 9/2/1992 |
| | | | 9 | S | AC | 32,263 | 9/1/1975 |
| | | | 10 | S | AC | 61,848 | 9/2/1992 |
| | | | 11 | S | AC | 26,455 | 9/1/1965 |
| | | | 12 | S | AC | 153,877 | 9/3/1964 |
| | | | 13 | S | AC | 46,273 | 9/1/1990 |
| | | | 14 | S | AC | 67,017 | 9/1/1954 |
| | | | 15 | S | AC | 86,797 | 9/2/1985 |
| | | | 16 | S | AC | 23,265 | 9/1/1981 |
| | | | 17 | S | AC | 123,879 | 9/3/1982 |
| | | | 18 | S | AC | 11,880 | 9/1/1981 |
| | | | 19 | S | AC | 18,397 | 9/1/1985 |
| | | | 20 | S | AC | 29,568 | 9/1/1975 |
| | | | 21 | S | AC | 71,173 | 9/2/1992 |
| | | AH17TN | 1 | P | AC | 28,600 | 9/2/1992 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Tacoma Narrows Airport | TACOMA | AH35TN | 1 | P | AC | 29,280 | 9/2/1970 |
| | | R17TN | 01A | P | AC | 25,000 | 9/3/1964 |
| | | | 01B | P | AC | 25,000 | 9/3/1964 |
| | | | 01C | P | AC | 25,000 | 9/3/1964 |
| | | | 02A | P | AC | 20,625 | 9/3/1964 |
| | | | 02B | P | AC | 20,625 | 9/3/1964 |
| | | | 02C | P | AC | 20,625 | 9/3/1964 |
| | | | 03A | P | AC | 18,750 | 9/3/1964 |
| | | | 03B | P | AC | 18,750 | 9/3/1964 |
| | | | 03C | P | AC | 18,750 | 9/3/1964 |
| | | | 04A | P | AC | 51,250 | 9/3/1964 |
| | | | 04B | P | AC | 51,250 | 9/3/1964 |
| | | | 04C | P | AC | 51,250 | 9/3/1964 |
| | | | 05A | P | AC | 18,750 | 9/3/1964 |
| | | | 05B | P | AC | 18,750 | 9/3/1964 |
| | | | 05C | P | AC | 18,750 | 9/3/1964 |
| | | | 06A | P | AC | 51,250 | 9/3/1964 |
| | | | 06B | P | AC | 51,250 | 9/3/1964 |
| | | | 06C | P | AC | 51,250 | 9/3/1964 |
| | | | 07A | P | AC | 18,750 | 9/3/1964 |
| | | | 07B | P | AC | 18,750 | 9/3/1964 |
| | | | 07C | P | AC | 18,750 | 9/3/1964 |
| | | | 08A | P | AC | 20,625 | 9/3/1964 |
| | | | 08B | P | AC | 20,625 | 9/3/1964 |
| | | | 08C | P | AC | 20,625 | 9/3/1964 |
| | | | 09A | P | AC | 25,100 | 9/3/1964 |
| | | | 09B | P | AC | 25,100 | 9/3/1964 |
| | | | 09C | P | AC | 25,100 | 9/3/1964 |
| | | TA1TN | 1 | P | AC | 22,105 | 9/3/1964 |
| | | TA2TN | 1 | P | AC | 24,251 | 9/3/1964 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Tacoma Narrows Airport | TACOMA | TA3TN | 1 | P | AC | 26,397 | 9/2/1970 |
| | | | 2 | S | AAC | 7,208 | 9/1/1989 |
| | | | 3 | S | AC | 5,063 | 9/2/1989 |
| | | TA4TN | 1 | P | AC | 37,468 | 9/2/1970 |
| | | TATN | 1 | P | AC | 186,834 | 9/2/1970 |
| | | | 2 | P | AC | 190,463 | 9/3/1964 |
| Toledo-Winlock Ed Carlson Memorial Field | TOLEDO | A01TO | 1 | T | AC | 43,209 | 9/2/1943 |
| | | | 2 | T | AC | 3,216 | 9/2/1980 |
| | | | 3 | T | PCC | 720 | 9/2/1980 |
| | | R05TO | 01A | P | AAC | 179,138 | 9/1/2004 |
| | | | 01B | P | AAC | 179,138 | 9/1/2004 |
| | | | 01C | P | AAC | 179,138 | 9/1/2004 |
| | | | 01D | P | AAC | 179,138 | 9/1/2004 |
| | | T01TO | 1 | P | AC | 76,890 | 6/1/2004 |
| | | T02TO | 1 | P | AC | 72,006 | 7/2/1975 |
| | | | 2 | P | AC | 5,080 | 9/2/2003 |
| | | T03TO | 1 | P | AC | 4,544 | 7/2/1975 |
| | | T04TO | 1 | T | PCC | 3,603 | 9/2/1995 |
| | | T05TO | 1 | T | AC | 2,493 | 9/2/1989 |
| | | T06TO | 1 | T | AC | 2,395 | 9/2/1989 |
| Tonasket Municipal Airport | TONASKET | A01TK | 1 | P | AC | 45,538 | 9/2/1993 |
| | | | 2 | P | AC | 38,298 | 9/1/2002 |
| | | A02TK | 1 | T | PCC | 1,500 | 9/2/1998 |
| | | AHLD1TK | 1 | P | AAC | 4,391 | 10/1/2005 |
| | | AHLD2TK | 1 | P | AAC | 3,304 | 10/1/2005 |
| | | R15TK | 1 | P | AC | 153,750 | 9/2/1990 |
| | | T01TK | 1 | P | AAC | 104,069 | 10/1/2005 |
| | | T02TK | 1 | T | AC | 9,172 | 9/2/1993 |
| | | T03TK | 1 | T | AC | 9,172 | 9/2/1993 |
| | | T04TK | 1 | T | AC | 3,172 | 9/2/1993 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Tonasket Municipal Airport | TONASKET | T05TK | 1 | P | AC | 3,162 | 9/2/1990 |
| | | | 2 | P | AAC | 3,387 | 10/1/2005 |
| | | T06TK | 1 | T | AC | 4,871 | 9/2/1993 |
| | | T07TK | 1 | T | AC | 4,871 | 9/2/1993 |
| Tri-Cities Airport[2] | TRICITIES | 10 | A1 | X | AAC | 60,850 | 1/1/1997 |
| | | 11 | A1 | X | AAC | 108,638 | 4/1/2002 |
| | | 21L | A1 | N | AC | 447,225 | 1/1/1982 |
| | | 21R3L | A1 | X | AAC | 770,000 | 10/1/1991 |
| | | | A2 | X | AAC | 385,000 | 10/1/1991 |
| | | E_APR | A1 | X | PCC | 928,000 | 1/1/1941 |
| | | RW12 | A1 | X | AAC | 360,000 | 5/1/1991 |
| | | | A2 | X | AAC | 180,000 | 5/1/1991 |
| | | RW30 | A1 | X | AAC | 410,000 | 8/1/1990 |
| | | | A2 | X | AAC | 205,000 | 8/1/1990 |
| | | T_APR | A1 | X | AAC | 465,000 | 7/1/1984 |
| | | TW A | A1 | X | AAC | 388,440 | 7/1/1998 |
| | | | A2 | X | AAC | 97,110 | 9/1/1998 |
| | | TWD | A1 | X | AAC | 117,420 | 1/1/1978 |
| | | | A2 | X | AAC | 29,310 | 1/1/1988 |
| | | TWE | A1 | X | AAC | 118,000 | 4/1/2002 |
| | | | A2 | X | AAC | 35,400 | 1/1/1983 |
| Twisp Municipal Airport | TWISP | A01TW | 1 | P | AAC | 7,004 | 9/1/1995 |
| | | A02TW | 1 | P | AC | 21,335 | 9/2/1992 |
| | | | 2 | P | AC | 6,205 | 9/2/1995 |
| | | A03TW | 1 | P | AC | 2,880 | 9/1/2002 |
| | | | 2 | P | AC | 4,800 | 9/2/2003 |
| | | | 3 | P | AC | 3,440 | 9/2/2004 |
| | | R10TW | 1 | P | AC | 108,440 | 9/2/1992 |
| | | T01TW | 1 | P | AC | 29,464 | 9/2/1995 |
| | | | 2 | P | AC | 16,226 | 9/2/1995 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Twisp Municipal Airport | TWISP | T02TW | 1 | P | AC | 3,721 | 9/2/1992 |
| | | T03TW | 1 | P | AC | 4,284 | 9/2/2003 |
| Vista Field | KENNEWICK | A01KW | 1 | P | AAC | 30,432 | 9/1/1999 |
| | | | 2 | T | AAC | 37,076 | 6/1/1999 |
| | | | 3 | T | AAC | 49,093 | 9/1/1999 |
| | | | 4 | T | AC | 43,185 | 9/2/1994 |
| | | AHLD20KW | 1 | T | AC | 9,160 | 9/2/1994 |
| | | AHLD2KW | 10 | P | AC | 4,200 | 9/2/2002 |
| | | R02KW | 01A | P | AAC | 174,250 | 9/2/1999 |
| | | | 01B | P | AAC | 174,250 | 9/2/1999 |
| | | | 01C | P | AAC | 174,250 | 9/2/1999 |
| | | | 02A | P | AC | 25,750 | 9/2/1993 |
| | | | 02B | P | AC | 25,750 | 9/2/1993 |
| | | | 02C | P | AC | 25,750 | 9/2/1993 |
| | | T01KW | 1 | P | AC | 48,175 | 9/2/1993 |
| | | | 2 | P | AC | 105,872 | 9/1/2002 |
| | | | 3 | P | AC | 23,332 | 9/2/1993 |
| | | T03KW | 1 | P | AC | 3,473 | 9/2/1994 |
| | | TA1KW | 1 | T | AC | 8,049 | 9/2/1994 |
| | | | 2 | P | AC | 6,173 | 9/2/1999 |
| | | TAKW | 1 | T | AAC | 100,565 | 9/1/2002 |
| | | | 2 | T | AAC | 22,649 | 9/1/2002 |
| Walla Walla Regional Airport | WALLAWALLA | AGAWW | 1 | S | PCC | 374,384 | 9/2/1943 |
| | | | 2 | T | APC | 235,885 | 9/1/1993 |
| | | | 3 | T | APC | 342,193 | 9/1/1993 |
| | | | 4 | T | PCC | 1,065,643 | 9/2/1943 |
| | | ATERMWW | 1 | T | PCC | 118,898 | 9/3/2000 |
| | | R02WW | 1 | P | APC | 357,928 | 9/2/2003 |
| | | | 2 | P | APC | 356,077 | 9/2/2003 |
| | | | 3 | P | APC | 354,227 | 9/2/2003 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Walla Walla Regional Airport | WALLAWALLA | R07WW | 1 | P | PCC | 243,936 | 9/2/1943 |
| | | | 2 | P | PCC | 243,936 | 9/2/1943 |
| | | | 3 | P | PCC | 243,936 | 9/2/1943 |
| | | | 4 | P | APC | 8,769 | 9/2/2003 |
| | | | 5 | P | APC | 7,150 | 9/2/2003 |
| | | | 6 | P | APC | 9,000 | 9/2/2003 |
| | | | 7 | P | APC | 9,000 | 9/2/2003 |
| | | | 8 | P | APC | 9,231 | 9/2/2003 |
| | | | 9 | P | APC | 10,850 | 9/2/2003 |
| | | R16WW | 1 | P | PCC | 54,051 | 9/2/1943 |
| | | | 2 | P | PCC | 53,949 | 9/2/1943 |
| | | | 3 | P | PCC | 53,907 | 9/2/1943 |
| | | | 4 | P | PCC | 268,988 | 9/2/1943 |
| | | | 5 | P | PCC | 268,013 | 9/2/1943 |
| | | | 6 | P | PCC | 268,500 | 9/2/1943 |
| | | TAWW | 1 | S | PCC | 3,500 | 9/2/1943 |
| | | | 2 | S | APC | 10,127 | 9/1/2002 |
| | | | 3 | S | APC | 10,890 | 9/1/2003 |
| | | | 4 | S | APC | 392,490 | 9/1/1982 |
| | | | 5 | S | APC | 26,861 | 9/1/1996 |
| | | | 6 | S | APC | 15,376 | 9/1/1995 |
| | | | 7 | S | APC | 15,330 | 9/1/1995 |
| | | | 8 | S | APC | 13,562 | 9/1/1995 |
| | | | 9 | S | APC | 21,468 | 9/1/1995 |
| | | | 10 | S | APC | 44,093 | 9/1/1995 |
| | | | 11 | S | PCC | 17,001 | 9/2/1943 |
| | | TBWW | 1 | S | APC | 12,149 | 9/1/1996 |
| | | | 2 | S | APC | 14,435 | 6/1/1982 |
| | | TCWW | 1 | S | APC | 162,305 | 9/1/1982 |
| | | | 2 | S | APC | 10,841 | 9/1/1996 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Walla Walla Regional Airport | WALLAWALLA | TCWW | 3 | S | APC | 18,580 | 9/1/1996 |
| | | | 4 | S | APC | 5,623 | 9/1/1996 |
| | | | 5 | S | APC | 15,292 | 9/1/1982 |
| | | TDWW | 1 | S | APC | 12,432 | 9/1/2003 |
| | | | 2 | S | APC | 16,270 | 9/1/1982 |
| | | TEWW | 1 | S | APC | 16,014 | 9/1/2003 |
| | | | 2 | S | APC | 28,807 | 9/1/1982 |
| | | TGWW | 1 | S | PCC | 8,861 | 6/2/1943 |
| | | | 2 | S | PCC | 39,469 | 9/2/1943 |
| | | | 3 | S | PCC | 6,401 | 9/2/1943 |
| | | | 4 | S | PCC | 6,249 | 9/2/1943 |
| | | | 5 | S | PCC | 9,797 | 9/2/1943 |
| Waterville Airport | WATERVILLE | A01WV | 1 | P | AC | 8,400 | 9/2/1976 |
| | | | 2 | P | AC | 9,450 | 9/2/1976 |
| | | A02WV | 1 | P | AC | 34,937 | 9/2/1997 |
| | | | 2 | P | AC | 13,397 | 9/3/1998 |
| | | A03WV | 1 | P | AC | 4,257 | 9/3/1998 |
| | | R07WV | 1 | P | AC | 17,250 | 9/2/1997 |
| | | | 2 | P | AC | 132,500 | 9/2/1997 |
| | | T01WV | 1 | P | AC | 4,485 | 9/2/1976 |
| | | T02WV | 1 | P | AC | 11,347 | 9/3/1997 |
| | | T03WV | 1 | P | AC | 4,693 | 9/2/1976 |
| | | | 2 | P | AC | 2,749 | 9/3/1997 |
| | | T04WV | 1 | T | AC | 2,488 | 9/3/1997 |
| | | T05WV | 1 | T | AC | 2,440 | 9/3/1997 |
| | | T06WV | 1 | T | AC | 6,141 | 9/3/1998 |
| Wes Lupien Airport | OAK HARBOR | A010H | 1 | P | AC | 20,658 | 9/1/1958 |
| | | A020H | 1 | P | AC | 16,766 | 9/1/1958 |
| | | AHLD07OH | 1 | P | AC | 6,055 | 9/1/1958 |
| | | AHLD25OH | 1 | P | AC | 5,795 | 9/1/1958 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Wes Lupien Airport | OAK HARBOR | RW0725OH | 1 | P | AC | 85,076 | 9/1/1958 |
| | | TAOH | 1 | P | AC | 7,925 | 9/1/1990 |
| Western Airpark | McKENNA | A01YM | 1 | P | AC | 3,092 | 9/1/1995 |
| | | R09YM | 1 | P | AC | 15,515 | 9/1/1995 |
| | | | 2 | P | AC | 68,040 | 9/1/1995 |
| | | | 3 | P | AC | 1,950 | 9/1/1995 |
| | | T01YM | 1 | P | AC | 50,107 | 9/1/2002 |
| Westport | WESTPORT | A01WE | 1 | P | AC | 80,000 | 9/1/1993 |
| | | A02WE | 1 | P | AC | 4,886 | 9/1/1993 |
| | | R12WE | 1 | P | AC | 112,500 | 9/1/1993 |
| | | T01WE | 1 | P | AC | 17,122 | 9/1/1993 |
| | | T02WE | 1 | P | AC | 6,172 | 9/1/1993 |
| Whidbey Airpark | LANGLEY | A01LA | 1 | P | AC | 1,700 | 9/2/1996 |
| | | R16LA | 1 | P | AC | 70,010 | 7/1/2002 |
| Wilbur Municipal Airport | WILBUR | A01WL | 1 | P | AC | 61,750 | 9/1/2003 |
| | | | 2 | P | PCC | 2,880 | 9/1/1955 |
| | | A02WL | 1 | P | AC | 44,668 | 9/1/1997 |
| | | | 2 | P | PCC | 3,637 | 9/1/1955 |
| | | AHLD2WL | 1 | P | AC | 3,450 | 9/2/1997 |
| | | R02WL | 1 | P | AAC | 110,425 | 9/1/1997 |
| | | T01WL | 1 | P | AC | 15,891 | 9/1/1997 |
| | | T02WL | 1 | P | AC | 4,116 | 9/1/1997 |
| | | T03WL | 1 | P | AC | 19,986 | 9/1/1997 |
| | | T04WL | 1 | P | AC | 3,810 | 9/1/1997 |
| Willapa Harbor Airport[2] | SOUTH BEND | A01WP | 1 | P | AC | 40,307 | 9/1/1995 |
| | | R11WP | 1 | P | AAC | 36,500 | 8/1/2005 |
| | | | 2 | P | AAC | 105,820 | 8/1/2005 |
| | | | 3 | P | AAC | 60,000 | 8/1/2005 |
| | | T01WP | 1 | P | AC | 5,439 | 9/1/1995 |
| | | | 2 | P | AC | 26,394 | 9/1/1995 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Willapa Harbor Airport | SOUTH BEND | T01WP | 3 | P | AC | 17,400 | 9/1/1995 |
| | | | 4 | P | AC | 6,581 | 9/1/1995 |
| | | T02WP | 1 | P | AC | 5,258 | 9/1/1995 |
| Willard Field | TEKOA | A01TE | 1 | P | AAC | 15,696 | 10/1/1996 |
| | | A02TE | 1 | P | AAC | 2,455 | 9/1/2001 |
| | | HP01TE | 1 | P | AC | 1,600 | 9/2/2001 |
| | | R04TE | 1 | P | AAC | 56,525 | 9/1/2001 |
| | | | 2 | P | AC | 32,860 | 9/2/2001 |
| | | T01TE | 1 | P | AAC | 2,540 | 10/1/1996 |
| | | T02TE | 1 | P | AAC | 4,500 | 10/1/1996 |
| William R. Fairchild International | FORKS2 | A01PO | 1 | S | AC | 103,895 | 9/2/1979 |
| | | | 2 | S | AC | 96,222 | 9/2/1978 |
| | | | 3 | S | PCC | 3,200 | 9/2/1999 |
| | | | 4 | A | AC | 55,000 | 9/1/2000 |
| | | | 5 | A | AC | 19,716 | 9/1/2004 |
| | | A02PO | 1 | T | AAC | 6,676 | 9/1/1978 |
| | | | 2 | T | AC | 32,771 | 9/2/1942 |
| | | | 3 | T | PCC | 22,500 | 9/2/1942 |
| | | A03PO | 1 | P | AC | 91,770 | 8/1/2005 |
| | | | 2 | S | AC | 4,200 | 9/2/1978 |
| | | | 3 | S | AC | 87,122 | 9/2/1978 |
| | | A04PO | 1 | S | AC | 108,044 | 9/2/1965 |
| | | AHLD08PO | 1 | P | AAC | 17,251 | 9/1/1980 |
| | | AINDPO | 1 | T | AC | 16,500 | 9/3/1985 |
| | | | 2 | T | AC | 33,000 | 9/3/1985 |
| | | R08PO | 01A | P | AAC | 164,000 | 9/1/1989 |
| | | | 01B | P | AAC | 164,000 | 9/1/1989 |
| | | | 01C | P | AAC | 164,000 | 9/1/1989 |
| | | | 02A | P | AAC | 85,800 | 9/1/1996 |
| | | | 02B | P | AAC | 85,800 | 9/1/1996 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| William R. Fairchild International | FORKS2 | R08PO | 02C | P | AAC | 85,800 | 9/1/1996 |
| | | | 03A | P | AAC | 67,700 | 9/1/1996 |
| | | | 03B | P | AAC | 67,700 | 9/1/1996 |
| | | | 03C | P | AAC | 67,700 | 9/1/1996 |
| | | R13PO | 1 | P | AAC | 170,463 | 9/1/1978 |
| | | T01PO | 1 | S | AC | 3,897 | 9/2/1979 |
| | | T02PO | 1 | S | AC | 4,449 | 9/2/1978 |
| | | T03PO | 1 | S | AC | 4,941 | 9/3/1987 |
| | | T04PO | 1 | S | AC | 5,668 | 9/2/1970 |
| | | T05PO | 1 | S | AC | 17,496 | 9/3/1942 |
| | | T06PO | 1 | S | AC | 25,190 | 9/3/1942 |
| | | TAPO | 1 | P | AAC | 148,130 | 9/1/1980 |
| | | | 2 | P | AAC | 9,900 | 9/1/1980 |
| | | | 3 | P | AAC | 46,184 | 9/1/1978 |
| | | | 4 | P | AAC | 13,400 | 9/1/1980 |
| | | | 5 | P | AAC | 20,000 | 9/1/1978 |
| | | | 6 | P | AAC | 27,705 | 9/1/1980 |
| | | TBPO | 1 | P | AAC | 2,343 | 9/1/1996 |
| | | | 2 | P | AAC | 5,686 | 9/1/1980 |
| | | TCLPO | 1 | T | AC | 34,696 | 9/3/1942 |
| | | TCPO | 1 | P | AAC | 2,687 | 9/1/1996 |
| | | | 2 | P | AC | 5,686 | 9/2/1978 |
| | | TDPO | 1 | P | AAC | 5,988 | 9/1/1996 |
| | | | 2 | P | AAC | 10,892 | 9/1/1978 |
| | | TEPO | 1 | P | AC | 45,430 | 9/2/1942 |
| | | TFPO | 1 | P | AAC | 13,573 | 9/1/1980 |
| | | TGPO | 1 | P | AAC | 13,573 | 9/1/1980 |
| | | THPO | 1 | P | AAC | 12,887 | 9/1/1980 |
| | | TINDPO | 1 | T | AC | 52,698 | 9/3/1985 |
| | | TJPO | 1 | P | AC | 159,969 | 9/2/1942 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| William R. Fairchild International | FORKS2 | TKPO | 1 | P | AC | 4,512 | 9/2/1972 |
| Wilson Creek Airport | WILSONCREK | A01WC | 1 | P | AC | 85,995 | 9/1/2003 |
| | | R10WC | 1 | P | AC | 170,500 | 9/1/1997 |
| Woodland State | WOODLAND | R32WO | 1 | P | AC | 5,000 | 9/1/2003 |
| | | | 2 | P | AC | 51,750 | 9/1/1980 |
| | | | 3 | P | AC | 4,123 | 9/1/2003 |
| Yakima Air Terminal | YAKIMA | A01YK | 1 | S | AC | 55,399 | 6/1/2004 |
| | | ACAPYK | 1 | P | AC | 23,817 | 9/3/1942 |
| | | ACENTYK | 1 | P | AC | 75,378 | 9/3/1987 |
| | | ACUBYK | 1 | P | AC | 13,897 | 9/1/2002 |
| | | | 2 | P | AAC | 13,655 | 9/1/2002 |
| | | | 3 | P | AC | 6,852 | 9/1/2002 |
| | | ACUSTYK | 1 | P | AC | 22,649 | 6/1/1919 |
| | | ADEYK | 1 | P | AC | 78,139 | 9/3/1987 |
| | | AEASTYK | 1 | P | AC | 79,748 | 9/3/1984 |
| | | AHLD27YK | 1 | P | AAC | 18,573 | 9/1/1988 |
| | | AMCYK | 1 | P | AC | 59,613 | 9/3/1987 |
| | | ATCHLDYK | 1 | P | AC | 31,817 | 9/3/1942 |
| | | | 2 | P | AAC | 3,865 | 9/1/1995 |
| | | ATERMYK | 1 | P | PCC | 103,513 | 9/2/1967 |
| | | | 2 | P | AC | 52,111 | 9/3/1988 |
| | | | 3 | P | AAC | 65,820 | 9/3/1988 |
| | | | 4 | P | AC | 86,028 | 9/3/1988 |
| | | | 5 | P | AAC | 20,783 | 9/1/1988 |
| | | AWESTYK | 1 | P | AC | 158,764 | 9/3/1984 |
| | | R04YK | 01A | P | AAC | 62,748 | 9/1/1986 |
| | | | 01B | P | AAC | 62,116 | 9/1/1986 |
| | | | 01C | P | AAC | 60,858 | 9/1/1986 |
| | | | 02A | P | AAC | 59,364 | 9/1/1986 |
| | | | 02B | P | AAC | 63,970 | 9/1/1986 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Yakima Air Terminal | YAKIMA | R04YK | 02C | P | AAC | 64,477 | 9/1/1986 |
| | | | 03A | P | AAC | 3,868 | 9/1/1995 |
| | | | 03B | P | AAC | 3,491 | 9/1/1995 |
| | | | 03C | P | AAC | 3,718 | 9/1/1995 |
| | | | 04A | P | AAC | 15,163 | 9/1/1986 |
| | | | 04B | P | AAC | 14,900 | 9/1/1986 |
| | | | 04C | P | AAC | 14,862 | 9/1/1986 |
| | | | 05A | P | AAC | 4,874 | 9/1/1986 |
| | | | 05B | P | AAC | 4,729 | 9/1/1986 |
| | | | 05C | P | AAC | 4,587 | 9/1/1986 |
| | | | 06A | P | AAC | 35,419 | 9/1/1986 |
| | | | 06B | P | AAC | 33,646 | 9/1/1986 |
| | | | 06C | P | AAC | 31,649 | 9/1/1986 |
| | | | 07A | P | AAC | 3,949 | 9/1/1986 |
| | | | 07B | P | AAC | 3,977 | 9/1/1986 |
| | | | 07C | P | AAC | 4,024 | 9/1/1986 |
| | | | 08A | P | AAC | 18,681 | 9/1/2002 |
| | | | 08B | P | AAC | 21,542 | 9/1/1985 |
| | | | 08C | P | AAC | 21,755 | 9/1/1985 |
| | | R09YK | 01A | P | AAC | 50,460 | 9/1/1995 |
| | | | 01B | P | AAC | 57,677 | 9/1/1995 |
| | | | 01C | P | AAC | 52,240 | 9/1/1995 |
| | | | 02A | P | AAC | 24,175 | 9/1/1995 |
| | | | 02B | P | AAC | 28,918 | 9/1/1995 |
| | | | 02C | P | AAC | 25,452 | 9/1/1995 |
| | | | 03A | P | AAC | 26,917 | 9/1/1995 |
| | | | 03B | P | AAC | 31,501 | 9/1/1995 |
| | | | 03C | P | AAC | 27,511 | 9/1/1995 |
| | | | 04A | P | AAC | 27,612 | 9/1/1995 |
| | | | 04B | P | AAC | 31,046 | 9/1/1995 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Yakima Air Terminal | YAKIMA | R09YK | 04C | P | AAC | 26,891 | 9/1/1995 |
| | | | 05A | P | AAC | 99,117 | 9/1/1995 |
| | | | 05B | P | AAC | 106,212 | 9/1/1995 |
| | | | 05C | P | AAC | 91,041 | 9/1/1995 |
| | | | 06A | P | AAC | 29,600 | 9/1/1995 |
| | | | 06B | P | AAC | 26,730 | 9/1/1995 |
| | | | 06C | P | AAC | 21,153 | 9/1/1995 |
| | | | 07A | P | AAC | 6,055 | 9/1/1995 |
| | | | 07B | P | AAC | 5,610 | 9/1/1995 |
| | | | 07C | P | AAC | 4,920 | 9/1/1995 |
| | | | 08A | P | AAC | 13,943 | 9/1/1995 |
| | | | 08B | P | AAC | 13,546 | 9/1/1995 |
| | | | 08C | P | AAC | 12,782 | 9/1/1995 |
| | | | 09A | P | AAC | 11,797 | 9/1/1995 |
| | | | 09B | P | AAC | 11,233 | 9/1/1995 |
| | | | 09C | P | AAC | 10,612 | 9/1/1995 |
| | | | 10A | P | AAC | 52,778 | 9/1/1995 |
| | | | 10B | P | AAC | 51,721 | 9/1/1995 |
| | | | 10C | P | AAC | 52,385 | 9/1/1995 |
| | | | 11A | P | AAC | 20,818 | 9/1/1995 |
| | | | 11B | P | AAC | 18,858 | 9/1/1995 |
| | | | 11C | P | AAC | 18,141 | 9/1/1995 |
| | | | 12A | P | AAC | 43,898 | 9/1/1995 |
| | | | 12B | P | AAC | 36,987 | 9/1/1995 |
| | | | 12C | P | AAC | 34,525 | 9/1/1995 |
| | | TA1YK | 1 | P | AAC | 43,291 | 9/1/1988 |
| | | | 2 | P | AAC | 6,982 | 9/1/1995 |
| | | TA2YK | 1 | P | AAC | 28,278 | 9/1/1988 |
| | | | 2 | P | AAC | 4,126 | 9/1/1995 |
| | | TA3YK | 1 | P | AAC | 28,447 | 9/1/1988 |

Table A-1. Pavement inventory summary (continued).

| Airport Name | Network ID | Branch ID | Section ID | Rank[5] | Surface Type | Section Area (sf) | LCD[1] |
|---|---|---|---|---|---|---|---|
| Yakima Air Terminal | YAKIMA | TA3YK | 2 | P | AAC | 4,081 | 9/1/1995 |
| | | TA4YK | 1 | P | AC | 28,260 | 9/3/1988 |
| | | | 2 | P | AAC | 3,893 | 9/1/1995 |
| | | TA5YK | 1 | P | AC | 6,615 | 9/3/1988 |
| | | | 2 | P | AAC | 6,615 | 9/1/1995 |
| | | TAYK | 1 | P | AAC | 101,114 | 9/1/1988 |
| | | | 2 | P | AAC | 141,834 | 9/1/1988 |
| | | | 3 | P | AAC | 115,359 | 9/1/1988 |
| | | | 4 | P | AAC | 52,230 | 9/1/1988 |
| | | | 5 | P | AC | 17,686 | 9/3/1988 |
| | | | 6 | P | AAC | 39,260 | 9/1/1988 |
| | | | 7 | P | AAC | 128,452 | 9/1/1988 |
| | | TB1YK | 1 | P | AC | 16,727 | 9/2/1984 |
| | | TB2YK | 1 | P | AAC | 37,074 | 9/1/1976 |
| | | TBYK | 1 | P | AAC | 167,743 | 9/1/1976 |
| | | | 2 | P | AAC | 3,617 | 9/1/1995 |
| | | | 3 | P | AAC | 26,361 | 9/1/1988 |
| | | | 4 | P | AAC | 23,267 | 9/1/1988 |
| | | | 5 | P | AAC | 7,678 | 9/1/1985 |
| | | | 6 | P | AAC | 121,428 | 9/1/2002 |
| | | | 7 | P | AC | 70,270 | 9/1/2002 |
| | | | 8 | P | AAC | 4,865 | 9/1/2002 |
| | | TCYK | 1 | P | AC | 34,392 | 9/1/2002 |
| | | | 2 | P | AAC | 2,450 | 9/1/1988 |
| | | | 3 | P | AAC | 11,910 | 9/1/1988 |
| | | | 4 | P | AAC | 259,536 | 9/1/2005 |

[1]LCD = last construction date.
[2]Primary airport that was not inspected in 2005.
[3]This airport was not inspected in 2005 due to planned rehabilitation.
[4]This airport was not inspected in 2005 due to failed condition.
[5]Ranks are defined as follows: P – Primary, S – Secondary, T – Tertiary

Table A-2. Airport geographic region by associated city.

| Associated City | Airport Name | Geographic Region[1] |
|---|---|---|
| Anacortes | Anacortes Airport | WEST |
| Brewster | Anderson Field | NCNT |
| Arlington | Arlington Municipal Airport | WEST |
| Auburn | Auburn Municipal | WEST |
| Blaine | Blaine Municipal | WEST |
| Seattle | Boeing Field | WEST |
| Hoquiam | Bowerman Field | CSTL |
| Ellensburg | Bowers Field | SCNT |
| Bremerton | Bremerton National | WEST |
| Cashmere | Cashmere-Dryden Airport | NCNT |
| Chehalis | Chehalis - Centralia Airport | WEST |
| Chelan | Chelan Municipal Airport | NCNT |
| Cle Elum | Cle Elum Municipal Airport | SCNT |
| Colville | Colville Municipal Airport | EAST |
| Concrete | Concrete Municipal | WEST |
| Kent | Crest Airpark | WEST |
| Darrington | Darrington Municipal | WEST |
| Davenport | Davenport Airport | NCNT |
| Cle Elum | De Vere Field | SCNT |
| Deer Park | Deer Park Municipal Airport | EAST |
| Mattawa | Desert Aire | SCNT |
| Oroville | Dorothy Scott Airport | NCNT |
| Elma | Elma Municipal | WEST |
| Ephrata | Ephrata Municipal | SCNT |
| Spokane | Felts Field | EAST |
| Republic | Ferry County | NCNT |
| Monroe | Firstair Field | WEST |
| Forks | Forks Municipal | WEST |
| Friday Harbor | Friday Harbor | WEST |
| Goldendale | Goldendale Hornibrook Airport (Hornibrook Field) | WEST |
| Electric City | Grand Coulee Dam Airport | NCNT |
| Moses Lake | Grant County International Airport | SCNT |
| Camas/Washougal | Grove Field | WEST |
| Snohomish | Harvey Field Airport | WEST |
| Ione | Ione Municipal Airport | EAST |

Table A-2. Airport geographic region by associated city (continued).

| Associated City | Airport Name | Geographic Region[1] |
|---|---|---|
| Port Townsend | Jefferson County | WEST |
| Kelso | Kelso-Longview Airport (Molt Taylor Field) | WEST |
| Lind | Lind Municipal Airport | SCNT |
| Lopez | Lopez Island Airport | WEST |
| Lynden | Lynden Municipal | WEST |
| Mansfield | Mansfield Airport | NCNT |
| Walla Walla | Martin Airfield | SCNT |
| Spokane | Mead Flying Service | EAST |
| Winthrop | Methow Valley State Airport | NCNT |
| Moses Lake | Moses Lake Municipal Airport | SCNT |
| Warden | New Warden | SCNT |
| Ocean Shores | Ocean Shores Municipal | CSTL |
| Odessa | Odessa Municipal Airport | SCNT |
| Okanogan | Okanogan Legion Airport | NCNT |
| Olympia | Olympia Municipal Airport | WEST |
| Omak | Omak Municipal | NCNT |
| Eastsound | Orcas Island | WEST |
| Othello | Othello Municipal | SCNT |
| Packwood | Packwood Airport | WEST |
| Wenatchee | Pangborn Memorial Airport | NCNT |
| Vancouver | Pearson Airpark | WEST |
| Puyallup | Pierce County - Thun Field | WEST |
| Ilwaco | Port Of Ilwaco Airport | CSTL |
| Colfax | Port Of Whitman Business Center | EAST |
| Prosser | Prosser | SCNT |
| Ritzville | Pru Field | SCNT |
| Pullman/Moscow | Pullman-Moscow Regional Airport | EAST |
| Forks | Quillayute State Airport | WEST |
| Quincy | Quincy Municipal Airport | SCNT |
| Greenwater | Ranger Creek State | WEST |
| Renton | Renton Municipal | WEST |
| Richland | Richland | SCNT |
| Rosalia | Rosalia Municipal Airport | EAST |
| Chewelah | Sand Canyon Airport | EAST |
| Shelton | Sanderson Field | WEST |
| Port Angeles | Sekiu Airport | WEST |

Table A-2. Airport geographic region by associated city (continued).

| Associated City | Airport Name | Geographic Region[1] |
|---|---|---|
| Sequim | Sequim Valley Airport | WEST |
| Burlington\Mount Vernon | Skagit Regional Airport | WEST |
| Everett | Snohomish County (Paine Field) | WEST |
| Spanaway | Spanaway Airport | WEST |
| Morton | Strom Field | WEST |
| Sunnyside | Sunnyside Municipal | SCNT |
| Eatonville | Swanson Field | WEST |
| Tacoma | Tacoma Narrows Airport | WEST |
| Toledo | Toledo-Winlock Ed Carlson Memorial Field | WEST |
| Tonasket | Tonasket Municipal Airport | NCNT |
| Twisp | Twisp Municipal Airport | NCNT |
| Kennewick | Vista Field | SCNT |
| Walla Walla | Walla Walla Regional Airport | SCNT |
| Waterville | Waterville Airport | NCNT |
| Oak Harbor | Wes Lupien Airport | WEST |
| McKenna | Western Airpark | WEST |
| Westport | Westport | CSTL |
| Langley | Whidbey Airpark | WEST |
| Wilbur | Wilbur Municipal Airport | NCNT |
| South Bend/Raymond | Willapa Harbor Airport | CSTL |
| Tekoa | Willard Field | EAST |
| Port Angeles | William R. Fairchild International | WEST |
| Wilson Creek | Wilson Creek Airport | EAST |
| Woodland | Woodland State | WEST |
| Yakima | Yakima Air Terminal | SCNT |

[1]Geographic Regions are defined as follows: EAST – Eastern, NCNT – North Central, SCNT – South Central, WEST – Western, CSTL - Coastal.

U.S. Department
of Transportation

**Federal Aviation
Administration**

# Advisory Circular

| | | |
|---|---|---|
| **Subject:** GUIDELINES AND PROCEDURES FOR MAINTENANCE OF AIRPORT PAVEMENTS | **Date:** 7/14/03<br>**Initiated by:** AAS-100 | **AC No:** 150/5380-6A<br>**Change:** |

**1. PURPOSE.** This Advisory Circular (AC) provides guidelines and procedures for maintaining rigid and flexible airport pavements.

**2. CANCELLATION.** This AC cancels AC 150/5380-6, *Guidelines and Procedures for Maintenance of Airport Pavements,* dated 12/3/82.

**3. APPLICATION.** The Federal Aviation Administration (FAA) recommends these guidelines for airport pavements, as appropriate.

**4. RELATED READING MATERIAL.** The publications in Appendix 2, Bibliography, provide further guidance and technical information.

David L. Bennett
Director of Airport Safety and Standards

# CONTENTS

Paragraph Page

CHAPTER 1. INTRODUCTION TO AIRPORT PAVEMENT MAINTENANCE..... 1

1-1. PURPOSE OF ADVISORY CIRCULAR 1
1-2. BACKGROUND OF ADVISORY CIRCULAR 1

CHAPTER 2. AIRPORT PAVEMENTS: COMPOSITION AND FUNCTION ..... 3

2-1. INTRODUCTION TO AIRPORT PAVEMENTS 3
2-2. CLASSIFICATION OF AIRFIELD PAVEMENTS 3
2-3. RIGID PAVEMENT COMPOSITION AND STRUCTURE 3
FIGURE 2-1. TYPICAL RIGID PAVEMENTS STRUCTURE 3
FIGURE 2-2. TRANSFER OF WHEEL LOAD TO FOUNDATION IN RIGID PAVEMENT 4
FIGURE 2-3. FORMATION OF ICE CRYSTALS IN FROST SUSCEPTIBLE SOIL 4
2-4. FLEXIBLE PAVEMENT COMPOSITION AND STRUCTURE 5
FIGURE 2-4. TYPICAL FLEXIBLE PAVEMENT STRUCTURE 6
FIGURE 2-5. DISTRIBUTION OF LOAD STRESS IN FLEXIBLE PAVEMENT 6
2-5. AIRPORT PAVEMENT OVERLAYS 6
2-6. RECYCLED PAVEMENT STRUCTURES 6

CHAPTER 3. PAVEMENT DISTRESS ..... 7

3-1. GENERAL 7
3-2. TYPES OF PAVEMENT DISTRESS 7
3-3. CONCRETE PAVEMENT DISTRESSES 7
3-4. BITUMINOUS PAVEMENT DISTRESSES 9
3-5. DRAINAGE OF AIRPORT PAVEMENTS 10

CHAPTER 4. GUIDELINES FOR INSPECTION OF PAVEMENTS ..... 12

4-1. INTRODUCTION TO PAVEMENT INSPECTION 12
4-2. INSPECTION PROCEDURES 12
4-3. FRICTION SURVEYS 12
4-4. NONDESTRUCTIVE TESTING 13
4-5. DRAINAGE SURVEYS 13
4-6. PAVEMENT MANAGEMENT SYSTEMS 13
4-7. PAVEMENT PERFORMANCE 14
4-8. PAVEMENT MAINTENANCE MANAGEMENT PROGRAM 14

CHAPTER 5. MATERIALS AND EQUIPMENT ..... 15

5-1. GENERAL 15
5-2. COMMON MATERIALS FOR MAINTENANCE AND REPAIR 15
5-3. EQUIPMENT USED FOR PAVEMENT MAINTENANCE 16

CHAPTER 6. METHODS OF REPAIR .....19

6-1. GENERAL 19
6-2. REPAIR METHODS FOR PORTLAND CEMENT CONCRETE PAVEMENTS 19
6-3. TEMPORARY PATCHING OF CONCRETE PAVEMENTS 22
6-4. REPAIR METHODS FOR BITUMINOUS CONCRETE PAVEMENTS 23
6-5. ADDITIONAL REPAIR METHODS 25

TABLE 1. MAINTENANCE AND REPAIR OF PAVEMENT SURFACES 26

APPENDIX 1. PAVEMENT MAINTENANCE MANAGEMENT PROGRAM..... A1-1

APPENDIX 2. BIBLIOGRAPHY..... A2-1

# CHAPTER 1. INTRODUCTION TO AIRPORT PAVEMENT MAINTENANCE.

**1-1. PURPOSE OF ADVISORY CIRCULAR.** Airport managers and technical/maintenance personnel responsible for the operation and maintenance of airports continually face problems with pavement distress and deterioration. This advisory circular (AC) provides information on the types of pavement distress that occur and recommends corrective actions to undertake during preventive and remedial maintenance. The FAA recommends that airports follow ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys,* when conducting preventive maintenance inspections. This standard employs the visual distress identification and rating system known as the Pavement Condition Index (PCI).

**1-2. BACKGROUND OF ADVISORY CIRCULAR.** The aviation community has a large investment in airport pavements. The major objective in the design and construction of these pavements is to provide adequate load-carrying capacity and good ride quality necessary for the safe operation of aircraft under all weather conditions. Immediately after completion, airport pavements begin a gradual deterioration that is attributable to several factors. Traffic loads in excess of those forecast during pavement design can shorten pavement life considerably. Normal distresses in the pavement structure result from surface weathering, fatigue effects, and differential movement in the underlying subbase over a period of years. In addition, faulty construction techniques, substandard materials, or poor workmanship can accelerate the pavement deterioration process. Consequently, airport pavements require continual routine maintenance, rehabilitation, and upgrading.

**a.** Many pavements were not designed for servicing today's aircraft, which impose loads much greater than those initially considered. Also, the frequency of takeoffs and landings at many airports has increased considerably. Both factors result in accelerated deterioration of the pavement structure. To assure safe operations, airports must make special efforts to upgrade and maintain pavement serviceability.

**b.** The most effective means of preserving airport runways, taxiways, and apron pavement areas is to implement a comprehensive maintenance program. To be effective, such a program must take a coordinated, budgeted, and systematic approach to both preventive and remedial maintenance. Many airports using this approach have experienced tangible benefits. The comprehensive maintenance program should be updated annually and feature a schedule of inspections and a listing of required equipment and products. The airport should systematically make repairs and take preventive measures, when necessary, on an annual basis. A systematic approach assures continual vigilance and permits the stockpiling of maintenance materials, which assures their availability for routine and emergency maintenance.

Special Airport Improvement Program grant conditions now require many airports to develop and maintain an effective airport pavement maintenance management program. The FAA, however, also encourages airports that are not specifically required to develop maintenance programs to do so as a means of preserving their facilities. An effective pavement maintenance program can take many forms but must include several basic items, which are listed in Appendix 1. These items must be present in maintenance programs required by the FAA. They provide the core for an effective program, which can then be tailored and customized for the specific needs of the facility.

**c.** Two major elements contribute to pavement deterioration: the gradual effects of weathering and the action of aircraft traffic. Early detection and repair of pavement defects is the most important preventive maintenance procedure. Failure to perform routine maintenance during the early stages of deterioration may eventually result in serious pavement distresses that require extensive repairs that will be costly in terms of dollars and closure time. In all cases of pavement distress manifestations, the causes of the problem should first be determined. If the causes are known, an airport can select a repair method that will not only correct the present damage, but also prevent or retard its progression.

**d.** The selection of a specific rehabilitation method involves considering both economic and engineering impacts. Airports should prioritize long-term effects rather than focusing on immediate short-term remedies. They should compare the cost of rehabilitation alternatives over some finite period of time (life cycle) and consider the future economic consequences of a repair method as well as the initial rehabilitating maintenance costs.

**e.** The present or immediate costs of a pavement rehabilitation/maintenance project include actual costs of the repairs and the estimated costs that airport users will incur because of the project. Airport user costs include those experienced by airlines, fixed base operators, concession operators, and others due to traffic delays, re-routings, etc.

Future costs include those incurred later in the life cycle (depending on the life expectancy of the repair) plus the routine maintenance costs expected over the same period. A comparative analysis of these costs for the various alternatives will suggest the most economical rehabilitation scheme.

# CHAPTER 2. AIRPORT PAVEMENTS: COMPOSITION AND FUNCTION.

**2-1. INTRODUCTION TO AIRPORT PAVEMENTS.** Airport pavements are designed, constructed, and maintained to support the critical loads imposed on them and to produce a smooth, skid-resistant, and safe-riding surface. The pavement must be of such quality and thickness to ensure it will not fail under the loads imposed and be durable enough to withstand the abrasive action of traffic, adverse weather conditions, and other deteriorating influences. To ensure the necessary strength of the pavement and to prevent unmanageable distresses from developing, the airport should consider various design, construction, and material-related parameters. This chapter helps airports assess these parameters by providing information on the composition of pavement sections and the functional aspects of flexible and rigid pavement components.

**2-2. CLASSIFICATION OF AIRPORT PAVEMENTS.** Generally, pavements fall into two classes:

**a. Rigid pavements**

**b. Flexible pavements**

Combinations of different pavement types and stabilized layers form complex pavements that can be classified as variations of the normal rigid and flexible types. Overlay pavements—existing pavement structures that are overlaid by either of the pavement types—are also common.

**2-3. RIGID PAVEMENT COMPOSITION AND STRUCTURE.** Rigid pavements normally use Portland cement concrete as the prime structural element. Depending on conditions, engineers may design the pavement slab with plain, lightly reinforced, continuously reinforced, prestressed, or fibrous concrete. The concrete slab usually lies on a compacted granular or treated subbase, which is supported, in turn, by a compacted subgrade. The subbase provides uniform stable support and may provide subsurface drainage. The concrete slab has considerable flexural strength and spreads the applied loads over a large area. Figure 2-1 illustrates a typical rigid pavement structure. Rigid pavements have a high degree of rigidity. Figure 2-2 show how this rigidity and the resulting beam action enable rigid pavements to distribute loads over large areas of the subgrade. Better pavement performance requires that support for the concrete slab be uniform. Rigid pavement strength is most economically built into the concrete slab itself with optimum use of low-cost materials under the slab.

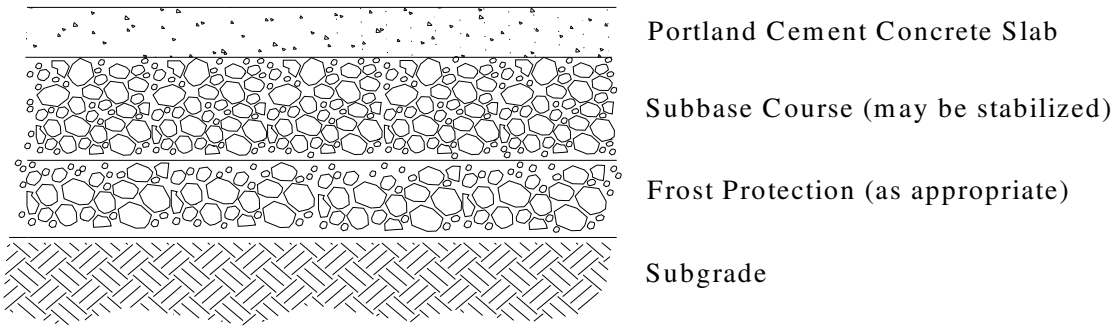


**FIGURE 2-1. TYPICAL RIGID PAVEMENT STRUCTURE.**

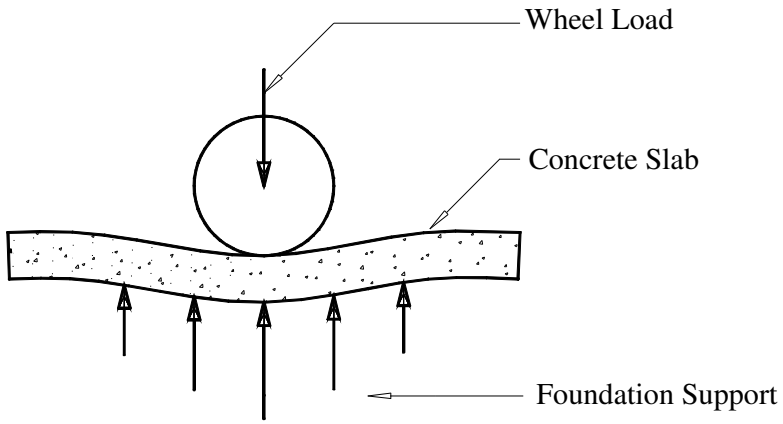


**FIGURE 2-2. TRANSFER OF WHEEL LOAD TO FOUNDATION IN RIGID PAVEMENT STRUCTURE.**

**a. Concrete Slab (Surface Layer).** The concrete slab provides structural support to the aircraft, provides a skid-resistant surface, and prevents the infiltration of excess surface water into the subbase.

**b. Subbase.** The subbase provides uniform stable support for the pavement slab. The subbase also serves to control frost action, provide subsurface drainage, control swelling of subgrade soils, provide a stable construction platform for rigid pavement construction, and prevent mud pumping of fine-grained soils. Rigid pavements generally require a minimum subbase thickness of 4 inches (100 mm).

**c. Stabilized Subbase.** All new rigid pavements designed to accommodate aircraft weighing 100,000 pounds (45,000 kg) or more must have a stabilized subbase. The structural benefit imparted to a pavement section by a stabilized subbase is reflected in the modulus of subgrade reaction assigned to the foundation.

**d. Frost Protection Layer.** In areas where freezing temperatures occur and where frost-susceptible soil with a high ground water table exists, engineers must consider frost action when designing pavements. Frost action includes both frost heave and loss of subgrade support during the frost-melt period. Frost heave may cause a portion of the pavement to rise because of the nonuniform formation of ice crystals in a frost-susceptible material (see Figure 2-3). Thawing of the frozen soil and ice crystals may cause pavement damage under loads. The frost protection layer functions as a barrier against frost action and frost penetration into the lower frost-susceptible layers.

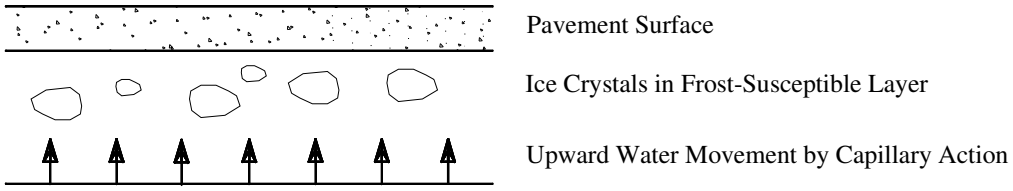


**FIGURE 2-3. FORMATION OF ICE CRYSTALS IN FROST-SUSCEPTIBLE SOIL.**

**e. Subgrade.** The subgrade is the compacted soil layer that forms the foundation of the pavement system. Subgrade soils are subjected to lower stresses than the surface and subbase courses. These stresses decrease with depth, and the controlling subgrade stress is usually at the top of the subgrade unless unusual conditions exist. Unusual conditions, such as a layered subgrade or sharply varying water content or densities, may change the locations of the controlling stress. The soils investigation should check for these conditions. The pavement above the subgrade must be capable of reducing stresses imposed on the subgrade to values that are low enough to prevent excessive distortion or displacement of the subgrade soil layer.

Since subgrade soils vary considerably, the interrelationship of texture, density, moisture content, and strength of subgrade material is complex. The ability of a particular soil to resist shear and deformation will vary with its density and moisture content. In this regard, the soil profile of the subgrade requires careful examination. The soil profile is the vertical arrangement of layers of soils, each of which may possess different properties and conditions. Soil conditions are related to the ground water level, presence of water-bearing strata, and the properties of the soil, including soil density, particle size, moisture content, and frost penetration. Since the subgrade soil supports the pavement and the loads imposed on the pavement surface, it is critical to examine soil conditions to determine their effect on grading and paving operations and the need for underdrains.

**2-4. FLEXIBLE PAVEMENT COMPOSITION AND STRUCTURE.** Flexible pavements support loads through bearing rather than flexural action. They comprise several layers of carefully selected materials designed to gradually distribute loads from the pavement surface to the layers underneath. The design ensures the load transmitted to each successive layer does not exceed the layer's load-bearing capacity. A typical flexible pavement section is shown in Figure 2-4. Figure 2-5 depicts the distribution of the imposed load to the subgrade. The various layers composing a flexible pavement and the functions they perform are described below:

**a. Bituminous Surface (Wearing Course).** The bituminous surface, or wearing course, is made up of a mixture of various selected aggregates bound together with asphalt cement or other bituminous binders. This surface prevents the penetration of surface water to the base course; provides a smooth, well-bonded surface free from loose particles, which might endanger aircraft or people; resists the stresses caused by aircraft loads; and supplies a skid-resistant surface without causing undue wear on tires.

**b. Base Course.** The base course serves as the principal structural component of the flexible pavement. It distributes the imposed wheel load to the pavement foundation, the subbase, and/or the subgrade. The base course must have sufficient quality and thickness to prevent failure in the subgrade and/or subbase, withstand the stresses produced in the base itself, resist vertical pressures that tend to produce consolidation and result in distortion of the surface course, and resist volume changes caused by fluctuations in its moisture content. The materials composing the base course are select hard and durable aggregates, which generally fall into two main classes: stabilized and granular. The stabilized bases normally consist of crushed or uncrushed aggregate bound with a stabilizer, such as Portland cement or bitumen. The quality of the base course is a function of its composition, physical properties, and compaction of the material.

**c. Subbase.** This layer is used in areas where frost action is severe or the subgrade soil is extremely weak. The subbase course functions like the base course. The material requirements for the subbase are not as strict as those for the base course since the subbase is subjected to lower load stresses. The subbase consists of stabilized or properly compacted granular material.

**d. Frost Protection Layer.** Some flexible pavements require a frost protection layer. This layer functions the same way in either a flexible or a rigid pavement. (See paragraph 2-3d.)

**e. Subgrade.** The subgrade is the compacted soil layer that forms the foundation of the pavement system. Subgrade soils are subjected to lower stresses than the surface, base, and subbase courses. Since load stresses decrease with depth, the controlling subgrade stress usually lies at the top of the subgrade. The combined thickness of subbase, base, and wearing surface must be great enough to reduce the stresses occurring in the subgrade to values that will not cause excessive distortion or displacement of the subgrade soil layer. (See paragraph 2-3e for factors affecting subgrade behavior.)

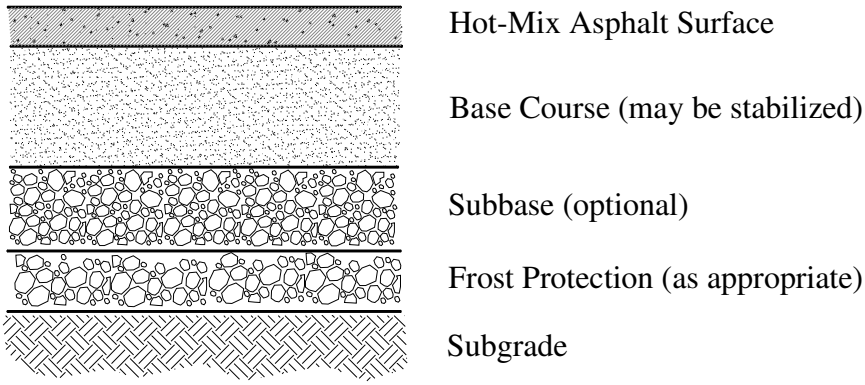


**FIGURE 2-4. TYPICAL FLEXIBLE PAVEMENT STRUCTURE.**

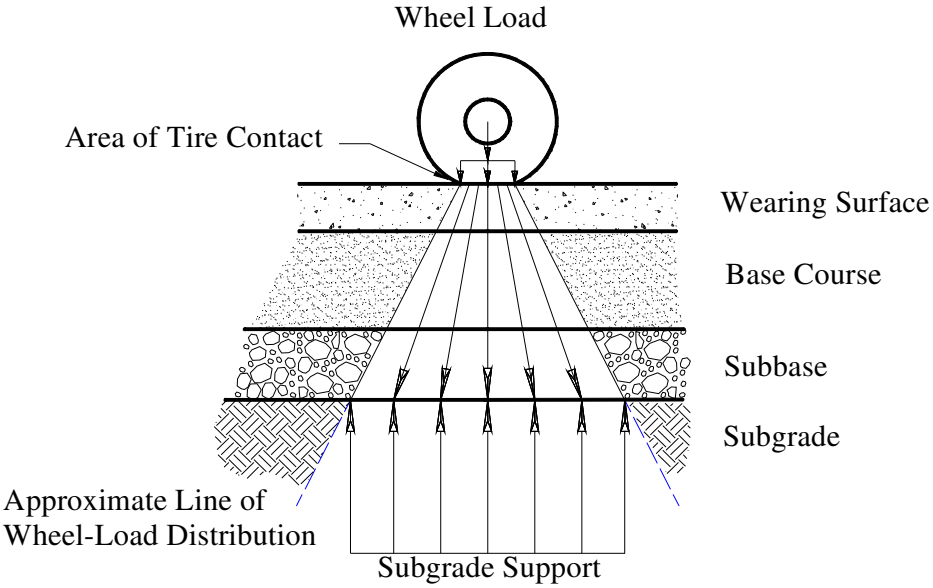


**FIGURE 2-5. DISTRIBUTION OF LOAD STRESS IN FLEXIBLE PAVEMENT.**

**2-5. AIRPORT PAVEMENT OVERLAYS.** Airport pavement overlays may correct deteriorating pavement surfaces, improve ride quality or surface drainage, maintain structural integrity, or increase pavement strength. Overlays are used when a pavement is damaged by overloading, requires strengthening to serve heavier aircraft, shows severe ponding because of uneven settling, or has simply served its design life and is worn out. Airport pavement overlays generally consist of either Portland cement concrete or bituminous concrete, and the resulting pavement system may be classified as either rigid or flexible for load-support purposes.

**2-6. RECYCLED PAVEMENT STRUCTURES.** The pavement elements discussed in paragraphs 2-4 and 2-5 also apply to pavements composed of recycled layers except that in-situ materials are recycled and used in place of importing selected materials. In-situ materials may be crushed, blended, rehandled, and/or treated to produce a controlled pavement layer. Recycled layers may make up the entire pavement structure or be used in combination with existing and/or new pavement layers.

# CHAPTER 3. PAVEMENT DISTRESS.

**3-1. GENERAL.** Various external signs or indicators make the deterioration of a pavement apparent, and often reveal the probable causes of the failure. This chapter provides a detailed discussion and description of the types of pavement distress and relates them to likely causal factors.

**3-2. TYPES OF PAVEMENT DISTRESS.** The discussions of problems related to pavement distress are generally based on whether the pavement has a concrete or bituminous surface type. However, while different distresses possess their own particular characteristics, the various types generally fall into one of the following broad categories:

**a.** Cracking

**b.** Distortion

**c.** Disintegration

**d.** Loss of skid resistance

ASTM D 5340, *Test Method for Airport Pavement Condition Surveys,* provides detailed examples of each distress. The Pavement-Transportation Computer Assisted Structural Engineering (PCASE) software package and the Department of Defense Unified Facilities Guide include similar examples. The PCASE software is available from the U.S. Army Corp of Engineers at **http://www.pcase.com**. The Unified Facilities Guide is available from several sources, including **http://www.ccb.org/ufgs/ufgs.htm** and **http://65.204.17.188/report/doc_ufc.html**.

**3-3. CONCRETE PAVEMENT DISTRESSES.**

**a. Cracking.** Cracks in concrete pavements often result from stresses caused by expansion and contraction or warping of the pavement. Overloading, loss of subgrade support, and insufficient and/or improperly cut joints acting singly or in combination are also possible causes. Several different types of cracking can occur:

**(1) Longitudinal, Transverse, and Diagonal Cracks.** A combination of repeated loads and shrinkage stresses usually causes this type of distress. It is characterized by cracks that divide the slab into two or three pieces. These types of cracks can indicate poor construction techniques or weak underlying pavement layers.

**(2) Corner Breaks.** Load repetition, combined with loss of support and curling stresses, usually causes cracks at the slab corner. The lack of support may be caused by pumping or loss of load transfer at the joint. This type of break is characterized by a crack that intersects the joints at a distance less than or equal to one-half of the slab length on both sides, measured from the corner of the slab. A corner crack differs from a corner spall in that the crack extends vertically through the entire slab thickness; a corner spall intersects the joint at an angle.

**(3) Durability "D" Cracking.** "D" cracking usually appears as a pattern of cracks running in the vicinity of and parallel to a joint or linear crack. It is caused by the concrete's inability to withstand environmental factors such as freeze-thaw cycles because of variable expansive aggregates. This type of cracking may eventually lead to disintegration of the concrete within 1 to 2 feet (30 to 60 cm) of the joint or crack.

**(4) Joint Seal Damage.** Joint seal damage is any condition that enables soil or rocks to accumulate in the joints or that allows infiltration of water. Accumulation of materials prevents the slabs from expanding and may result in buckling, shattering, or spalling. Water infiltration through joint seal damage can cause pumping or deterioration of the subbase. Typical types of joint seal damage include stripping of joint sealant, extrusion of joint sealant, hardening of the filler (oxidation), loss of bond to the slab edges, and absence of sealant in the joint. Joint seal damage is caused by improper joint width, use of the wrong type of sealant, incorrect application, and/or not properly cleaning the joint before sealing.

**(5) Shattered Slab.** A shattered slab is defined as a slab where intersecting cracks break up the slab into four or more pieces. This is caused by overloading and/or inadequate foundation support.

**b. Disintegration.** Disintegration is the breaking up of a pavement into small, loose particles and includes the dislodging of aggregate particles. Improper curing and finishing of the concrete, unsuitable aggregates, and improper mixing of the concrete can cause this distress. Disintegration falls into four categories:

**(1) Scaling, Map Cracking, and Crazing.** Scaling is the disintegration and loss of the wearing surface. A surface weakened by improper curing or finishing and freeze-thaw cycles can lead to scaling. Map cracking or crazing refers to a network of shallow hairline cracks that extend only through the upper surface of the concrete. Crazing usually results from improper curing and/or finishing of the concrete and may lead to scaling of the surface. Alkali-Silica Reactivity (ASR) is another source of distress associated with map cracking. ASR is caused by an expansive reaction between aggregates containing silica and alkaline pore solutions of the cement paste.

**(2) Joint Spalling.** Joint spalling is the breakdown of the slab edges within 2 feet (60 cm) of the side of the joint. A joint spall usually does not extend vertically through the slab but intersects the joint at an angle. Joint spalling often results from excessive stresses at the joint or crack caused by infiltration of incompressible materials or weak concrete at the joint (caused by overworking) combined with traffic loads. Joint spalling also results when dowels, which can prevent slab movement, become misaligned either through improper placement or improper slippage preparation.

**(3) Corner Spalling.** Corner spalling is the raveling or breakdown of the slab within approximately 2 feet (60 cm) of the corner. It differs from a corner break in that the spall usually angles downward to intersect the joint, while a break extends vertically through the slab. The same mechanisms that causes joint spalling often causes corner spalling, but this type of distress may appear sooner because of increased exposure.

**(4) Blowups.** Blowups usually occur at a transverse crack or joint that is not wide enough to permit expansion of the concrete slabs. . Insufficient width may result from infiltration of incompressible materials into the joint space or by gradual closure of the joint caused by expansion of the concrete due to ASR. When expansive pressure cannot be relieved, a localized upward movement of the slab edges (buckling) or shattering will occur in the vicinity of the joint. Blowups normally occur only in thin pavement sections, although blowups can also appear at drainage structures (manholes, inlets, etc.). The frequency and severity of blowups may increase with an asphalt overlay due to the additional heat absorbed by the dark asphalt surface. They generally occur during hot weather because of the additional thermal expansion of the concrete.

**c. Distortion.** Distortion refers to a change in the pavement surface's original position, and it results from foundation settlement, expansive soils, frost-susceptible soils, or loss of fines through improperly designed subdrains or drainage systems. Two types of distortion generally occur:

**(1) Pumping.** The deflection of the slab when loaded may cause pumping, which is characterized by the ejection of water and subgrade (or subbase) material through the joints or cracks in a pavement. As the water is ejected, it carries particles of gravel, sand, clay, or silt with it, resulting in a progressive loss of pavement support that can lead to cracking. Evidence of pumping includes surface staining and base or subgrade material on the pavement close to joints or cracks. Pumping near joints indicates poor joint-load transfer, a poor joint seal, and/or the presence of ground water.

**(2) Settlement or Faulting.** Settlement or faulting is a difference in elevation at a joint or crack caused by upheaval or nonuniform consolidation of the subgrade or subbase material. This condition may result from loss of fines, frost heave, loss of load transfer device (key, dowel, etc.), or swelling soils.

**d. Skid Resistance.** Skid resistance refers to the ability of a pavement to provide a surface with the desired friction characteristics under all weather conditions. It is a function of the surface texture or the buildup of contaminants.

**(1) Polished Aggregates.** Some aggregates become polished quickly under traffic. Naturally polished aggregates create skid hazards if used in the pavement without crushing. Crushing the naturally polished aggregates creates rough angular faces which provide good skid resistance.

**(2) Contaminants.** Rubber deposits building up over a period of time will reduce the surface friction characteristics of a pavement. Oil spills and other contaminants will also reduce the surface friction characteristics.

**3-4. BITUMINOUS PAVEMENT DISTRESSES.**

**a. Cracking.** Cracks in bituminous pavements are caused by deflection of the surface over an unstable foundation, shrinkage of the surface, thermal expansion and contraction of the surface, poorly constructed lane joints, or reflection cracking. Five types of cracks commonly occur in these types of pavements:

**(1) Longitudinal and Transverse Cracks.** Longitudinal and transverse cracks often result from shrinkage or contraction of the bituminous concrete surface. Shrinkage of the surface material is caused by oxidation and age hardening of the asphalt material. Contraction is caused by thermal fluctuations. Poorly constructed lane joints may accelerate the development of longitudinal cracks.

**(2) Alligator or Fatigue Cracking.** Alligator cracks refer to interconnected cracks that form a series of small blocks resembling alligator skin. They may be caused by fatigue failure of the bituminous surface under repeated loading or by excessive deflection of the asphalt surface over a weakened or under-designed foundation. The weakened support is usually the result of water saturation of the bases or subgrade.

**(3) Block Cracking.** Shrinkage of the asphalt concrete and daily temperature cycling, which results in daily stress/strain cycling, causes block cracking. These are interconnected cracks that divide the pavement into approximately rectangular pieces. This type of distress usually indicates that the asphalt has hardened significantly. Block cracking generally occurs over a large portion of the pavement area and may sometimes occur only in nontraffic areas.

**(4) Slippage Cracks.** Slippage cracks appear when braking or turning wheels cause the pavement surface to slide and deform. This usually occurs when there is a low-strength surface mix or poor bond between the surface and the next layer of the pavement structure. These cracks are crescent or half-moon-shaped with the two ends pointing away from the direction of traffic.

**(5) Reflection Cracking.** Vertical or horizontal movements in the pavement beneath an overlay cause this type of distress. These movements may be due to expansion and contraction caused by temperature and moisture changes or traffic loads. The cracks in asphalt overlays reflect the crack pattern in the underlying pavement. They occur most frequently in asphalt overlays on Portland cement concrete pavements. However, they may also occur on overlays of asphalt pavements wherever cracks in the old pavement have not been properly repaired.

**b. Disintegration.** Disintegration in a bituminous pavement is caused by insufficient compaction of the surface, insufficient asphalt in the mix, loss of adhesion between the asphalt coating and aggregate particles, or overheating of the mix. The most common type of disintegration in bituminous pavements is raveling. Raveling is the wearing away of the pavement surface caused by the dislodging of aggregate particles and the loss of asphalt binder. As the raveling continues, larger pieces are broken free, and the pavement takes on a rough and jagged appearance.

**c. Distortion.** Distortion in bituminous pavements is caused by foundation settlement, insufficient compaction of the pavement courses, lack of stability in the bituminous mix, poor bond between the surface and the underlying layer of the pavement structure, and swelling soils or frost action in the subgrade. Four types of distortion commonly occur:

**(1) Rutting.** A rut is characterized by a surface depression in the wheel path. In many instances, ruts become noticeable only after a rainfall when the wheel paths fill with water. This type of distress is caused by a permanent deformation in any one of the pavement layers or subgrade, resulting from the consolidation or displacement of the materials due to traffic loads.

**(2) Corrugation and Shoving.** Corrugation results from a form of plastic surface movement typified by ripples across the surface. Shoving is a form of plastic movement resulting in localized bulging of the pavement surface. Corrugation and shoving can be caused by a lack of stability in the mix and a poor bond between material layers.

**(3) Depression.** Depressions are localized low areas of limited size. In many instances, light depressions become noticeable only after a rain, when ponding creates "birdbath" areas. Depressions may result from traffic

heavier than that for which the pavement was designed, localized settlement of the underlying pavement layers, or poor construction methods.

**(4) Swelling.** An upward bulge in the pavement's surface characterizes swelling. It may occur sharply over a small area or as a longer gradual wave. Both types of swell may be accompanied by surface cracking. A swell is usually caused by frost action in the subgrade or by swelling soil.

**d. Loss of Skid Resistance.** Factors that decrease the skid resistance of a pavement surface and can lead to hydroplaning include too much asphalt in the bituminous mix, too heavy a tack coat, poor aggregate subject to wear, and buildup of contaminants. In bituminous pavements, a loss of skid resistance may result from the following:

**(1) Bleeding.** Bleeding is characterized by a film of bituminous material on the pavement surface that resembles a shiny, glass-like, reflecting surface that usually becomes quite sticky. It is caused by excessive amounts of asphalt cement or tars in the mix and/or low air-void content and occurs when asphalt fills the voids in the mix during hot weather and then expands out onto the surface of the pavement. Bleeding may also result when an excessive tack coat is applied prior to placement of the asphalt surface material. Since the bleeding process is not reversible during cold weather, asphalt or tar will accumulate on the surface. Extensive bleeding may cause a severe reduction in skid resistance.

**(2) Polished Aggregate.** Aggregate polishing is caused by repeated traffic applications. It occurs when the aggregate extending above the asphalt is either very small, of poor quality, or contains no rough or angular particles to provide good skid resistance.

**(3) Fuel Spillage.** Continuous fuel spillage on a bituminous surface will soften the asphalt. Areas subject to only minor fuel spillage will usually heal without repair, and only minor damage will result.

**(4) Contaminants.** Accumulation of rubber on the pavement surface will reduce the skid resistance of a pavement. Buildup of rubber deposits in pavement grooves will reduce the effectiveness of the grooves and increase the likelihood of hydroplaning

## 3-5. DRAINAGE OF AIRPORT PAVEMENTS.

**a**. A proper drainage system is essential to preventive maintenance. Probably no other factor plays such an important role in determining the ability of a pavement to withstand the effects of weather and traffic. The drainage system collects and removes surface water runoff, removes excess underground water, lowers the water table, and protects all slopes from erosion. An inadequate drainage system can cause saturation of the subgrade and subbase, damage to slopes by erosion, and loss of the load-bearing capacity of the paved surfaces. Whenever pavement failure occurs, the airport should investigate the possibility of deficient drainage.

**b**. The damage mechanism of free water in the pavement system is related to the amount of free water in the boundaries between the structural layers of the pavement system. When water fills the voids and spaces at the boundaries between layers, heavy wheel loads applied to the surface of the pavement produce impacts on the water comparable to a water-hammer type of action. The resulting water pressure causes erosion of the pavement structure and ejection of the material out of the pavement.

**c**. There are two general classes of drainage systems: surface and subsurface. Classification depends on whether the water is on or below the surface of the ground at the point where it is first intercepted or collected for disposal. Where both types of drainage are required, it is generally good practice for each system to function independently.

**(1) Surface Drainage.** Surface drainage controls, collects, and disposes of water from rainstorms and melting snow and ice that accumulate on the surface of the pavement and nearby ground. Surface drainage of pavements is achieved by constructing the pavement surface and adjacent ground in a way that allows for adequate runoff. The water may be collected at the edges of the paved surface in ditches, gutters, and catch basins. Surface water should not be allowed to enter a subdrainage system as it often contains soil particles in suspension. As the water percolates through the granular material of the subdrain, these particles cause it to silt up. Inevitably, some water will enter the pavement structure through cracks, open joints, and other surface openings, but this penetration may be kept to a minimum by proper surface maintenance procedures.

**(2) Subsurface Drainage.** Subsurface drainage is provided for the pavement by a permeable layer of aggregate or permeable stabilized layers—such as cement-treated or asphalt-treated layers under the full width of the traveled way—with longitudinal pipes for collecting the water and outlet pipes for rapid removal of the water from the subsurface drainage system. Subsurface drains may also consist of perforated collection pipes or conduits in a permeable sand or gravel trench encased in geotextiles with outlet pipes. These systems remove excess water from pavement foundations to prevent weakening of the base and subgrade and to reduce damage from frost action. Subsurface drainage trenches placed at the pavement edge also prevent surface runoff moisture from entering the pavement structure from the pavement perimeter.

**d.** The current version of AC 150/5320-5, *Airport Drainage*, contains additional guidance and technical information.

# CHAPTER 4. GUIDELINES FOR INSPECTION OF PAVEMENTS.

**4-1. INTRODUCTION TO PAVEMENT INSPECTION.** This chapter presents guidelines and procedures for inspection of airport pavements. Airports should prioritize the upkeep and repair of all pavement surfaces in the aircraft operating areas of the airport to ensure continued safe aircraft operations. While deterioration of the pavements from usage and exposure to the environment cannot be completely prevented, a timely and effective maintenance program can minimize this deterioration. Adequate and timely maintenance is the greatest single means of controlling pavement deterioration. Many cases exist where inadequate maintenance characterized by the absence of a vigorously followed inspection program directly attributed to failures of airport pavements and drainage features. It should be noted that maintenance, no matter how effectively carried out, cannot overcome or compensate for a major design or construction inadequacy. However, it can prevent the total and possibly disastrous failure that can result from such deficiencies. The maintenance inspection can reveal at an early stage where a problem exists and thus provide enough warning and time to permit corrective action. Postponement of minor maintenance can develop into a major pavement repair project.

Although there are numerous distress types associated with airfield pavements, a particular concern on airfield pavements is the possibility that pavement distress will generate loose material that may strike aircraft propellers or be ingested into jet engines. This loose material and the resulting damage are commonly labeled as foreign object debris/damage (FOD). FOD can cause considerable damage to an aircraft and increase the cost of maintaining the aircraft in a safe operating condition. More important, FOD can cause undetected damage to an aircraft, making it unsafe to operate. In addition to the pavement inspection procedures noted below, all pavement inspections should address the issue of FOD to minimize its potential hazard. The most recent version of AC 150/5380-5, *Debris Hazards at Civil Airports,* provides guidance on reducing FOD hazards.

**4-2. INSPECTION PROCEDURES.** Maintenance is an ongoing process and a critical responsibility of airport personnel. Truly effective maintenance programs require a series of scheduled, periodic inspections or surveys, conducted by experienced engineers, technicians, or maintenance personnel. These surveys must be controlled to ensure that each element or feature being inspected is thoroughly checked, potential problem areas are identified, and proper corrective measures are recommended. The maintenance program must provide for adequate followup of the inspection to ensure that the corrective work is expeditiously accomplished and recorded. Although the organization and scope of maintenance activities will vary in complexity and degree from airport to airport, the general types of maintenance required are similar, regardless of airport size or extent of development.

**a. Inspection Schedules.** The airport is responsible for establishing a schedule for pavement inspections. Inspection schedules should ensure that all areas, particularly those that are not observed daily, are thoroughly checked. All paved areas should be inspected at least twice a year. In temperate climates, inspections should occur once in the spring and once in the fall. Severe storms or other conditions that may adversely affect the pavement may necessitate additional thorough inspections. Airport personnel should also solicit reports from airport users and conduct daily drive-by-type inspections.

**b. Record keeping.** The airport should prepare and maintain complete records of all inspections and maintenance performed. These records should document the severity level of existing distress types, their locations, their probable causes, remedial actions, and results of follow up inspections and maintenance. In addition, the files should contain information on potential problem areas and preventive or corrective measures identified. Records of materials and equipment used to perform all maintenance and repair work should also be kept on file for future reference. Such records may be used later to identify materials and remedial measures that may reduce maintenance costs and improve pavement serviceability.

**4-3. FRICTION SURVEYS.** Airports should maintain runway pavements that provide surfaces with good friction characteristics under all weather conditions. Parameters that affect the skid resistance of wet pavement surfaces include the following:

**a.** Texture depth

**b.** Rubber deposits

**c.** Paint marking

**d.** Pavement abnormalities, such as rutting, raveling, and depression

Visual observations made during a pavement inspection are an inadequate predictor of skid resistance. The current version of AC 150/5320-12, *Measurement, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces*, provides guidance on frequency and procedures for conducting friction surveys.

**4-4. NONDESTRUCTIVE TESTING.** In addition to collecting information from visual inspections of the pavement area and about runway history, airports should consider collecting data from nondestructive testing. Such data are used to evaluate the pavement load-carrying capacity. Loads are applied to the pavement through loading plates or wheels, and the pavement deflection response is recorded. The stiffness or strength of the airport pavement can be related to the magnitude of these deflections. Nondestructive testing involves a large number of readings, and a statistical average is used. Instructions for taking the measurements and evaluating the test results to determine the load-carrying capacity of the pavement structure are contained in the current version of AC 150/5370-11, *Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements*.

**4-5. DRAINAGE SURVEYS.** The maintenance program should take into account the importance of adequate drainage of surface and ground water because water is directly or partly responsible for many pavement failures and deterioration. Sufficient drainage for collection and disposal of surface runoff and excess ground water is vital to the stability and serviceability of pavement foundations. Trained personnel should conduct periodic and complete inspections of drainage systems and record and correct defective conditions of surface and subsurface drainage systems. Runway and taxiway edge drains and catch basins should be inspected at intervals (i.e., spring, summer, fall, and winter) and monitored following unusually heavy rainfall. The personnel making the inspection should look for distress signals that may indicate impending problems. These distress signals include the following:

**a.** Ponding of water

**b.** Soil buildup at pavement edge preventing runoff

**c.** Eroded ditches and spill basins

**d.** Broken or displaced inlet grates or manhole covers

**e.** Clogged or silted inlet grates and manhole covers

**f.** Blocked subsurface drainage outlets

**g.** Broken or deformed pipes

**h.** Backfill settlement over pipes

**i.** Erosion around inlets

**j.** Generally poor shoulder shaping and random erosion

**k.** Discoloration of pavement at joints or cracks

**4-6. PAVEMENT MANAGEMENT SYSTEMS.** Pavement management systems (PMSs) provide airports with one method of establishing an effective maintenance and repair system. A PMS is a systematic and consistent procedure for scheduling maintenance and rehabilitation based on maximizing benefits and minimizing costs. A pavement management system not only evaluates the present condition of a pavement, but also can predict its future condition with a pavement condition indicator. By projecting the rate of deterioration, a PMS can facilitate a life-cycle cost analysis for various alternatives and help determine when to apply the best alternative.

**a**. The primary component of any PMS is the ability to track a pavement's deterioration and determine the cause of the deterioration. This requires an evaluation process that is objective, systematic, and repeatable. One such process is the Pavement Condition Index (PCI). The PCI is a rating of the surface condition of a pavement and measures functional performance but will also provide some indication of structural performance. Periodic PCI determinations on the same pavement will show the change in performance level over time. The PCI is determined

in accordance with procedures contained in ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys*.

**b**. The current version of AC 150/5380-7, *Pavement Management System,* outlines the basic concepts of a PMS.

**4-7. PAVEMENT PERFORMANCE.** Airports can use the pavement condition survey in conjunction with the PCI to develop pavement performance data. Distress intensity recorded over time helps determine how the pavement is performing. The rate at which the distress intensity increases is a good indicator of the pavement performance.

**4-8. PAVEMENT MAINTENANCE MANAGEMENT PROGRAM.** Any airport requesting Federal funds for a project to replace or reconstruct a pavement under the airport grant assistance program must have implemented a pavement maintenance program. Appendix 1 contains the minimum requirements for such a program.

# CHAPTER 5. MATERIALS AND EQUIPMENT.

**5-1. GENERAL.** Normal day-to-day pavement maintenance requires only hand tools, but some maintenance necessitates specialized equipment. For example, cleaning out joints in PCC pavements is best accomplished with hand-operated, motor-driven machines especially designed for the task. Specialized sawing equipment may be required to establish the proper joint sealant shape dimension when sealing cracks in asphalt pavement. Equipment to apply nontoxic herbicides may be necessary to prevent weeds from growing until sealant materials can be applied. Expedient plow-type devices also aid in removing old joint material. Joint sealing can be accomplished by hand pouring from kettles with narrow spouts, but some sealing materials require pressure application with specialized equipment.

Most normal maintenance projects, however, require the following:

**a. Mechanical Hammers.** Mechanical hammers can be used to break concrete slabs for easy removal. These hammers can also drill slabs. When using mechanical hammers, maintenance staff should take precautions to avoid damaging adjacent slabs.

**b. Trailer-Type Asphalt Kettles.** The use of trailer-type asphalt kettles can expedite patching and spot sealing. Kettles equipped with a powered hand-spray bar are valuable maintenance and repair items.

**c. Compaction Equipment.** Compaction of asphalt patches and subbase repairs can be accomplished with hand tampers, but small vibrating compactors produce better and more-uniform results. These vibrating compactors are easy to operate, are transportable in small vehicles, work well in confined areas, and do an excellent job.

**d. Distributors.** A large-scale project such as seal coating an extensive area requires specialized equipment, including pressure distributors for bitumen, aggregate spreaders, and rollers. Generally, contractors or others organized for such large-scale activities should perform this type of work.

**e. Work Crew.** Two to six people, trained in the various techniques of repairing and familiar with the tools available to them, can perform the routine maintenance required by pavement surfaces. If the work requires more staff, it will probably be a major repair and require methods, materials, and equipment beyond those used for normal maintenance.

**5-2. COMMON MATERIALS FOR MAINTENANCE AND REPAIR.** The materials listed below are commonly used for maintenance and repair of pavements.

**a. Bituminous Concrete.** Bituminous concrete is a blend of asphalt cement and well-graded, high-quality aggregates. The materials are mixed in a plant and placed and compacted while hot. Bituminous concrete is used for patching and overlay of airfield pavements.

**b. Tack Coat.** A tack coat, usually a light application of emulsified asphalt, is applied to an existing pavement to provide a bond with an overlying course, such as a bituminous overlay. A tack coat is also used on the sides of an existing pavement that has been cut vertically before patching. Asphalt emulsions are manufactured in several grades and are selected by the desired setting time.

**c. Prime Coat.** A prime coat of emulsified or cutback asphalt is applied to a nonbituminous base course for the following purposes:

(1) To waterproof the surface of the base

(2) To plug capillary voids

(3) To promote adhesion between the base and the surface course

**d. Fog Seal.** A fog seal is a light application of emulsified asphalt used to rejuvenate the surface of a bituminous pavement.

**e. Aggregate Seal.** Used to seal the surface of weathered pavements, aggregate seals consist of sprayed asphalts that are immediately covered with aggregate and rolled. The FAA does not recommend aggregate seals for airfield pavements because of the potential for propeller and engine damage caused by loose aggregates.

**f. Slurry Seal.** A slurry seal is a mixture of asphalt emulsion, fine aggregate, mineral filler, and water. The mixture is prepared in slurry form and applied in a film approximately 1/8 inch (3 mm) thick. Slurry seals are used to seal small cracks, correct surface conditions, and improve the skid resistance of pavement surfaces.

**g. Coal-Tar Sealer.** Coal-tar sealer is a coal-tar-base product designed to coat the surface and protect the pavement against fuel spill damage and the intrusion of air and water. It is cold applied and should be periodically reapplied and maintained.

**h. Crack and Joint Sealing Material for Bituminous Pavement.** Material for sealing cracks should meet ASTM standards for the type of pavement and service for which the pavement is intended.

**(1)** ASTM D 3405, *Joint Sealants, Hot-Poured, for Concrete and Asphalt Pavements*.

**(2)** ASTM D 3581, *Joint Sealants, Hot-Poured, Jet-Fuel Resistant Type, for Portland Cement Concrete and Tar-Concrete Pavements*, is satisfactory for areas subject to fuel spillage.

**(3)** Some airports have used silicone sealants to seal cracks and joints in bituminous pavements. Proper use of silicone sealants requires that the material modulus be matched to the application.

**i. Crack and Joint Sealing Material for Concrete Pavement.** Material for sealing joints in Portland cement concrete pavement may be hot- or cold-applied compounds, as long as they meet the following standards:

**(1)** ASTM D 1854, *Jet Fuel-Resistant Concrete Joint Sealer, Hot-Poured Elastic Type*.

**(2)** ASTM D 3405, *Joint Sealants, Hot-Poured, for Concrete and Asphalt Pavements*.

**(3)** ASTM D 3406, *Joint Sealants, Hot-Poured, Elastomeric Type for Portland Cement Concrete Pavements.*

**(4)** ASTM D 3569, *Joint Sealant, Hot-Poured, Elastomeric, Jet-Fuel Resistant Type for Portland Cement Concrete Pavements*.

**(5)** Federal Specification SS-S-200, *Sealing Compounds, Two Component, Elastomeric, Polymer Type, Jet-Fuel Resistant, Cold Applied.*

**(6)** ASTM D 5893, *Standard Specification for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements.*

**j. Concrete.** Concrete is a blend of Portland cement, fine and coarse aggregate, and water, with or without additives. Concrete is used to repair a distressed Portland cement concrete pavement so it may be used at its original designed capacity.

**k. Epoxy Grouts and Concretes.** There are many types of epoxy resins; the type to be used depends on the intended application. Under normal conditions, mixed resins may be workable up to 1 hour after mixing. Repairs with epoxy materials are costly, so their use should be limited to small areas and their application left to experienced personnel.

**5-3. EQUIPMENT USED FOR PAVEMENT MAINTENANCE.** There are many different types and models of equipment airports can use for pavement maintenance. Maintenance crews commonly use the equipment listed below for the following types of projects:

**a. Pavement Removal.**

**(1) Power Saws.** A pavement power saw is usually a one-person-operated, dolly-mounted unit with an abrasive circular blade. This type of saw can cut a straight line through asphalt or concrete pavements and leave vertical sides.

**(2) Cutting Disks.** A cutting disk is a circular, heavy-duty steel plate with a sharpened edge. The disk is usually attached to a motor grader or other piece of equipment capable of pushing the disk through an asphalt pavement. It is limited to approximately 3 inches (8 cm) in cutting depth. Since the cutting disk is much faster than a saw, its use should be considered when larger areas must be removed.

**(3) Jackhammers.** Jackhammers with a chisel head are commonly used for cutting pavement surfaces.

**(4) Pavement Grinders.** A pavement grinder may be a one-person-operated, dolly-mounted unit with an abrasive cylindrical head 4 inches (10 cm) or more wide, or it may be variable-width diamond grinding equipment. Diamond grinding is a common rehabilitation technique used for tasks as varied as paint removal and pavement texturing.

**(5) Cold Milling Machines.** Cold milling machines use a rotating mandrel with cutting bits to remove various depths of pavement material. Bits can be added or removed to vary the cutting width and roughness. Advantages of cold milling include speed of removal, precision of removal, and grade control.

**(6) Hand Tools.** Hand tools can be used to make vertical cuts through pavements and to break up deteriorated pavement. Chisels, sledgehammers, shovels, pry bars, and picks all into this category of equipment.

**(7) Front-end Loaders and Skid-steer Loaders.** Front-end loaders are useful when loading trucks with removed pavement. Skid-steer loaders are small versatile loaders that can be equipped with numerous attachments. Their small size and maneuverability make them ideal for maintenance activities.

**(8) Dump Trucks.** Dump trucks are used to haul removed pavement and repair materials.

**b. Maintenance Equipment.**

**(1) Asphalt Kettle.** Asphalt kettles are usually small-tractor-mounted units that have the capacity to heat and store 40 to 500 gallons (150 – 2000 liters) of bituminous material. A pump forces the liquid material through spray nozzles located on a hand-held hose. These units are used for priming and tacking on small jobs and for crack or surface sealing of bituminous surfaces.

**(2) Aggregate Spreaders.** Aggregate spreaders can be either truck-mounted or separate units. They are used to evenly place a controlled amount of sand or aggregate on an area.

**(3) Hand Tools.** Rakes, lutes, and other such hand tools are used to move and level material placed in a patch area.

**c. Compaction Equipment.**

**(1) Vibratory Plate Compactors.** Vibratory plate compactors are hand-operated units used to compact granular base or bituminous plant-mix materials.

**(2) Vibratory and Non Vibratory Steel-Wheel Rollers.** Steel-wheel rollers are used to compact material, including bituminous concrete in patchwork areas. Smaller rollers can be hand operated, while large rollers are self-powered.

**(3) Rubber-Tired Rollers.** Rubber-tired rollers are self-powered and used to compact bituminous concrete.

**d. Crack and Joint Sealing Equipment.**

**(1) Joint Plow.** A joint plow is used to remove old sealer from joints. This is usually a specially made tool attached to a skid-steer loader.

**(2) Joint Router.** A joint router is used to clear existing cracks or joints to be resealed. A router is usually a self-powered machine operating a rotary cutter or revolving cutting tool. A rotary routing tool with a V-shaped end can be used for cleaning out random cracks. The FAA does not recommend rotary cutting tools for Portland cement concrete pavements.

**(3) Power Brush.** A power-driven wire brush may be used to clean joints after all of the old joint sealer has been removed.

**(4) Air Compressor and Sand Blasting.** Sand blasting may be used for final removal of old joint sealant, and the FAA recommends it as the final cleaning method for concrete surfaces prior to application of new sealant. Joints and cracks should be blown out with clean compressed air immediately before applying new sealer. Air compressors should be equipped with oil and moisture traps to prevent contaminating the cleaned surface.

**(5) Pavement Sweeper.** A pavement sweeper can be used for cleaning the pavement surface and removing excess aggregate. Cleaning operations are necessary in preparation for seal coating and crack filling.

**(6) Heating Kettle.** A heating kettle is a mobile, indirect-fired double boiler used to melt hot-applied joint sealing material. It is equipped with a means to agitate and circulate the sealer to ensure uniform heating and melting of the entire charge in the kettle. Sealants may be applied to joints with a pressure base attached directly to a pump unit on the kettle.

**(7) Pouring Pot.** A pouring pot is hand carried and used to pour hot sealing materials into a previously prepared crack or joint.

**(8) High-pressure Water Sprayer.** A water sprayer can be used to clean out joints prior to resealing and to clean vertical faces of pavement to be patched.

**(9) Hot Air Lance.** A hot air lance enhances adhesion by drying and heating cracks in existing bituminous material while removing debris prior to crack sealing.

**e. Removal of Pavement Markings.**

**(1) High Pressure Water Jet.** A high-pressure water jet, with proper selection of spray nozzle and pressure, can be highly effective in removal of pavement markings.

**(2) Abrasive Blasting.** Pavement markings can be removed by the impact of edged particles accelerated by pressurized air, although care must be exercised to avoid damage to the pavement surface.

**(3) Solvent Cleaning.** Chemical agents can be employed to remove markings from pavement, but proper attention must be paid to environmental concerns and cleanup.

# CHAPTER 6. METHODS OF REPAIR.

**6-1. GENERAL.** This chapter describes various methods airports can use to correct airfield pavement distress. While these repair methods apply to specific types of distress and pavements, they should all take into account the possibility of foreign object damage (FOD) to aircraft. Untidy repair activities may leave potential FOD at or near the repair sites. Improperly constructed repairs may disintegrate and cause a FOD potential. All maintenance activities must include quality control monitoring to assure that repairs are conducted properly and clean-up activities undertaken to remove this potential. The current version of AC 150/5380-5, *Debris Hazards at Civil Airports,* provides additional guidance to help eliminate debris hazards associated with maintenance activities.

**a**. Visible evidence of excessive stress levels or environmental distress in pavement systems may include cracks, holes, depressions, and other types of pavement distresses. The formation of distresses in airport pavements may severely affect the structural integrity, ride quality, and safety of airport pavements. To alleviate the effects of distresses and to improve the airport pavement serviceability, airports should adopt an effective and timely maintenance program and adequate repair procedures.

**b**. In all cases of pavement distress, the first step in rehabilitating a pavement is to determine the causes of distress. Then, the proper procedures for repair—which will not only correct the damage, but also prevent or retard its further occurrence—may be applied. Pavement repairs should be made as quickly as possible after the need for them arises to ensure continued and safe aircraft operations. Airports should perform repairs at early stages of distress, even when the distresses are considered minor. A delay in repairing pavements may allow minor distresses to progress into major failures. While deterioration of pavements due to traffic and adverse weather conditions cannot be completely prevented, maintenance and repair programs can significantly reduce the rate of deterioration and minimize the damage.

**c.** Weather conditions may limit repair measures undertaken to prevent further pavement damage. For example, rehabilitation by crack filling is more effective in cool and dry weather conditions, whereas pothole patches, seal coats, and other surface treatments require warm, dry weather for best results. This does not mean that resurfacing work cannot be performed under cold and damp conditions or that crack filling cannot be done in warm weather. Rather, these repairs just require much greater care when made during such periods.

**d.** The minimum depth of repair for Portland cement concrete should be 2 inches (5 cm). Repairs made thinner than 2 inches (5 cm) usually deteriorate quickly on an airfield pavement. (Most distresses needing repair will extend at least 2 inches (5 cm) into the pavement.) Concrete pavement repairs which are thinner than 2 inches (5 cm) may benefit from the use of epoxy materials.

## 6-2. REPAIR METHODS FOR PORTLAND CEMENT CONCRETE PAVEMENTS.

**a. Crack Repair and Sealing.** Sealing cracks prevents surface moisture from entering the pavement structure. This type of repair first requires establishing a properly shaped sealant reservoir, which should be done with a saw rather than with router equipment because routers use a mechanical impact to remove material and can cause micro-cracks in the concrete.

**(1) Longitudinal, Transverse, and Diagonal Cracks.** The procedures for repairing these types of cracks are as follows:

**(a)** Saw a groove to the width and depth recommended by the sealant manufacturer. The width needs to be sufficient to allow the material to stretch and contract with movement in the pavement. Common hot-pour materials typically require a width equal to the depth. Silicone materials typically require a width twice the dimension of the depth. The FAA does not recommend widths smaller than 3/8 inches (10 mm) because such widths are difficult to fill with sealant material.

**(b)** Sand blast both sides of the sealant reservoir, and clean it out with compressed air. The groove must be dry and free of dirt, dust, and other material that might prevent bonding of the sealant.

**(c)** Place a bond breaker at the proper depth to establish the joint sealant reservoir. Bond breakers are necessary to prevent bonding of the sealant material to the bottom of the crack. Improper bonding restricts the expansion and contraction of the sealant material and can cause premature failure. Backer rod is commonly used to

prevent bonding and to establish the proper joint reservoir dimensions. Backer rod is an extruded, chemically inert, closed-cell polyethylene "rope" designed to effectively fill in the gaps in the joint. The backer rod is sized slightly larger than the width of the joint and is simply pushed to the desired depth.

**(d)** Fill the joint reservoir with sealant, recessing the sealant approximately ¼ inches (6 mm) below the pavement surface. Excess sealant on the pavement surface does not assist in sealing the crack and is prone to tracking and damage from wheels and snow removal equipment.

**(2) Corner Cracks.** Structural distress requires full-depth repairs. Corner cracks (cracking of the panel between two adjacent joints), cracks more than ¾-inches (19 mm) wide with spalling, cracks more than 1-1/2-inches (38 mm) wide, and/or cracks associated with loss of subgrade support typically signify the presence of structural distress. The procedures for repairing these types of cracks are as follows:

**(a)** Make full-depth saw cuts at constructed joints. The FAA recommends that full-depth cuts be made at a distance of at least 2 feet (60 cm) beyond the limits of the crack. Make the saw cuts so the repair area is rectangular when the repair is for wide cracks that transect a panel. For corner cracks, cut the repair area square.

**(b)** Use a jackhammer to remove material within the limits of the sawcuts. When using a tractor-mounted hammer or removing the concrete by lifting, make a second saw cut inside the perimeter cuts to provide expansion. Remove by hand any loose materials that remain. During the repair, try to minimize any disturbance to the subgrade soils or base materials.

**(c)** Restore subgrade or subbase materials to the base elevation of the panel being repaired.

**(d)** Use tie-bars consisting of #4 deformed bars (#5 bars for pavements more than 12-inches (30 cm) thick) in the faces of the parent panel. Install by drilling into the face and using an epoxy bonding agent. Use equidistant spacing of the bars, but do not install them more than 24-inches (60 cm) apart. When spacing bars, do not allow their ends to overlap with those of other tie-bars or dowels.

**(e)** Use dowel bars in the joint that parallels the direction of traffic. On aprons and areas where traffic may be oblique to joints, install dowels in both joint faces. Dowels are installed by drilling and spaced at least one bar spacing away from faces parallel to the dowel bar. Space dowel bar ends at least one bar spacing apart at corners of intersecting joints. Oil exposed dowel bar ends prior to backfilling with concrete.

**(f)** Install nonabsorbent board within the limits of the joint seal reservoirs along the adjacent concrete panels. When repairing multiple panels, restore the joint seal reservoirs with the nonabsorbent filler board.

**(g)** Backfill the repair area with concrete, being sure to consolidate the concrete along the limits of repair. Exercise caution when working adjacent to existing concrete faces during consolidation, and watch for segregation of the concrete.

**(h)** After the concrete cures, remove the filler board by sawing. Reinstall joint seal material.

**(3) "D" Cracking.** This type of distress usually requires repairing the complete slab since "D" cracking will normally reappear adjacent to the repaired areas. Temporary repairs can be made using the technique noted in paragraph 6-2a(2) or 6-2b(1).

**(4) Joint Seal Damage.** The sequence of operations for preparing joints for resealing is as follows:

**(a)** Use a joint plow or diamond saw blade to remove the joint sealing material to the full depth of the reservoir for contraction and construction joints. As a minimum, remove the joint sealant material to a depth sufficient to establish a proper shape factor for the new sealant material.

**(b)** When changing the material type of the joint seal, the FAA recommends removing old material from the reservoir by re-facing the side walls. Re-facing will result in a change to the reservoir shape factor (width to depth ratio). Consult the manufacturer of the replacement joint seal material about the recommended shape factor. If a saw is used to reface the joint, flush the joint with water immediately after sawing. Remove any remaining debris by sand blasting each face of the joint reservoir.

**(c)** If the same material will be used to replace the existing joint seal, clean the reservoir with high-pressure water or sand blasting.

**(d)** Immediately prior to sealing, blow out the joint with clean, oil-free compressed air to remove sand, dirt, and dust.

**(e)** Install new dry backer rod.

**(f)** Seal joints with hot or cold compounds. Sealants should be placed as noted in paragraph 6.2a(1).

**b. Disintegration.** If not impeded in its early stages, disintegration can progress rapidly until the pavement requires complete rebuilding.

**(1) Scaling, Map Cracking, and Crazing.** This distress is often noticeable with little or no surface deterioration. Severe cases of scaling, map cracking, or crazing can produce considerable FOD, which can damage propellers and jet engines. If the distress is severe and produces FOD, the repair method is to remove the immediate surface and provide a thin bonded overlay. The procedures for repairing these types of distress are as follows:

**(a)** Make a vertical cut with a concrete saw 2 inches (5 cm) in depth and approximately 2 inches (5 cm) back of the affected area.

**(b)** Remove all unsound concrete until sound, intact material has been reached. Remove the unsound concrete with air hammers, pneumatic drills, shot blasters, or grinding equipment, and blow out the area with compressed air.

**(c)** Clean the area to be repaired with high-pressure water. Allow the patch area to dry completely if required by the patch material specification.

**(d)** Treat the surface with a grout mixture to ensure a good bond between the existing pavement and the new concrete. Apply the grout immediately before placing the patch mixture and spread with a stiff broom or brush to a depth of 1/16 inch (2 mm).

**(e)** If the repair crosses or abuts a working joint, place a thin strip of wood or metal coated with bond-breaking material in the joint groove, and tamp the new mixture into the old surface. The mix should be air-entrained and designed to produce a no slump concrete, which will require tamping to place in the patch.

**(f)** After edging the patch, finish it to a texture matching the adjacent area.

**(g)** After a proper cure period, fill any open joints with joint sealant prior to opening to traffic.

**(2) Joint Spalling and Corner Spalling.** The procedure for the repair of spalls is as follows:

**(a)** Make a vertical cut with a concrete saw 2 inches (5 cm) in depth and approximately 2 inches (5 cm) back of the spalled area.

**(b)** Remove all unsound concrete until sound, intact material has been reached. Break out the unsound concrete with air hammers or pneumatic drills and blow out the area with compressed air.

**(c)** Clean the area to be repaired with high-pressure water. Allow patch area to dry completely if required by the patch material specification.

**(d)** Treat the surface with a grout mixture to ensure a good bond between the existing pavement and the new concrete. Apply the grout immediately before placing the patch mixture and spread with a stiff broom or brush to a depth of 1/16 inch (2 mm).

**(e)** Place a thin strip of wood or metal coated with bond-breaking material in the joint groove and tamp the new mixture into the old surface. The mix should be air-entrained and designed to produce a no slump concrete, which will require tamping to place in the patch.

**(f)** After edging the patch, finish it to a texture matching the adjacent area.

**(g)** After a proper cure period, fill the open joint with joint sealant prior to opening to traffic.

**(3) Blowups.** Blowups may be repaired using the following procedures:

**(a)** Make a full-depth vertical cut with a concrete saw approximately 6 inches (15 cm) outside of each end of the broken area.

**(b)** Break out the concrete with pneumatic tools, and remove concrete down to the subbase/subgrade material.

**(c)** Add subbase material, if necessary, and compact.

**(d)** In reinforced pavement construction, use joint techniques to tie the new concrete to the old reinforced material. Dowel any replacement joints, and build them to joint specifications.

**(e)** Dampen the subgrade and the edges of the old grout.

**(f)** Place concrete on the area to be patched. Ready-mixed concrete may be used if it is satisfactory and can be obtained economically. Consider using a mixture providing high early strength in order to permit the earliest possible use.

**(g)** Finish the concrete so the surface texture approximates that of the existing pavement.

**(h)** Immediately after completing finishing operations, properly cure the surface with either a moist cure or a curing compound.

**(4) Shattered Slab.** A shattered slab requires replacing the full slab. Follow the same procedures used for blowup repairs except remove unstable subgrade materials and replace with select material. Correct poor drainage conditions by installing drains for removal of excess water.

**c. Distortion.** If not too extensive, some forms of distortion, such as that caused by settlement, can be remedied by raising the slab to the original grade. Slabjacking procedures may be used to correct this type of distress. In slabjacking, a grout is pumped under pressure through holes cored in the pavement into the void under the pavement. This creates an upward pressure on the bottom of the slab in the area around the void. The upward pressure lessens as the distance from the grout hole increases. Thus, it is possible to raise one corner of a slab without raising the entire slab. Because of the special equipment and experience required, slabjacking is usually best performed by specialty contractors.

**d. Loss of Skid Resistance.** Rehabilitation treatment includes resurfacing, milling, diamond grinding, shot peening, and surface cleaning. Grooving may be considered when a loss of skid resistance is observed. Grooving does not impact the surface texture but does provide a channel for water that becomes trapped between a pavement and the tire to escape. Grooving thus minimizes the potential for hydroplaning during wet conditions.

**(1) Polished Aggregate.** Since polished aggregate distress normally occurs over an extensive area, consider milling or diamond grinding the entire pavement surface. Concrete or bituminous resurfacing may also be used to correct this condition.

**(2) Contaminants.** Remove rubber deposits with high-pressure water or biodegradable chemicals.

**6-3. TEMPORARY PATCHING OF CONCRETE PAVEMENTS.** Broken concrete areas can be patched with bituminous concrete as an interim measure. Full-depth bituminous repairs will interrupt the structural integrity of the rigid pavement and may lead to additional failures. Consequently, such full-depth repairs should be considered

temporary, and corrective long-term repairs should be scheduled. Temporary repair for corner cracks, diagonal cracks, blowups, and spalls can be made using the following procedures:

**a**. Make a vertical cut with a concrete saw completely through the slab.

**b**. Break out the concrete with pneumatic tools, and remove broken concrete down to the subbase/subgrade material.

**c**. Add subbase/subgrade material if required, and compact.

**d**. Apply a prime coat to the subbase material.

**e**. Apply a tack coat to the sides of the slab.

**f**. Place bituminous concrete in layers not exceeding 3 inches (75 mm).

**g**. Compact each layer with a vibratory-plate compactor, roller, or mechanical rammers.

For partial-depth repairs, make a vertical cut approximately 3 inches (75 mm) deep, apply tack coat, and place bituminous concrete in one layer. Normal traffic may be permitted on bituminous patches immediately after completion of the patch.

## 6-4. REPAIR METHODS FOR BITUMINOUS CONCRETE PAVEMENTS.

**a. Crack Sealing.** Cracking takes many forms. In some cases, simple crack filling may be the proper corrective action. Some cracks, however, require complete removal of the cracked area and the installation of drainage.

**(1) Longitudinal, Transverse, Reflection, and Block Cracking.** Narrow cracks, less than 1/4 inch (6 mm), are too small to seal effectively. In areas where narrow cracks are present, a seal coat, slurry seal, or fog coat may be applied. Narrow cracks can also be widened by sawing or routing. Wide cracks, greater than 1/4 inch (6 mm), should be sealed using the following procedure:

**(a)** Clean out the crack with compressed air to remove all loose particles. If necessary, rout to widen the crack prior to utilizing compressed air. Also, address any required weed prevention.

**(b)** Fill cracks with a prepared crack sealer.

**(2) Alligator Cracking.** Permanent repairs by patching may be carried out as follows:

**(a)** Remove the surface and base as deep as necessary to reach a firm foundation. In some cases, a portion of the subgrade may also have to be removed. Use a power saw to make vertical square or rectangular cuts through the pavement.

**(b)** Replace base material with material equal to that removed, but if the base material has proved problematic, replace it with a more appropriate material. Compact each layer placed.

**(c)** Apply a tack coat to the vertical faces of the existing pavement.

**(d)** Place bituminous concrete and compact.

**(e)** If necessary, saw and seal the joints around the perimeter of the patch area.

**(3) Slippage Cracks.** One repair method commonly used for slippage cracks involves removing the affected area and patching with plant-mixed asphalt material. Specific steps are given below:

**(a)** Remove the affected area and at least 1 foot (30 cm) into the surrounding pavement. Make the cut faces straight and vertical. A power pavement saw makes a fast and neat cut.

**(b)** Clean the surface of the exposed underlying layer with brooms and compressed air.

**(c)** Apply a light tack coat.

**(d)** Place sufficient hot plant-mixed asphalt material in the cutout area to make the compacted surface the same grade as that of the surrounding pavement.

**(e)** Compact the asphalt mixture with steel-wheel or rubber-tire rollers until the surface is the same elevation as the surrounding pavement.

**b. Disintegration.** If not impeded in its early stages, disintegration can progress rapidly until the pavement requires complete rebuilding. Sealer-rejuvenator products can be applied to retard disintegration. The products help reverse the aging process of the surface asphalt. Deterioration from raveling may also be impeded by applying a light fog seal or a slurry seal. The basic procedures for either surface treatment are as follows:

**(1)** Sweep the surface free of all dirt and loose aggregate material.

**(2)** Apply the surface treatment.

**(3)** Close to traffic until the seal has cured.

**c. Distortion.** Repair techniques for distortion range from leveling the surface by filling with new material to completely removing of the affected area and replacing with new material. Cold milling can be employed prior to overlaying for many of these distresses.

**(1) Rutting.** The repair procedures are as follows:

**(a)** Determine the severity of the rutting with a straightedge or stringline. Outline the areas to be corrected on the pavement surface.

**(b)** Mill or grind down the identified area to provide a vertical face around the edge. The FAA recommends a minimum patch depth of 2 inches (5 cm).

**(c)** Thoroughly clean the entire area.

**(d)** Apply a light tack coat of asphalt emulsion to the area to receive asphalt material, including the vertical face of the patch area.

**(e)** Spread enough dense-graded asphalt concrete in the prepared area to bring it to the original grade when compacted. Deeper patches may require multiply lifts to allow proper compaction of each lift.

**(f)** Thoroughly compact the asphalt patch material with a roller or vibratory plate compactor.

**(2) Corrugation and Shoving.** The repair procedure for this type of distress is the same as for patch repair of alligator cracking.

**(3) Depressions.** The repair procedures are as follows:

**(a)** Determine the limits of the depression with a straightedge or stringline. Outline the depression on the pavement surface.

**(b)** Mill or grind down the area to provide a vertical face around the edge. The FAA recommends a minimum patch depth of 2 inches (5 cm).

**(c)** Thoroughly clean the entire area to be repaired.

**(d)** Apply a light tack coat of asphalt emulsion to the area to receive asphalt material, including the vertical face of the patch area.

**(e)** Spread enough bituminous concrete in the depression to bring it to the original grade when compacted. Deeper patches may require multiply lifts to allow proper compaction of each lift.

**(f)** If the pavement was not ground down, feather the edges of the patch by careful raking and manipulation of the material. However, in raking, take care to avoid segregation of the coarse and fine particles of the mixture. With additional effort, a more suitable and longer-lasting patch can result by vertically grinding the edges down or sawing and using a light jackhammer to create a vertical edge with no feathering and little raking required.

**(g)** Thoroughly compact the patch with a roller or vibratory-plate compactor.

**d. Swelling.** The repair procedure is the same as for patch repair of alligator cracking.

**e. Loss of Skid Resistance.** Treatment for loss of skid resistance includes removal of excess asphalt, resurfacing, grooving to improve surface drainage, and removing of rubber deposits.

**(1) Bleeding.** A pavement milling or grinding machine may be used to remove the excess asphalt by milling off 1/8 inch to 1/4 inch (3 to 6 mm) of pavement. Repair procedures using hot sand or aggregate are as follows:

**(a)** Apply slag screenings, sand, or rock screenings to the affected area. Heat the aggregate to at least 300º F (150º C) and spread at the rate of 10 to 15 pounds per square yard (4 to 9 kg per $m^2$).

**(b)** Immediately after spreading, roll with a rubber-tired roller.

**(c)** When the aggregate has cooled, broom off loose particles.

**(d)** Repeat the process if necessary.

**(2) Polished Aggregate.** One means of correcting this condition is to cover the surface with an aggregate seal coat. Grooving, milling, or diamond grinding the pavement surface are also useful techniques.

**(3) Fuel Spillage.** Permanent repairs for areas subjected to continuous fuel spillage consist of removal of the damaged pavement and replacement with Portland cement concrete or bituminous asphalt, and application of a coal-tar emulsion seal coat or other fuel-resistant coating.

**(4) Contaminants.** Rubber deposits may be removed by use of high-pressure water or biodegradable chemicals.

**6-5. ADDITIONAL REPAIR METHODS.** The following documents describe repair procedures in greater detail:

MS-16, Asphalt in Pavement Maintenance. Asphalt Institute
Unified Facilities Criteria (UFC) O&M: Asphalt Maintenance and Repair. USCOE, NFEC, AFCESA
Unified Facilities Criteria (UFC) O&M: Concrete Repair. USCOE, NFEC, AFCESA
Unified Facilities Criteria (UFC) O&M: Concrete Crack and Partial-Depth Spall Repair. USCOE, NFEC, AFCESA

The Unified Facilities Criteria manuals can be accessed at **http://www.ccb.org/ufgs/ufgs.htm, http://www.hnd.usace.arym.mil/techinfo/index.htm, http://criteria.navfac.navy.mil/criteria,** or at **http://65.204.17.188/report/doc_ufc.html**. Table 1 summarizes maintenance and repair procedures for rigid and flexible pavements.

**TABLE 1. MAINTENANCE AND REPAIR OF PAVEMENT SURFACES.**

| PROBLEM | PROBABLE CAUSE | REPAIR |
|---|---|---|
| Crack and joint sealer missing or not bonded to slabs | Faces of joints (cracks) not clean when filled; incorrect application temperature of sealer; wrong kind of seal material; improper joint width. | Remove old material sealer if extensive areas affected; sandblast joints and cracks; reseal properly. |
| Random cracking | Uncontrolled shrinkage (improper joint spacing); overstressed slabs; slab support lost; subgrade settlement; bitumen too hard or overheated in mix. | Seal newly formed cracks; replace subbase to establish support; if pavement being overloaded, probably will require overlay. |
| Surface scaling or breakup | **Rigid Pavement** - Overworked finishing operation; inadequate curing.<br>**Flexible Pavement** - Overheated binder; poor aggregate gradation; insufficient binder; incorrect binder or aggregate; fuel spillage, stripping. | **Rigid Pavement** - Remove and replace panel; resurface with thin bonded concrete; resurface area with a bituminous concrete.<br>**Flexible Pavement** - Apply seal coat; overlay. |
| Joint (1) faulting or (2) spalling | (1) Variable support for un-bonded slabs; loss of load-transfer capability.<br>(2) Incompressible matter in joint spaces; excessive joint finishing. | (1) Remove problem slab; replace slab (dowel to existing pavement).<br>(2) Clean joint; refill with bituminous-sand mix; reseal. |
| Pumping | Saturated pavement foundation; lack of subbase. | Prevent entrance of water (correct the drainage problem); pump slurry under slabs to reseal; replace slabs and slab foundation; install drainage. |
| Surface irregularities (rutting, washboarding, birdbaths, undulations) | **Rigid Pavement** - Poor placing control; broken slabs; poor finishing.<br>**Flexible Pavement** – Non-uniform settlement from inadequate compaction of pavement components or fill; unstable mix (poor aggregate gradation, too rich, etc.); poor laying control. | **Rigid Pavement** - Patch local areas, or overlay if widespread.<br>**Flexible Pavement** - Patch local areas; apply leveling course; roto-mill. |
| Bleeding of bituminous binder | Too much binder in mix (overly rich mix). | Scrape off excess material; blot with sand. NOTE: Bleeding is usually an indication that other surface deformities (rutting, washboarding, etc.) will occur. |
| Potholes | Water entering pavement structures; segregation in base course material. | Remove and replace base (and subbase if required); replace surface and seal. |
| Oxidation of bituminous binder | Lack of timely seal coat; binder overheated in mixing; wrong grade of asphalt for climate. | Apply seal coat; heater planer; resurface. |
| Map cracking, crazing, alligator cracking | **Rigid Pavement** - Excessive surface finishing; Alkali-Aggregate Reactivity.<br>**Flexible Pavement** - Overload; oxidized binder; underdesigned surface course (too thin). | **Rigid Pavement** - If surface deforms or breaks, resurface, grind.<br>**Flexible Pavement** - Overlay; apply seal coat. |
| Popouts at joints | Dowel misaligned. | Fill popout hole with bituminous concrete or bituminous sand mix (if recurring, may require replacement of slabs). |
| Slab blowup | Incompressible material in joints preventing slab from expanding; Alkali-Aggregate Reactivity. | Replace slab in blowup area; clean and reseal joints. |
| Slipperiness | **Rigid Pavement** - Improper finish (too smooth); improper type of curing membrane; excessive curing membrane; polished aggregate, rubber deposits.<br>**Flexible Pavement** - Overly rich mix; poorly designed mix; polished aggregate; improperly applied seal coat; wrong kind of seal coat; rubber deposits. | **Rigid Pavement** - If finish too smooth, resurfacing required to provide texture; wire broom to remove curing membrane; grooving; remove rubber.<br>**Flexible Pavement** - Apply textured seal coat; grooving; remove rubber. |

# APPENDIX 1. PAVEMENT MAINTENANCE MANAGEMENT PROGRAM.

An effective pavement maintenance management program specifies the procedures to be followed to assure that proper preventative and remedial pavement maintenance is performed. An airport sponsor may use any format it deems appropriate, but the program must, as a minimum, include the following:

**1. Pavement Inventory.** The following must be depicted in an appropriate form and level of detail:

**a.** Location of all runways, taxiways, and aprons
**b.** Dimensions
**c.** Type of pavement
**d.** Year of construction or most recent major rehabilitation
**e.** Whether Federal financial assistance was used to construct, reconstruct, or repair the pavement.

**2. Inspection Schedule.**

**a. Detailed Inspection.** Trained personnel must perform a detailed inspection of airfield pavements at least once a year. If a history of recorded pavement deterioration in the form of a Pavement Condition Index (PCI) survey as set forth in ASTM D5340, *Standard Test Method for Airport Pavement Condition Index Surveys*, is available, the frequency of inspections may be extended to 3 years.

**b. Drive-By Inspection.** A drive-by inspection must occur a minimum of once per month to detect unexpected changes in the pavement condition.

**3. Record Keeping.** The airport must record and keep on file for a minimum of 5 years complete information about all detailed inspections and maintenance performed. The types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information to be recorded is listed below:

**a.** Inspection date
**b.** Location
**c.** Distress types
**d.** Maintenance scheduled or performed

For drive-by inspections, records must include the date of inspection and any maintenance performed.

**4. Information Retrieval.** An airport sponsor may use any form of record keeping it deems appropriate, so long as the information and records produced by the pavement survey can be retrieved as necessary for any reports required by the FAA.

**5. Program Funding.** The program should identify funding and other resources available to provide remedial and preventive maintenance activities.

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**2**. *Diamond Grinding and Concrete Pavement Restoration,* TB008P, American Concrete Pavement Association, Skokie, IL, 2000.

**3.** *Slab Stabilization Guidelines for Concrete Pavements,* TB018P, American Concrete Pavement Association, Skokie, IL, 1994.

**4.** *Stitching Concrete Pavement Cracks and Joints,* SR903P, American Concrete Pavement Association, Skokie, IL, 2001.

**5.** *Guide for Load Transfer Restoration,* JP001P, American Concrete Pavement Association, Skokie, IL, 1998.

**6.** *The Concrete Pavement Restoration Guide,* TB020P, American Concrete Pavement Association, Skokie, IL, 1998.

**7.** *Concrete Pavement Repair Manual,* JP002P, American Concrete Pavement Association, Skokie, IL, June, 2003.

**8.** *Concrete Crack and Partial-Depth Spall Repair Manual,* JP003P, American Concrete Pavement Association, Skokie, IL, 2003.

**9.** *SHRP H 349 Concrete Pavement Repair Manuals of Practice, Materials and Procedures for the Repair of Joint Seals in Concrete Pavements, Materials and Procedures for Rapid Repair of Partial-Depth Spalls in Concrete Pavements,* Strategic Highway Research Program–National Research Council, Washington, DC, 1993.

**10.** *SHRP H 348 Asphalt Pavement Repair Manuals of Practice, Materials and Procedures for Sealing and Filling Cracks in Asphalt-Surfaced Pavements, Materials and Procedures for the Repair of Potholes in Asphalt-Surfaced Pavements,* Strategic Highway Research Program–National Research Council, Washington, DC, 1993.

**11.** *Maintenance of Joints and Cracks in Concrete Pavemen*t, IS188.01P, Portland Cement Association, Skokie, Illinois 60077, 1976.

**12**. *Asphalt in Pavement Maintenance*, MS-16, Third Edition, The Asphalt Institute, Lexington, KY 40512, 1997.

**13.** *The Basic Asphalt Emulsion Manual,* MS-19 Third Edition, The Asphalt Institute, Lexington, KY 40512, 1998.

**14.** *Asphalt Overlays for Highway and Street Rehabilitation,* MS-17, Third Edition, The Asphalt Institute, Lexington, KY 40512, 2000.

**15.** *Maintenance and Repair of Surface Areas*, TM 5-624, MO-1 02, AFR 85-8, Departments of the Army, Navy, and Air Force, Washington, DC, 1977.

**16.** *Pavement Rehabilitation Materials and Techniques*, Synthesis of Highway Practice 9, National Cooperative Highway Research Program, Washington, DC, 1972.

**17.** *Sealing Joints and Cracks, Thin Resurfacing, and Locating Voids Under Concrete Slabs*, Transportation Research Record 752, Transportation Research Board, Washington, DC, 1980.

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**19.** Report No. CEEDO-TR-77-44-VOL-1, *Development of a Pavement Maintenance Management System, Volume I: Maintenance and Repair Guidelines for Airfield Pavements*, Construction Engineering Research Laboratory, Champaign, IL, December 1977.

**20**. *Report No. CEEDO-TR-77-44-VOL-2, Development of a Pavement Maintenance Management System, Volume II: Airfield Pavement Distress Identification Manual*, Construction Engineering Research Laboratory, Champaign, IL, December 1977.

**21**. Report No. CEEDO-TR-77-44-VOL-3, *Development of a Pavement Maintenance Management System, Volume III: Maintenance and Repair Guidelines for Airfield Pavements*, Construction Engineering Research Laboratory, Champaign, IL, September 1977.

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**23**. Report No. FAA-RD-75-110-II, *Methodology for Determining, Isolating, and Correcting Runway Roughness,* Civil Engineering Research Facility, University of New Mexico, Albuquerque, NM, June 1977

**24.** Document No. D6-81746, *Runway Roughness Measurement, Quantification, and Application–The Boeing Method,* Boeing Commercial Airplane Group–Airport Technology Organization, Seattle, Washington, 2002.

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**26**. AC 150/5320-5, *Airport Drainage*, current version.

**27**. AC 150/5380-7, *Pavement Management System*, current version.

**28**. AC 150/5370-11, *Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements*, current version.

**29**. AC 150/5320-12, *Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces*, current version.

Table C-1. Cause of pavement distress, asphalt-surfaced pavements.

| Distress Type | Probable Cause of Distress |
|---|---|
| Alligator Cracking | Fatigue failure of the asphalt concrete surface under repeated traffic loading |
| Bleeding | Excessive amounts of asphalt cement or tars in the mix and/or low air void content |
| Block Cracking | Shrinkage of the asphalt concrete and daily temperature cycling; it is not load associated |
| Corrugation | Traffic action combined with an unstable pavement layer |
| Depression | Settlement of the foundation soil or can be "built up" during construction |
| Jet Blast | Bituminous binder has been burned or carbonized |
| Joint Reflection | Movement of the concrete slab beneath the asphalt concrete surface because of thermal and moisture changes |
| Longitudinal and Transverse Cracking | Cracks may be caused by 1) poorly constructed paving lane joint, 2) shrinkage of the AC surface due to low temperatures or hardening of the asphalt, or 3) reflective crack caused by cracks in an underlying PCC[1] slab |
| Oil Spillage | Deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents |
| Patching | N/A |
| Polished Aggregate | Repeated traffic applications |
| Raveling and Weathering | Asphalt binder may have hardened significantly |
| Rutting | Usually caused by consolidation or lateral movement of the materials due to traffic loads |
| Shoving | Where PCC pavements adjoin flexible pavements, PCC "growth" may shove the asphalt pavement |
| Slippage Cracking | Low strength surface mix or poor bond between the surface and next layer of pavement structure |
| Swelling | Usually caused by frost action or by swelling soil |

[1]PCC: portland cement concrete

Table C-2. Cause of pavement distress, portland cement concrete pavements.

| Distress Type | Probable Cause of Distress |
|---|---|
| Blow-Up | Incompressibles in joints |
| Corner Break | Load repetition combined with loss of support and curling stresses |
| Cracks | Combination of load repetition, curling stresses, and shrinkage stresses |
| Durability Cracking | Concrete's inability to withstand environmental factors such as freeze-thaw cycles |
| Joint Seal Damage | Stripping of joint sealant, extrusion of joint sealant, weed growth, hardening of the filler (oxidation, loss of bond to the slab edges, or absence of sealant in joint |
| Patching (Small and Large) | N/A |
| Popouts | Freeze-thaw action in combination with expansive aggregates |
| Pumping | Poor drainage, poor joint sealant |
| Scaling | Over finishing of concrete, deicing salts, improper construction, freeze-thaw cycles, poor aggregate, and alkali-silica reactivity |
| Settlement | Upheaval or consolidation |
| Shattered Slab | Load repetition |
| Shrinkage | Setting and curing of the concrete |
| Spalling (Joint and Corner) | Excessive stresses at the joint caused by infiltration of incompressible materials or traffic loads; weak concrete at joint combined with traffic loads |

Table D-1. Pavement inspection summary.

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Anacortes Airport | A01AN | 1 | AAC | 170,167 | 9/1/1996 | 82 | 0 | 94 | Longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | | 2 | AAC | 57,351 | 9/1/2001 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | A02AN | 1 | AAC | 6,914 | 9/1/1996 | 87 | 0 | 100 | Raveling and weathering |
| | A03AN | 1 | AAC | 5,800 | 9/1/1996 | 86 | 0 | 100 | Raveling and weathering |
| | R18AN | 1 | AAC | 180,671 | 9/1/2003 | 100 | 0 | 100 | Patching |
| | TA1AN | 1 | AAC | 7,109 | 9/1/1996 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA2AN | 1 | AAC | 6,542 | 9/1/1996 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA3AN | 1 | AAC | 6,346 | 9/1/1996 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 2,651 | 9/1/1996 | 86 | 0 | 100 | Patching, raveling and weathering |
| | TA4AN | 1 | AAC | 6,346 | 9/1/1996 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 2,885 | 9/1/1996 | 87 | 0 | 100 | Patching, raveling and weathering |
| | TA5AN | 1 | AAC | 4,369 | 9/1/1986 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TAAN | 1 | AAC | 90,868 | 9/1/1996 | 81 | 36 | 64 | Longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | TH01AN | 1 | AAC | 53,375 | 9/1/1996 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 38,963 | 9/1/1985 | 39 | 43 | 42 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | AC | 10,738 | 9/1/2000 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Anacortes Airport | TH01AN | 4 | AC | 7,005 | 9/1/1985 | 43 | 41 | 55 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| Anderson Field[6] | A01BW | 1 | AC | 57,326 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | A02BW | 1 | AC | 2,500 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | R07BW | 1 | AC | 240,000 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T01BW | 1 | AC | 21,578 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T02BW | 1 | AC | 11,451 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T03BW | 1 | AC | 5,687 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T04BW | 1 | AC | 21,578 | 8/1/2005 | 100 | 0 | 0 | No distress |
| Arlington Municipal Airport | A01AR | 1 | AC | 10,711 | 9/2/1997 | 100 | 0 | 0 | No distress |
| | A02AR | 1 | AC | 15,032 | 9/2/1997 | 99 | 0 | 100 | Raveling and weathering |
| | A03AR | 1 | AC | 19,142 | 9/2/1997 | 100 | 0 | 0 | No distress |
| | A04AR | 1 | AC | 14,165 | 9/1/1999 | 100 | 0 | 0 | No distress |
| | A05AR | 1 | AC | 21,250 | 9/1/1999 | 100 | 0 | 0 | No distress |
| | AAIRAR | 1 | AC | 12,084 | 9/2/1943 | 16 | 73 | 23 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 33,854 | 9/2/1989 | 87 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | ABAYAR | 1 | AAC | 59,979 | 9/1/2001 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 20,069 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 21,221 | 9/1/1993 | 88 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 4 | AC | 24,405 | 9/2/1992 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | AMNDAR | 1 | AC | 146,311 | 9/2/1943 | 49 | 53 | 47 | Alligator cracking, longitudinal and transverse cracking, patching |
| | APMMAR | 1 | AC | 17,213 | 9/2/1991 | 97 | 0 | 95 | Depression, longitudinal and transverse cracking, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Arlington Municipal Airport | AR1AR | 1 | APC | 24,716 | 9/1/1993 | 71 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | | 2 | PCC | 524,897 | 9/2/1943 | 85 | 49 | 29 | Corner break, joint spall, joint seal damage, large patch, linear cracking, shattered slab, shrinkage cracking |
| | AR2AR | 1 | AC | 96,577 | 9/3/1990 | 91 | 0 | 89 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | R11AR | 1 | AAC | 21,230 | 9/1/1991 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 270,266 | 9/1/1991 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | R16AR | 1 | AAC | 533,300 | 9/1/1994 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | T01AR | 1 | AC | 198,637 | 9/2/1944 | 75 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T02AR | 1 | AC | 177,998 | 9/2/1943 | 41 | 57 | 42 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | T03AR | 1 | AC | 14,572 | 9/2/1997 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 22,258 | 9/1/1999 | 100 | 0 | 0 | No distress |
| | TA1AR | 1 | AAC | 95,446 | 9/1/1993 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | TA2AR | 1 | AAC | 23,396 | 9/1/1993 | 100 | 0 | 0 | No distress |
| | TA3AR | 1 | AAC | 23,396 | 9/1/1993 | 100 | 0 | 0 | No distress |
| | TA4AR | 1 | AAC | 83,410 | 9/1/1994 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | TAAR | 1 | AAC | 210,800 | 9/1/1993 | 97 | 0 | 100 | Bleeding, longitudinal and transverse cracking |
| | | 2 | AAC | 73,036 | 9/1/1994 | 89 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Arlington Municipal Airport | TAIRAR | 1 | AC | 10,567 | 8/2/1986 | 56 | 76 | 15 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 8,438 | 8/2/1986 | 54 | 0 | 74 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | AC | 9,132 | 8/2/1986 | 63 | 25 | 73 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 4 | AC | 31,484 | 9/2/1943 | 18 | 81 | 19 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | TB2AR | 1 | AC | 21,558 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | TB3AR | 1 | AC | 13,029 | 9/2/1991 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | TBAR | 1 | AC | 112,056 | 9/2/1991 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 25,078 | 9/2/2001 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 80,733 | 9/1/2005 | 100 | 0 | 0 | No distress |
| | TBAYAR | 1 | AC | 21,623 | 9/1/2001 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | TC1AR | 1 | AC | 4,187 | 9/3/1990 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 3,687 | 9/1/1991 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | TC2AR | 1 | AC | 4,573 | 9/3/1990 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 4,223 | 9/1/1991 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | TC3AR | 1 | AC | 4,573 | 9/3/1990 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 4,223 | 9/1/1991 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | TC4AR | 1 | AC | 3,843 | 9/3/1990 | 86 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Arlington Municipal Airport | TC4AR | 2 | AAC | 3,493 | 9/1/1991 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | TCAR | 1 | AC | 142,490 | 9/3/1990 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | TD2AR | 1 | AC | 22,508 | 9/2/1944 | 42 | 66 | 33 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | TD3AR | 1 | AC | 22,586 | 9/2/1944 | 72 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TDAR | 1 | AC | 90,102 | 9/2/1944 | 72 | 46 | 54 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | TFBR | 1 | AC | 239,020 | 9/1/2005 | 100 | 0 | 0 | No distress |
| | THGRAR | 1 | AC | 3,874 | 9/2/1994 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 9,918 | 9/2/1988 | 81 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 5,005 | 9/2/1988 | 69 | 84 | 14 | Alligator cracking, depression, longitudinal and transverse cracking |
| | | 4 | AC | 30,835 | 9/2/1994 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AC | 16,335 | 9/2/1996 | 100 | 0 | 0 | No distress |
| | | 6 | AC | 14,448 | 9/2/1996 | 100 | 0 | 0 | No distress |
| | | 7 | AC | 30,000 | 9/2/1989 | 81 | 86 | 14 | Alligator cracking, longitudinal and transverse cracking |
| | | 8 | AC | 19,500 | 9/2/1975 | 67 | 82 | 18 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 9 | AC | 33,581 | 9/1/2002 | 91 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 10 | AC | 14,994 | 9/2/1993 | 96 | 0 | 84 | Depression, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Arlington Municipal Airport | THGRAR | 11 | AAC | 12,901 | 9/2/1988 | 83 | 71 | 28 | Alligator cracking, depression, longitudinal and transverse cracking |
| | | 12 | AC | 21,367 | 9/2/1990 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 13 | AC | 18,834 | 9/2/1975 | 69 | 46 | 54 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 14 | AC | 13,311 | 9/2/1994 | 90 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 15 | AC | 6,880 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | | 16 | AC | 8,016 | 9/2/1994 | 47 | 71 | 25 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 17 | AC | 6,500 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 18 | AC | 6,500 | 9/1/2000 | 98 | 0 | 100 | Patching |
| | | 19 | AC | 6,603 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | TPMMAR | 1 | AAC | 28,365 | 9/1/1990 | 93 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 7,736 | 9/2/1989 | 79 | 56 | 44 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 7,736 | 9/2/1989 | 40 | 77 | 23 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 4 | AC | 9,656 | 9/2/1989 | 62 | 77 | 23 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 5 | AC | 6,479 | 9/2/1999 | 97 | 0 | 44 | Swelling, raveling and weathering |
| | TR2AR | 1 | AC | 23,472 | 9/3/1990 | 74 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 7,176 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 11,400 | 9/1/2003 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Auburn Municipal | A01AU | 1 | AC | 164,504 | 9/3/1982 | 88 | 0 | 81 | Longitudinal and transverse cracking, oil spillage |
| | A02AU | 1 | AC | 83,225 | 9/3/1972 | 58 | 34 | 55 | Alligator cracking, depression, longitudinal and transverse cracking |
| | A03AU | 1 | AC | 87,880 | 9/3/1972 | 61 | 20 | 47 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, oil spillage, patching, rutting, swelling, raveling and weathering |
| | | 2 | AC | 113,274 | 9/2/1989 | 91 | 0 | 82 | Depression, longitudinal and transverse cracking, oil spillage, patching |
| | | 3 | AC | 80,500 | 9/3/1986 | 79 | 0 | 89 | Depression, longitudinal and transverse cracking, oil spillage, patching |
| | A04AU | 1 | AC | 8,406 | 9/3/1986 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | A05AU | 1 | AC | 7,819 | 9/2/1969 | 74 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | R16AU | 1 | AAC | 37,500 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 107,250 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | T01AU | 1 | AC | 3,193 | 9/3/1992 | 63 | 0 | 45 | Depression, longitudinal and transverse cracking, patching |
| | T02AU | 1 | AC | 3,193 | 9/3/1992 | 73 | 0 | 56 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T03AU | 1 | AC | 39,200 | 9/2/1972 | 57 | 16 | 64 | Alligator cracking, depression, longitudinal and transverse cracking |
| | T04AU | 1 | AC | 39,200 | 9/3/1972 | 55 | 29 | 52 | Alligator cracking, depression, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Auburn Municipal | T05AU | 1 | AC | 39,200 | 9/3/1972 | 60 | 29 | 56 | Alligator cracking, depression, longitudinal and transverse cracking |
| Auburn Municipal | T06AU | 1 | AC | 39,200 | 9/3/1972 | 74 | 0 | 93 | Depression, longitudinal and transverse cracking, swelling |
| | T07AU | 1 | AC | 41,650 | 9/3/1972 | 65 | 27 | 59 | Alligator cracking, depression, longitudinal and transverse cracking |
| | T08AU | 1 | AC | 98,901 | 9/3/1999 | 96 | 0 | 100 | Bleeding, longitudinal and transverse cracking, patching |
| | TAAU | 1 | AC | 15,781 | 9/3/1986 | 68 | 65 | 35 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 2 | AC | 56,148 | 9/2/1969 | 79 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TBAU | 1 | AC | 36,600 | 9/3/1986 | 78 | 40 | 55 | Depression, longitudinal and transverse cracking, rutting |
| | | 2 | AC | 78,900 | 9/2/1969 | 56 | 47 | 42 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 3 | AC | 32,148 | 9/3/1969 | 69 | 63 | 37 | Alligator cracking, longitudinal and transverse cracking |
| | TCAU | 1 | AC | 8,010 | 9/3/1986 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 1,393 | 9/3/1986 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | TDAU | 1 | AC | 14,553 | 9/2/1969 | 76 | 0 | 99 | Depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 3,193 | 9/2/1969 | 66 | 24 | 75 | Alligator cracking, depression, longitudinal and transverse cracking |
| | TEAU | 1 | AC | 10,146 | 9/2/1969 | 69 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 3,193 | 9/2/1969 | 71 | 0 | 95 | Depression, longitudinal and transverse cracking, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Auburn Municipal | TFAU | 1 | AC | 10,146 | 9/2/1969 | 72 | 37 | 59 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 3,193 | 9/2/1969 | 66 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TGAU | 1 | AC | 16,423 | 9/2/1969 | 75 | 37 | 63 | Alligator cracking, longitudinal and transverse cracking, patching |
| Bellingham International Airport[5] | A | 2 | ACT | 165,150 | 12/1/1978 | 37 | 71 | 27 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, patching |
| | | 3 | PCC | 63,180 | 12/1/1998 | 93 | 0 | 44 | Blow-up, pumping, small patch |
| | | Serv | AC | 5,000 | 9/1/1992 | 45 | 48 | 31 | Rutting, patching, block cracking, alligator cracking, longitudinal and transverse cracking, depression |
| | CR | 1 | AC | 141,300 | 12/1/1995 | 100 | 0 | 0 | No distress |
| | GA | N | AC | 385,000 | 12/1/1978 | 62 | 35 | 17 | Oil spillage, rutting, raveling and weathering, depression, alligator cracking, longitudinal and transverse cracking, corrugation, polished aggregate, patching |
| | | NE | AC | 30,430 | 9/1/1978 | 77 | 0 | 92 | Longitudinal and transverse cracking, oil spillage, patching |
| | | S | AC | 170,000 | 12/1/1978 | 58 | 31 | 16 | Alligator cracking, depression, longitudinal and transverse cracking, patching, polished aggregate, swelling, raveling and weathering |
| | | SW | AC | 40,000 | 12/1/1978 | 19 | 35 | 43 | Raveling and weathering, patching, alligator cracking, polished aggregate, depression, longitudinal and transverse cracking |
| | NM | 1 | AC | 42,668 | 9/1/1992 | 91 | 0 | 93 | Corrugation, joint reflective cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bellingham International Airport[5] | R34M | 1 | AC | 175,000 | 12/1/1995 | 82 | 92 | 8 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 2 | ACT | 500,000 | 12/1/1980 | 80 | 44 | 50 | Longitudinal and transverse cracking, oil spillage, alligator cracking |
| | | x | AC | 1,000 | 1/1/1978 | 57 | 72 | 0 | Swelling, alligator cracking, oil spillage |
| | R34S | 1 | AC | 175,000 | 12/1/1995 | 79 | 71 | 29 | Rutting, alligator cracking, patching, raveling and weathering |
| | | 2 | ACT | 500,000 | 12/1/1980 | 67 | 39 | 25 | Swelling, patching, alligator cracking, longitudinal and transverse cracking |
| | TA | 1 | ACT | 24,000 | 12/1/1998 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 165,400 | 12/1/1978 | 49 | 85 | 15 | Longitudinal and transverse cracking, alligator cracking, rutting |
| | TB | 1 | AC | 12,870 | 9/1/1995 | 43 | 86 | 0 | Depression, rutting, alligator cracking |
| | TC | 1 | AC | 14,040 | 12/1/1980 | 15 | 77 | 23 | Alligator cracking, longitudinal and transverse cracking |
| | TD | 1 | ACT | 29,400 | 12/1/1998 | 85 | 0 | 100 | Raveling and weathering |
| | | 2 | AAC | 8,360 | 12/1/1980 | 30 | 83 | 17 | Alligator cracking, longitudinal and transverse cracking |
| | | 3 | AAC | 9,400 | 12/1/2000 | 100 | 0 | 0 | No distress |
| | TE | 1 | AAC | 20,000 | 12/1/1978 | 28 | 75 | 25 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 38,280 | 12/1/1985 | 46 | 89 | 11 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | TF | 1 | AAC | 40,000 | 12/1/1973 | 22 | 62 | 38 | Patching, alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | ACT | 19,548 | 12/1/1980 | 77 | 0 | 17 | Patching, swelling, longitudinal and transverse cracking, depression |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bellingham International Airport[5] | TF | 3 | AC | 16,632 | 12/1/1992 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | TG | 1 | AC | 13,849 | 9/1/1995 | 88 | 58 | 42 | Longitudinal and transverse cracking, alligator cracking |
| | TH | 1 | AAC | 32,478 | 12/1/1980 | 51 | 67 | 14 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, swelling |
| | | 2 | AC | 19,396 | 12/1/1992 | 52 | 26 | 27 | Raveling and weathering, longitudinal and transverse cracking, depression, alligator cracking |
| | TJ | 1 | AC | 16,020 | 12/1/1992 | 85 | 60 | 27 | Alligator cracking, oil spillage, longitudinal and transverse cracking |
| | TL | 1 | AC | 48,100 | 12/1/1978 | 41 | 40 | 43 | Longitudinal and transverse cracking, polished aggregate, raveling and weathering, patching, depression, block cracking, alligator cracking |
| | | 2 | AC | 43,800 | 12/1/1978 | 46 | 9 | 4 | Polished aggregate, patching, raveling and weathering, depression, bleeding, alligator cracking |
| | | 3 | AC | 28,250 | 12/1/1978 | 56 | 23 | 40 | Alligator cracking, depression, polished aggregate, block cracking, patching, longitudinal and transverse cracking, raveling and weathering |
| | | 04NW | AC | 9,360 | 12/1/1978 | 100 | 0 | 0 | No distress |
| | | 04SE | AC | 18,700 | 12/1/1978 | 50 | 18 | 11 | Alligator cracking, polished aggregate, patching, corrugation, block cracking |
| Blaine Municipal | A01BL | 1 | AC | 5,060 | 9/2/1974 | 14 | 52 | 48 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Blaine Municipal | A01BL | 2 | AC | 1,843 | 9/2/1998 | 100 | 0 | 0 | No distress |
| | A02BL | 1 | AC | 360 | 9/2/1974 | 91 | 0 | 0 | Depression |
| | | 2 | AC | 360 | 9/2/1974 | 75 | 0 | 64 | Depression, longitudinal and transverse cracking |
| | | 3 | AC | 360 | 9/2/1974 | 69 | 0 | 14 | Depression, longitudinal and transverse cracking, oil spillage |
| | | 4 | AC | 420 | 9/2/1974 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | A03BL | 1 | AC | 14,702 | 9/2/1998 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 8,846 | 9/2/1998 | 100 | 0 | 0 | No distress |
| | R14BL | 1 | AC | 6,345 | 9/3/1998 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 84,600 | 9/1/1992 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 14,100 | 9/3/1998 | 100 | 0 | 0 | No distress |
| | T01BL | 1 | AC | 23,880 | 9/2/1972 | 16 | 73 | 27 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 2 | AC | 20,696 | 9/2/1972 | 12 | 76 | 24 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | T02BL | 1 | AC | 2,612 | 9/2/1974 | 18 | 56 | 35 | Alligator cracking, bleeding, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 821 | 9/2/1972 | 12 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AAC | 822 | 9/1/1992 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T03BL | 1 | AC | 5,445 | 9/2/1974 | 14 | 55 | 45 | Alligator cracking, block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 1,836 | 9/2/1974 | 21 | 50 | 50 | Alligator cracking, block cracking, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Blaine Municipal | T04BL | 1 | AC | 4,126 | 9/2/1974 | 23 | 61 | 39 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AC | 8,336 | 9/2/1974 | 64 | 26 | 63 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | AC | 9,055 | 9/2/1974 | 80 | 0 | 99 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| Boeing Field | AAEROBF | 1 | PCC | 43,212 | 9/2/1944 | 86 | 24 | 65 | Corner spall, joint spall, joint seal damage, linear cracking, shrinkage cracking, small patch |
| | | 2 | AC | 4,870 | 9/2/1955 | 34 | 48 | 52 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | AB10BF | 1 | APC | 33,204 | 9/1/1988 | 84 | 0 | 99 | Depression, joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | AB1BF | 1 | APC | 21,126 | 9/1/1984 | 59 | 55 | 42 | Alligator cracking, bleeding, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | APC | 12,052 | 9/1/1965 | 44 | 23 | 77 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | PCC | 6,835 | 9/2/1944 | 90 | 35 | 60 | Corner break, corner spall, joint seal damage, linear cracking |
| | | 4 | PCC | 4,463 | 9/2/1957 | 50 | 0 | 0 | Large patch, small patch |
| | | 5 | PCC | 6,159 | 9/2/1998 | 92 | 0 | 0 | Corner spall, joint spall, shrinkage cracking, small patch |
| | AB6BF | 1 | AAC | 36,785 | 9/1/1993 | 90 | 46 | 17 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | AB6BF | 2 | AC | 8,180 | 9/2/1993 | 81 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | PCC | 1,525 | 9/2/1966 | 42 | 84 | 16 | Joint seal damage, linear cracking, shattered slab |
| | AB8BF | 1 | AC | 173,689 | 9/3/1981 | 81 | 63 | 36 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 36,269 | 9/3/1990 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 10,482 | 9/3/1981 | 34 | 42 | 58 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 4 | AC | 4,566 | 9/3/1990 | 61 | 57 | 43 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 5 | AC | 7,693 | 9/3/1990 | 90 | 0 | 87 | Longitudinal and transverse cracking, oil spillage, patching |
| | ABAXBF | 1 | PCC | 14,895 | 9/2/1944 | 88 | 0 | 53 | Corner spall, joint spall, joint seal damage |
| | | 2 | APC | 9,385 | 9/1/1997 | 99 | 0 | 100 | Joint reflective cracking |
| | | 3 | AAC | 6,716 | 9/1/1997 | 100 | 0 | 0 | No distress |
| | AFCBF | 1 | PCC | 114,455 | 9/2/1944 | 85 | 56 | 11 | Corner break, corner spall, joint spall, joint seal damage, linear cracking, shrinkage cracking, small patch |
| | | 2 | AAC | 67,294 | 9/1/1997 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | AH3BF | 1 | PCC | 242,439 | 9/2/1944 | 85 | 9 | 72 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, small patch |
| | AH79BF | 1 | PCC | 40,034 | 9/2/1944 | 85 | 14 | 33 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, small patch |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | AH79BF | 2 | PCC | 19,783 | 9/2/1944 | 79 | 0 | 50 | Corner spall, joint spall, joint seal damage, large patch, small patch |
| | AHLDA8BF | 1 | AC | 8,459 | 9/2/1973 | 69 | 0 | 75 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | AHLDA9BF | 1 | APC | 5,298 | 9/1/1997 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | PCC | 2,184 | 9/3/1944 | 88 | 0 | 100 | Joint seal damage |
| | ANEBF | 1 | AC | 159,648 | 9/3/1993 | 93 | 0 | 75 | Bleeding, longitudinal and transverse cracking, oil spillage |
| | | 2 | AC | 10,872 | 9/2/1998 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 13,239 | 9/2/1988 | 69 | 78 | 22 | Alligator cracking, longitudinal and transverse cracking |
| | ASEBF | 1 | AC | 157,476 | 9/2/1988 | 89 | 0 | 89 | Longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | | 2 | AC | 39,009 | 9/2/1988 | 86 | 29 | 71 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | AC | 31,284 | 9/2/1988 | 91 | 0 | 82 | Longitudinal and transverse cracking, oil spillage, patching |
| | ATERMBF | 1 | AC | 131,143 | 9/2/1987 | 58 | 53 | 46 | Alligator cracking, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 2 | AC | 49,495 | 9/2/1987 | 66 | 34 | 66 | Alligator cracking, block cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 3 | AAC | 12,028 | 9/1/1996 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | APC | 32,244 | 9/1/1996 | 84 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 5 | APC | 48,194 | 9/1/1996 | 77 | 0 | 80 | Bleeding, longitudinal and transverse cracking, oil spillage, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | ATERMBF | 6 | APC | 9,709 | 9/1/1996 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 7 | AAC | 8,856 | 9/1/1996 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | | 8 | APC | 3,210 | 9/1/1996 | 87 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 9 | AAC | 5,299 | 9/1/1996 | 82 | 0 | 60 | Depression, longitudinal and transverse cracking, oil spillage, patching |
| | | 10 | AAC | 9,446 | 9/1/1996 | 80 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking |
| | | 11 | AAC | 20,289 | 9/1/1996 | 84 | 0 | 71 | Bleeding, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 12 | APC | 18,077 | 9/1/1996 | 100 | 0 | 0 | No distress |
| | | 13 | AAC | 28,793 | 9/1/1996 | 85 | 0 | 87 | Depression, longitudinal and transverse cracking, patching |
| | | 14 | AAC | 63,586 | 9/1/1996 | 75 | 40 | 44 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting |
| | | 15 | APC | 39,332 | 9/1/1996 | 94 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 16 | APC | 18,774 | 9/1/1987 | 71 | 18 | 64 | Alligator cracking, longitudinal and transverse cracking, patching, swelling |
| | | 17 | PCC | 864 | 9/2/1994 | 66 | 100 | 0 | Corner break, linear cracking |
| | R13LBF | 1 | APC | 36,483 | 9/1/2002 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 18,548 | 9/1/2002 | 98 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | APC | 8,623 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 4 | AAC | 5,064 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 5 | APC | 47,663 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 6 | AAC | 17,053 | 9/1/2002 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | R13LBF | 7 | APC | 59,133 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 8 | AAC | 8,500 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 9 | AAC | 144,963 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 10 | AAC | 25,000 | 9/1/2002 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | R13RBF | 01A | APC | 9,575 | 9/1/1985 | 55 | 42 | 53 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 01B | APC | 19,150 | 9/1/1985 | 53 | 23 | 77 | Alligator cracking, block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 01C | APC | 19,150 | 9/1/1985 | 61 | 29 | 59 | Alligator cracking, bleeding, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 01D | APC | 19,150 | 9/1/1985 | 73 | 14 | 86 | Alligator cracking, block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 01E | APC | 9,575 | 9/1/1985 | 57 | 0 | 100 | Block cracking, joint reflective cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 02A | APC | 51,857 | 9/1/1985 | 49 | 30 | 70 | Alligator cracking, block cracking, joint reflective cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 02B | APC | 104,464 | 9/1/1985 | 52 | 57 | 43 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 02C | APC | 104,464 | 9/1/1985 | 50 | 81 | 19 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, rutting |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | R13RBF | 02D | APC | 107,431 | 9/1/1985 | 64 | 58 | 42 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 02E | APC | 49,264 | 9/1/1985 | 69 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 03A | APC | 4,500 | 9/1/1985 | 63 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 03B | APC | 10,000 | 9/1/1985 | 70 | 20 | 80 | Alligator cracking, block cracking, joint reflective cracking, longitudinal and transverse cracking |
| | | 03C | APC | 10,000 | 9/1/1985 | 54 | 62 | 38 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 03D | APC | 14,850 | 9/1/1985 | 63 | 24 | 76 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 03E | APC | 875 | 9/1/1985 | 59 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 04A | APC | 29,692 | 9/1/1985 | 66 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 04B | APC | 59,385 | 9/1/1985 | 63 | 67 | 33 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, rutting |
| | | 04C | APC | 59,385 | 9/1/1985 | 51 | 62 | 36 | Alligator cracking, bleeding, block cracking, joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | R13RBF | 04D | APC | 60,975 | 9/1/1985 | 79 | 44 | 56 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking |
| | | 04E | APC | 28,103 | 9/1/1985 | 61 | 0 | 100 | Block cracking, joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 05A | APC | 7,875 | 9/1/1985 | 66 | 41 | 59 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 05B | APC | 15,750 | 9/1/1985 | 77 | 44 | 56 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking |
| | | 05C | APC | 15,750 | 9/1/1985 | 58 | 61 | 39 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 05D | APC | 15,750 | 9/1/1985 | 67 | 66 | 34 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 05E | APC | 7,875 | 9/1/1985 | 60 | 0 | 100 | Block cracking, joint reflective cracking, raveling and weathering |
| | | 06A | APC | 2,250 | 9/3/1985 | 78 | 0 | 58 | Depression, longitudinal and transverse cracking |
| | | 06B | APC | 4,500 | 9/3/1985 | 75 | 53 | 47 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 06C | APC | 4,500 | 9/1/1985 | 59 | 50 | 50 | Alligator cracking, longitudinal and transverse cracking |
| | | 06D | APC | 4,157 | 9/1/1985 | 74 | 0 | 75 | Depression, longitudinal and transverse cracking |
| | | 06E | APC | 2,593 | 9/1/1997 | 100 | 0 | 0 | No distress |
| | | 07A | APC | 2,412 | 9/1/1985 | 70 | 0 | 66 | Depression, joint reflective cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | R13RBF | 07B | APC | 5,189 | 9/1/1985 | 70 | 76 | 24 | Alligator cracking, longitudinal and transverse cracking |
| | | 07C | APC | 6,598 | 9/1/1985 | 53 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking |
| | | 07D | APC | 9,371 | 9/1/1985 | 78 | 53 | 47 | Alligator cracking, longitudinal and transverse cracking |
| | | 07E | APC | 2,624 | 9/1/1997 | 100 | 0 | 0 | No distress |
| | | 08A | APC | 4,462 | 9/1/1985 | 74 | 0 | 100 | Longitudinal and transverse cracking |
| | | 08B | APC | 8,561 | 9/1/1985 | 66 | 41 | 59 | Longitudinal and transverse cracking, patching, rutting |
| | | 08C | APC | 7,152 | 9/1/1985 | 58 | 59 | 41 | Alligator cracking, bleeding, longitudinal and transverse cracking |
| | | 08D | APC | 5,838 | 9/1/1985 | 78 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | | 08E | APC | 2,792 | 9/1/1985 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | | 09A | AC | 53,776 | 9/3/1985 | 64 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 09B | AC | 62,974 | 9/3/1985 | 82 | 0 | 100 | Longitudinal and transverse cracking |
| | | 09C | APC | 233,500 | 9/1/1985 | 71 | 59 | 41 | Alligator cracking, longitudinal and transverse cracking |
| | | 09D | AC | 71,612 | 9/3/1985 | 79 | 31 | 69 | Alligator cracking, longitudinal and transverse cracking |
| | | 09E | AC | 45,137 | 9/3/1985 | 66 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 10A | AC | 7,500 | 9/3/1985 | 56 | 0 | 94 | Block cracking, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 10B | AC | 4,375 | 9/3/1985 | 83 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | R13RBF | 10C | APC | 17,500 | 9/1/1985 | 60 | 67 | 33 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 10D | AC | 4,375 | 9/3/1985 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | | 10E | AC | 4,375 | 9/3/1985 | 69 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 11A | AC | 10,375 | 9/3/1985 | 68 | 58 | 36 | Alligator cracking, depression, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 11B | APC | 27,000 | 9/1/1985 | 50 | 63 | 37 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 11C | AC | 13,500 | 9/3/1985 | 32 | 61 | 32 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 12A | AC | 36,848 | 9/3/1985 | 42 | 17 | 65 | Alligator cracking, block cracking, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 12B | AC | 40,934 | 9/3/1985 | 82 | 0 | 90 | Longitudinal and transverse cracking, swelling |
| | | 12C | APC | 155,565 | 9/1/1985 | 54 | 57 | 43 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 12D | AC | 42,023 | 9/3/1985 | 76 | 68 | 32 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 12E | AC | 35,758 | 9/3/1985 | 62 | 0 | 100 | Block cracking, joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 13A | APC | 11,250 | 9/1/1985 | 66 | 0 | 100 | Joint reflective cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | R13RBF | 13B | APC | 61,826 | 9/1/1985 | 87 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | | 13C | APC | 56,217 | 9/1/1985 | 51 | 69 | 31 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking |
| | | 13D | APC | 59,326 | 9/1/1985 | 86 | 34 | 66 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking |
| | | 13E | APC | 12,500 | 9/1/1985 | 63 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 13F | PCC | 11,250 | 9/3/1952 | 86 | 0 | 87 | Corner spall, joint seal damage |
| | | 13G | PCC | 12,500 | 9/3/1952 | 87 | 0 | 90 | Joint spall, joint seal damage |
| | TA10BF | 1 | PCC | 17,544 | 9/2/1944 | 81 | 33 | 43 | Corner spall, joint spall, joint seal damage, linear cracking, shrinkage cracking, small patch |
| | | 2 | PCC | 7,659 | 9/2/1984 | 84 | 0 | 66 | Corner spall, joint spall, joint seal damage, large patch, shrinkage cracking |
| | | 3 | PCC | 17,406 | 9/2/1997 | 100 | 0 | 0 | No distress |
| | | 4 | PCC | 26,021 | 9/2/1944 | 87 | 5 | 91 | Corner spall, joint spall, joint seal damage, linear cracking |
| | | 5 | APC | 8,612 | 9/1/1985 | 62 | 0 | 100 | Joint reflective cracking, patching, raveling and weathering |
| | TA1BF | 1 | PCC | 63,560 | 9/2/1944 | 91 | 5 | 0 | Corner break, corner spall, faulting, joint spall, large patch, scaling, small patch |
| | | 2 | PCC | 17,023 | 9/2/1952 | 100 | 0 | 0 | No distress |
| | | 3 | APC | 2,782 | 9/1/1985 | 76 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | TA2BF | 1 | AC | 34,959 | 9/3/1991 | 91 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | TA2BF | 2 | AC | 11,037 | 9/2/1989 | 84 | 28 | 72 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | TA3BF | 1 | AC | 17,327 | 9/2/1989 | 90 | 0 | 95 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | TA4BF | 1 | AC | 32,269 | 9/2/1990 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 29,354 | 9/2/1990 | 86 | 86 | 14 | Alligator cracking, longitudinal and transverse cracking, patching |
| | TA5BF | 1 | APC | 6,261 | 9/1/2002 | 95 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | APC | 5,437 | 9/2/1944 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | APC | 3,546 | 9/1/2002 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 1,817 | 9/2/1987 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | TA6BF | 1 | PCC | 6,590 | 9/2/1944 | 84 | 0 | 55 | Joint seal damage, large patch |
| | | 2 | APC | 11,262 | 9/1/2002 | 93 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | TA7BF | 1 | AC | 23,691 | 9/3/1986 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 48,532 | 9/3/1986 | 85 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TA8BF | 1 | APC | 18,366 | 9/1/1968 | 72 | 17 | 83 | Joint reflective cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 2 | AC | 10,030 | 9/2/1989 | 82 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | TA9BF | 1 | APC | 39,771 | 9/1/1997 | 97 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TABF | 1 | AC | 66,646 | 9/2/1988 | 93 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | PCC | 14,954 | 9/2/1944 | 79 | 59 | 38 | Joint spall, joint seal damage, linear cracking, shattered slab, shrinkage cracking |
| | | 3 | PCC | 53,746 | 9/2/1997 | 99 | 0 | 0 | Joint spall, large patch, small patch |
| | | 4 | PCC | 11,098 | 9/2/1944 | 95 | 50 | 0 | Corner break, joint spall, large patch, linear cracking, small patch |
| | | 5 | PCC | 10,156 | 9/2/1944 | 74 | 42 | 0 | Corner break, corner spall, joint spall, linear cracking, small patch |
| | | 6 | PCC | 7,735 | 9/2/1984 | 99 | 0 | 0 | Joint spall |
| | | 7 | AAC | 52,490 | 9/1/1997 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 8 | AAC | 24,934 | 9/1/1997 | 94 | 0 | 100 | Bleeding, longitudinal and transverse cracking, raveling and weathering |
| | | 9 | PCC | 30,961 | 9/2/1997 | 98 | 0 | 0 | Corner spall, joint spall |
| | | 10 | PCC | 10,486 | 9/2/1944 | 90 | 0 | 91 | Joint seal damage, large patch, small patch |
| | | 11 | PCC | 22,365 | 9/2/1944 | 79 | 22 | 52 | Corner spall, joint spall, joint seal damage, linear cracking, shrinkage cracking |
| | | 12 | PCC | 5,004 | 9/2/1994 | 88 | 0 | 0 | Corner spall, joint spall, large patch, small patch |
| | | 13 | PCC | 15,016 | 9/2/1984 | 70 | 5 | 35 | Corner spall, joint spall, joint seal damage, large patch, linear cracking, small patch |
| | | 14 | PCC | 18,823 | 9/2/1994 | 99 | 0 | 0 | Joint spall |
| | | 15 | PCC | 6,223 | 9/2/1944 | 85 | 0 | 45 | Corner spall, joint seal damage, large patch |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | TABF | 16 | PCC | 6,277 | 9/2/1994 | 92 | 34 | 51 | Joint spall, joint seal damage, linear cracking, small patch |
| | | 17 | PCC | 12,555 | 9/2/1984 | 92 | 48 | 0 | Joint spall, large patch, linear cracking, small patch |
| | | 18 | PCC | 6,278 | 9/2/1994 | 93 | 0 | 94 | Joint seal damage, small patch |
| | | 20 | AC | 88,442 | 9/2/1991 | 66 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 21 | AC | 117,825 | 9/2/1991 | 90 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 22 | AC | 8,748 | 9/2/1994 | 51 | 63 | 37 | Alligator cracking, longitudinal and transverse cracking |
| | | 23 | AC | 11,168 | 9/2/1988 | 85 | 0 | 100 | Patching |
| | | 19A | AC | 65,844 | 9/2/1987 | 26 | 67 | 33 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 19B | AAC | 35,247 | 9/1/2002 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | TB10BF | 1 | APC | 5,255 | 9/1/1985 | 45 | 45 | 55 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | APC | 56,620 | 9/1/1985 | 88 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TB1BF | 1 | APC | 3,380 | 9/1/1985 | 25 | 41 | 59 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | APC | 9,179 | 9/3/1965 | 36 | 41 | 52 | Alligator cracking, block cracking, depression, joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | APC | 28,431 | 9/1/1984 | 69 | 76 | 24 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | TB2BF | 1 | AC | 8,709 | 9/2/1988 | 80 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TB3BF | 1 | APC | 20,598 | 9/1/2000 | 91 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | APC | 16,335 | 9/1/1984 | 82 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TB4BF | 1 | AC | 1,593 | 9/3/1985 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 20,408 | 9/3/1987 | 80 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TB5BF | 1 | APC | 5,021 | 9/1/1985 | 66 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | APC | 60,250 | 9/1/1984 | 66 | 41 | 59 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | TB6BF | 1 | PCC | 7,156 | 9/2/1965 | 58 | 68 | 21 | Joint seal damage, large patch, linear cracking, shattered slab |
| | | 2 | AC | 2,818 | 9/2/1978 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | TB7BF | 1 | APC | 2,218 | 9/1/1985 | 29 | 18 | 75 | Alligator cracking, block cracking, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 2 | AC | 24,796 | 9/2/1978 | 74 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TB8BF | 1 | AC | 3,346 | 9/3/1990 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 3,350 | 9/3/1990 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 1,268 | 9/1/1988 | 74 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | TB8BF | 4 | AC | 2,080 | 9/3/1981 | 56 | 0 | 68 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | | 5 | AAC | 1,268 | 9/1/1988 | 87 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 6 | AC | 2,069 | 9/3/1981 | 60 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 7 | AAC | 1,270 | 9/1/1988 | 100 | 0 | 0 | No distress |
| | | 8 | AC | 2,077 | 9/3/1981 | 31 | 29 | 48 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | TB9BF | 1 | AAC | 1,635 | 9/1/1988 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 2,659 | 9/2/1986 | 25 | 75 | 25 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 3 | AAC | 1,614 | 9/1/1988 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 2,679 | 9/2/1986 | 19 | 55 | 45 | Alligator cracking, longitudinal and transverse cracking, patching |
| | TBBF | 1 | AAC | 160,122 | 9/1/1988 | 75 | 0 | 61 | Bleeding, corrugation, depression, longitudinal and transverse cracking, patching |
| | | 2 | AAC | 84,205 | 9/1/1988 | 68 | 71 | 24 | Bleeding, depression, longitudinal and transverse cracking, patching, rutting |
| | | 3 | APC | 17,925 | 9/1/1988 | 80 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 4 | AAC | 31,666 | 9/1/1988 | 63 | 34 | 66 | Alligator cracking, bleeding, longitudinal and transverse cracking, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Boeing Field | TBBF | 5 | APC | 435,031 | 9/1/1984 | 65 | 40 | 37 | Alligator cracking, bleeding, longitudinal and transverse cracking, patching, raveling and weathering |
| | TH01BF | 1 | AC | 420,000 | 6/1/2002 | 100 | 0 | 0 | No distress |
| | TNEBF | 1 | AC | 77,855 | 9/2/1989 | 54 | 52 | 47 | Alligator cracking, bleeding, longitudinal and transverse cracking, patching, swelling |
| | | 2 | AC | 85,499 | 9/3/1993 | 78 | 54 | 46 | Alligator cracking, longitudinal and transverse cracking, patching |
| Bowerman Field | A01HO | 1 | AC | 12,264 | 9/3/1990 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 12,264 | 9/3/1990 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | A02HO | 1 | AC | 61,032 | 9/1/1950 | 38 | 28 | 61 | Alligator cracking, depression, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 2 | AC | 6,600 | 9/1/1994 | 87 | 0 | 76 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | A03HO | 1 | AAC | 49,896 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | | 2 | APC | 12,309 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 32,551 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 101,120 | 9/3/1992 | 100 | 0 | 0 | No distress |
| | | 5 | AAC | 59,177 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | R06HO | 01A | APC | 7,500 | 9/1/1990 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 01B | APC | 7,500 | 9/1/1990 | 94 | 0 | 78 | Depression, longitudinal and transverse cracking, swelling |
| | | 01C | APC | 7,500 | 9/1/1990 | 96 | 0 | 65 | Depression, longitudinal and transverse cracking, swelling |
| | | 02A | AAC | 235,030 | 9/1/1990 | 93 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bowerman Field | R06HO | 02B | AAC | 235,030 | 9/1/1990 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02C | AAC | 235,030 | 9/1/1990 | 93 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 03A | APC | 7,500 | 9/1/1990 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03B | APC | 7,500 | 9/1/1990 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03C | APC | 7,500 | 9/1/1990 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | T01HO | 1 | AAC | 201,035 | 9/1/1990 | 94 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 28,277 | 9/2/1992 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 39,864 | 9/1/1990 | 86 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T02HO | 1 | AC | 6,043 | 9/1/1988 | 51 | 63 | 34 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T03HO | 1 | AC | 6,070 | 9/1/1991 | 48 | 46 | 49 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T04HO | 1 | AC | 5,443 | 9/1/1968 | 37 | 34 | 42 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | T05HO | 1 | AC | 3,643 | 9/1/1936 | 22 | 73 | 27 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | T06HO | 1 | AC | 3,102 | 9/1/1935 | 8 | 84 | 16 | Alligator cracking, patching, rutting, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bowerman Field | T07HO | 1 | AC | 3,643 | 9/1/1940 | 25 | 64 | 28 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T08HO | 1 | AC | 2,983 | 9/1/1939 | 21 | 68 | 32 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | T09HO | 1 | AAC | 15,896 | 9/1/1990 | 96 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T10HO | 1 | AAC | 15,896 | 9/1/1990 | 94 | 0 | 100 | Longitudinal and transverse cracking, patching |
| Bowers Field | A01EL | 1 | AC | 36,537 | 9/3/1943 | 24 | 44 | 55 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | PCC | 380,730 | 9/2/1943 | 80 | 75 | 7 | Corner spall, joint spall, joint seal damage, linear cracking, shattered slab, shrinkage cracking |
| | | 3 | AAC | 238,841 | 9/1/1995 | 76 | 0 | 93 | Longitudinal and transverse cracking, oil spillage |
| | | 4 | AC | 5,721 | 9/1/1942 | 8 | 38 | 49 | Alligator cracking, depression, oil spillage, patching, raveling and weathering |
| | | 5 | AC | 9,750 | 9/1/1992 | 60 | 14 | 70 | Alligator cracking, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | R07EL | 01A | AC | 6,250 | 9/3/1943 | 33 | 54 | 46 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AC | 6,250 | 9/3/1943 | 32 | 43 | 53 | Alligator cracking, bleeding, longitudinal and transverse cracking, raveling and weathering |
| | | 01C | AC | 6,250 | 9/3/1943 | 42 | 0 | 94 | Bleeding, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bowers Field | R07EL | 02A | AC | 52,050 | 9/3/1943 | 34 | 31 | 69 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 02B | AC | 52,050 | 9/3/1943 | 30 | 48 | 52 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 02C | AC | 52,050 | 9/3/1943 | 42 | 0 | 100 | Block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 03A | AC | 177,247 | 9/2/1942 | 46 | 10 | 90 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 03B | AC | 179,743 | 9/2/1942 | 46 | 26 | 74 | Alligator cracking, block cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 03C | AC | 182,243 | 9/2/1942 | 44 | 18 | 82 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 04A | AC | 37,500 | 9/2/1942 | 55 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 04B | AC | 35,000 | 9/2/1942 | 55 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 04C | AC | 32,500 | 9/2/1942 | 61 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 05A | AC | 5,000 | 9/2/1942 | 40 | 0 | 97 | Block cracking, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 05B | AC | 5,000 | 9/2/1942 | 67 | 0 | 100 | Block cracking, raveling and weathering |
| | | 05C | AC | 5,000 | 9/2/1942 | 64 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | R11EL | 01A | AC | 151,688 | 9/2/1942 | 42 | 32 | 68 | Alligator cracking, longitudinal and transverse cracking, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bowers Field | R11EL | 01B | PCC | 322,500 | 9/2/1997 | 95 | 42 | 0 | Corner spall, linear cracking, shrinkage cracking, small patch |
| | | 01C | AC | 161,250 | 9/2/1942 | 45 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 02A | AC | 6,928 | 9/2/1942 | 46 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02B | AC | 5,781 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 02C | AC | 4,623 | 9/2/1942 | 66 | 0 | 100 | Longitudinal and transverse cracking |
| | T01EL | 1 | AC | 56,639 | 9/2/1942 | 59 | 0 | 80 | Depression, longitudinal and transverse cracking, raveling and weathering, depression, longitudinal and transverse cracking, raveling and weathering |
| | T02EL | 1 | AAC | 6,636 | 9/1/2002 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | PCC | 2,500 | 9/1/1942 | 81 | 0 | 28 | Corner spall, joint spall, joint seal damage |
| | | 3 | AAC | 5,486 | 9/1/1942 | 56 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T03EL | 1 | AAC | 12,122 | 9/1/2002 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | PCC | 2,500 | 9/1/1942 | 73 | 0 | 34 | Corner spall, joint spall, joint seal damage |
| | T04EL | 1 | AAC | 12,122 | 9/1/2002 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | PCC | 2,500 | 9/1/1942 | 78 | 0 | 40 | Corner spall, joint spall, joint seal damage |
| | T05EL | 1 | AAC | 6,636 | 9/1/2002 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 7,793 | 9/2/1942 | 15 | 44 | 56 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | T06EL | 1 | PCC | 44,700 | 9/2/1997 | 96 | 0 | 0 | Corner spall, shrinkage cracking |
| | TAEL | 1 | AAC | 127,071 | 9/1/2002 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bowers Field | TAEL | 2 | AAC | 21,972 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 55,550 | 9/1/1995 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AAC | 71,525 | 9/1/2002 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AAC | 37,602 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | TCEL | 1 | AAC | 51,349 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | TDEL | 1 | AAC | 24,456 | 9/1/2002 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | TFEL | 1 | AAC | 78,458 | 9/1/2002 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| Bremerton National | A01BR | 1 | AC | 100,416 | 9/2/1995 | 100 | 0 | 0 | No distress |
| | A02BR | 1 | AC | 29,134 | 9/3/1990 | 88 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 43,917 | 9/3/1989 | 96 | 0 | 96 | Depression, longitudinal and transverse cracking |
| | | 3 | AC | 65,132 | 9/3/1976 | 80 | 31 | 68 | Depression, longitudinal and transverse cracking, rutting |
| | | 4 | AC | 100,728 | 9/1/1948 | 74 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 5 | AC | 20,119 | 9/2/1971 | 54 | 46 | 52 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting, swelling |
| | A03BR | 1 | AC | 9,933 | 9/3/1970 | 74 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 44,798 | 9/2/1978 | 76 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 130,600 | 9/2/1968 | 79 | 0 | 99 | Block cracking, depression, longitudinal and transverse cracking |
| | | 4 | AC | 46,682 | 9/2/1976 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AC | 132,540 | 9/2/1981 | 91 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bremerton National | A04BR | 1 | AC | 54,399 | 9/2/1943 | 42 | 48 | 47 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AAC | 3,107 | 9/1/1978 | 82 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | A05BR | 1 | AC | 77,322 | 9/1/2004 | 98 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | AFUELBR | 1 | AC | 2,247 | 9/1/1975 | 74 | 0 | 82 | Depression, longitudinal and transverse cracking |
| | | 2 | AC | 13,064 | 9/3/1996 | 95 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | AH1BR | 1 | AC | 23,650 | 9/2/1994 | 100 | 0 | 0 | No distress |
| | AH2BR | 1 | AC | 22,000 | 9/2/1994 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | R01BR | 01A | AAC | 45,000 | 9/1/1976 | 73 | 0 | 100 | Longitudinal and transverse cracking |
| | | 01B | AAC | 45,000 | 9/1/1976 | 73 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 01C | AAC | 45,000 | 9/1/1976 | 81 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 02A | AAC | 130,750 | 9/1/1976 | 72 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 02B | AAC | 130,750 | 9/1/1976 | 73 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 02C | AAC | 130,750 | 9/1/1976 | 77 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 03A | AAC | 75,750 | 9/1/1976 | 73 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 03B | AAC | 75,750 | 9/1/1976 | 63 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 03C | AAC | 75,750 | 9/1/1976 | 73 | 0 | 100 | Block cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bremerton National | R01BR | 04A | AAC | 59,500 | 9/1/1972 | 69 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 04B | AAC | 59,500 | 9/1/1972 | 71 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 04C | AAC | 59,500 | 9/1/1972 | 76 | 0 | 100 | Block cracking, longitudinal and transverse cracking, raveling and weathering |
| | T01BR | 1 | AC | 66,403 | 9/3/1980 | 85 | 0 | 99 | Depression, longitudinal and transverse cracking |
| | | 2 | AAC | 34,809 | 9/1/1991 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 30,137 | 9/2/1991 | 80 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 4 | AC | 9,885 | 9/2/1991 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AC | 36,000 | 9/3/1981 | 100 | 0 | 0 | No distress |
| | TABR | 1 | AC | 21,735 | 9/2/1994 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 82,588 | 9/2/1977 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 89,479 | 9/2/1978 | 87 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 4 | AAC | 10,712 | 9/1/1978 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AC | 32,021 | 9/2/1978 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 6 | AAC | 62,233 | 9/1/1979 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | TBBR | 1 | AC | 16,323 | 9/2/1994 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | TCBR | 1 | AC | 13,573 | 9/2/1978 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | TDBR | 1 | AC | 5,609 | 9/2/1981 | 94 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Bremerton National | TDBR | 2 | AC | 21,487 | 9/2/1978 | 92 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TEBR | 1 | AAC | 29,715 | 9/1/1976 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | TFBR | 1 | AC | 11,641 | 9/3/1980 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 4,600 | 9/2/1977 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 14,366 | 9/2/1977 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | TGBR | 1 | AC | 13,157 | 9/2/1977 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | TJBR | 1 | AC | 18,243 | 9/2/1994 | 100 | 0 | 0 | No distress |
| Cashmere-Dryden Airport | R07CD | 1 | AC | 82,950 | 9/1/2001 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 7,300 | 9/1/2001 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | T01CD | 1 | AC | 3,031 | 9/1/2001 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | T02CD | 1 | AC | 3,371 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | T03CD | 1 | AAC | 37,700 | 11/1/1990 | 51 | 46 | 46 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T04CD | 1 | AC | 22,173 | 9/1/1988 | 25 | 60 | 27 | Alligator cracking, depression, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| Chehalis-Centralia Airport | A01CS | 1 | AC | 9,492 | 9/1/1960 | 41 | 32 | 50 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | A02CS | 1 | AC | 13,314 | 9/1/1960 | 7 | 44 | 48 | Alligator cracking, depression, patching, raveling and weathering |
| | AACS | 1 | AC | 2,630 | 9/1/1999 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Chehalis-Centralia Airport | AACS | 2 | PCC | 4,300 | 9/1/1999 | 57 | 74 | 21 | Joint seal damage, linear cracking, shrinkage cracking |
| | ABCS | 1 | AC | 1,964 | 9/1/1990 | 100 | 0 | 0 | No distress |
| | | 2 | PCC | 4,400 | 9/1/1990 | 63 | 34 | 23 | Corner break, corner spall, faulting, joint spall, joint seal damage, linear cracking |
| | ACCS | 1 | PCC | 2,312 | 9/1/1985 | 13 | 79 | 9 | Corner spall, joint spall, joint seal damage, linear cracking, shattered slab |
| | ADCS | 1 | PCC | 911 | 9/1/1985 | 42 | 84 | 16 | Joint seal damage, linear cracking, shattered slab |
| | | 2 | PCC | 4,000 | 9/1/1985 | 22 | 88 | 10 | Joint seal damage, linear cracking, shattered slab, shrinkage cracking |
| | | 3 | PCC | 4,950 | 9/1/1985 | 5 | 92 | 7 | Joint seal damage, linear cracking, shattered slab, shrinkage cracking |
| | | 4 | PCC | 5,141 | 9/1/1985 | 28 | 88 | 10 | Corner break, joint seal damage, linear cracking, shattered slab, shrinkage cracking |
| | | 5 | PCC | 3,375 | 9/1/1985 | 10 | 89 | 11 | Joint seal damage, linear cracking, shattered slab |
| | | 6 | AC | 5,223 | 9/1/1985 | 35 | 34 | 52 | Alligator cracking, depression, longitudinal and transverse cracking, patching, shoving, raveling and weathering |
| | AFBOCS | 1 | AC | 53,100 | 9/3/1952 | 68 | 75 | 25 | Alligator cracking, longitudinal and transverse cracking |
| | APRNCS | 1 | AC | 11,835 | 9/3/1993 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 71,325 | 9/3/1982 | 84 | 0 | 91 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 3 | AC | 134,094 | 9/3/1982 | 84 | 0 | 89 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Chehalis-Centralia Airport | R16CS | 01A | PCC | 225,000 | 9/2/1942 | 84 | 38 | 30 | Corner break, corner spall, faulting, joint spall, joint seal damage, linear cracking, shattered slab, small patch |
| | | 01B | PCC | 250,000 | 9/2/1942 | 86 | 17 | 41 | Faulting, joint spall, joint seal damage, large patch, linear cracking, shrinkage cracking, small patch |
| | | 01C | PCC | 225,000 | 9/2/1942 | 85 | 41 | 32 | Faulting, joint spall, joint seal damage, linear cracking, shattered slab, small patch |
| | T01CS | 1 | AC | 12,842 | 9/3/1982 | 69 | 46 | 53 | Alligator cracking, depression, longitudinal and transverse cracking |
| | | 2 | AAC | 11,924 | 9/1/1967 | 28 | 58 | 16 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | T02CS | 1 | AC | 18,475 | 9/3/1980 | 49 | 69 | 18 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | T03CS | 1 | AC | 22,733 | 9/3/1982 | 90 | 0 | 90 | Depression, longitudinal and transverse cracking, patching |
| | T04CS | 1 | AC | 11,211 | 9/4/1997 | 99 | 0 | 0 | Depression |
| | | 2 | AC | 25,835 | 9/4/1997 | 100 | 0 | 0 | No distress |
| | T05CS | 1 | AC | 4,122 | 9/3/1982 | 55 | 57 | 21 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 3,404 | 9/3/1982 | 84 | 0 | 80 | Longitudinal and transverse cracking, oil spillage |
| | | 3 | AC | 1,929 | 9/3/1982 | 82 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Chehalis-Centralia Airport | T06CS | 1 | AC | 11,074 | 9/3/1981 | 69 | 48 | 52 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | TA2CS | 1 | AC | 14,896 | 9/3/1982 | 88 | 0 | 64 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | TA3CS | 1 | AC | 16,372 | 9/4/1997 | 98 | 0 | 0 | Depression |
| | TA4CS | 1 | PCC | 39,241 | 9/2/1942 | 69 | 35 | 23 | Corner break, corner spall, faulting, joint spall, joint seal damage, large patch, linear cracking, shattered slab, shrinkage cracking |
| | TA5CS | 1 | PCC | 6,892 | 9/2/1942 | 56 | 38 | 18 | Corner spall, joint spall, joint seal damage, large patch, linear cracking |
| | | 2 | PCC | 61,506 | 9/2/1942 | 84 | 8 | 60 | Corner break, corner spall, faulting, joint spall, joint seal damage, large patch |
| | TACS | 1 | PCC | 199,860 | 9/2/1942 | 83 | 11 | 50 | Corner break, faulting, joint spall, joint seal damage, linear cracking, shrinkage cracking |
| | TCLCS | 1 | PCC | 69,773 | 9/2/1942 | 72 | 26 | 27 | Corner break, faulting, joint seal damage, large patch, linear cracking, shattered slab |
| Chelan Municipal Airport | A01CN | 1 | AC | 6,663 | 6/16/1986 | 66 | 0 | 98 | Depression, longitudinal and transverse cracking |
| | A02CN | 1 | AC | 26,168 | 7/2/1987 | 72 | 0 | 81 | Bleeding, longitudinal and transverse cracking, shoving |
| | | 2 | PCC | 640 | 9/1/1987 | 57 | 0 | 0 | No distress |
| | | 3 | AC | 3,900 | 9/1/1987 | 15 | 34 | 66 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | A03CN | 1 | AC | 104,950 | 6/17/1986 | 73 | 0 | 89 | Depression, longitudinal and transverse cracking, oil spillage |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Chelan Municipal Airport | A04CN | 1 | AC | 6,743 | 6/16/1986 | 55 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking |
| | A05CN | 1 | PCC | 707 | 9/1/1976 | 52 | 93 | 0 | Linear cracking, shrinkage cracking |
| | R02CN | 1 | AC | 27,000 | 6/16/1986 | 75 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 171,600 | 6/16/1986 | 77 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 12,000 | 6/16/1986 | 64 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking |
| | T01CN | 1 | AC | 3,698 | 7/2/1987 | 76 | 0 | 62 | Bleeding, depression, longitudinal and transverse cracking |
| | | 2 | AC | 36,953 | 9/2/1997 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | T02CN | 1 | AC | 10,847 | 7/2/1987 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 59,771 | 9/2/1997 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | T03CN | 1 | AC | 6,839 | 7/2/1987 | 47 | 49 | 45 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | T04CN | 1 | AC | 30,338 | 9/2/1997 | 93 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T05CN | 1 | AC | 26,554 | 6/6/2004 | 100 | 0 | 0 | No distress |
| | T06CN | 1 | AC | 1,765 | 9/1/2004 | 100 | 0 | 0 | No distress |
| Cle Elum Municipal Airport[7] | A01CL | 1 | AC | 5,408 | 9/1/1989 | 59 | 0 | 63 | Longitudinal and transverse cracking, raveling and weathering, depression |
| | A02CL | 1 | AC | 6,094 | 9/2/1987 | 64 | 0 | 47 | Raveling and weathering, bleeding, depression |
| | R07CL | 1 | AC | 5,000 | 9/1/1989 | 41 | 32 | 49 | Block cracking, depression, longitudinal and transverse cracking, rutting, raveling and weathering, alligator cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Cle Elum Municipal Airport[7] | R07CL | 2 | AC | 92,200 | 9/1/1989 | 39 | 48 | 52 | Patching, block cracking, rutting, alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 5,200 | 9/1/1989 | 49 | 0 | 71 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T01CL | 1 | AC | 12,795 | 9/1/1989 | 45 | 34 | 57 | Raveling and weathering, alligator cracking, block cracking, corrugation, longitudinal and transverse cracking, oil spillage, patching, rutting |
| Colville Municipal Airport | A01CO | 1 | AC | 10,060 | 9/2/1993 | 70 | 49 | 51 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 6,400 | 9/2/1985 | 79 | 0 | 76 | Depression, longitudinal and transverse cracking |
| | A02CO | 1 | AC | 5,920 | 9/2/1972 | 50 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | A03CO | 1 | AC | 2,500 | 9/2/1985 | 79 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 279 | 6/2/1999 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 3,240 | 6/2/1999 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | A04CO | 1 | AC | 55,130 | 6/1/2004 | 100 | 0 | 0 | No distress |
| | | 2 | PCC | 1,675 | 9/1/2000 | 67 | 48 | 27 | Joint seal damage, linear cracking, shrinkage cracking |
| | R01CO | 1 | AC | 121,500 | 6/3/1999 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | T01CO | 1 | AC | 6,636 | 6/3/1999 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 10,160 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | T02CO | 1 | AC | 2,031 | 6/3/1999 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 9,309 | 9/1/1993 | 92 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Colville Municipal Airport | T02CO | 3 | AAC | 14,200 | 8/1/1988 | 18 | 47 | 50 | Alligator cracking, bleeding, block cracking, rutting, raveling and weathering |
| | | 4 | AC | 8,800 | 9/1/1993 | 67 | 51 | 45 | Alligator cracking, longitudinal and transverse cracking, swelling |
| | | 5 | AC | 1,136 | 6/3/1999 | 100 | 0 | 0 | No distress |
| | T03CO | 1 | AC | 3,682 | 6/3/1999 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | T04CO | 1 | AC | 1,766 | 9/2/1985 | 75 | 0 | 100 | Patching |
| | T05CO | 1 | AC | 2,055 | 6/1/2004 | 100 | 0 | 0 | No distress |
| | T06CO | 1 | AC | 21,666 | 6/1/2004 | 100 | 0 | 0 | No distress |
| Concrete Municipal | A01CC | 1 | AC | 4,599 | 9/1/1993 | 99 | 0 | 100 | Raveling and weathering |
| | A02CC | 1 | AC | 12,000 | 9/1/1993 | 95 | 0 | 76 | Oil spillage, patching |
| | A03CC | 1 | PCC | 1,600 | 9/1/1997 | 93 | 0 | 0 | Shrinkage cracking, small patch |
| | A04CC | 1 | AC | 4,599 | 9/1/1993 | 81 | 0 | 35 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | R07CC | 1 | AC | 6,800 | 9/1/1993 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 154,800 | 9/1/1993 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | T01CC | 1 | AC | 8,809 | 9/1/1993 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| Crest Airpark | A01KE | 1 | AC | 32,257 | 9/1/1982 | 53 | 39 | 45 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, patching, swelling, raveling and weathering |
| | R15KE | 1 | AC | 12,825 | 9/1/1986 | 62 | 13 | 64 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 134,190 | 9/1/1986 | 73 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T01KE | 1 | AC | 2,913 | 9/1/1986 | 77 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Crest Airpark | T01KE | 2 | AC | 76,074 | 9/1/1986 | 73 | 0 | 78 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | T02KE | 1 | AC | 2,121 | 9/1/1986 | 75 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T03KE | 1 | AC | 3,047 | 9/1/1986 | 80 | 0 | 80 | Depression, longitudinal and transverse cracking |
| | T04KE | 1 | AC | 9,337 | 9/1/1986 | 52 | 0 | 50 | Depression, longitudinal and transverse cracking, swelling, raveling and weathering |
| | T05KE | 1 | AC | 1,750 | 9/2/1980 | 62 | 0 | 73 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | T06KE | 1 | AC | 2,527 | 9/2/1986 | 66 | 0 | 79 | Longitudinal and transverse cracking, swelling, raveling and weathering |
| | T07KE | 1 | AC | 6,111 | 9/1/1982 | 43 | 19 | 58 | Depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | T08KE | 1 | AC | 6,790 | 9/1/1982 | 35 | 45 | 53 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | T09KE | 1 | AC | 9,544 | 9/1/1982 | 55 | 25 | 75 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T10KE | 1 | AC | 8,909 | 9/1/1982 | 59 | 14 | 83 | Alligator cracking, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | T11KE | 1 | AC | 7,700 | 9/1/1982 | 31 | 43 | 53 | Alligator cracking, longitudinal and transverse cracking, oil spillage, swelling, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Crest Airpark | T12KE | 1 | AC | 7,786 | 9/1/1982 | 46 | 14 | 73 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T13KE | 1 | AC | 7,129 | 9/1/1982 | 42 | 44 | 56 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | T14KE | 1 | AC | 4,774 | 9/1/1982 | 20 | 42 | 41 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | T15KE | 1 | AC | 9,570 | 9/1/1982 | 63 | 0 | 81 | Depression, longitudinal and transverse cracking, raveling and weathering |
| Darrington Municipal | A01DR | 1 | AC | 42,900 | 9/2/1995 | 100 | 0 | 100 | Raveling and weathering |
| | R10DR | 1 | AC | 99,600 | 9/2/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | T01DR | 1 | AC | 53,657 | 9/2/1995 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T02DR | 1 | AC | 2,550 | 9/2/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T03DR | 1 | AC | 1,033 | 9/2/1995 | 87 | 0 | 0 | Depression |
| | T04DR | 1 | AC | 1,033 | 9/2/1995 | 87 | 0 | 0 | Depression |
| Davenport Airport | A01DA | 1 | AC | 32,191 | 9/1/2000 | 95 | 0 | 65 | Longitudinal and transverse cracking, oil spillage |
| | A02DA | 1 | AC | 35,200 | 9/3/2003 | 100 | 0 | 0 | No distress |
| | R05DA | 1 | AC | 140,625 | 9/1/2000 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | T01DA | 1 | AC | 22,446 | 9/1/2003 | 100 | 0 | 0 | No distress |
| De Vere Field | A01DV | 1 | AC | 6,750 | 9/1/1990 | 32 | 28 | 65 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| De Vere Field | R08DV | 1 | AC | 60,600 | 9/1/1976 | 44 | 42 | 29 | Depression, longitudinal and transverse cracking, rutting, swelling |
| Deer Park Municipal Airport | A01DP | 1 | AC | 179,407 | 8/2/1983 | 45 | 48 | 50 | Alligator cracking, bleeding, longitudinal and transverse cracking, oil spillage, patching |
| | | 2 | AAC | 64,870 | 9/1/1995 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | R04DP | 1 | AC | 194,315 | 9/1/2000 | 99 | 0 | 90 | Depression, longitudinal and transverse cracking |
| | R16DP | 1 | AC | 330,000 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 127,500 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | TA10DP | 1 | AC | 14,526 | 9/2/1998 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA1DP | 1 | AC | 15,750 | 9/3/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | TA2DP | 1 | AC | 15,750 | 9/3/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | TA3DP | 1 | AC | 11,625 | 9/3/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | TA4DP | 1 | AC | 17,240 | 9/3/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | TA5DP | 1 | AC | 17,240 | 9/3/1995 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | TA6DP | 1 | AC | 17,240 | 9/3/1995 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | TA7DP | 1 | AC | 18,750 | 9/2/1983 | 87 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 10,175 | 9/3/1995 | 100 | 0 | 0 | No distress |
| | TA8DP | 1 | AC | 11,750 | 9/3/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | TA9DP | 1 | AC | 11,750 | 9/3/1995 | 89 | 73 | 27 | Alligator cracking, longitudinal and transverse cracking |
| | TADP | 1 | AC | 241,198 | 9/1/2001 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Deer Park Municipal Airport | TCDP | 1 | AC | 20,252 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 138,590 | 9/1/2001 | 27 | 60 | 37 | Alligator cracking, bleeding, block cracking |
| | TFDP | 1 | AC | 25,957 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 8,451 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | TGDP | 1 | AC | 22,593 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | THDP | 1 | AC | 16,720 | 6/1/2000 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 14,484 | 6/1/2000 | 100 | 0 | 0 | No distress |
| Desert Aire | A01MT | 1 | AC | 10,500 | 9/1/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 4,200 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 25,256 | 9/1/1995 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | R10MT | 1 | AC | 131,976 | 9/1/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | T01MT | 1 | AC | 69,730 | 9/1/1995 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 30,448 | 6/2/1999 | 50 | 51 | 47 | Longitudinal and transverse cracking, rutting, swelling, raveling and weathering |
| | T03MT | 1 | AC | 2,978 | 9/1/1995 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 1,319 | 6/2/1999 | 63 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| Dorothy Scott Airport | A01OV | 1 | AC | 4,875 | 9/2/1991 | 59 | 58 | 42 | Alligator cracking, longitudinal and transverse cracking |
| | | 2 | AAC | 53,675 | 9/1/1992 | 52 | 49 | 47 | Alligator cracking, bleeding, block cracking, depression, longitudinal and transverse cracking, oil spillage, patching, rutting |
| | R15OV | 1 | AAC | 20,000 | 8/1/1998 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 155,300 | 8/1/1998 | 93 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Dorothy Scott Airport | R15OV | 3 | AAC | 25,400 | 8/1/1998 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | T01OV | 1 | AC | 3,975 | 5/2/1985 | 34 | 70 | 30 | Alligator cracking, longitudinal and transverse cracking |
| | | 2 | AAC | 27,170 | 9/1/1992 | 43 | 75 | 25 | Alligator cracking, longitudinal and transverse cracking, patching |
| | T02OV | 1 | AAC | 4,000 | 9/1/1992 | 22 | 87 | 13 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | T03OV | 1 | AAC | 1,393 | 9/1/1992 | 70 | 0 | 78 | Depression, longitudinal and transverse cracking |
| | T04OV | 1 | AAC | 37,795 | 9/1/1992 | 58 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 2 | AC | 3,975 | 5/2/1985 | 52 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking |
| Elma Municipal | A01EM | 1 | AC | 28,075 | 9/1/1960 | 18 | 51 | 48 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | R25EM | 1 | AC | 4,673 | 9/1/1985 | 81 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 76,858 | 9/1/1985 | 77 | 0 | 87 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | T01EM | 1 | AC | 6,125 | 9/1/1985 | 76 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| Ephrata Municipal | A01EP | 1 | AC | 188,106 | 9/3/1943 | 61 | 0 | 97 | Depression, longitudinal and transverse cracking, swelling |
| | | 2 | AC | 610,130 | 9/3/1943 | 62 | 0 | 95 | Depression, longitudinal and transverse cracking, patching |
| | | 3 | AC | 41,173 | 9/3/1943 | 52 | 0 | 64 | Longitudinal and transverse cracking, shoving, swelling |
| | | 4 | PCC | 20,800 | 9/1/1943 | 11 | 88 | 12 | Joint seal damage, shattered slab |
| | | 5 | PCC | 20,800 | 9/1/1943 | 11 | 88 | 12 | Joint seal damage, shattered slab |
| | | 6 | AC | 15,313 | 9/1/1987 | 54 | 50 | 50 | Alligator cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Ephrata Municipal | A01EP | 7 | AC | 576,387 | 9/3/1943 | 67 | 0 | 100 | Longitudinal and transverse cracking |
| | | 8 | AC | 91,184 | 9/3/1943 | 69 | 0 | 95 | Longitudinal and transverse cracking, oil spillage |
| | | 9 | AC | 98,816 | 9/3/1943 | 67 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 10 | AC | 9,304 | 9/3/1943 | 52 | 0 | 79 | Depression, longitudinal and transverse cracking, oil spillage, patching, swelling |
| | | 11 | AC | 87,046 | 9/3/1943 | 59 | 0 | 96 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | R02EP | 01A | PCC | 7,500 | 9/3/1943 | 15 | 20 | 8 | Corner spall, joint spall, joint seal damage, linear cracking, scaling, shattered slab |
| | | 01B | PCC | 7,500 | 9/3/1943 | 14 | 25 | 7 | Corner spall, joint spall, joint seal damage, linear cracking, scaling, shattered slab |
| | | 01C | PCC | 7,500 | 9/3/1943 | 22 | 9 | 13 | Corner spall, joint spall, joint seal damage, linear cracking, scaling |
| | | 02A | AC | 98,500 | 9/3/1943 | 47 | 0 | 100 | Block cracking |
| | | 02B | AC | 98,500 | 9/3/1943 | 39 | 41 | 59 | Alligator cracking, block cracking |
| | | 02C | AC | 98,500 | 9/3/1943 | 47 | 0 | 100 | Block cracking |
| | | 03A | AC | 156,957 | 9/3/1943 | 49 | 24 | 76 | Alligator cracking, block cracking |
| | | 03B | AC | 313,914 | 9/3/1983 | 75 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03C | AC | 156,957 | 9/3/1943 | 51 | 19 | 81 | Alligator cracking, block cracking |
| | | 04A | APC | 14,575 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 04B | APC | 29,516 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 04C | APC | 14,575 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | R11EP | 1 | AC | 229,580 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | T01EP | 1 | AC | 70,760 | 9/3/1943 | 51 | 0 | 100 | Longitudinal and transverse cracking, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Ephrata Municipal | T01EP | 2 | AC | 28,289 | 9/3/1943 | 47 | 0 | 100 | Block cracking |
| | | 3 | AC | 120,203 | 9/3/1943 | 64 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | APC | 2,912 | 9/1/1994 | 61 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 5 | AC | 12,563 | 9/3/1943 | 55 | 29 | 69 | Alligator cracking, block cracking, longitudinal and transverse cracking, swelling |
| | | 6 | AAC | 10,411 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | T02EP | 1 | AC | 26,444 | 9/3/1943 | 44 | 24 | 69 | Alligator cracking, depression, longitudinal and transverse cracking |
| | T03EP | 1 | AC | 13,823 | 9/3/1995 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | APC | 2,843 | 9/1/1994 | 37 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, patching |
| | | 3 | AC | 94,712 | 9/3/1943 | 66 | 0 | 99 | Depression, longitudinal and transverse cracking |
| | T04EP | 1 | AAC | 11,250 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 250,921 | 9/3/1943 | 63 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 14,740 | 9/1/2004 | 100 | 0 | 0 | No distress |
| Felts Field | A01FL | 1 | AC | 6,750 | 9/1/1992 | 83 | 0 | 72 | Depression, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 2 | AC | 106,102 | 9/1/1973 | 38 | 53 | 42 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 3 | PCC | 2,800 | 9/1/1941 | 9 | 100 | 0 | Corner break, linear cracking, shattered slab |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Felts Field | A01FL | 4 | PCC | 20,526 | 9/1/1941 | 27 | 84 | 2 | Joint seal damage, linear cracking, scaling, shattered slab, shrinkage cracking, small patch |
| | | 5 | AC | 9,865 | 9/1/1943 | 13 | 66 | 34 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 6 | AAC | 34,305 | 9/1/1986 | 83 | 0 | 99 | Depression, longitudinal and transverse cracking, patching |
| | | 7 | AC | 19,925 | 9/2/1968 | 40 | 36 | 62 | Alligator cracking, block cracking, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 8 | AC | 11,452 | 9/2/1944 | 9 | 89 | 11 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 9 | AC | 73,005 | 9/2/1969 | 33 | 43 | 55 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 10 | AAC | 122,232 | 9/1/1984 | 73 | 0 | 97 | Bleeding, longitudinal and transverse cracking |
| | | 11 | AC | 46,105 | 9/2/1977 | 56 | 47 | 53 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 12 | AC | 22,176 | 9/1/1965 | 24 | 59 | 41 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 13 | AC | 19,602 | 9/1/1972 | 26 | 71 | 29 | Alligator cracking, longitudinal and transverse cracking |
| | | 14 | AC | 28,544 | 9/1/1966 | 16 | 65 | 35 | Alligator cracking, block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 15 | AC | 35,925 | 9/2/1980 | 74 | 53 | 47 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Felts Field | A01FL | 16 | AC | 7,800 | 9/1/1993 | 68 | 23 | 70 | Alligator cracking, longitudinal and transverse cracking, oil spillage, patching, swelling |
| | | 17 | AC | 12,926 | 9/1/1999 | 92 | 0 | 88 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | A02FL | 1 | AC | 35,777 | 9/2/1989 | 77 | 25 | 68 | Alligator cracking, longitudinal and transverse cracking, oil spillage |
| | A03FL | 1 | AC | 29,155 | 9/2/1999 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | A04FL | 1 | AC | 48,125 | 9/2/1995 | 81 | 0 | 92 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 2 | AC | 44,993 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | A05FL | 1 | AC | 16,761 | 9/1/1971 | 69 | 45 | 55 | Alligator cracking, longitudinal and transverse cracking |
| | A06FL | 1 | AC | 21,567 | 9/1/1995 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | A07FL | 1 | AC | 6,406 | 9/1/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | A08FL | 1 | AC | 7,044 | 9/2/1986 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | R03LFL | 01A | PCC | 224,967 | 9/1/1941 | 88 | 0 | 49 | Corner spall, joint spall, joint seal damage, small patch |
| | | 01B | PCC | 224,903 | 9/1/1941 | 97 | 0 | 40 | Joint spall, joint seal damage |
| | | 01C | PCC | 224,828 | 9/1/1941 | 89 | 17 | 45 | Corner spall, joint spall, joint seal damage, linear cracking, small patch |
| | R03RFL | 1 | AAC | 34,423 | 9/1/1992 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 201,753 | 9/1/1992 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | T01FL | 1 | AC | 2,481 | 9/2/1993 | 75 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Felts Field | TAFL | 1 | AAC | 136,590 | 9/1/1992 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 52,196 | 9/2/1999 | 90 | 0 | 98 | Depression, longitudinal and transverse cracking |
| | | 3 | AC | 27,504 | 9/2/1995 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 22,495 | 9/1/1995 | 88 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 5 | AC | 16,199 | 9/1/1995 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | TBFL | 1 | AC | 52,003 | 9/2/1994 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 72,541 | 9/2/1987 | 66 | 58 | 42 | Alligator cracking, longitudinal and transverse cracking |
| | TCFL | 1 | AAC | 19,041 | 9/1/1960 | 36 | 61 | 39 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 7,789 | 9/1/1957 | 16 | 40 | 48 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | TDFL | 1 | PCC | 11,937 | 9/1/1941 | 94 | 0 | 27 | Corner spall, joint spall, joint seal damage |
| | | 2 | AAC | 7,134 | 9/1/1985 | 80 | 33 | 67 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AAC | 2,309 | 9/1/1985 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AAC | 22,116 | 9/1/1985 | 75 | 52 | 48 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| Ferry County | A01RE | 1 | PCC | 1,600 | 9/2/1980 | 73 | 66 | 7 | Joint seal damage, linear cracking, scaling |
| | | 2 | AC | 6,407 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 3,150 | 9/1/2004 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Ferry County | R17RE | 1 | AC | 208,800 | 10/1/1998 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | T01RE | 1 | AC | 2,205 | 10/1/1998 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 6,765 | 9/1/1987 | 90 | 100 | 0 | Alligator cracking |
| Firstair Field | A01MN | 1 | AC | 5,085 | 9/2/1974 | 40 | 76 | 24 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | A02MN | 1 | AC | 3,968 | 9/2/1974 | 26 | 56 | 44 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | A03MN | 1 | AC | 10,614 | 9/3/1997 | 70 | 29 | 55 | Depression, longitudinal and transverse cracking, oil spillage, rutting, raveling and weathering |
| | A04MN | 1 | AC | 11,541 | 9/3/1997 | 72 | 41 | 54 | Depression, longitudinal and transverse cracking, rutting, raveling and weathering |
| | A05MN | 1 | AC | 9,400 | 9/2/1984 | 35 | 59 | 24 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | A06MN | 1 | AC | 9,438 | 9/2/1981 | 26 | 55 | 44 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | A07MN | 1 | AC | 12,740 | 9/2/1980 | 45 | 71 | 22 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | A08MN | 1 | AC | 16,323 | 9/2/1974 | 20 | 65 | 35 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | R07MN | 1 | AC | 52,635 | 9/1/1974 | 42 | 54 | 46 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Firstair Field | R07MN | 2 | AC | 16,500 | 9/2/1974 | 42 | 61 | 39 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | T01MN | 1 | AC | 1,380 | 9/3/1997 | 93 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 1,282 | 9/3/1997 | 88 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 1,386 | 9/2/1984 | 19 | 57 | 32 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 4 | AC | 964 | 9/2/1981 | 16 | 54 | 46 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 5 | AC | 1,473 | 9/3/1997 | 70 | 70 | 30 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | T02MN | 1 | AC | 2,520 | 9/2/1984 | 18 | 74 | 26 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | T03MN | 1 | AC | 1,496 | 3/1/2005 | 100 | 0 | 0 | No distress |
| Forks Municipal | A01FO | 1 | AC | 38,343 | 9/4/1988 | 76 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | R04FO | 1 | AC | 180,000 | 9/4/1988 | 77 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T01FO | 1 | AC | 98,046 | 9/4/1988 | 71 | 48 | 52 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | T02FO | 1 | AC | 8,095 | 9/4/1988 | 82 | 0 | 85 | Depression, longitudinal and transverse cracking, raveling and weathering |
| Friday Harbor | AFUELFH | 1 | AC | 1,856 | 9/3/1985 | 82 | 0 | 89 | Longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Friday Harbor | AFUELFH | 2 | AC | 3,490 | 9/3/1986 | 82 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | AHANG1FH | 1 | AC | 9,964 | 9/3/1997 | 63 | 24 | 66 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AC | 15,767 | 9/3/1996 | 63 | 34 | 60 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | PCC | 6,375 | 9/2/1996 | 83 | 0 | 61 | Joint spall, joint seal damage |
| | AHANG3FH | 1 | AC | 109,598 | 9/3/1986 | 88 | 0 | 41 | Depression, longitudinal and transverse cracking, patching |
| | AHLD16FH | 1 | AC | 7,828 | 9/3/1985 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | AHLD34FH | 1 | AC | 6,343 | 9/3/1985 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | AIAFH | 1 | AC | 5,100 | 9/2/1982 | 60 | 21 | 59 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AC | 17,425 | 9/2/1992 | 53 | 26 | 66 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | ARES1FH | 1 | AC | 24,842 | 9/2/1992 | 95 | 0 | 69 | Longitudinal and transverse cracking, oil spillage |
| | ARES2FH | 1 | AC | 78,000 | 9/3/1993 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | ATERMFH | 1 | AC | 275,298 | 9/3/1985 | 87 | 56 | 43 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | ATRANSFH | 1 | AC | 100,058 | 9/3/1985 | 93 | 0 | 77 | Longitudinal and transverse cracking, oil spillage, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Friday Harbor | AWASHFH | 1 | AC | 4,000 | 9/3/1985 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | R16FH | 1 | AAC | 255,000 | 9/1/2004 | 100 | 0 | 100 | Longitudinal and transverse cracking |
| | T01FH | 1 | AC | 16,792 | 9/3/1985 | 82 | 43 | 56 | Alligator cracking, bleeding, depression, longitudinal and transverse cracking, patching |
| | TA1FH | 1 | AC | 7,278 | 9/3/1985 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | TA2FH | 1 | AC | 5,238 | 9/3/1985 | 73 | 49 | 46 | Alligator cracking, depression, longitudinal and transverse cracking |
| | TA3FH | 1 | AC | 4,284 | 9/3/1985 | 66 | 53 | 46 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | TAFH | 1 | AC | 119,000 | 9/3/1985 | 81 | 67 | 33 | Alligator cracking, bleeding, longitudinal and transverse cracking, patching, rutting |
| | TGFH | 1 | AC | 8,110 | 9/3/1985 | 73 | 53 | 47 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 2 | AC | 4,284 | 9/3/1985 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 3,600 | 9/3/1985 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | THANG1FH | 1 | AC | 69,816 | 9/3/1985 | 94 | 0 | 67 | Depression, longitudinal and transverse cracking, oil spillage, patching |
| | THANG2FH | 1 | AC | 5,819 | 9/2/1982 | 36 | 79 | 21 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 2 | PCC | 4,355 | 9/2/1982 | 51 | 73 | 20 | Corner break, corner spall, joint seal damage, linear cracking |
| | TIAFH | 1 | AC | 12,735 | 9/3/1986 | 63 | 44 | 30 | Alligator cracking, depression, longitudinal and transverse cracking, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Friday Harbor | TRESFH | 1 | AC | 3,959 | 9/3/1993 | 71 | 56 | 39 | Alligator cracking, depression, longitudinal and transverse cracking |
| Goldendale Hornibrook Airport (Hornibrook Field) | A01GO | 1 | AC | 2,900 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | A02GO | 1 | AC | 5,170 | 9/2/1995 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | A03GO | 1 | AAC | 27,401 | 7/2/1987 | 48 | 0 | 66 | Depression, oil spillage, raveling and weathering |
| | R07GO | 1 | AAC | 126,720 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 12,880 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | T01GO | 1 | AAC | 38,111 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | T02GO | 1 | AC | 4,627 | 9/2/1995 | 78 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T03GO | 1 | AC | 5,443 | 8/1/2005 | 100 | 0 | 0 | No distress |
| Grand Coulee Dam Airport[6] | A01EC | 1 | AC | 76,675 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | R03EC | 1 | AC | 315,000 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T01EC | 1 | AC | 8,909 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T02EC | 1 | AC | 11,613 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T03EC | 1 | AC | 11,613 | 8/1/2005 | 100 | 0 | 0 | No distress |
| Grant County International Airport | A01GC | 1 | APC | 442,700 | 9/1/1990 | 80 | 0 | 86 | Longitudinal and transverse cracking, oil spillage |
| | | 2 | PCC | 333,048 | 9/1/1956 | 8 | 70 | 6 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, shattered slab |
| | | 3 | PCC | 32,397 | 9/1/1995 | 73 | 72 | 0 | Corner spall, joint spall, linear cracking, shrinkage cracking |
| | | 4 | APC | 330,987 | 9/1/1997 | 79 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Grant County International Airport | A01GC | 5 | PCC | 385,008 | 9/1/1956 | 26 | 29 | 42 | Blow-up, corner break, corner spall, durability cracking, faulting, joint spall, joint seal damage, large patch, linear cracking, shattered slab, small patch |
| | | 6 | PCC | 100,375 | 9/1/1956 | 80 | 46 | 4 | Durability cracking, joint spall, large patch, linear cracking, shrinkage cracking |
| | | 7 | AC | 248,278 | 9/1/1956 | 76 | 0 | 100 | Longitudinal and transverse cracking |
| | | 8 | PCC | 223,752 | 9/1/1956 | 85 | 30 | 38 | Durability cracking, joint seal damage, large patch, linear cracking, shattered slab, shrinkage cracking, small patch |
| | | 9 | PCC | 347,499 | 9/1/1956 | 70 | 74 | 9 | Corner spall, durability cracking, large patch, linear cracking, shattered slab, shrinkage cracking, small patch |
| | ACOLUMBGC | 1 | PCC | 114,617 | 9/1/1956 | 83 | 23 | 45 | Corner break, corner spall, joint spall, joint seal damage, linear cracking, shrinkage cracking |
| | AEASTGC | 1 | PCC | 1,502,205 | 9/1/1955 | 91 | 24 | 37 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, shrinkage cracking, small patch |
| | | 2 | PCC | 89,964 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 3 | PCC | 53,601 | 9/1/1955 | 57 | 73 | 16 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, shattered slab, shrinkage cracking, small patch |
| | | 4 | AC | 45,274 | 9/1/1955 | 65 | 59 | 41 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Grant County International Airport | AFUELGC | 1 | PCC | 2,545,615 | 9/1/1956 | 79 | 64 | 0 | Large patch, linear cracking, shrinkage cracking, small patch |
| | AHANGGC | 1 | PCC | 78,139 | 9/1/1956 | 8 | 74 | 7 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, shattered slab |
| | AHELIPADGC | 1 | PCC | 625 | 9/1/1997 | 81 | 82 | 0 | Linear cracking, shrinkage cracking |
| | AHOLD14LGC | 1 | PCC | 220,271 | 9/1/1958 | 85 | 90 | 0 | Linear cracking, shattered slab, shrinkage cracking |
| | AMOG | A01B | AC | 16,312 | 6/1/1999 | 71 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | A02B | AC | 91,212 | 6/1/1999 | 72 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | AWESTGC | 1 | PCC | 119,918 | 9/1/1958 | 91 | 47 | 0 | Joint spall, large patch, linear cracking, shrinkage cracking |
| | R14LGC | 01A | PCC | 376,180 | 9/1/1958 | 88 | 44 | 0 | Large patch, linear cracking, shrinkage cracking |
| | | 01B | PCC | 150,472 | 9/1/1958 | 82 | 90 | 0 | Linear cracking, shattered slab, shrinkage cracking |
| | | 01C | PCC | 374,652 | 9/1/1958 | 87 | 65 | 0 | Linear cracking, shrinkage cracking |
| | | 02A | APC | 10,938 | 5/1/2005 | 100 | 0 | 0 | No distress |
| | | 02B | PCC | 64,046 | 9/1/1991 | 77 | 91 | 0 | Linear cracking, shrinkage cracking |
| | | 02C | PCC | 49,975 | 9/1/1991 | 100 | 0 | 0 | No distress |
| | | 02D | PCC | 24,986 | 9/1/1991 | 100 | 0 | 0 | No distress |
| | | 02E | PCC | 49,982 | 9/1/1991 | 100 | 0 | 0 | No distress |
| | | 02F | PCC | 62,160 | 9/1/1991 | 78 | 96 | 0 | Linear cracking, shrinkage cracking, small patch |
| | | 02G | APC | 10,742 | 5/1/2005 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Grant County International Airport | R14LGC | 03A | APC | 298,662 | 9/1/1958 | 55 | 14 | 86 | Alligator cracking, joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 03B | APC | 697,994 | 5/1/2005 | 100 | 0 | 0 | No distress |
| | | 03E | APC | 299,761 | 9/1/1958 | 60 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 04A | PCC | 63,750 | 9/1/1956 | 80 | 95 | 0 | Linear cracking, shattered slab, shrinkage cracking |
| | | 04B | PCC | 123,759 | 9/1/1956 | 90 | 91 | 0 | Linear cracking, shattered slab, shrinkage cracking |
| | | 04C | PCC | 75,022 | 9/1/1991 | 97 | 71 | 0 | Linear cracking, shrinkage cracking |
| | | 04D | PCC | 123,737 | 9/1/1991 | 95 | 61 | 0 | Linear cracking, shrinkage cracking |
| | | 04E | PCC | 63,750 | 9/1/1991 | 71 | 97 | 0 | Linear cracking, shattered slab, shrinkage cracking |
| | R14RGC | 1 | PCC | 235,392 | 9/1/1958 | 87 | 82 | 13 | Joint seal damage, linear cracking, shrinkage cracking |
| | R18GC | 1 | APC | 250,275 | 9/1/1989 | 80 | 0 | 75 | Bleeding, longitudinal and transverse cracking |
| | R22GC | 1 | PCC | 7,500 | 9/1/1958 | 77 | 0 | 28 | Joint spall, joint seal damage, shrinkage cracking, small patch |
| | | 6 | PCC | 7,500 | 9/1/1958 | 76 | 91 | 0 | Linear cracking, shrinkage cracking |
| | | 02A | AC | 103,750 | 9/1/2001 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02B | AC | 215,929 | 9/1/2001 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02C | AC | 103,750 | 9/1/2001 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03A | AAC | 16,431 | 5/1/2005 | 100 | 0 | 0 | No distress |
| | | 04A | AAC | 12,271 | 5/1/2005 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Grant County International Airport | R22GC | 04B | AAC | 25,150 | 5/1/2005 | 100 | 0 | 0 | No distress |
| | | 05A | APC | 105,818 | 9/1/2001 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | | 05B | APC | 210,564 | 9/1/2001 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 05C | APC | 105,516 | 9/1/2001 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | RW927 | R01A | PCC | 309,000 | 6/1/1944 | 96 | 11 | 23 | Corner spall, joint spall, joint seal damage, large patch, linear cracking, small patch |
| | | R02A | AC | 61,800 | 6/1/1999 | 75 | 0 | 97 | Longitudinal and transverse cracking, patching, swelling |
| | TA1GC | 1 | PCC | 22,837 | 9/1/1956 | 54 | 73 | 0 | Corner break, large patch, linear cracking, shattered slab, shrinkage cracking, small patch |
| | TA2GC | 1 | PCC | 19,750 | 9/1/1956 | 57 | 33 | 0 | Large patch, linear cracking, shrinkage cracking, small patch |
| | TA3GC | 1 | PCC | 19,750 | 9/1/1956 | 96 | 0 | 0 | Shrinkage cracking, small patch |
| | TAGC | 1 | PCC | 14,607 | 9/1/1956 | 89 | 62 | 0 | Linear cracking, shrinkage cracking |
| | | 2 | PCC | 79,831 | 9/1/1956 | 76 | 88 | 0 | Large patch, linear cracking, shrinkage cracking |
| | | 3 | PCC | 294,273 | 9/1/1956 | 80 | 83 | 0 | Corner break, corner spall, joint spall, linear cracking, shrinkage cracking |
| | TBGC | 1 | PCC | 200,452 | 9/1/1956 | 77 | 85 | 0 | Linear cracking, shrinkage cracking, small patch |
| | TCGC | 1 | APC | 248,080 | 9/1/1989 | 82 | 0 | 56 | Bleeding, longitudinal and transverse cracking, swelling |
| | | 2 | APC | 65,253 | 9/1/1989 | 83 | 0 | 64 | Bleeding, longitudinal and transverse cracking, swelling |
| | | 3 | PCC | 22,791 | 9/1/1958 | 75 | 97 | 0 | Linear cracking, shattered slab, shrinkage cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Grant County International Airport | TCOMPASSGC | 1 | PCC | 88,632 | 9/1/1991 | 91 | 13 | 20 | Joint spall, joint seal damage, large patch, linear cracking, shrinkage cracking |
| | TDGC | 1 | APC | 47,554 | 9/1/1989 | 31 | 25 | 65 | Alligator cracking, block cracking, longitudinal and transverse cracking, patching, swelling |
| | | 2 | PCC | 18,714 | 9/1/1958 | 93 | 88 | 0 | Linear cracking, shrinkage cracking |
| | TEGC | 1 | PCC | 96,432 | 9/1/1958 | 82 | 82 | 0 | Linear cracking, shrinkage cracking |
| | TG1GC | 1 | PCC | 25,815 | 9/1/1991 | 97 | 0 | 0 | Large patch, shrinkage cracking, small patch |
| | TG2GC | 1 | PCC | 26,075 | 9/1/1955 | 84 | 70 | 0 | Corner break, corner spall, joint spall, large patch, linear cracking, shrinkage cracking, small patch |
| | TGGC | 1 | PCC | 16,000 | 9/1/1955 | 84 | 0 | 0 | Large patch, shrinkage cracking |
| | | 2 | APC | 621,017 | 9/1/1956 | 33 | 23 | 77 | Alligator cracking, block cracking, joint reflective cracking, longitudinal and transverse cracking |
| | | 3 | PCC | 19,853 | 9/1/1958 | 88 | 20 | 0 | Corner spall, linear cracking, shrinkage cracking |
| | THGC | 1 | APC | 12,469 | 9/1/1956 | 40 | 32 | 68 | Alligator cracking, block cracking, joint reflective cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | APC | 3,863 | 9/1/1956 | 77 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | PCC | 33,416 | 9/1/1956 | 85 | 0 | 71 | Corner spall, joint spall, joint seal damage, shrinkage cracking |
| | TJ1GC | 1 | AC | 14,549 | 9/1/1998 | 95 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Grant County International Airport | TJ2GC | 1 | AC | 14,552 | 9/1/1998 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | TJ3GC | 1 | AC | 32,117 | 9/1/1998 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | TJGC | 1 | AC | 50,115 | 9/1/1998 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 172,116 | 9/1/1998 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | TWF | T01A | PCC | 13,512 | 6/1/1955 | 64 | 77 | 16 | Corner spall, joint seal damage, linear cracking |
| | | T02A | PCC | 73,500 | 6/1/1955 | 87 | 36 | 48 | Corner break, corner spall, joint spall, joint seal damage, linear cracking, small patch |
| | | T03A | PCC | 42,000 | 6/1/1955 | 95 | 36 | 36 | Corner spall, joint spall, joint seal damage, linear cracking, small patch |
| | | T04A | PCC | 12,800 | 6/1/1955 | 71 | 30 | 19 | Joint spall, joint seal damage, large patch, linear cracking |
| Grove Field | A01CA | 1 | AC | 9,032 | 7/2/1983 | 22 | 23 | 77 | Longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 2 | AAC | 3,000 | 9/2/2002 | 100 | 0 | 0 | No distress |
| | A02CA | 1 | AC | 1,702 | 9/2/1998 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | R07CA | 1 | AC | 19,575 | 9/1/1990 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 74,000 | 9/1/1990 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 16,691 | 9/1/1990 | 100 | 0 | 0 | No distress |
| | T01CA | 1 | AC | 2,765 | 9/1/1990 | 51 | 0 | 63 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 62,150 | 8/2/1997 | 96 | 0 | 94 | Depression, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Grove Field | T01CA | 3 | AC | 2,071 | 9/1/1990 | 90 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T02CA | 1 | AC | 1,518 | 9/1/1990 | 86 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T03CA | 1 | AC | 10,064 | 7/2/1983 | 31 | 79 | 18 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 2 | AC | 2,397 | 9/2/1990 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | T04CA | 1 | AC | 9,253 | 9/2/1992 | 84 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | T05CA | 1 | AC | 9,723 | 9/2/1992 | 99 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 1,597 | 7/2/1983 | 13 | 48 | 46 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, raveling and weathering |
| | T06CA | 1 | AC | 9,990 | 9/2/1992 | 95 | 0 | 100 | Patching |
| | | 2 | AC | 2,861 | 7/2/1983 | 18 | 56 | 44 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | T07CA | 1 | AC | 10,918 | 9/2/1997 | 89 | 0 | 86 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T08CA | 1 | AC | 18,280 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T09CA | 1 | AC | 5,194 | 9/2/1992 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 5,441 | 7/2/1983 | 18 | 87 | 9 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, raveling and weathering |
| Harvey Field Airport | A01HF | 1 | AC | 39,845 | 9/1/1985 | 69 | 47 | 49 | Alligator cracking, depression, longitudinal and transverse cracking, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Harvey Field Airport | A02HF | 1 | AC | 5,000 | 9/1/1985 | 75 | 0 | 57 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | R14LHF | 1 | AC | 97,056 | 9/1/1985 | 78 | 30 | 67 | Alligator cracking, longitudinal and transverse cracking, swelling, raveling and weathering |
| | TAHF | 1 | AC | 49,500 | 9/1/1985 | 48 | 68 | 24 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 2 | AC | 22,500 | 9/1/1985 | 52 | 64 | 30 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, raveling and weathering |
| | TBHF | 1 | AC | 11,400 | 9/1/1985 | 72 | 44 | 56 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | TH01HF | 1 | AC | 24,064 | 9/1/1985 | 77 | 36 | 47 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 2 | AC | 116,115 | 9/1/1985 | 62 | 62 | 23 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 57,964 | 9/1/2000 | 97 | 0 | 47 | Depression, raveling and weathering |
| | | 4 | PCC | 8,400 | 9/1/1985 | 19 | 93 | 0 | Joint spall, linear cracking, shattered slab |
| Ione Municipal Airport | A01IO | 1 | AAC | 12,674 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | A02IO | 1 | PCC | 3,600 | 9/2/1990 | 34 | 84 | 16 | Corner break, joint seal damage, linear cracking |
| | R15IO | 1 | AC | 114,750 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 67,725 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 13,649 | 9/1/2002 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Ione Municipal Airport | T01IO | 1 | AC | 2,668 | 9/3/1970 | 47 | 82 | 8 | Alligator cracking, depression, longitudinal and transverse cracking |
| | T02IO | 1 | AC | 3,461 | 9/3/1970 | 27 | 100 | 0 | Alligator cracking |
| | T03IO | 1 | AC | 3,461 | 9/3/1970 | 29 | 98 | 2 | Alligator cracking, patching |
| | T04IO | 1 | AC | 4,052 | 9/3/1970 | 40 | 91 | 5 | Alligator cracking, depression, longitudinal and transverse cracking |
| Jefferson County | A01PT | 1 | AC | 118,630 | 9/3/1990 | 97 | 0 | 63 | Bleeding, longitudinal and transverse cracking, oil spillage |
| | | 2 | AC | 44,800 | 9/3/1997 | 99 | 0 | 0 | Oil spillage |
| | A02PT | 1 | AC | 14,404 | 9/3/1996 | 88 | 73 | 15 | Alligator cracking, depression, oil spillage, patching, raveling and weathering |
| | A03PT | 1 | AC | 14,093 | 9/3/1996 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 5,625 | 9/3/1999 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | A04PT | 1 | AC | 12,533 | 9/3/1990 | 75 | 0 | 99 | Depression, patching |
| | A05PT | 1 | AC | 6,685 | 9/3/1990 | 100 | 0 | 0 | No distress |
| | R08PT | 1 | AC | 225,000 | 9/3/1990 | 91 | 0 | 98 | Depression, longitudinal and transverse cracking, patching |
| | T01PT | 1 | AC | 5,063 | 9/3/1996 | 100 | 0 | 0 | No distress |
| | T02PT | 1 | AC | 5,100 | 9/3/1996 | 86 | 0 | 86 | Longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | T03PT | 1 | AC | 3,438 | 9/3/1996 | 100 | 0 | 0 | Bleeding |
| | | 2 | AC | 1,641 | 9/3/1990 | 80 | 0 | 100 | Patching, raveling and weathering |
| | T04PT | 1 | AC | 6,464 | 9/3/1990 | 97 | 0 | 88 | Depression, raveling and weathering |
| | T05PT | 1 | PCC | 4,725 | 9/2/1984 | 0 | 87 | 7 | Joint seal damage, large patch, linear cracking, shattered slab |
| | | 2 | AC | 591 | 9/3/1990 | 88 | 0 | 60 | Bleeding, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Jefferson County | T06PT | 1 | AC | 10,418 | 9/3/1995 | 89 | 0 | 80 | Bleeding, depression, patching, raveling and weathering |
| | T07PT | 1 | AC | 4,543 | 9/3/1995 | 86 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | T08PT | 1 | AC | 4,607 | 9/3/1995 | 85 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AC | 5,000 | 9/3/1999 | 100 | 0 | 0 | No distress |
| | T09PT | 1 | AC | 5,796 | 9/3/1996 | 98 | 0 | 83 | Depression, raveling and weathering |
| | | 2 | AC | 5,000 | 9/3/1999 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 5,000 | 9/3/1999 | 97 | 0 | 100 | Raveling and weathering |
| | T10PT | 1 | AC | 5,796 | 9/3/1996 | 98 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 5,000 | 9/3/1999 | 100 | 0 | 0 | No distress |
| | T11PT | 1 | AC | 2,187 | 9/3/1990 | 100 | 0 | 0 | No distress |
| | T12PT | 1 | AC | 2,187 | 9/3/1990 | 100 | 0 | 0 | No distress |
| | T13PT | 1 | AC | 2,187 | 9/3/1990 | 79 | 0 | 100 | Patching |
| | T14PT | 1 | AC | 7,500 | 9/3/1996 | 93 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 7,672 | 9/3/1995 | 91 | 0 | 100 | Patching, raveling and weathering |
| | T15PT | 1 | AC | 11,508 | 9/3/1992 | 86 | 0 | 92 | Depression, longitudinal and transverse cracking, swelling, raveling and weathering |
| | T16PT | 1 | AC | 2,922 | 9/3/1996 | 90 | 0 | 77 | Longitudinal and transverse cracking, swelling |
| | T17PT | 1 | AC | 5,796 | 9/3/1996 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 5,000 | 9/3/1999 | 100 | 0 | 0 | No distress |
| | T18PT | 1 | AC | 5,796 | 9/3/1996 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 5,000 | 9/3/1999 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 5,000 | 9/3/1999 | 100 | 0 | 0 | No distress |
| | T19PT | 1 | AC | 5,079 | 9/3/1996 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Jefferson County | T20PT | 1 | AC | 19,994 | 9/3/1990 | 90 | 0 | 97 | Bleeding, depression, longitudinal and transverse cracking, patching |
| | T21PT | 1 | AC | 19,236 | 9/3/1990 | 97 | 0 | 0 | Bleeding |
| | | 2 | AC | 6,113 | 9/3/1990 | 72 | 0 | 0 | Depression, swelling |
| | T22PT | 1 | AC | 85,896 | 9/3/1990 | 94 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| Kelso-Longview Airport (Molt Taylor Field) | A01KL | 1 | AC | 26,989 | 9/1/1989 | 74 | 0 | 100 | Longitudinal and transverse cracking |
| | A02KL | 1 | AC | 2,948 | 8/2/1983 | 36 | 26 | 70 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 31,120 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 6,796 | 9/2/1983 | 44 | 51 | 26 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 4 | PCC | 4,506 | 9/2/1983 | 40 | 72 | 13 | Corner break, joint seal damage, large patch, linear cracking, shattered slab |
| | | 5 | AAC | 8,100 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 6 | PCC | 3,600 | 9/3/2002 | 100 | 0 | 0 | No distress |
| | A03KL | 1 | AC | 113,424 | 9/3/1995 | 100 | 0 | 0 | No distress |
| | A04KL | 1 | AC | 2,709 | 8/3/1983 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | R12KL | 0 | AC | 9,000 | 8/2/1983 | 77 | 48 | 52 | Alligator cracking, longitudinal and transverse cracking |
| | | 1 | AC | 20,204 | 8/3/1983 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 410,300 | 8/3/1983 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | T01KL | 1 | AC | 11,082 | 8/2/1983 | 89 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Kelso-Longview Airport (Molt Taylor Field) | T02KL | 1 | AC | 8,333 | 8/2/1983 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 27,034 | 9/1/1989 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 6,600 | 9/1/1989 | 56 | 54 | 36 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | T04KL | 1 | AC | 6,086 | 8/3/1983 | 73 | 0 | 82 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T05KL | 1 | AC | 6,172 | 9/2/1995 | 88 | 0 | 100 | Patching |
| | T06KL | 1 | AAC | 19,840 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | T07KL | 1 | AC | 2,258 | 9/1/1995 | 87 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T08KL | 1 | AC | 5,786 | 9/2/1995 | 88 | 0 | 100 | Patching |
| | T09KL | 1 | AC | 2,645 | 9/3/1995 | 100 | 0 | 0 | No distress |
| | T10KL | 1 | AC | 2,645 | 9/3/1995 | 100 | 0 | 0 | No distress |
| | T11KL | 1 | AC | 3,947 | 9/1/1989 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | TAKL | 1 | AC | 135,564 | 8/3/1983 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 18,456 | 7/2/1975 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 25,800 | 8/3/1983 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 5,326 | 8/3/1983 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | TBKL | 0 | AC | 2,487 | 8/2/1983 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 1 | AC | 42,840 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 4,613 | 8/3/1983 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 3,704 | 8/3/1983 | 87 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Kelso-Longview Airport (Molt Taylor Field) | TBKL | 4 | AC | 2,487 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | TCKL | 1 | AC | 3,887 | 8/3/1983 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 2,685 | 8/3/1983 | 82 | 0 | 100 | Longitudinal and transverse cracking |
| Lind Municipal Airport[6] | A01LI | 1 | AC | 106,175 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | R05LI | 1 | AC | 153,600 | 6/1/2006 | 100 | 0 | 0 | No distress |
| | T01LI | 1 | AC | 7,300 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T02LI | 1 | AC | 11,199 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T03LI | 1 | AC | 3,674 | 8/1/2005 | 100 | 0 | 0 | No distress |
| Lopez Island Airport | A01LO | 1 | AC | 83,424 | 9/1/1987 | 90 | 0 | 98 | Depression, longitudinal and transverse cracking |
| | AH16LO | 1 | AC | 3,403 | 9/1/1987 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | AH34LO | 1 | AC | 4,005 | 9/1/1987 | 85 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | R16LO | 1 | AAC | 175,800 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | T01LO | 1 | AC | 96,566 | 9/1/1987 | 92 | 0 | 99 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T02LO | 1 | AC | 3,923 | 9/1/1987 | 72 | 0 | 72 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T03LO | 1 | AC | 3,919 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | T04LO | 1 | AC | 3,922 | 9/1/1987 | 79 | 43 | 41 | Depression, longitudinal and transverse cracking, patching, rutting |
| | TH01LO | 1 | AC | 25,037 | 9/1/2003 | 100 | 0 | 0 | No distress |
| Lynden Municipal | A01LY | 1 | AC | 46,339 | 9/3/1996 | 100 | 0 | 0 | No distress |
| | A02LY | 1 | AC | 18,009 | 9/3/1997 | 96 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 1,977 | 9/3/1997 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Lynden Municipal | A02LY | 3 | AC | 6,243 | 9/3/1997 | 100 | 0 | 0 | No distress |
| | R07LY | 1 | AAC | 11,000 | 9/1/1989 | 78 | 30 | 69 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 69,800 | 9/1/1989 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 17,800 | 9/1/1989 | 82 | 66 | 34 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | T01LY | 1 | AC | 926 | 9/3/1996 | 77 | 0 | 100 | Longitudinal and transverse cracking |
| | T02LY | 1 | AC | 926 | 9/3/1996 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | T03LY | 1 | AC | 4,597 | 9/3/1996 | 98 | 0 | 100 | Patching |
| | T04LY | 1 | AC | 926 | 9/3/1996 | 87 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T05LY | 1 | AC | 803 | 9/3/1997 | 65 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T06LY | 1 | AC | 4,620 | 9/3/1997 | 64 | 55 | 45 | Alligator cracking, longitudinal and transverse cracking, patching |
| | T07LY | 1 | APC | 1,041 | 9/1/1997 | 92 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T08LY | 1 | APC | 1,041 | 9/1/1997 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | T09LY | 1 | AC | 29,374 | 6/1/2003 | 100 | 0 | 0 | No distress |
| Mansfield Airport | A01MA | 1 | AC | 30,000 | 8/2/1992 | 74 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 5,123 | 8/2/1996 | 74 | 0 | 11 | Depression, swelling, raveling and weathering |
| | A02MA | 1 | AC | 51,450 | 9/1/1983 | 15 | 42 | 34 | Alligator cracking, block cracking, depression |
| | | 2 | AC | 19,350 | 9/1/1983 | 8 | 68 | 20 | Alligator cracking, block cracking, depression, patching, rutting |
| | A03MA | 1 | AC | 4,750 | 8/2/1996 | 74 | 57 | 43 | Alligator cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Mansfield Airport | A04MA | 1 | AC | 4,750 | 9/2/1996 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | R03MA | 1 | AC | 118,220 | 6/15/1996 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | T01MA | 1 | AC | 5,379 | 9/2/1992 | 82 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T02MA | 1 | AC | 4,502 | 8/2/1996 | 93 | 0 | 38 | Depression, longitudinal and transverse cracking |
| Martin Airfield | A01CP | 1 | PCC | 6,500 | 1/1/1980 | 55 | 0 | 100 | No distress |
| | R05CP | 1 | AC | 82,165 | 6/1/2002 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 150,006 | 1/1/1960 | 49 | 12 | 88 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | T01CP | 1 | AC | 225,318 | 1/1/1960 | 38 | 33 | 66 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AC | 4,220 | 1/1/2004 | 100 | 0 | 0 | No distress |
| Mead Flying Service | A01ME | 1 | AC | 3,150 | 9/1/1979 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | A02ME | 1 | AC | 2,700 | 9/1/1979 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | R16ME | 1 | AC | 1,200 | 9/1/1979 | 83 | 0 | 76 | Bleeding, longitudinal and transverse cracking |
| | | 2 | AC | 76,500 | 9/1/1979 | 75 | 19 | 42 | Depression, longitudinal and transverse cracking, rutting |
| | | 3 | AC | 1,200 | 9/1/1979 | 70 | 0 | 100 | Longitudinal and transverse cracking |
| Methow Valley State Airport | A01MV | 1 | AC | 13,755 | 9/3/1996 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | A02MV | 1 | AC | 13,755 | 9/3/1996 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | A03MV | 1 | AC | 85,000 | 9/3/1996 | 81 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Methow Valley State Airport | A04MV | 1 | AC | 62,943 | 9/1/2003 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | PCC | 400 | 9/1/1955 | 57 | 100 | 0 | Corner break |
| | | 3 | AC | 34,665 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 4 | PCC | 900 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 5 | AC | 6,545 | 9/1/1955 | 69 | 0 | 100 | Longitudinal and transverse cracking |
| | A05MV | 1 | AC | 20,462 | 9/1/1996 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | R13MV | 1 | AC | 9,750 | 9/3/1996 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 351,600 | 9/3/1996 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 17,400 | 9/3/1996 | 82 | 0 | 100 | Longitudinal and transverse cracking |
| | T01MV | 1 | AC | 5,201 | 9/3/1996 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | T02MV | 1 | AC | 5,201 | 9/3/1996 | 100 | 0 | 0 | No distress |
| | T03MV | 1 | AC | 7,051 | 9/3/1996 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | T04MV | 1 | AC | 8,531 | 9/3/1996 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | T05MV | 1 | AC | 5,201 | 9/3/1996 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | T06MV | 1 | AC | 5,201 | 9/3/1996 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | T07MV | 1 | AC | 20,930 | 9/1/1996 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | T08MV | 1 | AC | 18,366 | 9/1/1955 | 13 | 55 | 45 | Alligator cracking, bleeding, rutting, raveling and weathering |
| | | 2 | AC | 13,935 | 9/1/2002 | 100 | 0 | 0 | No distress |
| Moses Lake Municipal Airport | AHLD1ML | 1 | AC | 2,626 | 5/2/1995 | 74 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 5,350 | 9/2/1999 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Moses Lake Municipal Airport | AHLD2ML | 1 | AC | 2,609 | 5/2/1995 | 80 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 5,429 | 9/2/1999 | 53 | 56 | 27 | Alligator cracking, depression, longitudinal and transverse cracking |
| | AO1MO | 1 | AC | 7,000 | 9/1/1995 | 62 | 0 | 78 | Depression, longitudinal and transverse cracking |
| | | 2 | AC | 18,600 | 9/1/1999 | 100 | 0 | 0 | No distress |
| | R16ML | 1 | AAC | 8,225 | 5/1/1995 | 74 | 42 | 58 | Alligator cracking, longitudinal and transverse cracking |
| | | 2 | AC | 3,337 | 8/1/1984 | 74 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 84,600 | 8/1/1984 | 72 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AAC | 21,808 | 5/1/1995 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | T01ML | 1 | AAC | 43,334 | 9/1/1989 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 6,770 | 9/2/1999 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 11,818 | 9/2/1999 | 87 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T02ML | 1 | AAC | 5,573 | 5/1/1995 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 37,250 | 9/1/1989 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 10,895 | 5/1/1995 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | T03ML | 1 | AAC | 2,391 | 9/1/1989 | 74 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T04ML | 1 | AAC | 3,773 | 9/1/1989 | 78 | 0 | 99 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | T05ML | 1 | AAC | 2,303 | 9/1/1989 | 80 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| New Warden | A01WA | 1 | AC | 26,936 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | R17WA | 1 | AC | 89,600 | 9/2/1977 | 63 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 22,400 | 9/2/1977 | 70 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 24,050 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 24,050 | 9/1/2002 | 100 | 0 | 0 | No distress |
| Ocean Shores Municipal | A01OS | 1 | AC | 4,199 | 9/1/1987 | 92 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | A02OS | 1 | AC | 96,648 | 9/1/1995 | 99 | 0 | 100 | Raveling and weathering |
| | A03OS | 1 | AC | 4,199 | 9/1/1987 | 80 | 0 | 66 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | R15OS | 1 | AC | 135,000 | 9/1/1987 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | T01OS | 1 | AC | 9,237 | 9/1/1987 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| Odessa Municipal Airport | R02OD | 1 | AAC | 91,500 | 9/1/1998 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 96,000 | 9/1/1998 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | T01OD | 1 | AAC | 5,250 | 9/1/1998 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | T02OD | 1 | AAC | 5,560 | 9/1/1998 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | T03OD | 1 | AAC | 6,370 | 9/1/1998 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | T04OD | 1 | AC | 4,614 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | T05OD | 1 | AC | 91,140 | 9/1/2004 | 100 | 0 | 0 | No distress |
| Okanogan Legion Airport | A01OK | 1 | AC | 56,537 | 9/1/1987 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | A02OK | 1 | AC | 2,643 | 9/3/1993 | 90 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Okanogan Legion Airport | A03OK | 1 | AC | 2,580 | 9/3/1993 | 88 | 0 | 75 | Depression, longitudinal and transverse cracking |
| | R04OK | 1 | AC | 98,610 | 9/3/1993 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | T01OK | 1 | AAC | 714 | 9/1/1987 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 1,246 | 9/3/1993 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| Olympia Municipal Airport | A01OL | 1 | AC | 19,275 | 9/1/1937 | 22 | 21 | 75 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, raveling and weathering, alligator cracking, block cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | AAVOL | 1 | AC | 7,631 | 9/2/1943 | 61 | 0 | 100 | Longitudinal and transverse cracking |
| | ACOV1OL | 1 | AC | 7,362 | 9/2/1983 | 66 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | ACOV2OL | 1 | AC | 12,316 | 9/2/1984 | 74 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | ACOV3OL | 1 | AC | 12,177 | 9/2/1982 | 70 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | ACOV4OL | 1 | AC | 8,579 | 9/1/1984 | 77 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | AFISHOL | 1 | AC | 12,358 | 9/1/1960 | 52 | 26 | 74 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | AGOWOL | 1 | AC | 14,995 | 9/2/1996 | 87 | 0 | 100 | Bleeding, patching |
| | | 2 | AC | 14,265 | 9/2/1943 | 40 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 3 | AC | 16,489 | 9/2/1996 | 99 | 0 | 0 | Oil spillage |
| | | 4 | AC | 12,127 | 9/1/1968 | 58 | 16 | 80 | Alligator cracking, longitudinal and transverse cracking, oil spillage, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Olympia Municipal Airport | AGOWOL | 5 | PCC | 4,559 | 9/1/1926 | 4 | 92 | 8 | Corner break, joint seal damage, linear cracking, shattered slab |
| | | 6 | AC | 25,934 | 9/1/1928 | 2 | 55 | 42 | Alligator cracking, depression, patching, rutting, raveling and weathering |
| | | 7 | AC | 9,774 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | AH35OL | 1 | AC | 31,201 | 9/3/1980 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 13,125 | 9/2/1980 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | AHABCOL | 1 | AC | 57,546 | 9/1/1996 | 100 | 0 | 0 | No distress |
| | AHDEOL | 1 | AC | 24,391 | 9/3/1998 | 99 | 0 | 0 | Oil spillage |
| | | 2 | AC | 44,835 | 9/1/1950 | 53 | 27 | 68 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | AHFGHOL | 1 | AC | 37,327 | 9/3/1998 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | APEAOL | 1 | AC | 22,471 | 9/2/1943 | 14 | 47 | 49 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | AS8OL | 1 | AC | 5,044 | 9/1/1993 | 83 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | ASEAOL | 1 | AC | 10,200 | 9/1/1973 | 61 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | ASPOL | 1 | AC | 124,038 | 9/3/1997 | 100 | 0 | 0 | No distress |
| | ATERMOL | 1 | AC | 150,068 | 9/3/1979 | 71 | 0 | 94 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | ATRANSOL | 1 | AC | 289,057 | 9/2/1996 | 99 | 0 | 0 | Oil spillage |
| | | 2 | AC | 5,659 | 9/2/1943 | 65 | 45 | 55 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 3 | AC | 29,769 | 6/1/2005 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Olympia Municipal Airport | R08OL | 01A | AC | 42,299 | 9/2/1943 | 73 | 30 | 70 | Alligator cracking, longitudinal and transverse cracking, patching, alligator cracking, longitudinal and transverse cracking, patching |
| | | 01B | AC | 44,011 | 9/3/1992 | 100 | 0 | 0 | No distress |
| | | 01C | AC | 43,293 | 9/2/1943 | 69 | 37 | 62 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 02A | AC | 154,891 | 9/2/1943 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02B | AC | 154,396 | 9/2/1943 | 76 | 41 | 59 | Alligator cracking, longitudinal and transverse cracking |
| | | 02C | AC | 154,026 | 9/2/1943 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | R17OL | 01A | AC | 124,948 | 9/3/1980 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AC | 125,000 | 9/3/1980 | 73 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01C | AC | 125,116 | 9/3/1980 | 87 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02A | AAC | 124,609 | 9/1/1980 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02B | AAC | 124,609 | 9/1/1980 | 74 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02C | AAC | 124,609 | 9/1/1980 | 88 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 03A | AC | 21,350 | 9/2/1980 | 82 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 03B | AC | 21,350 | 9/2/1980 | 75 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 03C | AC | 21,353 | 9/2/1980 | 74 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Olympia Municipal Airport | R17OL | 04A | AC | 37,500 | 6/1/2005 | 100 | 0 | 100 | No distress |
| | | 04B | AC | 37,500 | 6/1/2005 | 100 | 0 | 100 | No distress |
| | | 04C | AC | 37,500 | 6/1/2005 | 100 | 0 | 100 | No distress |
| | T01OL | 1 | AC | 4,100 | 9/3/1979 | 77 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | T03OL | 1 | AAC | 39,239 | 9/1/1996 | 100 | 0 | 0 | No distress |
| | T05OL | 1 | AC | 47,481 | 9/2/1943 | 26 | 48 | 44 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | TAVOL | 1 | AC | 11,150 | 9/2/1943 | 53 | 17 | 80 | Alligator cracking, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 2 | AC | 2,981 | 9/2/1934 | 7 | 58 | 40 | Alligator cracking, oil spillage, patching, rutting, raveling and weathering |
| | TBOL | 1 | AC | 64,896 | 9/3/1979 | 75 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TCOL | 1 | AC | 98,299 | 9/2/1943 | 15 | 55 | 40 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, swelling, raveling and weathering |
| | TCOVOL | 1 | AC | 8,060 | 9/2/1949 | 41 | 33 | 67 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | TDOL | 1 | AC | 22,319 | 9/3/1979 | 75 | 0 | 81 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | TEOL | 1 | AC | 154,519 | 9/2/1943 | 51 | 40 | 60 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AAC | 54,050 | 9/1/1998 | 99 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Olympia Municipal Airport | TEOL | 3 | AC | 8,909 | 9/2/1975 | 67 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TFOL | 1 | AC | 116,590 | 9/3/1986 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 6,731 | 9/3/1986 | 82 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 38,087 | 9/3/1979 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 4 | AC | 58,623 | 6/1/2005 | 100 | 0 | 0 | No distress |
| | TGOL | 1 | AC | 31,387 | 9/2/1943 | 46 | 47 | 52 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 47,525 | 9/2/1943 | 36 | 44 | 56 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 3 | AC | 135,892 | 9/2/1943 | 48 | 41 | 59 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | TH1OL | 1 | AC | 21,767 | 9/2/1943 | 64 | 42 | 58 | Alligator cracking, longitudinal and transverse cracking |
| | | 2 | AC | 6,498 | 9/1/1978 | 29 | 65 | 35 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | THABCOL | 1 | AC | 9,349 | 9/2/1996 | 98 | 0 | 100 | Patching |
| | THAOL | 1 | AC | 6,260 | 9/2/1945 | 49 | 38 | 62 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | THBOL | 1 | AC | 6,260 | 9/2/1965 | 53 | 29 | 68 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | THCOL | 1 | AC | 6,260 | 9/2/1949 | 40 | 28 | 72 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Olympia Municipal Airport | THEOL | 1 | AC | 5,319 | 9/1/1938 | 28 | 50 | 38 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | THFOL | 1 | AC | 39,699 | 9/1/1960 | 61 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | THGOL | 1 | AC | 29,955 | 9/1/1995 | 91 | 0 | 61 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 4,205 | 9/1/1989 | 85 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | THHOL | 1 | AC | 2,237 | 9/2/1943 | 75 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 18,398 | 9/1/1999 | 100 | 0 | 0 | No distress |
| | TNOL | 1 | AC | 130,177 | 6/1/2005 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 18,639 | 6/1/2005 | 100 | 0 | 0 | No distress |
| | TTERMOL | 1 | AC | 4,973 | 9/2/1979 | 64 | 0 | 100 | Patching, raveling and weathering |
| | | 2 | AAC | 35,853 | 9/1/1979 | 78 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TWOL | 1 | AC | 28,681 | 9/2/1980 | 96 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 222,978 | 9/3/1992 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 47,666 | 9/2/1943 | 34 | 55 | 41 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 4 | AC | 37,795 | 6/1/2005 | 100 | 0 | 0 | No distress |
| Omak Municipal | A01OM | 1 | AC | 62,700 | 9/3/1997 | 95 | 0 | 71 | Longitudinal and transverse cracking, oil spillage |
| | A02OM | 1 | AC | 45,000 | 9/1/1991 | 81 | 0 | 92 | Longitudinal and transverse cracking, oil spillage |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Omak Municipal | A02OM | 2 | AAC | 122,265 | 9/1/1991 | 81 | 0 | 92 | Longitudinal and transverse cracking, oil spillage |
| | R17OM | 01A | AAC | 174,525 | 9/1/1974 | 56 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AC | 349,050 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 01C | AAC | 174,525 | 9/1/1974 | 56 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T01OM | 1 | AC | 68,645 | 9/3/1997 | 97 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AAC | 16,250 | 9/1/1991 | 86 | 0 | 100 | Bleeding, longitudinal and transverse cracking |
| | | 3 | AAC | 33,000 | 9/1/1991 | 82 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 90,688 | 9/3/1991 | 80 | 29 | 71 | Alligator cracking, bleeding, longitudinal and transverse cracking, patching |
| | T02OM | 1 | AC | 9,380 | 9/2/1974 | 53 | 34 | 66 | Alligator cracking, longitudinal and transverse cracking, patching |
| | T03OM | 1 | AC | 4,387 | 9/2/1975 | 35 | 42 | 53 | Alligator cracking, depression, longitudinal and transverse cracking |
| | | 2 | AC | 22,658 | 9/2/1975 | 65 | 61 | 39 | Longitudinal and transverse cracking, patching, rutting |
| | T04OM | 1 | AC | 3,400 | 9/3/1997 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | T05OM | 1 | AC | 8,000 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | T07OM | 1 | AC | 10,402 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | T08OM | 1 | AC | 15,272 | 9/2/1974 | 39 | 69 | 29 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting |
| Orcas Island | A01OR | 1 | AC | 105,436 | 9/1/1986 | 88 | 0 | 80 | Longitudinal and transverse cracking, oil spillage |
| | | 2 | AC | 96,602 | 9/3/1986 | 92 | 0 | 70 | Longitudinal and transverse cracking, oil spillage |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Orcas Island | A02OR | 1 | AC | 5,301 | 9/3/1993 | 95 | 0 | 82 | Depression, longitudinal and transverse cracking |
| | R16OR | 1 | AC | 119,400 | 9/1/1986 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 54,600 | 9/3/1986 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | T01OR | 1 | AC | 5,260 | 9/3/1994 | 74 | 53 | 47 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 2 | AC | 4,487 | 9/1/1986 | 74 | 0 | 90 | Bleeding, longitudinal and transverse cracking, patching |
| | T02OR | 1 | AC | 6,861 | 9/1/1986 | 87 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T03OR | 1 | AC | 5,740 | 9/1/1986 | 84 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T04OR | 1 | AC | 12,962 | 9/3/1986 | 85 | 0 | 84 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T05OR | 1 | AC | 49,750 | 9/1/1986 | 83 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 22,750 | 9/1/1986 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | T06OR | 1 | AC | 11,360 | 9/3/1990 | 96 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T07OR | 1 | AC | 8,806 | 9/3/1990 | 95 | 0 | 64 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | T08OR | 1 | AC | 9,038 | 9/3/1990 | 97 | 0 | 0 | Depression, oil spillage |
| Othello Municipal | A01OT | 1 | AC | 4,890 | 9/2/1976 | 52 | 23 | 76 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | A020T | 1 | AC | 1,575 | 9/2/1989 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 2,317 | 9/2/1976 | 20 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Othello Municipal | A020T | 3 | AC | 742 | 9/2/1989 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | A03OT | 1 | PCC | 2,500 | 9/2/1989 | 37 | 83 | 17 | Joint seal damage, shattered slab |
| | A04OT | 1 | AC | 6,780 | 9/2/1989 | 61 | 0 | 64 | Depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 3,940 | 9/2/1990 | 32 | 49 | 44 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | A05OT | 1 | AC | 21,710 | 9/2/1989 | 74 | 0 | 100 | Longitudinal and transverse cracking |
| | R07OT | 1 | AC | 183,375 | 9/2/1976 | 50 | 53 | 47 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting |
| | | 2 | AC | 5,625 | 9/2/1989 | 65 | 55 | 45 | Alligator cracking, longitudinal and transverse cracking |
| | T01OT | 1 | AC | 100,757 | 9/2/1976 | 39 | 58 | 42 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | T02OT | 1 | AC | 6,046 | 9/2/1976 | 23 | 69 | 27 | Alligator cracking, depression, longitudinal and transverse cracking, rutting |
| Packwood Airport | A01PA | 1 | AC | 1,209 | 8/17/1985 | 50 | 55 | 45 | Alligator cracking, longitudinal and transverse cracking |
| | A02PA | 1 | AC | 3,249 | 8/17/1985 | 77 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | RO1PA | 1 | AC | 85,956 | 8/17/1985 | 77 | 0 | 100 | Longitudinal and transverse cracking, patching |
| Pangborn Memorial Airport | A01WN | 1 | AAC | 16,344 | 1/1/1984 | 61 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 2 | AAC | 31,005 | 6/1/2001 | 97 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pangborn Memorial Airport | A01WN | 3 | AAC | 85,229 | 6/1/1984 | 33 | 60 | 40 | Alligator cracking, block cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 4 | AC | 16,625 | 6/1/1985 | 80 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 5 | AAC | 53,039 | 6/1/2001 | 83 | 0 | 89 | Longitudinal and transverse cracking, oil spillage |
| | | 6 | AAC | 69,268 | 6/1/1984 | 83 | 0 | 91 | Longitudinal and transverse cracking, oil spillage |
| | | 7 | AAC | 286,250 | 6/1/2001 | 89 | 0 | 84 | Longitudinal and transverse cracking, oil spillage |
| | | 8 | AC | 39,600 | 9/1/1999 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | | 9 | AC | 12,600 | 9/1/1999 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | A02WN | 1 | AC | 3,686 | 1/1/2001 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 21,420 | 9/1/1942 | 52 | 0 | 100 | Block cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | AC | 2,376 | 1/1/2001 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 1,203 | 1/1/2001 | 73 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AC | 64,466 | 9/1/1942 | 56 | 0 | 100 | Block cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 6 | PCC | 1,200 | 9/1/1985 | 88 | 0 | 100 | Joint seal damage |
| | A03WN | 1 | AC | 27,930 | 6/1/1987 | 83 | 0 | 90 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 2 | PCC | 5,070 | 9/1/1985 | 81 | 0 | 0 | Scaling, shrinkage cracking |
| | A04WN | 1 | AC | 19,338 | 9/1/1999 | 93 | 0 | 100 | Raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pangborn Memorial Airport | A04WN | 2 | AC | 29,413 | 9/1/1942 | 44 | 53 | 47 | Alligator cracking, longitudinal and transverse cracking |
| | ATERMWN | 1 | AC | 76,100 | 6/1/1992 | 76 | 0 | 92 | Bleeding, jet blast, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 2 | AC | 16,500 | 6/1/2001 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | R07WN | 01A | AC | 70,492 | 1/1/1942 | 50 | 33 | 67 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 01B | AC | 104,616 | 1/1/1978 | 68 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01C | AC | 67,408 | 1/1/1942 | 46 | 39 | 61 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 02B | AC | 41,254 | 1/1/1942 | 50 | 24 | 76 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 03A | AC | 5,114 | 1/1/1999 | 100 | 0 | 0 | No distress |
| | | 03B | AC | 13,408 | 1/1/1999 | 100 | 0 | 0 | No distress |
| | | 03C | AC | 10,105 | 1/1/1999 | 100 | 0 | 0 | No distress |
| | | 04A | AC | 113,227 | 1/1/1942 | 50 | 43 | 57 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 04B | AC | 104,933 | 1/1/1942 | 59 | 49 | 51 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 04C | AC | 108,235 | 1/1/1942 | 49 | 37 | 63 | Alligator cracking, longitudinal and transverse cracking |
| | R12WN | 01A | AC | 275,000 | 6/1/1999 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 01B | AC | 275,000 | 6/1/1999 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 01C | AC | 275,000 | 6/1/1999 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | T01WN | 1 | AC | 2,877 | 6/1/1987 | 67 | 0 | 78 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | TAWN | 1 | AC | 11,707 | 6/1/1999 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pangborn Memorial Airport | TAWN | 2 | AC | 99,813 | 6/1/1987 | 73 | 0 | 73 | Bleeding, longitudinal and transverse cracking |
| | | 3 | AC | 41,456 | 9/1/1999 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 162,056 | 6/1/2001 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AC | 23,817 | 6/1/2001 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | | 6 | AC | 5,846 | 1/1/1999 | 100 | 0 | 0 | No distress |
| | TDWN | 1 | AC | 35,825 | 6/1/1978 | 64 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 31,415 | 9/1/1978 | 65 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 3,603 | 1/1/1999 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 9,931 | 1/1/1999 | 100 | 0 | 0 | No distress |
| | | 5 | AC | 17,876 | 9/1/1978 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | TEWN | 1 | AC | 4,877 | 1/1/1999 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 21,459 | 9/1/1999 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | TFWN | 1 | AC | 5,781 | 9/1/1942 | 50 | 50 | 50 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 11,628 | 9/1/1993 | 80 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 40,425 | 9/1/1999 | 90 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 4 | AC | 9,450 | 9/1/1978 | 61 | 0 | 100 | Block cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | TGWN | 1 | AC | 7,500 | 1/1/1999 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 67,014 | 6/1/1942 | 61 | 49 | 51 | Alligator cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pangborn Memorial Airport | TGWN | 3 | AC | 46,943 | 6/1/1942 | 44 | 52 | 48 | Alligator cracking, longitudinal and transverse cracking |
| | THWN | 1 | AC | 9,000 | 6/1/1993 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 9,000 | 6/1/1996 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 9,000 | 6/1/1993 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 4 | AC | 9,000 | 6/1/1992 | 87 | 0 | 88 | Longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | | 5 | AC | 20,100 | 9/1/1978 | 75 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 6 | AC | 9,000 | 6/1/1998 | 83 | 0 | 91 | Bleeding, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| Pearson Airpark | A01PE | 3 | AC | 5,785 | 9/1/1939 | 35 | 59 | 41 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | A02PE | 1 | AC | 43,134 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 32,451 | 6/2/1986 | 79 | 0 | 90 | Depression, longitudinal and transverse cracking, oil spillage |
| | | 3 | AAC | 47,955 | 8/10/1999 | 93 | 0 | 80 | Depression, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 4 | AC | 5,625 | 9/1/1986 | 62 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 5 | AC | 15,400 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 6 | AC | 23,649 | 1/1/2002 | 100 | 0 | 0 | No distress |
| | A03PE | 1 | AAC | 26,565 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | PCC | 3,720 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | A04PE | 1 | AC | 2,993 | 8/10/1999 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pearson Airpark | A05PE | 1 | AC | 10,250 | 5/1/1985 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | A06PE | 1 | AC | 7,675 | 5/1/1985 | 100 | 0 | 0 | No distress |
| | A07PE | 1 | AC | 42,255 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | R08PE | 1 | AAC | 151,920 | 9/1/1990 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 45,306 | 9/1/1990 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | T01PE | 1 | AAC | 1,472 | 9/1/1990 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 81,251 | 5/1/1985 | 90 | 0 | 50 | Longitudinal and transverse cracking, patching, swelling |
| | | 3 | AAC | 1,704 | 9/1/1990 | 72 | 0 | 68 | Depression, longitudinal and transverse cracking |
| | | 4 | AC | 21,472 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | T03PE | 1 | AC | 13,229 | 9/1/1959 | 36 | 54 | 36 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, swelling, raveling and weathering |
| | | 2 | AC | 4,976 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 2,822 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 6,104 | 5/1/1985 | 91 | 0 | 79 | Depression, longitudinal and transverse cracking |
| | | 5 | AC | 2,132 | 5/1/1985 | 64 | 58 | 42 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 6 | AC | 2,954 | 9/1/1990 | 90 | 0 | 54 | Depression, longitudinal and transverse cracking |
| | T04PE | 1 | AC | 2,260 | 5/2/1985 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 1,675 | 6/2/1986 | 76 | 0 | 100 | Longitudinal and transverse cracking |
| | T05PE | 1 | AC | 7,297 | 9/1/1998 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 9,130 | 9/1/2002 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pearson Airpark | T06PE | 3 | AC | 17,170 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | T07PE | 1 | AC | 9,579 | 8/11/1999 | 100 | 0 | 0 | No distress |
| | T08PE | 1 | AC | 9,597 | 8/11/1999 | 98 | 0 | 100 | Patching |
| | T09PE | 1 | AC | 7,678 | 6/2/1986 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 8,395 | 8/11/1999 | 96 | 0 | 63 | Longitudinal and transverse cracking, swelling |
| | T10PE | 1 | AC | 8,656 | 6/2/1986 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 8,077 | 8/2/1998 | 77 | 0 | 84 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T11PE | 1 | AC | 1,788 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 9,618 | 9/1/1991 | 91 | 0 | 100 | Patching, raveling and weathering |
| | | 3 | AC | 8,457 | 8/2/1998 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T12PE | 1 | AC | 9,618 | 9/1/1997 | 95 | 0 | 100 | Patching, raveling and weathering |
| | | 2 | AC | 8,457 | 8/2/1998 | 93 | 0 | 100 | Patching, raveling and weathering |
| | T13PE | 1 | AC | 12,498 | 8/2/1998 | 91 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 7,527 | 8/2/1998 | 97 | 0 | 100 | Raveling and weathering |
| | T14PE | 1 | AC | 4,345 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 14,873 | 9/1/1994 | 76 | 35 | 65 | Patching, rutting, raveling and weathering |
| | | 3 | AC | 10,944 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 6,445 | 9/1/2002 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| Pierce County-Thun Field | A01TH | 1 | AC | 45,375 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 151,881 | 9/3/1988 | 92 | 0 | 84 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pierce County-Thun Field | A02TH | 1 | AC | 25,112 | 9/2/1983 | 74 | 0 | 95 | Longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | | 2 | AC | 36,840 | 9/2/1983 | 78 | 0 | 86 | Longitudinal and transverse cracking, oil spillage, patching, polished aggregate, raveling and weathering |
| | | 3 | AC | 34,993 | 9/2/1983 | 77 | 0 | 93 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 4 | AC | 34,646 | 9/2/1983 | 78 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 5 | AC | 25,660 | 9/2/1983 | 85 | 0 | 89 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | AH1TH | 1 | AC | 10,000 | 9/3/1988 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | AH2TH | 1 | AC | 6,622 | 9/3/1988 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | R16TH | 1 | AC | 211,800 | 9/3/1988 | 79 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T01TH | 1 | AC | 7,263 | 9/3/1988 | 95 | 0 | 100 | Raveling and weathering |
| | T02TH | 1 | AC | 124,190 | 9/3/1988 | 89 | 39 | 61 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | T03TH | 1 | AC | 10,867 | 9/2/1992 | 94 | 0 | 70 | Corrugation, longitudinal and transverse cracking |
| | | 2 | AC | 15,825 | 9/2/1990 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 4,109 | 9/2/1992 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 4 | AC | 4,115 | 9/2/1992 | 92 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pierce County-Thun Field | T03TH | 5 | AC | 4,115 | 9/2/1992 | 90 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 6 | AC | 4,513 | 9/2/1990 | 83 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 7 | AC | 4,525 | 9/2/1990 | 83 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 8 | AC | 4,525 | 9/2/1990 | 83 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 9 | AC | 4,525 | 9/2/1990 | 82 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 10 | AC | 4,525 | 9/2/1990 | 86 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 11 | AC | 4,513 | 9/2/1990 | 83 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | T04TH | 1 | AC | 2,009 | 9/2/1990 | 98 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 9,828 | 9/3/1988 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T05TH | 1 | AC | 2,992 | 9/3/1988 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | T06TH | 1 | AC | 14,690 | 9/3/1988 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | T07TH | 1 | AC | 9,256 | 9/3/1988 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | T08TH | 1 | AC | 5,174 | 9/3/1988 | 80 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T09TH | 1 | AC | 9,627 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 7,224 | 9/2/1992 | 87 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pierce County-Thun Field | T10TH | 1 | AC | 9,627 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 6,800 | 9/2/1992 | 91 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T11TH | 1 | AC | 9,627 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 6,376 | 9/2/1992 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T12TH | 1 | AC | 8,334 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | T13TH | 1 | AC | 8,110 | 9/1/2002 | 98 | 0 | 100 | Bleeding, raveling and weathering |
| Port of Ilwaco Airport[6] | A01IL | 1 | AAC | 4,095 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | A02IL | 1 | AAC | 2,500 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | R10IL | 1 | AAC | 2,500 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 101,000 | 8/2/2005 | 100 | 0 | 0 | No distress |
| Port of Whitman Business Center | A01CF | 1 | AC | 4,200 | 9/2/1996 | 51 | 100 | 0 | Alligator cracking |
| | A01CF | 2 | AC | 12,600 | 9/2/1970 | 17 | 40 | 42 | Alligator cracking, depression, raveling and weathering |
| | A02CF | 1 | AC | 36,062 | 9/2/1970 | 25 | 0 | 73 | Depression, raveling and weathering |
| | R07CF | 1 | AC | 31,800 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 131,100 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 30,000 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | T01CF | 1 | AC | 59,146 | 9/2/1997 | 57 | 0 | 100 | Raveling and weathering |
| | T02CF | 1 | AC | 6,565 | 9/2/1970 | 15 | 63 | 23 | Alligator cracking, depression, longitudinal and transverse cracking, rutting |
| | T03CF | 1 | AC | 5,569 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | T04CF | 1 | AC | 20,800 | 9/2/1970 | 3 | 43 | 46 | Alligator cracking, depression, raveling and weathering |
| | | 2 | AC | 26,026 | 9/1/1997 | 49 | 25 | 75 | Alligator cracking, raveling and weathering |
| | T05CF | 1 | AC | 18,423 | 9/1/2004 | 100 | 0 | 0 | No distress |
| Prosser | A01PR | 1 | AC | 13,750 | 9/2/1991 | 82 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Prosser | A01PR | 2 | AC | 12,880 | 9/2/1995 | 100 | 0 | 0 | No distress |
| | A02PR | 1 | AAC | 41,870 | 9/1/1995 | 79 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 44,000 | 9/2/1995 | 83 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | PCC | 1,600 | 9/2/1995 | 84 | 0 | 12 | Joint seal damage, shrinkage cracking |
| | A03PR | 1 | AC | 79,166 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | A04PR | 1 | AC | 179,296 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | R07PR | 1 | AAC | 206,400 | 9/1/1995 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | T01PR | 1 | AC | 2,100 | 9/2/1995 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 5,069 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | T02PR | 1 | AC | 2,100 | 9/2/1995 | 100 | 0 | 0 | No distress |
| | T03PR | 1 | AC | 2,435 | 9/2/1995 | 100 | 0 | 0 | No distress |
| | T04PR | 1 | AAC | 134,116 | 9/1/1995 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | T05PR | 1 | AAC | 4,888 | 9/1/1995 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 2,143 | 9/1/1995 | 78 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T06PR | 1 | AC | 1,768 | 9/2/1995 | 93 | 0 | 100 | Raveling and weathering |
| | T07PR | 1 | AC | 5,285 | 9/2/1995 | 96 | 0 | 100 | Raveling and weathering |
| | T08PR | 1 | AAC | 5,032 | 9/1/1995 | 91 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| Pru Field | A01RZ | 1 | AC | 54,882 | 9/2/1998 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 12,620 | 9/2/1998 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | R01RZ | 1 | AC | 24,400 | 10/1/1999 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 97,800 | 10/1/1999 | 87 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pru Field | R01RZ | 3 | AC | 42,200 | 10/1/1999 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | T01RZ | 1 | AC | 91,834 | 9/1/1999 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 19,726 | 10/1/1999 | 99 | 0 | 89 | Depression, longitudinal and transverse cracking |
| | T02RZ | 1 | AC | 6,162 | 10/1/1999 | 100 | 0 | 0 | No distress |
| | T03RZ | 1 | AC | 6,183 | 10/1/1999 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 1,271 | 10/1/1999 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | T04RZ | 1 | AC | 2,291 | 10/1/1999 | 89 | 0 | 81 | Depression, longitudinal and transverse cracking |
| Pullman-Moscow Regional Airport | A01PM | 1 | AAC | 84,000 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | A02PM | 1 | AC | 53,200 | 1/1/1995 | 94 | 0 | 84 | Longitudinal and transverse cracking, oil spillage |
| | | 2 | AAC | 138,950 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 160,664 | 9/1/2005 | 100 | 0 | 0 | No distress |
| | A03PM | 1 | AAC | 49,650 | 1/1/1974 | 34 | 58 | 42 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | AHP23PM | 1 | AC | 6,601 | 1/1/1995 | 92 | 0 | 62 | Depression, longitudinal and transverse cracking |
| | R01PM | 01A | AAC | 11,250 | 9/1/1992 | 86 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AAC | 45,000 | 9/1/1992 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01C | AAC | 11,250 | 9/1/1992 | 82 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02A | AAC | 33,750 | 9/1/1992 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02B | AAC | 67,500 | 9/1/1992 | 79 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02C | AAC | 33,750 | 9/1/1992 | 83 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Pullman-Moscow Regional Airport | R01PM | 03A | AAC | 123,250 | 1/1/1992 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03B | AAC | 493,000 | 1/1/1948 | 78 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03C | AAC | 123,250 | 9/1/1992 | 82 | 0 | 100 | Longitudinal and transverse cracking |
| | T01PM | 1 | AAC | 109,830 | 1/1/1995 | 87 | 0 | 100 | Bleeding, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AAC | 258,670 | 1/1/1995 | 91 | 0 | 100 | Bleeding, longitudinal and transverse cracking |
| | T02PM | 1 | AAC | 9,530 | 1/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | T03PM | 1 | AAC | 11,500 | 1/1/1995 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| Quillayute State Airport | A01QU | 1 | PCC | 528,750 | 9/2/1943 | 74 | 57 | 30 | Faulting, joint spall, joint seal damage, linear cracking, shattered slab, small patch |
| | R04QU | 01A | PCC | 186,162 | 9/3/1943 | 81 | 19 | 46 | Faulting, joint spall, joint seal damage, linear cracking, small patch |
| | | 01B | PCC | 185,625 | 9/3/1943 | 77 | 34 | 37 | Faulting, joint seal damage, large patch, linear cracking, small patch |
| | | 01C | PCC | 186,162 | 9/3/1943 | 80 | 33 | 42 | Faulting, joint spall, joint seal damage, large patch, linear cracking, small patch |
| | | 02A | PCC | 54,912 | 9/2/1943 | 82 | 52 | 43 | Corner spall, joint spall, joint seal damage, linear cracking, shattered slab, small patch |
| | | 02B | PCC | 54,375 | 9/2/1943 | 78 | 45 | 37 | Corner spall, faulting, joint spall, joint seal damage, linear cracking, small patch |
| | | 02C | PCC | 54,912 | 9/2/1943 | 77 | 58 | 38 | Joint spall, joint seal damage, linear cracking, small patch |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Quillayute State Airport | R13QU | 01A | PCC | 110,287 | 9/2/1943 | 51 | 54 | 9 | Corner break, corner spall, faulting, joint spall, joint seal damage, linear cracking, shattered slab, shrinkage cracking, small patch |
| | | 01C | PCC | 219,500 | 9/2/1943 | 54 | 16 | 14 | Corner break, corner spall, faulting, joint spall, joint seal damage, linear cracking, small patch |
| | | 01D | PCC | 219,500 | 9/2/1943 | 63 | 26 | 19 | Corner break, corner spall, faulting, joint spall, joint seal damage, linear cracking, shattered slab, shrinkage cracking, small patch |
| | | 01E | PCC | 110,287 | 9/2/1943 | 71 | 23 | 25 | Corner break, corner spall, faulting, joint spall, joint seal damage, linear cracking, small patch |
| | | 02A | PCC | 7,037 | 9/2/1943 | 67 | 39 | 20 | Corner break, corner spall, faulting, joint spall, joint seal damage, linear cracking |
| | | 02B | PCC | 13,000 | 9/2/1943 | 84 | 0 | 61 | Corner spall, faulting, joint spall, joint seal damage, small patch |
| | | 02C | PCC | 13,000 | 9/1/1943 | 83 | 0 | 56 | Faulting, joint spall, joint seal damage |
| | | 02D | PCC | 13,000 | 9/2/1943 | 77 | 0 | 37 | Corner spall, faulting, joint spall, joint seal damage |
| | | 02E | PCC | 7,037 | 9/2/1943 | 75 | 19 | 33 | Faulting, joint spall, joint seal damage, linear cracking |
| | | 1B | PCC | 219,500 | 9/2/1943 | 59 | 33 | 16 | Corner break, corner spall, faulting, joint spall, joint seal damage, linear cracking, scaling, shrinkage cracking, small patch |
| | T01QU | 1 | PCC | 58,477 | 9/3/1943 | 73 | 50 | 30 | Faulting, joint seal damage, large patch, linear cracking, shrinkage cracking, small patch |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Quillayute State Airport | T02QU | 1 | PCC | 34,896 | 9/2/1943 | 77 | 31 | 34 | Faulting, joint spall, joint seal damage, linear cracking, shattered slab, small patch |
| | T03QU | 1 | PCC | 75,836 | 9/3/1943 | 70 | 58 | 28 | Corner break, faulting, joint spall, joint seal damage, linear cracking, shattered slab, small patch |
| | T04QU | 1 | PCC | 162,998 | 9/3/1943 | 62 | 30 | 29 | Corner break, corner spall, faulting, joint spall, joint seal damage, large patch, linear cracking, small patch |
| | T05QU | 1 | PCC | 15,896 | 9/3/1943 | 75 | 28 | 34 | Faulting, joint spall, joint seal damage, linear cracking |
| | T06QU | 1 | PCC | 15,896 | 9/3/1943 | 77 | 29 | 36 | Faulting, joint spall, joint seal damage, linear cracking |
| | T07QU | 1 | PCC | 15,215 | 9/3/1943 | 77 | 18 | 47 | Corner spall, faulting, joint spall, joint seal damage, linear cracking |
| Quincy Municipal Airport[6] | A01QC | 1 | AC | 32,073 | 9/1/2005 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 9,551 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 63,250 | 9/1/1979 | 5 | 0 | 100 | Block cracking, weathering and raveling |
| | | 4 | AC | 17,250 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | A02QC | 1 | AC | 11,700 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | R09QC | 1 | AC | 172,020 | 8/1/2004 | 100 | 0 | 0 | No distress |
| | T01QC | 1 | AC | 44,437 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T02QC | 1 | AC | 5,607 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T03QC | 1 | AC | 9,948 | 8/1/2005 | 100 | 0 | 0 | No distress |
| Ranger Creek State | R15RC | 1 | AC | 86,700 | 9/1/1986 | 65 | 78 | 20 | Alligator cracking, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| Renton Municipal | ABRN | 1 | AC | 89,813 | 9/2/1990 | 84 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | AH15RN | 1 | AAC | 4,790 | 9/1/2002 | 96 | 0 | 100 | Patching |
| | | 2 | AAC | 5,546 | 9/1/2002 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Renton Municipal | AH33RN | 1 | AAC | 4,750 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 1,972 | 9/1/2002 | 93 | 0 | 100 | Patching |
| | R15RN | 01A | AAC | 21,000 | 9/1/1993 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | | 01B | AAC | 18,000 | 9/1/1993 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 01C | AAC | 21,000 | 9/1/1993 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02A | AAC | 131,810 | 9/1/1993 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02B | AAC | 112,980 | 9/1/1993 | 79 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking |
| | | 02C | AAC | 131,810 | 9/1/1993 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03A | AAC | 70,063 | 9/1/1993 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03B | AAC | 59,872 | 9/1/1993 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03C | AAC | 70,000 | 9/1/1993 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 04A | AAC | 95,093 | 9/1/1993 | 83 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 04B | AAC | 81,273 | 9/1/1993 | 82 | 0 | 100 | Longitudinal and transverse cracking |
| | | 04C | AAC | 94,920 | 9/1/1993 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 05A | PCC | 31,250 | 9/1/1955 | 96 | 46 | 54 | Corner break, joint seal damage, linear cracking |
| | | 05B | PCC | 37,500 | 9/1/1955 | 94 | 0 | 73 | Corner spall, faulting, joint spall, joint seal damage |
| | | 05C | PCC | 31,250 | 9/1/1955 | 96 | 29 | 58 | Corner spall, joint seal damage, linear cracking, small patch |
| | | 06A | PCC | 21,250 | 9/1/1955 | 83 | 49 | 10 | Corner break, joint spall, joint seal damage, large patch, linear cracking, shrinkage cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Renton Municipal | R15RN | 06B | PCC | 25,500 | 9/1/1955 | 94 | 0 | 29 | Corner spall, joint spall, joint seal damage, large patch |
| | | 06C | PCC | 21,250 | 9/1/1955 | 78 | 77 | 7 | Corner break, corner spall, joint seal damage, large patch, linear cracking, shattered slab |
| | TARN | 1 | AAC | 75,272 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 9,735 | 6/1/2002 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 25,872 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 4 | AAC | 7,000 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 5 | AAC | 18,498 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 6 | AAC | 19,431 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 7 | AAC | 5,015 | 6/1/2002 | 100 | 0 | 0 | No distress |
| | | 8 | AAC | 5,525 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 9 | AAC | 9,843 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 10 | AAC | 1,734 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 11 | AAC | 5,185 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 12 | AAC | 6,168 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 13 | AAC | 3,960 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 14 | AAC | 9,529 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 15 | AAC | 104,639 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | TBRN | 1 | AC | 12,809 | 9/3/1980 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 3,100 | 9/2/1972 | 9 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 3,200 | 9/3/1989 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 6,425 | 9/3/1980 | 59 | 57 | 43 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 5 | AC | 2,743 | 9/3/1980 | 14 | 73 | 27 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Renton Municipal | TBRN | 6 | AC | 18,045 | 9/3/1990 | 91 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 7 | AC | 91,704 | 9/2/1990 | 81 | 62 | 38 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 8 | AC | 13,375 | 9/2/1990 | 87 | 0 | 98 | Depression, longitudinal and transverse cracking |
| | TDRN | 1 | AAC | 14,441 | 9/1/2002 | 85 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TERN | 1 | AAC | 16,023 | 9/1/2002 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | TFRN | 1 | AAC | 9,371 | 9/1/2002 | 80 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TGRN | 1 | AAC | 12,368 | 9/1/2002 | 100 | 0 | 0 | Depression |
| | | 2 | AAC | 5,316 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | THANGRN | 1 | AC | 45,085 | 9/2/1998 | 98 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | THRN | 1 | AAC | 18,432 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 2,176 | 9/2/2002 | 100 | 0 | 0 | No distress |
| | TKRN | 1 | AC | 19,922 | 9/2/1989 | 97 | 0 | 94 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | TLRN | 1 | AAC | 20,845 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | TMRN | 1 | AC | 10,197 | 9/3/1989 | 88 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TNRN | 1 | AC | 18,660 | 9/3/1980 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | VLRN | 1 | AC | 269,574 | 9/2/1972 | 86 | 0 | 86 | Bleeding, block cracking, longitudinal and transverse cracking, raveling and weathering |
| Richland | A01RI | 1 | AAC | 119,361 | 9/1/2002 | 97 | 0 | 100 | Patching |
| | A02RI | 1 | AAC | 56,951 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 68,121 | 9/1/2002 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Richland | A02RI | 4 | AAC | 150,192 | 9/1/1992 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 5 | AAC | 11,350 | 9/1/1992 | 93 | 0 | 75 | Longitudinal and transverse cracking, oil spillage |
| | | 6 | AAC | 6,341 | 5/3/1999 | 100 | 0 | 0 | No distress |
| | | 7 | AAC | 1,440 | 9/1/1992 | 80 | 0 | 96 | Depression, longitudinal and transverse cracking |
| | | 8 | AC | 80,157 | 9/2/1990 | 81 | 0 | 92 | Longitudinal and transverse cracking, oil spillage |
| | | 9 | AAC | 945 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | | 10 | AAC | 945 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | | 11 | AC | 6,500 | 9/1/1992 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 12 | AC | 5,208 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | A03RI | 1 | AAC | 21,219 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 5,550 | 9/1/1997 | 74 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 10,242 | 9/1/1997 | 90 | 0 | 82 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | A04RI | 1 | AAC | 16,849 | 5/1/1999 | 92 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AAC | 140,710 | 5/1/1999 | 89 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 3 | AAC | 36,049 | 5/1/1999 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 7,643 | 9/2/1979 | 59 | 0 | 71 | Depression, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 5 | AC | 119,209 | 5/3/1999 | 100 | 0 | 0 | No distress |
| | A05RI | 1 | AAC | 16,810 | 9/1/1992 | 70 | 0 | 100 | Longitudinal and transverse cracking |
| | A06RI | 1 | AAC | 17,012 | 9/1/1992 | 67 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Richland | R01RI | 1 | AC | 299,925 | 9/3/1977 | 62 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | R07RI | 1 | AAC | 180,463 | 9/1/1992 | 68 | 0 | 97 | Longitudinal and transverse cracking, swelling |
| | | 2 | AAC | 134,963 | 9/1/1992 | 67 | 0 | 84 | Depression, longitudinal and transverse cracking, swelling |
| | | 3 | AAC | 75,000 | 9/1/1992 | 67 | 0 | 97 | Longitudinal and transverse cracking, swelling |
| | T01RI | 1 | AC | 14,300 | 9/2/1990 | 92 | 0 | 100 | Patching, raveling and weathering |
| | T02RI | 1 | AC | 7,068 | 9/2/1990 | 90 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 7,268 | 9/2/1990 | 93 | 0 | 100 | Raveling and weathering |
| | T03RI | 1 | AC | 7,068 | 9/2/1990 | 93 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 7,268 | 9/2/1990 | 93 | 0 | 100 | Raveling and weathering |
| | T04RI | 1 | AC | 6,969 | 9/2/1990 | 93 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 7,168 | 9/2/1990 | 93 | 0 | 100 | Raveling and weathering |
| | T05RI | 1 | AC | 15,437 | 9/2/1990 | 90 | 0 | 100 | Patching, raveling and weathering |
| | | 2 | AC | 5,936 | 5/3/1999 | 88 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T06RI | 1 | AC | 24,559 | 8/1/2004 | 100 | 0 | 0 | No distress |
| | TA2RI | 1 | AC | 4,673 | 9/2/1979 | 64 | 35 | 65 | Alligator cracking, longitudinal and transverse cracking |
| | | 2 | AC | 7,398 | 6/1/2003 | 100 | 0 | 0 | No distress |
| | TA3RI | 1 | AC | 11,054 | 9/2/1979 | 68 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 11,086 | 6/1/2003 | 100 | 0 | 0 | No distress |
| | TA4RI | 1 | AC | 4,273 | 9/2/1979 | 70 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 7,798 | 6/1/2003 | 100 | 0 | 0 | No distress |
| | TA5RI | 1 | AC | 4,593 | 9/2/1979 | 70 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 7,253 | 6/1/2003 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Richland | TARI | 1 | AC | 4,737 | 9/3/1977 | 71 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 125,962 | 6/1/2003 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 50,077 | 6/1/2003 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 3,737 | 9/3/1977 | 66 | 0 | 100 | Longitudinal and transverse cracking |
| | TB2RI | 1 | AAC | 7,346 | 9/2/1979 | 71 | 0 | 100 | Longitudinal and transverse cracking |
| | TBRI | 1 | AC | 66,046 | 9/2/1990 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 2,876 | 9/2/1990 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 2,598 | 9/2/1979 | 71 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 12,774 | 6/1/2003 | 100 | 0 | 0 | No distress |
| | | 5 | AC | 13,834 | 6/1/2003 | 100 | 0 | 0 | No distress |
| | | 6 | AC | 69,189 | 9/2/1979 | 67 | 0 | 100 | Longitudinal and transverse cracking |
| | TCRI | 1 | AC | 20,934 | 9/3/1977 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 11,587 | 9/2/1982 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | TDRI | 1 | AC | 31,207 | 9/2/1979 | 77 | 0 | 100 | Longitudinal and transverse cracking |
| Rosalia Municipal Airport[7] | A01RO | 1 | AC | 64,860 | 9/3/1985 | 38 | 0 | 91 | Depression, patching, raveling and weathering, block cracking |
| | R02RO | 1 | AC | 125,100 | 9/3/1985 | 53 | 0 | 100 | Block cracking, longitudinal and transverse cracking, patching |
| | T01RO | 1 | AC | 2,823 | 9/3/1986 | 77 | 0 | 65 | Longitudinal and transverse cracking, depression |
| | | 2 | AC | 52,070 | 9/3/1986 | 53 | 16 | 84 | Block cracking, longitudinal and transverse cracking, raveling and weathering, rutting |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Rosalia Municipal Airport[7] | T01RO | 3 | AC | 10,000 | 9/3/1986 | 66 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 4 | AC | 6,300 | 9/3/1985 | 38 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 5 | AC | 3,938 | 9/3/1985 | 63 | 51 | 49 | Rutting, raveling and weathering, longitudinal and transverse cracking, block cracking |
| | T02RO | 1 | AC | 5,547 | 9/3/1986 | 64 | 0 | 100 | Block cracking |
| Sand Canyon Airport | A01CH | 1 | AAC | 60,000 | 9/1/1995 | 71 | 32 | 68 | Longitudinal and transverse cracking, rutting, raveling and weathering |
| | A02CH | 1 | AC | 4,000 | 9/2/1974 | 33 | 16 | 84 | Longitudinal and transverse cracking, rutting, raveling and weathering |
| | R17CH | 1 | AAC | 6,075 | 10/1/1999 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 145,350 | 10/1/1999 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 11,610 | 10/1/1999 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | T01CH | 1 | AAC | 109,379 | 9/1/1995 | 60 | 42 | 58 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | T02CH | 1 | AAC | 1,710 | 9/1/1995 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | T03CH | 1 | AAC | 1,890 | 9/1/1995 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | T04CH | 1 | AC | 2,878 | 10/2/1999 | 95 | 0 | 0 | Depression |
| | T05CH | 1 | AC | 1,710 | 9/1/2001 | 100 | 0 | 0 | No distress |
| Sanderson Field | A01SH | 1 | PCC | 300,500 | 7/2/1943 | 71 | 54 | 27 | Corner spall, joint spall, joint seal damage, large patch, linear cracking, shrinkage cracking, small patch |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Sanderson Field | A02SH | 1 | AC | 1,750 | 9/3/1995 | 79 | 0 | 78 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 4,858 | 9/3/1990 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 12,687 | 7/2/1943 | 72 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 4 | AC | 4,675 | 9/2/1980 | 68 | 42 | 58 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | A03SH | 1 | AC | 10,502 | 7/2/1943 | 70 | 0 | 100 | Block cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | A04SH | 1 | AC | 2,896 | 7/2/1943 | 49 | 17 | 76 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | R05SH | 1 | AAC | 503,200 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | T01SH | 1 | AC | 113,268 | 7/2/1943 | 77 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T02SH | 1 | AC | 13,672 | 7/2/1943 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | T03SH | 1 | AC | 13,634 | 7/2/1943 | 72 | 0 | 95 | Longitudinal and transverse cracking, swelling, raveling and weathering |
| | T04SH | 1 | AC | 13,611 | 7/2/1943 | 70 | 0 | 93 | Longitudinal and transverse cracking, swelling |
| | T05SH | 1 | AC | 7,800 | 9/2/1979 | 79 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T06SH | 1 | AC | 7,500 | 9/2/1979 | 44 | 42 | 55 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Sanderson Field | T07SH | 1 | AC | 9,636 | 9/2/1995 | 91 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | T08SH | 1 | AC | 16,461 | 7/2/1943 | 65 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T09SH | 1 | AC | 38,544 | 7/2/2003 | 100 | 0 | 0 | No distress |
| | T10SH | 1 | AC | 22,305 | 7/2/1943 | 66 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T11SH | 1 | AC | 9,783 | 7/2/1943 | 58 | 0 | 95 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | T12SH | 1 | AC | 9,802 | 7/2/1943 | 63 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA1SH | 1 | AC | 67,020 | 7/2/1943 | 76 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AAC | 83,821 | 9/1/1992 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | TA2SH | 1 | AAC | 1,946 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 12,370 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 2,086 | 9/1/1992 | 100 | 0 | 0 | No distress |
| | TA3SH | 1 | AAC | 26,537 | 9/1/1992 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | TA4SH | 1 | AC | 11,463 | 7/2/1943 | 68 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 29,565 | 9/1/1992 | 100 | 0 | 0 | Bleeding |
| | TASH | 1 | AAC | 229,661 | 9/1/1992 | 100 | 0 | 0 | Bleeding |
| | TBSH | 1 | AAC | 66,485 | 9/1/1992 | 100 | 0 | 0 | No distress |
| Seattle - Tacoma International Airport[5] | ACAR | 1 | PCC | 197,535 | 9/1/1989 | 60 | 70 | 2 | Small patch, corner break, corner spall, joint spall, shattered slab, linear cracking, shrinkage cracking, scaling, joint seal damage |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | ACAR | 2 | PCC | 192,077 | 9/1/1990 | 76 | 3 | 6 | Shrinkage cracking, joint seal damage, joint spall, corner spall, large patch, linear cracking, small patch |
| | | 3 | PCC | 203,394 | 9/1/1974 | 74 | 19 | 18 | Joint seal damage, joint spall, shrinkage cracking, corner break, faulting, small patch, linear cracking, popouts, large patch, corner spall |
| | | 4 | PCC | 43,950 | 9/1/1987 | 79 | 17 | 0 | Joint spall, small patch, large patch, corner spall, corner break, linear cracking, shrinkage cracking |
| | | 5 | PCC | 147,844 | 9/1/1987 | 89 | 7 | 0 | Corner spall, joint spall, linear cracking, shrinkage cracking, small patch |
| | | 6 | PCC | 166,297 | 9/1/1990 | 90 | 0 | 0 | Joint spall, corner spall, small patch |
| | | 7 | PCC | 133,223 | 9/1/1974 | 59 | 52 | 10 | Linear cracking, corner break, small patch, shattered slab, faulting, corner spall, joint seal damage, joint spall, shrinkage cracking |
| | | 8 | PCC | 36,680 | 9/1/1998 | 76 | 18 | 0 | Linear cracking, corner spall, joint spall, large patch, small patch |
| | | 9 | PCC | 31,772 | 9/1/1974 | 67 | 29 | 15 | Linear cracking, joint seal damage, small patch, joint spall, corner spall |
| | | 10 | PCC | 230,522 | 11/1/1999 | 93 | 0 | 0 | Small patch, joint spall, corner spall |
| | | 11 | PCC | 70,892 | 9/1/1969 | 56 | 32 | 16 | Joint spall, linear cracking, large patch, joint seal damage, shattered slab, shrinkage cracking,corner spall, corner break, small patch, scaling |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | ACAR | 12 | PCC | 61,269 | 9/1/1969 | 65 | 5 | 15 | Corner spall, small patch, linear cracking, corner break, shrinkage cracking, joint spall, joint seal damage, scaling, large patch |
| | | 13 | PCC | 22,710 | 9/1/1971 | 70 | 17 | 18 | Linear cracking, joint spall, joint seal damage, small patch, corner spall, corner break, shrinkage cracking |
| | | 14 | PCC | 30,375 | 9/1/1971 | 81 | 0 | 10 | Small patch, corner spall, joint spall, joint seal damage |
| | | 17 | PCC | 202,241 | 6/1/2002 | 95 | 0 | 0 | Corner spall, joint spall, small patch |
| | | 18 | PCC | 29,240 | 6/1/2001 | 95 | 0 | 0 | Joint spall, corner spall, small patch |
| | ANH | 1 | PCC | 90,126 | 9/1/1991 | 81 | 0 | 0 | Joint spall, large patch, small patch, corner spall |
| | | 2 | PCC | 13,082 | 9/1/1958 | 38 | 42 | 0 | Large patch, linear cracking, joint spall, corner spall, corner break, small patch, joint seal damage, shattered slab |
| | | 3 | PCC | 270,479 | 9/1/1987 | 74 | 29 | 4 | Joint spall, scaling, large patch, linear cracking, corner spall, faulting, corner break, joint seal damage, small patch, popouts, shrinkage cracking |
| | | 5 | PCC | 17,144 | 9/1/1987 | 61 | 26 | 0 | Large patch, small patch, shrinkage cracking, corner spall, corner break, joint spall, linear cracking |
| | ASH | 1 | APC | 37,733 | 9/1/1992 | 85 | 0 | 100 | Bleeding, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | PCC | 218,212 | 9/1/1990 | 85 | 4 | 0 | Linear cracking, large patch, corner spall, small patch, joint spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | ASH | 3 | PCC | 28,813 | 1/1/2001 | 77 | 0 | 0 | Large patch, small patch, corner spall, joint spall |
| | ATERM | 1 | PCC | 861,563 | 9/2/1970 | 76 | 33 | 16 | Scaling, large patch, shattered slab, shrinkage cracking, linear cracking, joint spall, small patch, corner spall, corner break, joint seal damage, faulting |
| | | 2 | PCC | 208,282 | 9/1/1971 | 75 | 28 | 4 | Shrinkage cracking, shattered slab, joint seal damage, small patch, corner spall, corner break, joint spall, linear cracking, large patch |
| | | 4 | PCC | 200,470 | 9/1/1971 | 62 | 36 | 14 | Shattered slab, large patch, linear cracking, shrinkage cracking, joint seal damage, small patch, corner spall, joint spall, corner break |
| | | 5 | PCC | 115,969 | 9/1/1995 | 73 | 0 | 9 | Linear cracking, joint spall, large patch, small patch, corner spall, shrinkage cracking, shattered slab |
| | | 7 | PCC | 325,930 | 9/1/1985 | 69 | 9 | 26 | Corner spall, shrinkage cracking, scaling, corner break, small patch, joint spall, faulting, joint seal damage, large patch, linear cracking |
| | | 10 | PCC | 96,078 | 9/1/1995 | 72 | 0 | 5 | Small patch, corner spall, joint seal damage, shrinkage cracking, large patch, joint spall |
| | | 11 | PCC | 1,451,465 | 9/2/1969 | 71 | 36 | 12 | Linear cracking, corner break, joint seal damage, corner spall, small patch, joint spall, scaling, shrinkage cracking, shattered slab, large patch, faulting |
| | | 12 | PCC | 302,048 | 9/1/1983 | 71 | 34 | 17 | Large patch, corner break, shrinkage cracking, shattered slab, small patch, pumping, corner spall, joint seal damage, linear cracking, joint spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | ATERM | 13 | PCC | 155,099 | 9/1/1994 | 76 | 2 | 6 | Joint spall, pumping, corner break, joint seal damage, large patch, shrinkage cracking, corner spall, small patch |
| | | 14 | PCC | 1,068,153 | 9/1/1972 | 72 | 31 | 4 | Shrinkage cracking, small patch, joint spall, shattered slab, scaling, large patch, faulting, joint seal damage, corner spall, corner break, linear cracking |
| | | 15 | PCC | 30,244 | 9/1/1987 | 78 | 26 | 8 | Corner break, shattered slab, large patch, joint seal damage, joint spall, small patch, corner spall |
| | | 16 | PCC | 111,914 | 9/1/1987 | 81 | 8 | 0 | Corner spall, linear cracking, shrinkage cracking, small patch, scaling, joint spall |
| | | 17 | PCC | 81,666 | 9/1/1987 | 77 | 44 | 0 | Small patch, shrinkage cracking, joint spall, corner break, linear cracking, corner spall |
| | | 19 | PCC | 277,207 | 9/1/1997 | 80 | 3 | 6 | Joint seal damage, linear cracking, large patch, shrinkage cracking, small patch, corner spall, joint spall |
| | | 22 | PCC | 77,261 | 8/1/1999 | 89 | 8 | 0 | Joint spall, shrinkage cracking, large patch, corner spall, linear cracking |
| | | 23 | AC | 7,155 | 9/1/1994 | 60 | 53 | 47 | Longitudinal and transverse cracking, patching, rutting |
| | | 24 | PCC | 5,600 | 9/1/1992 | 82 | 0 | 11 | Joint seal damage, shrinkage cracking, joint spall, corner spall |
| | | 25 | AC | 47,559 | 9/3/1987 | 51 | 35 | 50 | Bleeding, raveling and weathering, depression, rutting, oil spillage, patching, alligator cracking, longitudinal and transverse cracking |
| | | 26 | PCC | 30,760 | 9/1/1999 | 95 | 0 | 0 | Small patch, corner spall, joint spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | ATERM | 27 | PCC | 27,751 | 9/1/2002 | 88 | 0 | 0 | Small patch, joint spall, corner spall |
| | | 28 | PCC | 287,670 | 6/1/2002 | 100 | 0 | 0 | No distress |
| | | 29 | PCC | 58,500 | 8/1/1985 | 67 | 33 | 25 | Large patch, joint spall, shrinkage cracking, corner spall, linear cracking, small patch, joint seal damage, corner break |
| | | 30 | PCC | 257,090 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 31 | PCC | 182,749 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 32 | PCC | 195,538 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | | 33 | PCC | 79,718 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | | 34 | PCC | 105,505 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 06a | PCC | 49,291 | 9/1/1994 | 33 | 50 | 1 | Joint seal damage, large patch, shrinkage cracking, small patch, corner break, corner spall, joint spall, shattered slab, linear cracking |
| | | 06b | PCC | 127,916 | 9/1/1994 | 82 | 17 | 7 | Corner spall, joint seal damage, shattered slab, shrinkage cracking, small patch, joint spall, large patch |
| | | 13a | PCC | 70,434 | 8/1/1996 | 70 | 3 | 5 | Shrinkage cracking, joint seal damage, pumping, large patch, joint spall, corner spall, linear cracking, |
| | R16L | 01L | APC | 50,000 | 9/1/1992 | 80 | 0 | 99 | Longitudinal and transverse cracking, depression, raveling and weathering |
| | | 01M | APC | 50,000 | 9/1/1992 | 67 | 37 | 41 | Rutting, raveling and weathering, longitudinal and transverse cracking, alligator cracking, corrugation |
| | | 01R | APC | 50,000 | 9/1/1992 | 83 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | R16L | 02L | APC | 72,000 | 9/1/1992 | 74 | 27 | 71 | Block cracking, longitudinal and transverse cracking, depression, raveling and weathering, rutting, swelling, alligator cracking |
| | | 02M | APC | 15,000 | 9/1/1992 | 84 | 41 | 59 | Rutting, longitudinal and transverse cracking, raveling and weathering |
| | | 02R | APC | 72,000 | 9/1/1992 | 83 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering, patching |
| | | 03L | AAC | 24,000 | 9/1/1992 | 68 | 23 | 52 | Alligator cracking, oil spillage, raveling and weathering, depression, longitudinal and transverse cracking |
| | | 03M | AAC | 24,000 | 9/1/1992 | 64 | 32 | 19 | Raveling and weathering, rutting, corrugation, bleeding |
| | | 03R | AAC | 24,000 | 9/1/1992 | 82 | 0 | 99 | Longitudinal and transverse cracking, raveling and weathering, depression |
| | | 04L | APC | 242,000 | 9/1/1992 | 85 | 0 | 99 | Depression, patching, block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 04M | APC | 242,000 | 9/1/1992 | 70 | 67 | 33 | Raveling and weathering, alligator cracking, rutting, patching, longitudinal and transverse cracking |
| | | 04R | APC | 242,000 | 9/1/1992 | 87 | 21 | 79 | Patching, longitudinal and transverse cracking, raveling and weathering, rutting, block cracking, rutting |
| | | 05L | APC | 49,500 | 9/1/1992 | 82 | 34 | 66 | Rutting, raveling and weathering, longitudinal and transverse cracking, block cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | R16L | 05M | APC | 49,500 | 9/1/1992 | 74 | 58 | 42 | Rutting, raveling and weathering, longitudinal and transverse cracking |
| | | 05R | APC | 49,500 | 9/1/1992 | 87 | 30 | 70 | Block cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 06L | AAC | 21,000 | 9/1/1992 | 81 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering, block cracking |
| | | 06M | AAC | 21,000 | 9/1/1992 | 71 | 42 | 58 | Patching, alligator cracking, rutting, raveling and weathering, longitudinal and transverse cracking |
| | | 06R | AAC | 21,000 | 9/1/1992 | 80 | 23 | 77 | Raveling and weathering, rutting, longitudinal and transverse cracking, block cracking |
| | | 07L | APC | 17,500 | 9/1/1992 | 73 | 0 | 100 | Block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 07M | APC | 17,500 | 9/1/1992 | 64 | 18 | 82 | Patching, longitudinal and transverse cracking, alligator cracking |
| | | 07R | APC | 17,500 | 9/1/1992 | 65 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering, block cracking |
| | | 08L | APC | 69,000 | 9/1/1992 | 77 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering, block cracking, patching |
| | | 08M | APC | 69,000 | 9/1/1992 | 81 | 38 | 62 | Rutting, longitudinal and transverse cracking, raveling and weathering, patching, alligator cracking |
| | | 08R | APC | 69,000 | 9/1/1992 | 82 | 0 | 99 | Raveling and weathering, block cracking, depression, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | R16L | 09L | APC | 50,000 | 9/1/1992 | 61 | 0 | 100 | Patching, raveling and weathering, longitudinal and transverse cracking |
| | | 09M | APC | 50,000 | 9/1/1992 | 66 | 28 | 72 | Depression, shoving, rutting, patching, raveling and weathering |
| | | 09R | APC | 50,000 | 9/1/1992 | 64 | 0 | 100 | Patching, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 10M | APC | 57,000 | 6/1/2002 | 97 | 53 | 47 | Longitudinal and transverse cracking, rutting |
| | R16R | 01L | PCC | 38,738 | 9/1/1969 | 84 | 0 | 12 | Corner spall, joint seal damage, joint spall, small patch |
| | | 01M | PCC | 77,475 | 9/1/1969 | 68 | 15 | 5 | Corner break, corner spall, joint seal damage, shrinkage cracking, small patch, joint spall, linear cracking, faulting, scaling |
| | | 01R | PCC | 38,738 | 9/1/1969 | 90 | 0 | 19 | Joint seal damage, joint spall, small patch, corner spall |
| | | 02L | PCC | 67,500 | 9/1/1969 | 84 | 6 | 12 | Linear cracking, joint seal damage, joint spall, corner spall, small patch |
| | | 02M | PCC | 135,000 | 9/1/1969 | 57 | 25 | 9 | Corner spall, small patch, corner break, faulting, joint spall, large patch, shrinkage cracking, linear cracking, shattered slab, scaling, joint seal damage |
| | | 02R | PCC | 67,500 | 9/1/1969 | 87 | 8 | 13 | Small patch, linear cracking, joint seal damage, joint spall, corner spall |
| | | 03L | PCC | 52,125 | 9/1/1969 | 84 | 9 | 11 | Joint spall, corner spall, small patch, joint seal damage, linear cracking |
| | | 03M | PCC | 104,250 | 9/1/1969 | 63 | 5 | 14 | Joint seal damage, small patch, corner spall, faulting, scaling, large patch, linear cracking, shrinkage cracking, scaling, joint spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | R16R | 03R | PCC | 52,125 | 9/1/1969 | 78 | 17 | 7 | Joint seal damage, linear cracking, joint spall, corner spall, linear cracking, small patch |
| | | 04L | PCC | 37,763 | 9/1/1969 | 86 | 0 | 14 | Corner spall, small patch, joint seal damage, joint spall |
| | | 04M | PCC | 75,525 | 9/1/1969 | 57 | 3 | 11 | Shrinkage cracking, faulting, scaling, linear cracking, joint seal damage, corner break, corner spall, joint spall, large patch, small patch |
| | | 04R | PCC | 37,763 | 9/1/1969 | 87 | 0 | 15 | Small patch, joint spall, joint seal damage, corner spall |
| | | 05L | PCC | 30,000 | 9/1/1969 | 76 | 0 | 6 | Corner spall, joint spall, joint seal damage, small patch, large patch |
| | | 05M | PCC | 60,000 | 9/1/1969 | 55 | 9 | 10 | Corner spall, popouts, joint seal damage, large patch, scaling, shrinkage cracking, small patch, joint spall, faulting, linear cracking |
| | | 05R | PCC | 30,000 | 9/1/1969 | 81 | 0 | 10 | Joint spall, small patch, joint seal damage, corner spall |
| | | 06L | PCC | 60,000 | 9/1/1969 | 86 | 0 | 12 | Small patch, joint seal damage, corner spall, joint spall |
| | | 06M | PCC | 120,000 | 9/1/1969 | 67 | 18 | 14 | Scaling, corner spall, shrinkage cracking, faulting, joint seal damage, joint spall, linear cracking, small patch, corner break, large patch |
| | | 06R | PCC | 60,000 | 9/1/1969 | 91 | 0 | 18 | Small patch, joint seal damage, joint spall, corner spall |
| | | 07L | PCC | 30,000 | 9/1/1969 | 88 | 0 | 15 | Corner spall, joint spall, small patch, joint seal damage |
| | | 07M | PCC | 60,000 | 9/1/1969 | 68 | 0 | 16 | Small patch, shrinkage cracking, large patch, corner spall, faulting, joint spall, joint seal damage |
| | | 07R | PCC | 30,000 | 9/1/1969 | 84 | 0 | 13 | Joint spall, small patch, corner spall, joint seal damage |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | R16R | 08L | PCC | 37,500 | 9/1/1969 | 80 | 30 | 9 | Joint seal damage, joint spall, small patch, corner spall, large patch, linear cracking |
| | | 08M | PCC | 75,000 | 9/1/1969 | 70 | 10 | 5 | Shrinkage cracking, joint seal damage, joint spall, corner spall, large patch, scaling, small patch, linear cracking |
| | | 08R | PCC | 37,500 | 9/1/1969 | 84 | 0 | 11 | Corner spall, joint spall, joint seal damage, small patch |
| | TA | 1 | PCC | 227,800 | 9/10/1987 | 81 | 0 | 0 | Small patch, pumping, large patch, joint spall, shrinkage cracking, corner spall, scaling |
| | | 2 | PCC | 8,741 | 9/1/1968 | 59 | 25 | 0 | Joint spall, linear cracking, large patch, corner spall, small patch |
| | | 3 | PCC | 168,810 | 9/1/1987 | 84 | 0 | 0 | Shrinkage cracking, joint spall, faulting, corner spall, large patch, small patch, scaling, linear cracking |
| | | 4 | APC | 15,958 | 9/1/1992 | 66 | 51 | 49 | Joint reflective cracking, longitudinal and transverse cracking, alligator cracking, patching, block cracking |
| | | 5 | PCC | 71,755 | 9/1/1969 | 65 | 12 | 17 | Small patch, corner spall, faulting, joint spall, joint seal damage, large patch, shrinkage cracking, linear cracking |
| | | 6 | PCC | 69,594 | 9/1/1998 | 93 | 0 | 0 | Corner spall, small patch, joint spall |
| | | 7 | PCC | 20,195 | 9/1/1998 | 97 | 0 | 0 | Small patch, joint spall |
| | | 8 | PCC | 14,252 | 1/1/2001 | 69 | 12 | 0 | Joint spall, corner spall, large patch, faulting, linear cracking, small patch |
| | TB | 1 | PCC | 132,207 | 9/1/1990 | 86 | 0 | 0 | Corner spall, joint spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | TB | 2 | PCC | 52,203 | 9/1/1970 | 71 | 22 | 21 | Joint spall, joint seal damage, faulting, corner spall, linear cracking, shrinkage cracking, small patch |
| | | 4 | PCC | 655,000 | 9/10/1991 | 90 | 0 | 0 | Scaling, joint spall, large patch, small patch, corner spall |
| | | 5 | PCC | 12,000 | 9/1/1996 | 88 | 0 | 0 | Joint spall, corner spall |
| | | 6 | PCC | 119,645 | 9/1/2000 | 93 | 0 | 0 | Joint spall, small patch, corner spall |
| | | 7 | PCC | 59,993 | 9/1/1999 | 93 | 0 | 0 | Joint spall, large patch, small patch, corner spall |
| | | 8 | PCC | 69,354 | 9/1/2002 | 88 | 0 | 0 | Joint spall, large patch, corner spall, small patch |
| | | 9 | PCC | 5,265 | 9/1/1970 | 78 | 0 | 0 | Joint spall, corner spall, large patch, faulting, linear cracking, small patch |
| | TC | 1 | PCC | 317,654 | 9/1/1998 | 96 | 0 | 0 | Large patch, small patch, joint spall |
| | | 2 | PCC | 336,705 | 9/1/1998 | 97 | 0 | 0 | Joint spall, corner spall, small patch |
| | | 3 | PCC | 287,095 | 9/1/2000 | 98 | 0 | 0 | Small patch, joint spall, corner spall |
| | TCAR | 1 | PCC | 21,429 | 9/1/1989 | 84 | 0 | 0 | Corner spall, joint spall |
| | TCHOLD | 1 | PCC | 55,782 | 9/1/1998 | 97 | 0 | 0 | Large patch, small patch, joint spall, corner spall |
| | TD | 5 | PCC | 41,664 | 9/1/1998 | 79 | 0 | 0 | Small patch, joint spall corner spall |
| | | 6 | PCC | 45,000 | 9/1/2000 | 96 | 0 | 0 | Small patch, joint spall, corner spall |
| | | 7 | PCC | 22,000 | 1/1/2001 | 95 | 0 | 0 | Corner spall, joint spall |
| | TE | 3 | PCC | 28,390 | 9/1/1998 | 94 | 0 | 0 | Joint spall, small patch |
| | | 4 | PCC | 67,975 | 9/1/1998 | 92 | 0 | 0 | Joint spall, large patch, corner spall, small patch |
| | | 5 | PCC | 20,390 | 9/1/1998 | 82 | 0 | 0 | Small patch, joint spall, corner spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | TE | 6 | PCC | 34,963 | 9/1/2000 | 93 | 0 | 0 | Joint spall, small patch, corner spall |
| | | 7 | PCC | 53,830 | 9/1/1992 | 82 | 0 | 0 | Small patch, corner spall, joint spall, large patch |
| | | 8 | PCC | 10,580 | 1/1/2001 | 92 | 0 | 0 | Corner spall, joint spall |
| | TF | 1 | PCC | 158,230 | 9/1/1994 | 80 | 3 | 0 | Corner break, small patch, shrinkage cracking, joint spall, corner spall |
| | | 2 | PCC | 27,070 | 9/1/1992 | 85 | 0 | 0 | Joint spall, corner spall, small patch |
| | TG | 1 | PCC | 22,902 | 9/1/1991 | 90 | 0 | 0 | Linear cracking, corner break, corner spall, joint spall, large patch, small patch |
| | | 2 | PCC | 6,289 | 9/1/1987 | 85 | 0 | 0 | Joint spall, joint seal damage, corner spall |
| | | 3 | PCC | 10,000 | 9/1/1968 | 80 | 0 | 0 | Joint spall, small patch, corner spall |
| | | 4 | PCC | 6,556 | 9/1/1987 | 91 | 0 | 0 | Corner spall, joint seal damage, joint spall |
| | | 5 | PCC | 5,805 | 9/1/1987 | 84 | 0 | 0 | Corner spall, joint spall, joint seal damage, small patch |
| | | 6 | PCC | 12,093 | 9/1/1968 | 71 | 0 | 0 | Corner spall, small patch, joint spall |
| | | 7 | PCC | 5,805 | 9/1/1987 | 74 | 0 | 7 | Joint spall, small patch, corner spall, joint seal damage |
| | TH | 1 | PCC | 160,523 | 9/1/1969 | 73 | 17 | 16 | Shrinkage cracking, large patch, joint spall, corner spall, small patch, joint seal damage, linear cracking |
| | | 2 | APC | 19,970 | 9/1/1992 | 85 | 50 | 50 | Joint reflective cracking, alligator cracking |
| | | 3 | APC | 8,514 | 9/1/1990 | 22 | 50 | 44 | Longitudinal and transverse cracking, alligator cracking, raveling and weathering, block cracking, depression |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | TH | 4 | PCC | 25,590 | 9/1/1970 | 77 | 9 | 6 | Corner spall, joint spall, small patch, shrinkage cracking, linear cracking, large patch, joint seal damage |
| | | 5 | PCC | 21,954 | 9/1/1991 | 85 | 0 | 0 | Joint spall, corner spall, small patch |
| | | 6 | APC | 9,071 | 9/1/1992 | 98 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | | 7 | PCC | 40,691 | 1/1/2001 | 72 | 16 | 20 | Linear cracking, joint seal damage, small patch, large patch, joint spall, corner spall, corner break |
| | TJ | 1 | PCC | 26,772 | 9/1/1998 | 98 | 0 | 0 | Joint spall, small patch |
| | | 2 | PCC | 67,807 | 9/1/1998 | 92 | 0 | 0 | Joint spall, corner spall, small patch |
| | | 3 | PCC | 28,043 | 9/1/1969 | 69 | 41 | 5 | Small patch, linear cracking, joint spall, large patch, corner spall, joint seal damage |
| | | 4 | PCC | 22,968 | 9/1/1991 | 59 | 25 | 0 | Linear cracking, corner spall, joint spall, large patch, small patch |
| | | 5 | PCC | 32,480 | 9/1/1969 | 69 | 21 | 17 | Large patch, joint spall, small patch, joint seal damage, corner spall, linear cracking |
| | | 6 | APC | 10,836 | 9/1/1992 | 89 | 0 | 70 | Longitudinal and transverse cracking, depression, patching, joint reflective cracking |
| | | 7 | PCC | 48,405 | 9/1/1992 | 83 | 0 | 0 | Joint spall, corner spall, small patch |
| | | 8 | PCC | 27,083 | 9/1/1991 | 88 | 0 | 0 | Small patch, corner spall, joint spall |
| | | 9 | PCC | 14,529 | 1/1/2001 | 69 | 15 | 30 | Corner spall, linear cracking, small patch, corner break, large patch, joint spall, joint seal damage |
| | | 10 | PCC | 3,241 | 1/1/2001 | 89 | 0 | 0 | Joint spall, small patch |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | TK | 1 | PCC | 108,623 | 9/1/1994 | 79 | 0 | 0 | Small patch, joint spall, corner spall, shrinkage cracking |
| | | 2 | PCC | 27,067 | 9/1/1992 | 85 | 0 | 0 | Corner spall, joint spall, small patch |
| | TL | 1 | PCC | 59,141 | 9/1/1992 | 80 | 0 | 8 | Joint seal damage, joint spall, corner spall, large patch, small patch |
| | TM | 1 | PCC | 138,892 | 9/1/1993 | 84 | 0 | 0 | Joint spall, corner spall, shrinkage cracking, small patch, large patch |
| | | 2 | PCC | 30,586 | 9/1/1992 | 82 | 0 | 0 | Joint spall, small patch, corner spall |
| | | 3 | PCC | 56,036 | 9/1/1992 | 82 | 0 | 0 | Joint spall, large patch, corner spall, small patch |
| | TN | 1 | PCC | 114,341 | 9/1/1969 | 76 | 24 | 5 | Shrinkage cracking, linear cracking, small patch, corner spall, large patch, faulting, joint seal damage, joint spall |
| | | 9 | PCC | 27,749 | 9/1/1998 | 91 | 0 | 0 | Joint spall, small patch, corner spall |
| | | 10 | PCC | 69,369 | 9/1/1998 | 90 | 9 | 0 | Joint spall, corner spall, linear cracking, shrinkage cracking, small patch |
| | | 11 | PCC | 26,900 | 9/1/2000 | 92 | 0 | 0 | Corner spall, joint spall, small patch |
| | | 12 | PCC | 46,180 | 9/1/2002 | 88 | 0 | 0 | Corner spall, joint spall, small patch |
| | | 13 | PCC | 53,730 | 9/1/2002 | 83 | 0 | 0 | Joint spall, small patch, corner spall |
| | TP | 1 | PCC | 159,927 | 9/1/1993 | 84 | 0 | 0 | Shrinkage cracking, corner spall, joint spall, small patch |
| | | 2 | PCC | 30,586 | 9/1/1992 | 78 | 0 | 0 | Corner spall, small patch, joint spall |
| | | 3 | PCC | 61,019 | 9/1/1992 | 80 | 0 | 0 | Small patch, joint spall, corner spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Seattle - Tacoma International Airport[5] | TP | 4 | PCC | 35,996 | 9/1/1998 | 95 | 0 | 0 | Joint spall, corner spall, small patch |
| | | 5 | PCC | 21,350 | 9/1/1998 | 95 | 0 | 0 | Corner spall, small patch, joint spall |
| | | 6 | PCC | 25,613 | 9/1/1998 | 93 | 0 | 0 | Small patch, joint spall |
| | | 7 | PCC | 23,736 | 9/1/2000 | 89 | 0 | 0 | Joint spall, corner spall |
| | | 8 | PCC | 36,137 | 9/1/2000 | 97 | 0 | 0 | Joint spall, small patch, corner spall |
| | TQ | 1 | PCC | 63,500 | 9/1/1993 | 81 | 0 | 0 | Large patch, small patch, corner spall, joint spall |
| | | 2 | PCC | 22,500 | 9/1/1992 | 77 | 0 | 0 | Corner spall, small patch, joint spall |
| | | 3 | PCC | 59,349 | 9/1/1992 | 87 | 0 | 0 | Joint spall, corner spall, small patch |
| | | 4 | PCC | 73,628 | 9/1/1998 | 97 | 0 | 0 | Small patch, joint spall, corner spall |
| | TS | 1 | APC | 8,705 | 9/1/1992 | 81 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | APC | 59,226 | 9/1/1990 | 93 | 51 | 49 | Longitudinal and transverse cracking, patching, raveling and weathering, rutting |
| Sekiu Airport | A01SI | 1 | AC | 9,750 | 9/2/1979 | 27 | 22 | 51 | Alligator cracking, depression, patching, raveling and weathering |
| | A02SI | 1 | AC | 5,250 | 9/2/1972 | 25 | 0 | 82 | Block cracking, depression, raveling and weathering |
| | A03SI | 1 | AC | 8,138 | 9/2/1979 | 63 | 0 | 80 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AC | 18,499 | 9/2/1972 | 3 | 42 | 31 | Alligator cracking, depression, raveling and weathering |
| | | 3 | AC | 20,300 | 7/1/1987 | 19 | 13 | 49 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Sekiu Airport | R08SI | 1 | AC | 56,400 | 7/1/1987 | 37 | 0 | 88 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 135,300 | 7/1/1987 | 12 | 44 | 56 | Alligator cracking, block cracking, patching, rutting, raveling and weathering |
| Sequim Valley Airport | A01SE | 1 | AC | 3,936 | 7/1/1997 | 97 | 0 | 100 | Raveling and weathering |
| | A02SE | 1 | AC | 45,201 | 8/2/1985 | 64 | 94 | 6 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 2 | AC | 14,615 | 8/2/1985 | 67 | 78 | 6 | Alligator cracking, depression, longitudinal and transverse cracking |
| | | 3 | AC | 5,447 | 8/2/1985 | 20 | 31 | 69 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 4 | AC | 17,426 | 8/2/1985 | 83 | 100 | 0 | Alligator cracking |
| | A03SE | 1 | AC | 4,593 | 7/1/1997 | 100 | 0 | 0 | No distress |
| | R09SE | 1 | AC | 140,000 | 7/1/1997 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | T01SE | 1 | AC | 9,613 | 8/2/1985 | 98 | 0 | 84 | Bleeding, depression, longitudinal and transverse cracking |
| | T02SE | 1 | AC | 8,175 | 8/2/1985 | 100 | 0 | 0 | No distress |
| Skagit Regional Airport | A01SK | 1 | AC | 67,470 | 5/15/1992 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | A02SK | 1 | AAC | 184,215 | 6/15/1991 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 4,320 | 6/15/1991 | 100 | 0 | 0 | No distress |
| | A03SK | 1 | AC | 53,232 | 10/4/1999 | 100 | 0 | 0 | No distress |
| | A04SK | 1 | AC | 55,855 | 9/3/2003 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | AAGSK | 1 | AC | 22,897 | 9/3/1942 | 18 | 59 | 41 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | AASK | 1 | AAC | 61,337 | 6/15/1991 | 99 | 0 | 100 | Patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Skagit Regional Airport | AASK | 2 | AC | 90,133 | 6/15/1991 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 25,757 | 5/15/1992 | 99 | 0 | 0 | Oil spillage |
| | ABSK | 1 | AAC | 20,915 | 6/14/1991 | 97 | 0 | 52 | Longitudinal and transverse cracking, oil spillage |
| | ACSK | 1 | AAC | 19,838 | 6/14/1991 | 99 | 0 | 0 | Oil spillage |
| | ADSK | 1 | AC | 38,806 | 9/3/1990 | 99 | 0 | 0 | Oil spillage |
| | | 2 | AC | 51,625 | 6/15/1991 | 93 | 0 | 84 | Longitudinal and transverse cracking, oil spillage |
| | AESK | 1 | AC | 13,200 | 5/15/1992 | 98 | 0 | 49 | Longitudinal and transverse cracking, oil spillage |
| | | 2 | AC | 13,200 | 5/15/1992 | 99 | 0 | 0 | Oil spillage |
| | AH1SK | 1 | AC | 28,878 | 6/15/1991 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | AH2SK | 1 | AC | 20,736 | 6/15/1991 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | AH3SK | 1 | AC | 19,129 | 9/3/1942 | 52 | 65 | 35 | Alligator cracking, block cracking |
| | R04SK | 1 | AC | 180,000 | 9/3/1942 | 50 | 58 | 42 | Alligator cracking, block cracking |
| | | 2 | AC | 6,517 | 9/3/1942 | 65 | 0 | 100 | Block cracking |
| | | 3 | AAC | 13,314 | 9/1/1989 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | R10SK | 1 | AAC | 11,572 | 9/1/1989 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | T01SK | 1 | AC | 19,775 | 9/3/1942 | 47 | 63 | 37 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting |
| | T02SK | 1 | AC | 25,223 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | T03SK | 1 | AC | 15,222 | 6/15/1991 | 100 | 0 | 0 | No distress |
| | T04SK | 1 | AC | 17,176 | 6/15/1991 | 89 | 69 | 31 | Alligator cracking, longitudinal and transverse cracking |
| | | 2 | AC | 16,584 | 5/15/1992 | 43 | 77 | 23 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | T05SK | 1 | AC | 5,916 | 8/4/1993 | 97 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Skagit Regional Airport | T05SK | 2 | AC | 22,377 | 6/15/1991 | 94 | 0 | 95 | Depression, longitudinal and transverse cracking |
| | | 3 | AC | 16,601 | 5/15/1992 | 95 | 77 | 23 | Longitudinal and transverse cracking, rutting |
| | T06SK | 1 | AC | 19,618 | 8/4/1993 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 20,704 | 5/15/1992 | 97 | 0 | 100 | Patching, raveling and weathering |
| | T07SK | 1 | AC | 14,018 | 5/15/1992 | 95 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | T08SK | 1 | AC | 30,516 | 5/15/1992 | 82 | 71 | 29 | Alligator cracking, longitudinal and transverse cracking, patching, rutting |
| | T09SK | 1 | AC | 30,516 | 5/15/1992 | 97 | 0 | 100 | Patching |
| | TASK | 1 | AAC | 327,652 | 3/15/1990 | 93 | 0 | 96 | Depression, longitudinal and transverse cracking |
| | TCSK | 1 | AAC | 3,399 | 9/1/1989 | 99 | 0 | 100 | Raveling and weathering |
| | | 2 | AAC | 21,813 | 5/15/1992 | 98 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AAC | 3,985 | 3/15/1990 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | TDSK | 1 | AAC | 2,687 | 9/1/1989 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 16,900 | 9/2/1988 | 89 | 68 | 32 | Alligator cracking, longitudinal and transverse cracking |
| | | 3 | AAC | 3,037 | 3/15/1990 | 79 | 0 | 100 | Patching |
| | TESK | 1 | AC | 56,246 | 10/3/1999 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 9,901 | 10/3/1999 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 9,874 | 10/3/1999 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 9,874 | 10/3/1999 | 100 | 0 | 0 | No distress |
| | | 5 | AC | 50,781 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 6 | AC | 4,790 | 7/1/1943 | 64 | 0 | 100 | Block cracking |
| | TFSK | 1 | AC | 294,075 | 9/3/1942 | 34 | 63 | 33 | Alligator cracking, bleeding, block cracking, longitudinal and transverse cracking, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | AARMYPF | 1 | AC | 47,687 | 9/2/1984 | 11 | 67 | 32 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 2 | PCC | 222,392 | 9/2/1942 | 73 | 19 | 29 | Corner spall, joint seal damage, large patch, linear cracking, shattered slab, small patch |
| | | 3 | AC | 70,781 | 9/2/1989 | 35 | 0 | 96 | Block cracking, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 4 | AC | 169,422 | 9/2/1990 | 91 | 36 | 20 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 5 | PCC | 24,243 | 9/3/1942 | 66 | 78 | 20 | Corner break, joint spall, joint seal damage, linear cracking, shattered slab |
| | | 6 | AC | 82,746 | 1/1/1963 | 49 | 10 | 89 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 7 | APC | 100,651 | 9/3/1990 | 78 | 33 | 60 | Depression, joint reflective cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 8 | PCC | 117,861 | 9/2/1942 | 64 | 57 | 22 | Corner spall, joint spall, joint seal damage, linear cracking, shrinkage cracking, small patch |
| | ABTRPF | 1 | AAC | 55,910 | 6/1/1989 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 34,810 | 6/1/1989 | 98 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AAC | 19,360 | 9/1/1989 | 44 | 55 | 45 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | ACENTPF | 1 | AC | 103,696 | 3/3/1984 | 86 | 0 | 84 | Longitudinal and transverse cracking, oil spillage, swelling, raveling and weathering |
| | | 2 | AC | 22,000 | 3/3/1984 | 78 | 58 | 32 | Alligator cracking, depression, longitudinal and transverse cracking |
| | | 3 | AAC | 310,726 | 5/18/1985 | 98 | 0 | 95 | Depression, longitudinal and transverse cracking, patching |
| | | 4 | AAC | 37,979 | 5/18/1985 | 99 | 0 | 0 | Oil spillage |
| | | 5 | AC | 82,220 | 2/3/1965 | 55 | 48 | 38 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | ACHPF | 1 | AC | 48,500 | 9/3/1986 | 91 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | AC | 91,850 | 6/3/1972 | 29 | 78 | 22 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 3 | AC | 197,703 | 11/17/1960 | 19 | 47 | 53 | Alligator cracking, block cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 4 | AC | 65,627 | 2/3/1965 | 17 | 59 | 41 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 5 | AC | 65,347 | 9/17/1967 | 16 | 79 | 19 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | ACTPF | 1 | AAC | 224,888 | 6/1/1989 | 84 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | AEHPF | 1 | AC | 183,451 | 9/2/1988 | 94 | 0 | 96 | Depression, patching |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | AERPF | 1 | AC | 179,180 | 1/2/1986 | 86 | 0 | 29 | Depression, longitudinal and transverse cracking, oil spillage, patching |
| | AFUELPF | 1 | PCC | 3,600 | 9/2/1964 | 65 | 64 | 25 | Corner break, joint seal damage, shattered slab, shrinkage cracking |
| | AH16LPF | 1 | AC | 5,261 | 5/3/1985 | 75 | 0 | 44 | Depression, longitudinal and transverse cracking |
| | AH16RPF | 1 | AAC | 123,750 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | AH34RPF | 1 | AC | 5,268 | 2/26/1995 | 82 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 5,268 | 5/3/1985 | 96 | 0 | 100 | Raveling and weathering |
| | AHA3PF | 1 | AAC | 7,200 | 6/1/1989 | 100 | 0 | 0 | No distress |
| | AITRPF | 1 | AAC | 31,411 | 6/1/1989 | 96 | 0 | 57 | Depression, longitudinal and transverse cracking, oil spillage |
| | | 2 | AAC | 236,752 | 6/1/1989 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 13,940 | 6/1/1989 | 83 | 65 | 35 | Alligator cracking, longitudinal and transverse cracking, patching, rutting |
| | AMESSPF | 1 | AC | 24,256 | 2/3/1965 | 65 | 0 | 99 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | APC | 15,422 | 2/1/1965 | 46 | 29 | 63 | Alligator cracking, bleeding, depression, joint reflective cracking, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 3 | PCC | 23,057 | 9/2/1942 | 68 | 11 | 28 | Corner spall, joint spall, joint seal damage, large patch, linear cracking, small patch |
| | ANFUELPF | 1 | AC | 25,425 | 9/2/1993 | 86 | 0 | 100 | Patching, raveling and weathering |
| | ANRPF | 1 | AC | 20,726 | 9/2/1979 | 15 | 72 | 26 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | ANRPF | 2 | AC | 9,508 | 9/2/1979 | 51 | 55 | 30 | Alligator cracking, depression, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 3 | AC | 3,376 | 9/2/1979 | 34 | 67 | 33 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 4 | AC | 49,050 | 9/2/1994 | 80 | 45 | 30 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 5 | AAC | 49,667 | 9/1/1991 | 77 | 72 | 28 | Alligator cracking, longitudinal and transverse cracking |
| | | 6 | AC | 7,000 | 9/2/1980 | 38 | 69 | 18 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, rutting, raveling and weathering |
| | | 7 | APC | 6,343 | 9/1/1991 | 71 | 0 | 95 | Depression, joint reflective cracking, patching |
| | | 8 | AC | 14,714 | 9/2/1985 | 46 | 50 | 25 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 9 | AC | 5,091 | 9/2/1991 | 27 | 82 | 18 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 10 | AC | 4,195 | 9/2/1991 | 26 | 21 | 77 | Alligator cracking, block cracking, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 11 | AC | 2,976 | 9/2/1994 | 57 | 0 | 48 | Depression, patching, raveling and weathering |
| | | 12 | AC | 4,375 | 9/2/1991 | 55 | 11 | 72 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | ANRPF | 13 | PCC | 2,787 | 9/2/1985 | 24 | 89 | 11 | Joint seal damage, linear cracking, shattered slab |
| | | 14 | APC | 18,122 | 9/1/1991 | 72 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, patching |
| | | 15 | APC | 22,500 | 9/1/1991 | 76 | 0 | 95 | Depression, joint reflective cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 16 | APC | 6,480 | 9/1/1991 | 58 | 0 | 100 | Joint reflective cracking, patching |
| | AOTRPF | 1 | AAC | 171,117 | 3/1/1984 | 76 | 21 | 74 | Alligator cracking, longitudinal and transverse cracking, oil spillage, patching |
| | | 2 | AAC | 6,831 | 6/1/1989 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 25,816 | 9/2/2003 | 100 | 0 | 0 | No distress |
| | ASRPF | 1 | AAC | 14,386 | 9/1/1958 | 44 | 0 | 100 | Block cracking, raveling and weathering |
| | AWASHEPF | 1 | PCC | 1,600 | 9/2/1988 | 5 | 91 | 9 | Corner break, joint seal damage, linear cracking |
| | AWRPF | 1 | AC | 267,348 | 9/2/1982 | 91 | 0 | 98 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 2 | PCC | 33,800 | 9/2/1994 | 32 | 88 | 11 | Corner break, corner spall, joint seal damage, large patch, linear cracking, shattered slab, small patch |
| | | 3 | AC | 145,490 | 9/2/1996 | 95 | 0 | 46 | Depression, longitudinal and transverse cracking, patching |
| | | 4 | AC | 337,052 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 5 | AC | 4,817 | 9/2/1996 | 41 | 55 | 43 | Alligator cracking, longitudinal and transverse cracking, patching, swelling, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | AWRPF | 6 | AAC | 64,012 | 3/1/1984 | 58 | 0 | 94 | Block cracking, longitudinal and transverse cracking, patching, swelling |
| | | 7 | AC | 68,118 | 1/1/1963 | 75 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | R11PF | 1 | AC | 21,928 | 8/8/1995 | 98 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 36,348 | 8/8/1995 | 90 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AC | 11,633 | 8/8/1995 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 31,557 | 8/8/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AC | 197,932 | 8/8/1995 | 96 | 0 | 83 | Depression, longitudinal and transverse cracking, patching, swelling |
| | R16LPF | 1 | AC | 225,000 | 1/3/1986 | 46 | 57 | 43 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting |
| | R16RPF | 01A | AAC | 30,477 | 6/2/1994 | 93 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 01B | AAC | 28,297 | 6/2/1994 | 89 | 0 | 93 | Longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 01C | AAC | 30,477 | 6/2/1994 | 86 | 0 | 90 | Longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 01D | AAC | 2,180 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 02A | AAC | 23,750 | 6/2/1994 | 85 | 0 | 91 | Longitudinal and transverse cracking, patching, swelling |
| | | 02B | AAC | 18,525 | 6/2/1994 | 88 | 0 | 81 | Longitudinal and transverse cracking, swelling |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | R16RPF | 02C | AAC | 23,750 | 6/2/1994 | 80 | 0 | 85 | Longitudinal and transverse cracking, patching, swelling |
| | | 02D | AAC | 5,225 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 03A | AAC | 23,750 | 6/2/1994 | 74 | 0 | 95 | Longitudinal and transverse cracking, patching, swelling |
| | | 03B | AAC | 18,525 | 6/2/1994 | 92 | 0 | 77 | Longitudinal and transverse cracking, swelling |
| | | 03C | AAC | 23,750 | 6/2/1994 | 78 | 0 | 94 | Longitudinal and transverse cracking, patching, swelling |
| | | 03D | AAC | 5,225 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 04A | AAC | 46,250 | 6/2/1994 | 88 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 04B | AAC | 36,075 | 6/2/1994 | 94 | 0 | 81 | Longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 04C | AAC | 46,250 | 6/2/1994 | 89 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 04D | AAC | 10,175 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 05A | AAC | 81,250 | 6/2/1994 | 91 | 0 | 84 | Longitudinal and transverse cracking, swelling |
| | | 05B | AAC | 63,375 | 6/2/1994 | 85 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 05C | AAC | 81,250 | 6/2/1994 | 95 | 0 | 85 | Longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 05D | AAC | 17,875 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 06A | AAC | 63,750 | 6/2/1994 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 06B | AAC | 49,725 | 6/2/1994 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 06C | AAC | 63,750 | 6/2/1994 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 06D | AAC | 14,025 | 1/1/2000 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | R16RPF | 07A | AAC | 77,500 | 6/2/1994 | 92 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 07B | AAC | 60,450 | 6/2/1994 | 98 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 07C | AAC | 77,500 | 6/2/1994 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 07D | AAC | 17,050 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 08A | AAC | 20,000 | 6/2/1994 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | | 08B | AAC | 15,600 | 6/2/1994 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 08C | AAC | 20,000 | 6/2/1994 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 08D | AAC | 4,400 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 09A | AAC | 17,000 | 9/1/1997 | 83 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 09B | AAC | 13,260 | 9/1/1997 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 09C | AAC | 17,000 | 9/1/1997 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | | 09D | AAC | 3,740 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 10A | AC | 58,600 | 5/8/1996 | 92 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 10B | AC | 39,390 | 5/8/1996 | 100 | 0 | 100 | Raveling and weathering |
| | | 10C | AC | 58,600 | 5/8/1996 | 95 | 0 | 100 | Patching |
| | | 10D | AAC | 39,910 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 11A | AC | 21,821 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 11B | AC | 21,800 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | | 11C | AC | 21,800 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | TA1PF | 1 | PCC | 129,600 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | TA2PF | 1 | AC | 15,036 | 6/3/1989 | 92 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | TA2PF | 2 | AC | 24,309 | 6/3/1989 | 96 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA3PF | 1 | AC | 10,637 | 6/1/1989 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 12,783 | 6/1/1989 | 90 | 0 | 93 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | TA4PF | 1 | AC | 21,279 | 6/1/1989 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 13,155 | 6/1/1989 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA5PF | 1 | AAC | 8,967 | 6/1/1989 | 88 | 0 | 90 | Longitudinal and transverse cracking, swelling |
| | | 2 | AAC | 10,193 | 6/1/1989 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 10,061 | 6/1/1989 | 78 | 58 | 39 | Alligator cracking, longitudinal and transverse cracking, swelling |
| | | 4 | AAC | 9,136 | 6/1/1989 | 75 | 0 | 93 | Longitudinal and transverse cracking, patching, swelling |
| | | 5 | AAC | 10,631 | 9/1/1989 | 68 | 24 | 60 | Alligator cracking, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 6 | AAC | 6,930 | 9/1/1989 | 62 | 15 | 58 | Alligator cracking, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 7 | AAC | 16,833 | 9/1/1989 | 73 | 0 | 86 | Longitudinal and transverse cracking, patching, swelling |
| | TA6PF | 1 | AAC | 21,827 | 6/1/1989 | 66 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 37,452 | 6/1/1989 | 83 | 0 | 94 | Longitudinal and transverse cracking, swelling, raveling and weathering |
| | TA7PF | 1 | APC | 32,300 | 5/1/1996 | 95 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | TA7PF | 2 | APC | 22,613 | 5/1/1996 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 1,818 | 6/2/1989 | 37 | 0 | 68 | Depression, longitudinal and transverse cracking, swelling, raveling and weathering |
| | TA8PF | 1 | AAC | 15,493 | 5/1/1996 | 60 | 73 | 27 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 2 | AAC | 14,682 | 5/1/1996 | 70 | 49 | 50 | Alligator cracking, depression, longitudinal and transverse cracking, rutting |
| | | 3 | AAC | 14,589 | 5/1/1996 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AAC | 14,398 | 5/1/1996 | 90 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 5 | AC | 2,183 | 7/2/1993 | 67 | 0 | 49 | Depression, longitudinal and transverse cracking, patching |
| | | 6 | AC | 25,945 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | TAAPF | 1 | PCC | 64,966 | 1/1/1967 | 72 | 84 | 0 | Corner break, faulting, linear cracking, shattered slab, small patch |
| | | 2 | AAC | 2,790 | 6/1/1994 | 56 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AAC | 5,157 | 9/1/1994 | 89 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 4 | PCC | 8,684 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | TAPF | 1 | AC | 34,546 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 81,019 | 6/2/1987 | 52 | 70 | 30 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 3 | AC | 40,514 | 6/2/1987 | 95 | 0 | 83 | Depression, longitudinal and transverse cracking |
| | | 4 | AC | 35,521 | 6/2/1987 | 40 | 73 | 27 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 5 | AC | 17,741 | 6/2/1987 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | TAPF | 6 | AAC | 32,529 | 1/1/1987 | 47 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 7 | AAC | 16,264 | 1/1/1987 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 8 | AC | 23,679 | 1/2/1987 | 42 | 80 | 20 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 9 | AC | 11,486 | 1/2/1987 | 95 | 0 | 72 | Longitudinal and transverse cracking, swelling |
| | | 10 | AC | 55,795 | 3/2/1984 | 44 | 95 | 5 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 11 | AC | 27,113 | 3/2/1984 | 100 | 0 | 0 | No distress |
| | | 12 | AC | 92,937 | 9/2/1989 | 98 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 13 | AC | 16,771 | 3/2/1984 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 14 | AAC | 8,482 | 6/1/1989 | 79 | 53 | 41 | Alligator cracking, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 15 | AC | 20,709 | 3/2/1984 | 29 | 84 | 16 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 16 | AC | 10,807 | 3/2/1984 | 59 | 15 | 80 | Alligator cracking, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 17 | AC | 89,103 | 3/2/1984 | 48 | 67 | 30 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, swelling |
| | | 18 | AC | 44,565 | 3/2/1984 | 89 | 0 | 86 | Longitudinal and transverse cracking, patching, swelling |
| | | 19 | AC | 65,777 | 6/2/1983 | 41 | 76 | 24 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 20 | AC | 7,456 | 6/2/1983 | 89 | 0 | 90 | Longitudinal and transverse cracking, swelling |
| | | 21 | AC | 98,393 | 1/1/2000 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | TBPF | 1 | AAC | 63,755 | 9/1/1991 | 77 | 38 | 57 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 892 | 10/30/1998 | 68 | 0 | 42 | Depression, patching |
| | | 3 | AAC | 4,761 | 3/1/1984 | 39 | 70 | 19 | Alligator cracking, depression, longitudinal and transverse cracking, rutting |
| | TCPF | 1 | AAC | 27,729 | 6/1/1989 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 6,050 | 6/1/1989 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 5,084 | 6/1/1989 | 78 | 75 | 25 | Alligator cracking, longitudinal and transverse cracking |
| | | 4 | AAC | 27,065 | 6/1/1989 | 100 | 0 | 0 | No distress |
| | | 5 | AAC | 7,000 | 6/1/1989 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 6 | AAC | 10,682 | 9/1/1985 | 57 | 19 | 48 | Depression, longitudinal and transverse cracking, rutting, raveling and weathering |
| | TD0PF | 1 | AAC | 13,450 | 6/1/1989 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 8,903 | 6/1/1989 | 95 | 0 | 100 | Raveling and weathering |
| | | 3 | AAC | 12,262 | 6/1/1989 | 81 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TD1PF | 1 | AAC | 11,600 | 6/1/1989 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | TD2PF | 1 | AAC | 6,440 | 6/1/1989 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 1,581 | 9/1/1989 | 83 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AAC | 4,536 | 6/1/1989 | 86 | 0 | 70 | Longitudinal and transverse cracking, patching, swelling |
| | TD3PF | 1 | AAC | 5,392 | 6/1/1989 | 81 | 0 | 51 | Depression, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | TD4PF | 1 | AAC | 5,392 | 6/1/1989 | 78 | 0 | 73 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | TD5PF | 1 | AAC | 16,504 | 9/1/1958 | 57 | 0 | 85 | Block cracking, depression, patching, raveling and weathering |
| | TDPF | 1 | AAC | 22,005 | 6/1/1989 | 98 | 0 | 100 | Bleeding, patching |
| | | 2 | AAC | 5,080 | 6/1/1989 | 87 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 3 | AAC | 39,030 | 6/1/1989 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 6,600 | 6/2/1962 | 33 | 48 | 52 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 5 | AAC | 16,504 | 5/1/1985 | 93 | 0 | 89 | Longitudinal and transverse cracking, swelling |
| | | 6 | AC | 32,326 | 6/2/1962 | 20 | 72 | 28 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting |
| | | 7 | AAC | 35,623 | 6/1/1989 | 56 | 48 | 32 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | TEPF | 1 | AAC | 159,959 | 6/1/1989 | 78 | 32 | 67 | Bleeding, depression, longitudinal and transverse cracking, rutting |
| | | 2 | AAC | 15,619 | 3/1/1984 | 75 | 23 | 71 | Depression, longitudinal and transverse cracking, rutting, swelling |
| | TF2PF | 1 | AC | 6,263 | 2/4/1991 | 56 | 16 | 64 | Depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | TF3PF | 1 | AC | 9,131 | 1/1/2000 | 100 | 0 | 0 | No distress |
| | TF4PF | 1 | AC | 9,444 | 2/4/1991 | 78 | 0 | 62 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | TFPF | 1 | AC | 46,650 | 2/4/1991 | 87 | 44 | 52 | Depression, longitudinal and transverse cracking, patching, rutting |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | TFPF | 2 | AC | 44,765 | 2/4/1991 | 80 | 75 | 25 | Longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 3 | AC | 16,273 | 2/26/1995 | 97 | 0 | 57 | Depression, raveling and weathering |
| | | 4 | AC | 14,892 | 2/26/1995 | 98 | 0 | 48 | Swelling, raveling and weathering |
| | TG1PF | 1 | AC | 4,757 | 2/3/1985 | 37 | 52 | 28 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | TG2PF | 1 | AC | 5,925 | 2/3/1985 | 62 | 30 | 70 | Longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | TG3PF | 1 | AC | 11,643 | 6/3/1989 | 77 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TG4PF | 1 | AC | 8,426 | 2/3/1985 | 78 | 0 | 75 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | TG5PF | 1 | AC | 5,925 | 2/3/1985 | 51 | 13 | 75 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | TG6PF | 1 | AC | 9,451 | 2/3/1985 | 78 | 0 | 75 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 8,852 | 2/3/1985 | 80 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TGPF | 1 | AC | 50,026 | 2/3/1985 | 79 | 72 | 28 | Alligator cracking, longitudinal and transverse cracking, patching, rutting |
| | | 2 | AC | 50,026 | 2/3/1985 | 86 | 74 | 26 | Alligator cracking, longitudinal and transverse cracking, patching |
| | THPF | 1 | AAC | 3,669 | 1/1/1956 | 61 | 0 | 100 | Block cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Snohomish County (Paine Field) | THPF | 2 | AAC | 70,560 | 3/1/1984 | 52 | 50 | 47 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, swelling |
| | TINTPF | 1 | AAC | 47,779 | 6/1/1989 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 25,065 | 6/1/1989 | 84 | 26 | 69 | Alligator cracking, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | TW1PF | 1 | AC | 4,714 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 4,714 | 8/8/1995 | 81 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | TWPF | 1 | AC | 58,326 | 9/1/2004 | 100 | 0 | 0 | No distress |
| Spanaway Airport | A01SP | 1 | AC | 21,446 | 6/2/1964 | 37 | 31 | 56 | Alligator cracking, depression, longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | R16SP | 1 | AC | 45,395 | 6/2/1960 | 68 | 0 | 79 | Longitudinal and transverse cracking, patching, swelling |
| | | 2 | AC | 5,742 | 6/2/1964 | 76 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | | 3 | AC | 3,340 | 6/2/1964 | 66 | 0 | 100 | Longitudinal and transverse cracking |
| | T01SP | 1 | AC | 37,601 | 6/2/1960 | 36 | 58 | 30 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, swelling |
| | | 2 | AC | 9,073 | 6/2/1964 | 38 | 65 | 28 | Alligator cracking, depression, longitudinal and transverse cracking, rutting |
| | T02SP | 1 | AC | 1,889 | 6/2/1960 | 48 | 0 | 52 | Longitudinal and transverse cracking, patching, swelling |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Spokane International Airport[5] | ACARG | 1 | PCC | 105,000 | 6/2/1990 | 88 | 0 | 13 | Corner spall, joint spall, joint seal damage, popouts, scaling, shrinkage cracking, small patch |
| | | 2 | PCC | 81,250 | 6/2/1989 | 92 | 0 | 19 | Popouts, small patch, joint seal damage, joint spall, corner spall |
| | | 3 | PCC | 107,325 | 6/2/1990 | 88 | 32 | 5 | Shattered slab, joint spall, corner spall, durability cracking |
| | | 4 | AC | 22,728 | 6/2/1990 | 75 | 36 | 64 | Block cracking, alligator cracking, patching, longitudinal and transverse cracking |
| | | 5 | AC | 23,252 | 6/2/1990 | 78 | 0 | 100 | Longitudinal and transverse cracking, patching, block cracking |
| | | 6 | PCC | 61,563 | 6/2/1993 | 93 | 0 | 31 | Durability cracking, small patch, shrinkage cracking, joint spall, corner spall, joint seal damage |
| | AMULTI | 1 | PCC | 390,684 | 6/3/2001 | 100 | 0 | 0 | No distress |
| | ANG | 1 | APC | 14,250 | 6/1/1960 | 19 | 0 | 100 | Raveling and weathering, joint reflective cracking |
| | | 2 | AC | 39,919 | 6/1/1998 | 61 | 60 | 37 | Depression, longitudinal and transverse cracking, alligator cracking |
| | | 3 | PCC | 509,200 | 6/1/1960 | 70 | 39 | 14 | Scaling, joint spall, small patch, large patch, shattered slab, linear cracking, joint seal damage, faulting, corner spall, corner break, shrinkage cracking |
| | AOP | 1 | APC | 238,133 | 6/1/1976 | 36 | 0 | 100 | Block cracking, patching, joint reflective cracking |
| | | 2 | PCC | 318,667 | 6/3/1958 | 41 | 67 | 10 | Joint seal damage, corner break, joint spall, durability cracking, shrinkage cracking, linear cracking, shattered slab, small patch, scaling, large patch, corner spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Spokane International Airport[5] | AOP | 3 | PCC | 98,906 | 6/1/1958 | 9 | 24 | 3 | Small patch, joint spall, linear cracking, corner spall, joint seal damage, shattered slab, shrinkage cracking, corner break, scaling, large patch |
| | | 4 | PCC | 18,281 | 6/1/1995 | 96 | 0 | 0 | Shrinkage cracking, corner spall, joint spall |
| | | 5 | APC | 4,769 | 6/1/1976 | 51 | 0 | 100 | Joint reflective cracking, raveling and weathering |
| | | 6 | PCC | 13,319 | 6/3/1958 | 47 | 71 | 11 | Linear cracking, joint spall, joint seal damage, small patch, large patch, shrinkage cracking |
| | | 7 | APC | 206,280 | 6/1/1976 | 51 | 0 | 100 | Joint reflective cracking, raveling and weathering |
| | AR03HLD | 1 | AAC | 57,011 | 6/2/1971 | 56 | 43 | 57 | Block cracking, longitudinal and transverse cracking, alligator cracking, raveling and weathering |
| | AR21HLD | 1 | AAC | 85,930 | 6/2/1971 | 58 | 43 | 57 | Longitudinal and transverse cracking, raveling and weathering, alligator cracking |
| | AR25HLD | 1 | AAC | 22,417 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 36,012 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | ATERM | 1 | PCC | 274,663 | 6/1/1998 | 88 | 5 | 0 | Joint spall, small patch, shrinkage cracking, corner break, corner spall |
| | | 2 | AC | 5,320 | 6/1/1998 | 58 | 92 | 8 | Longitudinal and transverse cracking, rutting |
| | | 3 | AC | 8,789 | 6/1/1996 | 56 | 77 | 20 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting |
| | | 4 | PCC | 234,140 | 6/2/1996 | 84 | 0 | 0 | Small patch, popouts, shrinkage cracking, corner spall, joint spall |
| | | 5 | PCC | 84,000 | 6/2/1963 | 66 | 9 | 0 | Small patch, corner spall, joint spall, large patch, linear cracking, popouts, scaling, shrinkage cracking, corner break |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Spokane International Airport[5] | ATERM | 6 | PCC | 566,869 | 6/2/1963 | 31 | 63 | 0 | Linear cracking, scaling, small patch, shrinkage cracking, shattered slab, joint spall, large patch, corner break, corner spall |
| | | 7 | PCC | 56,902 | 6/2/1963 | 23 | 56 | 0 | Shrinkage cracking, shattered slab, faulting, small patch, joint spall, corner spall, corner break, large patch, linear cracking, popouts, scaling |
| | ATGHLD | 1 | PCC | 48,680 | 6/3/1957 | 54 | 43 | 0 | Corner break, linear cracking, corner spall, large patch, shrinkage cracking, popouts, joint spall, small patch |
| | R03 | 01A | AAC | 45,000 | 6/1/1996 | 75 | 56 | 44 | Longitudinal and transverse cracking, alligator cracking |
| | | 01B | AAC | 60,000 | 6/1/1996 | 36 | 86 | 14 | Longitudinal and transverse cracking, patching, rutting, alligator cracking |
| | | 01C | AAC | 45,000 | 6/1/1996 | 80 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02A | AAC | 315,000 | 6/1/1996 | 76 | 57 | 43 | Rutting, longitudinal and transverse cracking, alligator cracking |
| | | 02B | AAC | 420,000 | 6/1/1996 | 37 | 90 | 10 | Alligator cracking, longitudinal and transverse cracking, patching, rutting |
| | | 02C | AAC | 315,000 | 6/1/1996 | 79 | 46 | 54 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 03A | AAC | 45,000 | 6/1/1996 | 72 | 46 | 54 | Longitudinal and transverse cracking, alligator cracking |
| | | 03B | AAC | 60,000 | 6/1/1996 | 50 | 86 | 14 | Alligator cracking, rutting, longitudinal and transverse cracking |
| | | 03C | AAC | 45,000 | 6/1/1996 | 79 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Spokane International Airport[5] | R07 | 01A | AAC | 106,350 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 01B | AAC | 106,350 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 01C | AAC | 106,350 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 02A | AAC | 9,188 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 02B | AAC | 6,563 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 02C | AAC | 4,125 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 03A | AAC | 7,009 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 03B | AAC | 7,384 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 03C | AAC | 7,572 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 04A | AAC | 22,658 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 04B | AAC | 24,908 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 04C | AAC | 27,158 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 05A | AAC | 18,196 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 05B | AAC | 15,678 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 05C | AAC | 13,161 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 06A | AAC | 12,911 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 06B | AAC | 15,428 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 06C | AAC | 17,945 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 07A | AAC | 221,700 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 07B | AAC | 221,700 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 07C | AAC | 221,700 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | TA | 1 | AAC | 4,268 | 6/1/1996 | 62 | 0 | 100 | Block cracking, patching |
| | | 2 | APC | 30,860 | 6/1/1971 | 42 | 47 | 53 | Alligator cracking, block cracking, joint reflective cracking, raveling and weathering |
| | | 3 | AAC | 22,837 | 6/1/1971 | 31 | 62 | 38 | Alligator cracking, raveling and weathering, block cracking, rutting, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Spokane International Airport[5] | TA | 4 | AAC | 73,899 | 6/1/1971 | 38 | 63 | 37 | Longitudinal and transverse cracking, patching, rutting, raveling and weathering, alligator cracking |
| | | 5 | AAC | 5,747 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 6 | AAC | 17,276 | 6/1/1997 | 100 | 0 | 0 | No distress |
| | | 7 | AAC | 50,165 | 6/1/1971 | 29 | 50 | 38 | Swelling, alligator cracking, longitudinal and transverse cracking, rutting, patching, raveling and weathering |
| | | 8 | AAC | 547,500 | 6/1/1971 | 26 | 65 | 35 | Alligator cracking, rutting, patching, block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 9 | AAC | 44,582 | 6/1/1971 | 39 | 66 | 34 | Rutting, raveling and weathering, bleeding, alligator cracking, longitudinal and transverse cracking |
| | | 10 | AAC | 3,773 | 6/1/1971 | 70 | 63 | 37 | Alligator cracking, longitudinal and transverse cracking |
| | TA1 | 1 | AC | 21,438 | 6/3/1998 | 95 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TA2 | 1 | AAC | 23,584 | 6/1/1971 | 47 | 70 | 30 | Raveling and weathering, rutting, alligator cracking, longitudinal and transverse cracking |
| | TA3 | 1 | AAC | 23,584 | 6/1/1971 | 46 | 46 | 54 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | TA4 | 1 | AC | 5,898 | 6/1/1971 | 52 | 55 | 45 | Raveling and weathering, alligator cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Spokane International Airport[5] | TA4 | 2 | AAC | 15,502 | 6/1/1971 | 36 | 53 | 47 | Alligator cracking, block cracking, raveling and weathering, longitudinal and transverse cracking |
| | TA5 | 1 | AC | 20,085 | 6/2/1997 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | TA6 | 1 | AC | 8,845 | 6/2/1989 | 54 | 48 | 52 | Alligator cracking, block cracking |
| | | 2 | AC | 887 | 6/2/1990 | 74 | 0 | 100 | Raveling and weathering |
| | | 3 | AAC | 8,185 | 6/1/1971 | 64 | 39 | 61 | Longitudinal and transverse cracking, raveling and weathering, alligator cracking |
| | TA7 | 1 | AAC | 8,430 | 6/2/1990 | 66 | 53 | 47 | Alligator cracking, longitudinal and transverse cracking, patching |
| | | 2 | AC | 6,816 | 6/1/1971 | 56 | 51 | 49 | Alligator cracking, longitudinal and transverse cracking, raveling and weathering |
| | TB | 1 | AAC | 40,564 | 6/1/1977 | 84 | 0 | 73 | Longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 2 | APC | 99,450 | 6/1/1973 | 66 | 21 | 79 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | TC | 1 | PCC | 52,015 | 6/3/1993 | 83 | 0 | 0 | Joint spall, small patch, corner spall, scaling, shrinkage cracking |
| | | 2 | APC | 6,969 | 6/1/1996 | 86 | 0 | 100 | Joint reflective cracking |
| | TD | 1 | AAC | 55,186 | 9/1/1971 | 35 | 57 | 43 | Block cracking, raveling and weathering, longitudinal and transverse cracking, alligator cracking, rutting |
| | | 2 | AAC | 4,972 | 6/1/1971 | 54 | 79 | 21 | Alligator cracking, longitudinal and transverse cracking |
| | | 3 | AC | 146,966 | 6/3/1999 | 100 | 0 | 0 | No distress |
| | | 4 | AC | 75,059 | 6/3/1999 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Spokane International Airport[5] | TE | 1 | AAC | 29,518 | 6/1/1971 | 42 | 56 | 44 | Block cracking, raveling and weathering, alligator cracking, longitudinal and transverse cracking, rutting |
| | | 2 | AAC | 4,973 | 6/1/1971 | 80 | 55 | 45 | Alligator cracking, longitudinal and transverse cracking |
| | TF | 1 | AAC | 53,584 | 6/1/1971 | 35 | 60 | 40 | Raveling and weathering, longitudinal and transverse cracking, joint reflective cracking, block cracking, alligator cracking, rutting |
| | | 2 | AAC | 18,164 | 6/1/1971 | 31 | 67 | 33 | Rutting, longitudinal and transverse cracking, raveling and weathering, alligator cracking |
| | | 3 | AAC | 4,721 | 6/1/1971 | 62 | 71 | 29 | Longitudinal and transverse cracking, alligator cracking |
| | | 4 | PCC | 118,476 | 6/3/2001 | 100 | 0 | 0 | No distress |
| | TG | 1 | PCC | 40,351 | 6/3/1961 | 79 | 14 | 26 | Joint seal damage, linear cracking, corner spall, durability cracking, small patch, joint spall |
| | | 2 | AC | 29,549 | 6/3/1999 | 100 | 0 | 0 | No distress |
| | | 3 | APC | 7,500 | 6/1/1997 | 80 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, patching |
| | | 4 | APC | 25,168 | 6/1/1997 | 90 | 0 | 100 | Joint reflective cracking, patching |
| | | 5 | AAC | 49,232 | 6/1/1976 | 19 | 31 | 69 | Bleeding, block cracking, patching, rutting, raveling and weathering, alligator cracking |
| | | 6 | APC | 53,499 | 9/1/1976 | 40 | 0 | 100 | Block cracking, patching, joint reflective cracking |
| | | 7 | PCC | 118,603 | 6/3/1958 | 40 | 60 | 2 | Shrinkage cracking, corner break, small patch, linear cracking, large patch, joint seal damage, joint spall, corner spall |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Spokane International Airport[5] | TG | 8 | PCC | 132,251 | 6/3/1958 | 48 | 70 | 12 | Joint spall, joint seal damage, large patch, linear cracking, shrinkage cracking, corner spall |
| | | 9 | AC | 59,809 | 9/1/1980 | 27 | 43 | 57 | Patching, rutting, alligator cracking, raveling and weathering, longitudinal and transverse cracking |
| | | 10 | PCC | 77,407 | 6/3/1957 | 52 | 26 | 12 | Corner break, joint spall, shrinkage cracking, corner spall, blow-up, popouts, small patch, linear cracking, large patch |
| | | 11 | APC | 5,499 | 6/2/1977 | 65 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering, joint reflective cracking |
| | | 12 | APC | 5,082 | 6/1/1996 | 72 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | TH | 1 | AC | 179,524 | 6/3/1999 | 100 | 0 | 0 | No distress |
| | TJ | 1 | APC | 8,067 | 6/1/1996 | 77 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | PCC | 70,697 | 6/3/1957 | 41 | 40 | 10 | Popouts, small patch, shrinkage cracking, linear cracking, joint seal damage, joint spall, corner break, corner spall |
| | | 3 | PCC | 222,654 | 6/3/1961 | 57 | 64 | 11 | Shattered slab, shrinkage cracking, linear cracking, joint spall, small patch, corner spall, corner break, joint seal damage |
| | | 4 | AC | 212,048 | 6/3/1999 | 100 | 0 | 0 | No distress |
| Strom Field | A01MO | 1 | AAC | 10,435 | 8/1/1987 | 55 | 47 | 27 | Alligator cracking, bleeding, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | A02MO | 1 | AAC | 9,509 | 8/1/1987 | 29 | 57 | 0 | Alligator cracking, bleeding, depression |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Strom Field | A03MO | 1 | PCC | 238 | 9/1/1987 | 78 | 100 | 0 | Linear cracking |
| | R07MO | 1 | AAC | 8,000 | 8/1/1987 | 65 | 44 | 22 | Bleeding, depression, longitudinal and transverse cracking, rutting |
| | | 2 | AAC | 64,000 | 8/1/1987 | 79 | 71 | 15 | Bleeding, longitudinal and transverse cracking, rutting |
| | T01MO | 1 | AAC | 5,830 | 8/1/1987 | 12 | 63 | 0 | Alligator cracking, bleeding, depression |
| | T02MO | 1 | AAC | 1,407 | 8/1/1987 | 83 | 0 | 0 | Bleeding, depression |
| Sunnyside Municipal | A01SU | 1 | AAC | 129,090 | 9/1/1998 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 80,740 | 9/2/1985 | 66 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 4,500 | 9/1/1998 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AC | 5,375 | 9/1/1998 | 94 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | R07SU | 1 | AAC | 10,740 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 126,360 | 9/1/2003 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 51,000 | 9/1/2003 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 4 | AAC | 15,900 | 9/1/2003 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | T01SU | 1 | AC | 5,297 | 9/2/1975 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 42,663 | 9/2/1985 | 62 | 0 | 100 | Longitudinal and transverse cracking |
| | T02SU | 1 | AC | 9,805 | 9/1/1998 | 78 | 0 | 99 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T03SU | 1 | AC | 10,030 | 9/1/1998 | 78 | 26 | 74 | Alligator cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | T04SU | 1 | AC | 6,533 | 9/2/1985 | 73 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Sunnyside Municipal | T05SU | 1 | AC | 31,155 | 9/2/1985 | 69 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 5,258 | 9/1/1975 | 82 | 0 | 100 | Longitudinal and transverse cracking |
| Swanson Field | A01EA | 1 | AC | 4,710 | 9/3/1997 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | A02EA | 1 | AC | 4,895 | 9/3/1997 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | R16EA | 1 | AC | 107,640 | 9/3/1997 | 100 | 0 | 100 | Patching |
| Tacoma Narrows Airport | A01TN | 1 | AC | 26,839 | 9/1/1998 | 99 | 0 | 0 | Oil spillage |
| | | 2 | AC | 313,392 | 9/3/1988 | 95 | 0 | 73 | Longitudinal and transverse cracking, oil spillage |
| | | 3 | AAC | 85,800 | 9/1/1989 | 96 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 4 | AC | 21,250 | 9/1/1998 | 99 | 0 | 0 | Oil spillage |
| | | 5 | AC | 77,130 | 9/1/1983 | 75 | 0 | 93 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 6 | AC | 15,864 | 9/3/1993 | 93 | 0 | 80 | Depression, longitudinal and transverse cracking, oil spillage, patching |
| | | 7 | AC | 4,486 | 9/1/1982 | 62 | 0 | 100 | Block cracking, patching |
| | | 8 | AC | 36,542 | 9/2/1992 | 100 | 0 | 0 | No distress |
| | | 9 | AC | 32,263 | 9/1/1975 | 73 | 0 | 89 | Longitudinal and transverse cracking, oil spillage, patching |
| | | 10 | AC | 61,848 | 9/2/1992 | 100 | 0 | 0 | No distress |
| | | 11 | AC | 26,455 | 9/1/1965 | 58 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 12 | AC | 153,877 | 9/3/1964 | 66 | 0 | 100 | Block cracking, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 13 | AC | 46,273 | 9/1/1990 | 85 | 0 | 78 | Depression, oil spillage, patching, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Tacoma Narrows Airport | A01TN | 14 | AC | 67,017 | 9/1/1954 | 48 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 15 | AC | 86,797 | 9/2/1985 | 75 | 0 | 68 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 16 | AC | 23,265 | 9/1/1981 | 74 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 17 | AC | 123,879 | 9/3/1982 | 71 | 0 | 94 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 18 | AC | 11,880 | 9/1/1981 | 67 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 19 | AC | 18,398 | 9/1/1985 | 54 | 0 | 72 | Depression, longitudinal and transverse cracking, raveling and weathering |
| | | 20 | AC | 29,568 | 9/1/1975 | 66 | 0 | 93 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | | 21 | AC | 71,173 | 9/2/1992 | 100 | 0 | 0 | No distress |
| | AH17TN | 1 | AC | 28,600 | 9/2/1992 | 100 | 0 | 0 | No distress |
| | AH35TN | 1 | AC | 29,280 | 9/2/1970 | 74 | 0 | 100 | Longitudinal and transverse cracking |
| | R17TN | 01A | AC | 25,000 | 9/3/1964 | 92 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AC | 25,000 | 9/3/1964 | 70 | 0 | 100 | Longitudinal and transverse cracking |
| | | 01C | AC | 25,000 | 9/3/1964 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02A | AC | 20,625 | 9/3/1964 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02B | AC | 20,625 | 9/3/1964 | 75 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02C | AC | 20,625 | 9/3/1964 | 90 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Tacoma Narrows Airport | R17TN | 03A | AC | 18,750 | 9/3/1964 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03B | AC | 18,750 | 9/3/1964 | 75 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03C | AC | 18,750 | 9/3/1964 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 04A | AC | 51,250 | 9/3/1964 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 04B | AC | 51,250 | 9/3/1964 | 74 | 0 | 100 | Longitudinal and transverse cracking |
| | | 04C | AC | 51,250 | 9/3/1964 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 05A | AC | 18,750 | 9/3/1964 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | | 05B | AC | 18,750 | 9/3/1964 | 77 | 0 | 100 | Longitudinal and transverse cracking |
| | | 05C | AC | 18,750 | 9/3/1964 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | | 06A | AC | 51,250 | 9/3/1964 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 06B | AC | 51,250 | 9/3/1964 | 73 | 0 | 100 | Longitudinal and transverse cracking |
| | | 06C | AC | 51,250 | 9/3/1964 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | | 07A | AC | 18,750 | 9/3/1964 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | | 07B | AC | 18,750 | 9/3/1964 | 73 | 0 | 100 | Longitudinal and transverse cracking |
| | | 07C | AC | 18,750 | 9/3/1964 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | | 08A | AC | 20,625 | 9/3/1964 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 08B | AC | 20,625 | 9/3/1964 | 75 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Tacoma Narrows Airport | R17TN | 08C | AC | 20,625 | 9/3/1964 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 09A | AC | 25,100 | 9/3/1964 | 91 | 0 | 100 | Longitudinal and transverse cracking |
| | | 09B | AC | 25,100 | 9/3/1964 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | | 09C | AC | 25,100 | 9/3/1964 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | TA1TN | 1 | AC | 22,104 | 9/3/1964 | 78 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA2TN | 1 | AC | 24,250 | 9/3/1964 | 78 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA3TN | 1 | AC | 26,396 | 9/2/1970 | 70 | 0 | 96 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 2 | AAC | 7,208 | 9/1/1989 | 94 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 3 | AC | 5,063 | 9/2/1989 | 96 | 0 | 100 | Patching |
| | TA4TN | 1 | AC | 37,467 | 9/2/1970 | 71 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TATN | 1 | AC | 186,833 | 9/2/1970 | 68 | 20 | 80 | Longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 2 | AC | 190,463 | 9/3/1964 | 72 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| Toledo-Winlock Ed Carlson Memorial Field | A01TO | 1 | AC | 43,209 | 9/2/1943 | 44 | 21 | 79 | Alligator cracking, block cracking |
| | | 2 | AC | 3,216 | 9/2/1980 | 29 | 24 | 27 | Alligator cracking, depression, longitudinal and transverse cracking, swelling |
| | | 3 | PCC | 720 | 9/2/1980 | 14 | 65 | 11 | Corner break, joint seal damage, large patch, small patch |
| | R05TO | 01A | AAC | 179,138 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 01B | AAC | 179,138 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | | 01C | AAC | 179,138 | 9/1/2004 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Toledo-Winlock Ed Carlson Memorial Field | R05TO | 01D | AAC | 179,138 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | T01TO | 1 | AC | 76,890 | 9/2/1943 | 23 | 53 | 47 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting |
| | T02TO | 1 | AC | 72,006 | 7/2/1975 | 12 | 97 | 3 | Alligator cracking, longitudinal and transverse cracking, patching, rutting |
| | | 2 | AC | 5,080 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | T03TO | 1 | AC | 4,544 | 7/2/1975 | 17 | 65 | 13 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, swelling |
| | T04TO | 1 | PCC | 3,603 | 9/2/1995 | 10 | 91 | 9 | Corner break, joint seal damage, linear cracking, shattered slab |
| | T05TO | 1 | AC | 2,493 | 9/2/1989 | 59 | 87 | 13 | Alligator cracking, longitudinal and transverse cracking |
| | T06TO | 1 | AC | 2,395 | 9/2/1989 | 68 | 65 | 35 | Alligator cracking, patching |
| Tonasket Municipal Airport | A01TK | 1 | AC | 45,538 | 9/2/1993 | 47 | 59 | 38 | Alligator cracking, depression, longitudinal and transverse cracking |
| | | 2 | AC | 38,298 | 9/1/2002 | 97 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | A02TK | 1 | PCC | 1,500 | 9/2/1998 | 54 | 94 | 0 | Corner break, linear cracking, shrinkage cracking |
| | AHLD1TK | 1 | AAC | 4,391 | 10/1/2005 | 100 | 0 | 0 | No distress |
| | AHLD2TK | 1 | AAC | 3,304 | 10/1/2005 | 100 | 0 | 0 | No distress |
| | R15TK | 1 | AC | 153,750 | 9/2/1990 | 90 | 38 | 62 | Alligator cracking, longitudinal and transverse cracking |
| | T01TK | 1 | AAC | 104,069 | 10/1/2005 | 100 | 0 | 0 | No distress |
| | T02TK | 1 | AC | 9,172 | 9/2/1993 | 34 | 63 | 30 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting |
| | T03TK | 1 | AC | 9,172 | 9/2/1993 | 83 | 50 | 50 | Alligator cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Tonasket Municipal Airport | T04TK | 1 | AC | 3,172 | 9/2/1993 | 54 | 64 | 36 | Alligator cracking, longitudinal and transverse cracking |
| | T05TK | 1 | AC | 3,162 | 10/1/2005 | 58 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking |
| | | 2 | AAC | 3,387 | 10/1/2005 | 100 | 0 | 0 | No distress |
| | T06TK | 1 | AC | 4,871 | 9/2/1993 | 63 | 0 | 67 | Depression, longitudinal and transverse cracking, patching |
| | T07TK | 1 | AC | 4,871 | 9/2/1993 | 77 | 0 | 97 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| Tri-cities Airport[5] | 10 | A1 | AAC | 60,850 | 1/1/1997 | 98 | 0 | 100 | Longitudinal and transverse cracking |
| | 11 | A1 | AAC | 108,638 | 4/1/2002 | 100 | 0 | 0 | No distress |
| | 21L | A1 | AC | 447,225 | 1/1/1982 | 58 | 0 | 92 | Longitudinal and transverse cracking, slippage cracking, raveling and weathering |
| | 21R3L | A1 | AAC | 770,000 | 10/1/1991 | 89 | 0 | 96 | Swelling, longitudinal and transverse cracking, block cracking |
| | | A2 | AAC | 385,000 | 10/1/1991 | 92 | 38 | 62 | Alligator cracking, longitudinal and transverse cracking |
| | E_APR | A1 | PCC | 928,000 | 1/1/1941 | 40 | 49 | 10 | Shattered slab, joint seal damage, corner break, corner spall, faulting, joint spall, linear cracking, popouts, scaling, small patch, large patch, blow-up |
| | RW12 | A1 | AAC | 360,000 | 5/1/1991 | 87 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | A2 | AAC | 180,000 | 5/1/1991 | 93 | 0 | 100 | Longitudinal and transverse cracking |
| | RW30 | A1 | AAC | 410,000 | 8/1/1990 | 73 | 0 | 100 | Longitudinal and transverse cracking |
| | | A2 | AAC | 205,000 | 8/1/1990 | 82 | 0 | 96 | Swelling, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Tri-cities Airport[5] | T_APR | A1 | AAC | 465,000 | 7/1/1984 | 42 | 59 | 30 | Longitudinal and transverse cracking, depression, oil spillage, block cracking, alligator cracking, patching |
| | TW A | A1 | AAC | 388,440 | 7/1/1998 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | A2 | AAC | 97,110 | 9/1/1998 | 100 | 0 | 0 | No distress |
| | TWD | A1 | AAC | 117,420 | 1/1/1978 | 92 | 24 | 76 | Patching, alligator cracking, longitudinal and transverse cracking |
| | | A2 | AAC | 29,310 | 1/1/1988 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | TWE | A1 | AAC | 118,000 | 4/1/2002 | 100 | 0 | 0 | No distress |
| | | A2 | AAC | 35,400 | 1/1/1983 | 77 | 0 | 100 | Longitudinal and transverse cracking |
| Twisp Municipal Airport | A01TW | 1 | AAC | 7,004 | 9/2/1996 | 91 | 0 | 51 | Depression, longitudinal and transverse cracking, oil spillage |
| | A02TW | 1 | AC | 21,335 | 9/1/1992 | 88 | 0 | 72 | Depression, longitudinal and transverse cracking |
| | | 2 | AC | 6,205 | 9/2/1996 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | A03TW | 1 | AC | 2,880 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 4,800 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 3,440 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | R10TW | 1 | AC | 108,440 | 9/2/1992 | 41 | 77 | 23 | Alligator cracking, longitudinal and transverse cracking |
| | T01TW | 1 | AC | 29,464 | 9/1/1995 | 33 | 90 | 10 | Alligator cracking, longitudinal and transverse cracking, rutting |
| | | 2 | AC | 16,226 | 9/1/1995 | 41 | 83 | 8 | Alligator cracking, depression, longitudinal and transverse cracking |
| | T02TW | 1 | AC | 3,721 | 9/2/1992 | 27 | 90 | 8 | Alligator cracking, depression, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Twisp Municipal Airport | T03TW | 1 | AC | 4,284 | 9/1/2003 | 100 | 0 | 0 | No distress |
| Vista Field | A01KW | 1 | AAC | 30,432 | 9/1/1999 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 37,076 | 9/1/1999 | 95 | 0 | 68 | Oil spillage, patching, raveling and weathering |
| | | 3 | AAC | 49,093 | 9/1/1999 | 99 | 0 | 50 | Oil spillage, patching |
| | | 4 | AC | 43,185 | 9/1/1994 | 92 | 0 | 77 | Longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | AHLD20KW | 1 | AC | 9,160 | 9/2/1994 | 98 | 0 | 100 | Raveling and weathering |
| | AHLD2KW | 10 | AC | 4,200 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | R02KW | 01A | AAC | 174,250 | 9/2/1999 | 77 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AAC | 174,250 | 9/2/1999 | 74 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01C | AAC | 174,250 | 9/2/1999 | 78 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02A | AC | 25,750 | 9/2/1993 | 90 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02B | AC | 25,750 | 9/2/1993 | 82 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02C | AC | 25,750 | 9/2/1993 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | T01KW | 1 | AC | 48,175 | 9/2/1993 | 92 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 105,872 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 3 | AC | 23,332 | 9/2/1993 | 92 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | T03KW | 1 | AC | 3,473 | 9/2/1994 | 100 | 0 | 0 | No distress |
| | TA1KW | 1 | AC | 8,049 | 9/2/1994 | 95 | 0 | 100 | Raveling and weathering |
| | | 2 | AC | 6,173 | 9/2/1999 | 100 | 0 | 0 | No distress |
| | TAKW | 1 | AAC | 100,565 | 9/1/2002 | 91 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Vista Field | TAKW | 2 | AAC | 22,649 | 9/1/2002 | 96 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| Walla Walla Regional Airport | AGAWW | 1 | PCC | 374,384 | 9/1/1943 | 6 | 27 | 1 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, scaling, shattered slab, small patch |
| | | 2 | APC | 235,885 | 9/1/1993 | 43 | 17 | 79 | Alligator cracking, block cracking, joint reflective cracking, longitudinal and transverse cracking, swelling |
| | | 3 | APC | 342,193 | 9/1/1993 | 72 | 0 | 93 | Joint reflective cracking, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | | 4 | PCC | 1,065,643 | 9/1/1943 | 7 | 10 | 11 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, scaling, shattered slab, small patch |
| | ATERMWW | 1 | PCC | 118,898 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | R02WW | 1 | APC | 357,928 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 2 | APC | 356,077 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 3 | APC | 354,227 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | R07WW | 1 | PCC | 243,936 | 9/1/1943 | 7 | 12 | 10 | Joint spall, joint seal damage, linear cracking, scaling, shrinkage cracking |
| | | 2 | PCC | 243,936 | 9/1/1943 | 7 | 11 | 10 | Corner spall, joint spall, joint seal damage, large patch, linear cracking, scaling |
| | | 3 | PCC | 243,936 | 9/1/1943 | 6 | 7 | 9 | Joint spall, joint seal damage, large patch, linear cracking, scaling, shrinkage cracking, small patch |
| | | 4 | APC | 8,769 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 5 | APC | 7,150 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 6 | APC | 9,000 | 9/1/2003 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Walla Walla Regional Airport | R07WW | 7 | APC | 9,000 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 8 | APC | 9,231 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 9 | APC | 10,850 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | R16WW | 1 | PCC | 54,051 | 9/1/1943 | 22 | 9 | 9 | Corner spall, faulting, joint spall, joint seal damage, linear cracking, scaling |
| | | 2 | PCC | 53,949 | 9/1/1943 | 27 | 5 | 11 | Corner break, corner spall, joint spall, joint seal damage, linear cracking, scaling |
| | | 3 | PCC | 53,907 | 9/1/1943 | 19 | 10 | 11 | Corner break, corner spall, joint spall, joint seal damage, linear cracking, scaling |
| | | 4 | PCC | 268,988 | 9/1/1943 | 7 | 1 | 12 | Joint seal damage, linear cracking, scaling |
| | | 5 | PCC | 268,013 | 9/1/1943 | 8 | 5 | 10 | Corner spall, joint spall, joint seal damage, large patch, linear cracking, scaling |
| | | 6 | PCC | 268,500 | 9/1/1943 | 12 | 20 | 9 | Joint seal damage, large patch, linear cracking, scaling |
| | TAWW | 1 | PCC | 3,500 | 9/1/1943 | 6 | 29 | 8 | Corner break, corner spall, joint seal damage, linear cracking, scaling |
| | | 2 | APC | 10,127 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 3 | APC | 10,890 | 9/1/2003 | 95 | 0 | 0 | Depression |
| | | 4 | APC | 392,490 | 9/1/1982 | 46 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 5 | APC | 26,861 | 9/1/1996 | 91 | 0 | 100 | Joint reflective cracking |
| | | 6 | APC | 15,376 | 9/1/1995 | 88 | 0 | 100 | Joint reflective cracking, patching |
| | | 7 | APC | 15,330 | 9/1/1995 | 97 | 0 | 100 | Joint reflective cracking |
| | | 8 | APC | 13,562 | 9/1/1995 | 99 | 0 | 100 | Joint reflective cracking |
| | | 9 | APC | 21,468 | 9/1/1995 | 97 | 0 | 100 | Joint reflective cracking |
| | | 10 | APC | 44,093 | 9/1/1995 | 90 | 0 | 100 | Joint reflective cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Walla Walla Regional Airport | TAWW | 11 | PCC | 17,001 | 9/1/1943 | 3 | 33 | 5 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, scaling, shattered slab |
| | TBWW | 1 | APC | 12,149 | 9/1/1996 | 95 | 0 | 0 | Depression |
| | | 2 | APC | 14,435 | 9/1/1982 | 70 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | TCWW | 1 | APC | 162,305 | 9/1/1982 | 60 | 0 | 76 | Joint reflective cracking, longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 2 | APC | 10,841 | 9/1/1996 | 100 | 0 | 0 | No distress |
| | | 3 | APC | 18,580 | 9/1/1996 | 100 | 0 | 0 | No distress |
| | | 4 | APC | 5,623 | 9/1/1996 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | APC | 15,292 | 9/1/1982 | 50 | 0 | 98 | Joint reflective cracking, longitudinal and transverse cracking, swelling |
| | TDWW | 1 | APC | 12,432 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 2 | APC | 16,270 | 9/1/1982 | 67 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking |
| | TEWW | 1 | APC | 16,014 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 2 | APC | 28,807 | 9/1/1982 | 47 | 0 | 100 | Joint reflective cracking, longitudinal and transverse cracking, raveling and weathering |
| | TGWW | 1 | PCC | 8,861 | 9/1/1943 | 6 | 8 | 9 | Joint spall, joint seal damage, linear cracking, scaling |
| | | 2 | PCC | 39,469 | 9/1/1943 | 8 | 19 | 46 | Blow-up, corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, scaling, shattered slab, shrinkage cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Walla Walla Regional Airport | TGWW | 3 | PCC | 6,401 | 9/1/1943 | 12 | 38 | 7 | Corner spall, joint spall, joint seal damage, linear cracking, scaling, shattered slab |
| | TGWW | 4 | PCC | 6,249 | 9/1/1943 | 9 | 26 | 8 | Corner spall, joint spall, joint seal damage, linear cracking, scaling |
| | TGWW | 5 | PCC | 9,797 | 9/1/1943 | 8 | 31 | 7 | Corner break, corner spall, joint spall, joint seal damage, linear cracking, scaling, shattered slab |
| Waterville Airport | A01WV | 1 | AC | 8,400 | 9/2/1976 | 20 | 36 | 42 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 2 | AC | 9,450 | 9/2/1976 | 19 | 36 | 45 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | A02WV | 1 | AC | 34,937 | 9/2/1997 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 13,397 | 9/3/1998 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | A03WV | 1 | AC | 4,257 | 9/3/1998 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | R07WV | 1 | AC | 17,250 | 9/2/1997 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AC | 132,500 | 9/2/1997 | 83 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| | T01WV | 1 | AC | 4,485 | 9/1/1976 | 20 | 30 | 57 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | T02WV | 1 | AC | 11,347 | 9/3/1997 | 100 | 0 | 0 | Depression |
| | T03WV | 1 | AC | 4,693 | 9/2/1976 | 21 | 34 | 44 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Waterville Airport | T03WV | 2 | AC | 2,749 | 9/3/1997 | 52 | 77 | 23 | Alligator cracking, patching, raveling and weathering |
| | T04WV | 1 | AC | 2,488 | 9/3/1997 | 84 | 0 | 100 | Patching |
| | T05WV | 1 | AC | 2,440 | 9/3/1997 | 85 | 0 | 100 | Patching |
| | T06WV | 1 | AC | 6,141 | 9/3/1998 | 95 | 0 | 100 | Patching |
| Wes Lupien Airport | A010H | 1 | AC | 20,658 | 9/1/1958 | 34 | 37 | 55 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | A020H | 1 | AC | 16,766 | 9/1/1958 | 38 | 52 | 28 | Alligator cracking, depression, patching, rutting, raveling and weathering |
| | AHLD07OH | 1 | AC | 6,055 | 9/1/1958 | 54 | 28 | 68 | Alligator cracking, depression, longitudinal and transverse cracking, raveling and weathering |
| | AHLD25OH | 1 | AC | 5,795 | 9/1/1958 | 19 | 27 | 38 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, raveling and weathering |
| | RW0725OH | 1 | AC | 85,076 | 9/1/1958 | 13 | 63 | 37 | Alligator cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | TAOH | 1 | AC | 7,925 | 9/1/1990 | 93 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| Western Airpark | A01YM | 1 | AC | 3,092 | 9/1/1995 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | R09YM | 1 | AC | 15,515 | 9/1/1995 | 91 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | | 2 | AC | 68,040 | 9/1/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 1,950 | 9/1/1995 | 93 | 0 | 77 | Longitudinal and transverse cracking, swelling |
| | T01YM | 1 | AC | 50,107 | 9/1/2002 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Westport Airport | A01WE | 1 | AC | 80,000 | 9/1/1993 | 89 | 0 | 0 | Depression |
| | A02WE | 1 | AC | 4,886 | 9/1/1993 | 92 | 0 | 16 | Depression, swelling, raveling and weathering |
| | R12WE | 1 | AC | 112,500 | 9/1/1993 | 81 | 0 | 10 | Depression, swelling, raveling and weathering |
| | T01WE | 1 | AC | 17,122 | 9/1/1993 | 90 | 0 | 47 | Depression, raveling and weathering |
| | T02WE | 1 | AC | 6,172 | 9/1/1993 | 85 | 0 | 35 | Depression, raveling and weathering |
| Whidbey Airpark | A01LA | 1 | AC | 1,700 | 9/2/1996 | 85 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | R16LA | 1 | AC | 70,010 | 7/1/2002 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| Wilbur Municipal Airport | A01WL | 1 | AC | 61,750 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | A01WL | 2 | PCC | 2,880 | 9/1/1955 | 11 | 0 | 0 | No distress |
| | A02WL | 1 | AC | 44,668 | 9/1/1997 | 72 | 18 | 22 | Alligator cracking, depression, longitudinal and transverse cracking, oil spillage, swelling, raveling and weathering |
| | A02WL | 2 | PCC | 3,637 | 9/1/1955 | 11 | 0 | 0 | No distress |
| | AHLD2WL | 1 | AC | 3,450 | 9/2/1997 | 100 | 0 | 0 | No distress |
| | R02WL | 1 | AAC | 110,425 | 9/1/1997 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | T01WL | 1 | AC | 15,891 | 9/1/1997 | 100 | 0 | 0 | No distress |
| | T02WL | 1 | AC | 4,116 | 9/1/1997 | 100 | 0 | 0 | No distress |
| | T03WL | 1 | AC | 19,986 | 9/1/1997 | 100 | 0 | 0 | No distress |
| | T04WL | 1 | AC | 3,810 | 9/1/1997 | 83 | 0 | 100 | Longitudinal and transverse cracking |
| Willapa Harbor Airport[6] | A01WP | 1 | AC | 40,307 | 9/1/1995 | 79 | 0 | 64 | Block cracking, depression, longitudinal and transverse cracking, oil spillage, weathering and raveling |
| | R11WP | 1 | AAC | 36,500 | 8/1/2005 | 100 | 0 | 0 | No distress |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Willapa Harbor Airport[6] | R11WP | 2 | AAC | 105,820 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 60,000 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | T01WP | 1 | AC | 5,439 | 9/1/1995 | 31 | 69 | 23 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, weathering and raveling, rutting |
| | | 2 | AC | 26,394 | 9/1/1995 | 57 | 0 | 38 | Block cracking, depression, longitudinal and transverse cracking |
| | | 3 | AC | 17,400 | 9/1/1995 | 55 | 19 | 28 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking |
| | | 4 | AC | 6,581 | 9/1/1995 | 42 | 70 | 30 | Alligator cracking, block cracking, longitudinal and transverse cracking, weathering and raveling, rutting |
| | T02WP | 1 | AC | 5,258 | 9/1/1995 | 59 | 0 | 64 | Block cracking, depression |
| Willard Field | A01TE | 1 | AAC | 15,696 | 10/1/1996 | 85 | 61 | 35 | Alligator cracking, depression, longitudinal and transverse cracking |
| | A02TE | 1 | AAC | 2,455 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | HP01TE | 1 | AC | 1,600 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | R04TE | 1 | AAC | 56,525 | 9/1/2001 | 94 | 0 | 84 | Depression, longitudinal and transverse cracking, patching |
| | | 2 | AC | 32,860 | 9/1/2001 | 100 | 0 | 0 | No distress |
| | T01TE | 1 | AAC | 2,540 | 10/1/1996 | 89 | 0 | 84 | Depression, longitudinal and transverse cracking |
| | T02TE | 1 | AAC | 4,500 | 10/1/1996 | 100 | 0 | 0 | No distress |
| William R. Fairchild International | A01PO | 1 | AC | 103,895 | 9/2/1979 | 63 | 65 | 33 | Alligator cracking, longitudinal and transverse cracking, oil spillage, patching, rutting |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| William R. Fairchild International | A01PO | 2 | AC | 96,222 | 9/2/1978 | 13 | 63 | 23 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, patching, rutting, swelling, raveling and weathering |
| | | 3 | PCC | 3,200 | 9/2/1999 | 93 | 0 | 0 | No distress |
| | | 4 | AC | 55,000 | 9/1/2000 | 100 | 0 | 0 | No distress |
| | | 5 | AC | 19,716 | 9/1/2004 | 100 | 0 | 0 | No distress |
| | A02PO | 1 | AAC | 6,676 | 9/1/1978 | 52 | 83 | 17 | Alligator cracking, longitudinal and transverse cracking |
| | | 2 | AC | 32,771 | 9/2/1942 | 39 | 41 | 59 | Alligator cracking, block cracking, longitudinal and transverse cracking, patching |
| | | 3 | PCC | 22,500 | 9/2/1942 | 99 | 0 | 0 | No distress |
| | A03PO | 1 | AC | 91,770 | 8/1/2005 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 4,200 | 9/2/1978 | 51 | 0 | 97 | Longitudinal and transverse cracking, patching, swelling, raveling and weathering |
| | | 3 | AC | 87,122 | 9/2/1978 | 68 | 38 | 62 | Alligator cracking, longitudinal and transverse cracking, patching |
| | A04PO | 1 | AC | 108,044 | 9/2/1965 | 56 | 59 | 31 | Alligator cracking, depression, longitudinal and transverse cracking, rutting |
| | AHLD08PO | 1 | AAC | 17,251 | 9/1/1980 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | AINDPO | 1 | AC | 16,500 | 9/3/1985 | 62 | 0 | 100 | Block cracking, longitudinal and transverse cracking |
| | | 2 | AC | 33,000 | 9/3/1985 | 30 | 0 | 87 | Depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | R08PO | 01A | AAC | 164,000 | 9/1/1989 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AAC | 164,000 | 9/1/1989 | 85 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| William R. Fairchild International | R08PO | 01C | AAC | 164,000 | 9/1/1989 | 85 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02A | AAC | 85,800 | 9/1/1996 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02B | AAC | 85,800 | 9/1/1996 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| | | 02C | AAC | 85,800 | 9/1/1996 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03A | AAC | 67,700 | 9/1/1996 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03B | AAC | 67,700 | 9/1/1996 | 99 | 0 | 100 | Longitudinal and transverse cracking |
| | | 03C | AAC | 67,700 | 9/1/1996 | 97 | 0 | 100 | Longitudinal and transverse cracking |
| | R13PO | 1 | AAC | 170,463 | 9/1/1978 | 77 | 0 | 97 | Longitudinal and transverse cracking, swelling, raveling and weathering |
| | T01PO | 1 | AC | 3,897 | 9/2/1979 | 30 | 58 | 42 | Alligator cracking, longitudinal and transverse cracking, patching |
| | T02PO | 1 | AC | 4,449 | 9/2/1978 | 66 | 36 | 64 | Alligator cracking, longitudinal and transverse cracking, patching |
| | T03PO | 1 | AC | 4,941 | 9/3/1987 | 41 | 57 | 42 | Alligator cracking, depression, longitudinal and transverse cracking, patching |
| | T04PO | 1 | AC | 5,668 | 9/2/1970 | 41 | 60 | 40 | Alligator cracking, longitudinal and transverse cracking |
| | T05PO | 1 | AC | 17,496 | 9/3/1942 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | T06PO | 1 | AC | 25,190 | 9/3/1942 | 48 | 46 | 33 | Alligator cracking, depression, longitudinal and transverse cracking |
| | TAPO | 1 | AAC | 148,130 | 9/1/1980 | 94 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 9,900 | 9/1/1980 | 77 | 44 | 56 | Alligator cracking, longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| William R. Fairchild International | TAPO | 3 | AAC | 46,184 | 9/1/1978 | 39 | 59 | 41 | Alligator cracking, block cracking, longitudinal and transverse cracking, patching |
| | | 4 | AAC | 13,400 | 9/1/1980 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | | 5 | AAC | 20,000 | 9/1/1978 | 84 | 0 | 100 | Longitudinal and transverse cracking |
| | | 6 | AAC | 27,705 | 9/1/1980 | 81 | 0 | 100 | Longitudinal and transverse cracking |
| | TBPO | 1 | AAC | 2,343 | 9/1/1996 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 5,686 | 9/1/1980 | 67 | 54 | 46 | Alligator cracking, longitudinal and transverse cracking |
| | TCLPO | 1 | AC | 34,696 | 9/3/1942 | 21 | 57 | 36 | Alligator cracking, block cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | TCPO | 1 | AAC | 2,687 | 9/1/1996 | 91 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AC | 5,686 | 9/2/1978 | 68 | 66 | 34 | Alligator cracking, longitudinal and transverse cracking |
| | TDPO | 1 | AAC | 5,988 | 9/1/1996 | 98 | 0 | 100 | Raveling and weathering |
| | | 2 | AAC | 10,892 | 9/1/1978 | 67 | 56 | 44 | Alligator cracking, longitudinal and transverse cracking |
| | TEPO | 1 | AC | 45,430 | 9/2/1942 | 71 | 62 | 35 | Alligator cracking, longitudinal and transverse cracking, oil spillage, patching |
| | TFPO | 1 | AAC | 13,573 | 9/1/1980 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | TGPO | 1 | AAC | 13,573 | 9/1/1980 | 83 | 39 | 57 | Alligator cracking, longitudinal and transverse cracking, swelling |
| | THPO | 1 | AAC | 12,887 | 9/1/1980 | 72 | 65 | 35 | Alligator cracking, longitudinal and transverse cracking |
| | TINDPO | 1 | AC | 52,698 | 9/3/1985 | 73 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| William R. Fairchild International | TJPO | 1 | AC | 159,969 | 9/2/1942 | 37 | 52 | 37 | Alligator cracking, depression, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | TKPO | 1 | AC | 4,512 | 9/2/1972 | 42 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| Wilson Creek Airport | A01WC | 1 | AC | 85,995 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | R10WC | 1 | AC | 170,500 | 9/1/1997 | 89 | 0 | 100 | Longitudinal and transverse cracking, patching, raveling and weathering |
| Woodland State | R32WO | 1 | AC | 5,000 | 9/1/2003 | 100 | 0 | 0 | No distress |
| | | 2 | AC | 51,750 | 9/1/1980 | 37 | 0 | 99 | Longitudinal and transverse cracking, swelling, raveling and weathering |
| | | 3 | AC | 4,123 | 9/1/2003 | 96 | 0 | 100 | Longitudinal and transverse cracking |
| Yakima Air Terminal | A01YK | 1 | AC | 55,399 | 6/1/2004 | 100 | 0 | 0 | No distress |
| | ACAPYK | 1 | AC | 23,817 | 9/1/1942 | 23 | 0 | 97 | Bleeding, block cracking, patching, raveling and weathering |
| | ACENTYK | 1 | AC | 75,378 | 9/1/1987 | 61 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | ACUBYK | 1 | AC | 13,897 | 9/1/2002 | 100 | 0 | 0 | No distress |
| | | 2 | AAC | 13,655 | 9/1/2002 | 85 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AC | 6,852 | 9/1/2002 | 95 | 0 | 94 | Depression, longitudinal and transverse cracking |
| | ACUSTYK | 1 | AC | 22,649 | 6/1/1919 | 29 | 13 | 68 | Alligator cracking, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | ADEYK | 1 | AC | 78,139 | 9/1/1987 | 68 | 0 | 87 | Depression, longitudinal and transverse cracking, oil spillage, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Yakima Air Terminal | AEASTYK | 1 | AC | 79,748 | 9/1/1984 | 59 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | AHLD27YK | 1 | AAC | 18,573 | 9/1/1988 | 66 | 0 | 100 | Bleeding, block cracking, longitudinal and transverse cracking |
| | AMCYK | 1 | AC | 59,613 | 9/3/1987 | 59 | 0 | 94 | Depression, longitudinal and transverse cracking, oil spillage, patching, raveling and weathering |
| | ATCHLDYK | 1 | AC | 31,817 | 9/3/1942 | 78 | 0 | 100 | Bleeding, longitudinal and transverse cracking |
| | | 2 | AAC | 3,865 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | ATERMYK | 1 | PCC | 103,513 | 9/2/1967 | 82 | 18 | 51 | Corner break, corner spall, joint spall, joint seal damage, large patch, linear cracking, small patch |
| | | 2 | AC | 52,111 | 9/3/1988 | 27 | 31 | 69 | Alligator cracking, block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 3 | AAC | 65,820 | 9/1/1988 | 70 | 0 | 100 | Block cracking, longitudinal and transverse cracking, raveling and weathering |
| | | 4 | AC | 86,028 | 9/3/1988 | 74 | 40 | 60 | Alligator cracking, bleeding, longitudinal and transverse cracking, patching |
| | | 5 | AAC | 20,783 | 9/1/1988 | 24 | 37 | 63 | Alligator cracking, block cracking, longitudinal and transverse cracking, raveling and weathering |
| | AWESTYK | 1 | AC | 158,764 | 9/3/1984 | 59 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | R04YK | 01A | AAC | 62,748 | 9/1/1986 | 58 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AAC | 62,116 | 9/1/1986 | 57 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01C | AAC | 60,858 | 9/1/1986 | 53 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Yakima Air Terminal | R04YK | 02A | AAC | 59,364 | 9/1/1986 | 63 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02B | AAC | 63,970 | 9/1/1986 | 59 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02C | AAC | 64,477 | 9/1/1986 | 58 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 03A | AAC | 3,868 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | | 03B | AAC | 3,491 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | | 03C | AAC | 3,718 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | | 04A | AAC | 15,163 | 9/1/1986 | 74 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 04B | AAC | 14,900 | 9/1/1986 | 57 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 04C | AAC | 14,862 | 9/1/1986 | 64 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 05A | AAC | 4,874 | 9/1/1986 | 60 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 05B | AAC | 4,729 | 9/1/1986 | 31 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 05C | AAC | 4,587 | 9/1/1986 | 41 | 0 | 100 | Longitudinal and transverse cracking |
| | | 06A | AAC | 35,419 | 9/1/1986 | 60 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 06B | AAC | 33,646 | 9/1/1986 | 63 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 06C | AAC | 31,649 | 9/1/1986 | 62 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 07A | AAC | 3,949 | 9/1/1986 | 49 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 07B | AAC | 3,977 | 9/1/1986 | 53 | 0 | 100 | Raveling and weathering |
| | | 07C | AAC | 4,024 | 9/1/1986 | 48 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 08A | AAC | 18,681 | 9/1/2002 | 93 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Yakima Air Terminal | R04YK | 08B | AAC | 21,542 | 9/1/1985 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 08C | AAC | 21,755 | 9/1/1985 | 90 | 0 | 100 | Longitudinal and transverse cracking |
| | R09YK | 01A | AAC | 50,460 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01B | AAC | 57,677 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 01C | AAC | 52,240 | 9/1/1995 | 98 | 0 | 100 | Raveling and weathering |
| | | 02A | AAC | 24,175 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02B | AAC | 28,918 | 9/1/1995 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 02C | AAC | 25,452 | 9/1/1995 | 98 | 0 | 100 | Raveling and weathering |
| | | 03A | AAC | 26,917 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 03B | AAC | 31,501 | 9/1/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 03C | AAC | 27,511 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 04A | AAC | 27,612 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 04B | AAC | 31,046 | 9/1/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 04C | AAC | 26,891 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 05A | AAC | 99,117 | 9/1/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 05B | AAC | 106,212 | 9/1/1995 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 05C | AAC | 91,041 | 9/1/1995 | 98 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 06A | AAC | 29,600 | 9/1/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Yakima Air Terminal | R09YK | 06B | AAC | 26,730 | 9/1/1995 | 92 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 06C | AAC | 21,153 | 9/1/1995 | 96 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 07A | AAC | 6,055 | 9/1/1995 | 98 | 0 | 100 | Raveling and weathering |
| | | 07B | AAC | 5,610 | 9/1/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 07C | AAC | 4,920 | 9/1/1995 | 98 | 0 | 100 | Raveling and weathering |
| | | 08A | AAC | 13,943 | 9/1/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 08B | AAC | 13,546 | 9/1/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 08C | AAC | 12,782 | 9/1/1995 | 99 | 0 | 100 | Raveling and weathering |
| | | 09A | AAC | 11,797 | 9/1/1995 | 94 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 09B | AAC | 11,233 | 9/1/1995 | 96 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 09C | AAC | 10,612 | 9/1/1995 | 98 | 0 | 100 | Raveling and weathering |
| | | 10A | AAC | 52,778 | 9/1/1995 | 95 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 10B | AAC | 51,721 | 9/1/1995 | 93 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 10C | AAC | 52,385 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 11A | AAC | 20,818 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 11B | AAC | 18,858 | 9/1/1995 | 97 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 11C | AAC | 18,141 | 9/1/1995 | 97 | 0 | 100 | Raveling and weathering |
| | | 12A | AAC | 43,898 | 9/1/1995 | 96 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 12B | AAC | 36,987 | 9/1/1995 | 91 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Yakima Air Terminal | R09YK | 12C | AAC | 34,525 | 9/1/1995 | 98 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TA1YK | 1 | AAC | 43,291 | 9/1/1988 | 61 | 26 | 70 | Alligator cracking, bleeding, block cracking, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 2 | AAC | 6,982 | 9/1/1995 | 87 | 0 | 100 | Longitudinal and transverse cracking, patching |
| | TA2YK | 1 | AAC | 28,278 | 9/1/1988 | 76 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 4,126 | 9/1/1995 | 89 | 0 | 100 | Longitudinal and transverse cracking |
| | TA3YK | 1 | AAC | 28,447 | 9/1/1988 | 68 | 0 | 52 | Bleeding, longitudinal and transverse cracking |
| | | 2 | AAC | 4,081 | 9/1/1995 | 88 | 0 | 100 | Longitudinal and transverse cracking |
| | TA4YK | 1 | AC | 28,260 | 9/3/1988 | 79 | 0 | 93 | Bleeding, longitudinal and transverse cracking, polished aggregate, raveling and weathering |
| | | 2 | AAC | 3,893 | 9/1/1995 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | TA5YK | 1 | AC | 6,615 | 9/3/1988 | 79 | 0 | 98 | Bleeding, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 6,615 | 9/1/1995 | 84 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | TAYK | 1 | AAC | 101,114 | 9/1/1988 | 77 | 0 | 99 | Bleeding, depression, longitudinal and transverse cracking, raveling and weathering |
| | | 2 | AAC | 141,834 | 9/1/1988 | 70 | 18 | 69 | Bleeding, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 3 | AAC | 115,359 | 9/1/1988 | 66 | 47 | 53 | Alligator cracking, longitudinal and transverse cracking, rutting, raveling and weathering |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Yakima Air Terminal | TAYK | 4 | AAC | 52,230 | 9/1/1988 | 65 | 38 | 62 | Alligator cracking, bleeding, block cracking, depression, longitudinal and transverse cracking |
| | | 5 | AC | 17,686 | 9/3/1988 | 66 | 40 | 60 | Alligator cracking, bleeding, longitudinal and transverse cracking, raveling and weathering |
| | | 6 | AAC | 39,260 | 9/1/1988 | 70 | 32 | 68 | Bleeding, longitudinal and transverse cracking, rutting, raveling and weathering |
| | | 7 | AAC | 128,452 | 9/1/1988 | 60 | 20 | 80 | Bleeding, longitudinal and transverse cracking, rutting, raveling and weathering |
| | TB1YK | 1 | AC | 16,727 | 9/2/1984 | 70 | 0 | 100 | Longitudinal and transverse cracking |
| | TB2YK | 1 | AAC | 37,074 | 9/1/1976 | 56 | 0 | 73 | Bleeding, depression, longitudinal and transverse cracking, patching, raveling and weathering |
| | TBYK | 1 | AAC | 167,743 | 9/1/1976 | 46 | 14 | 75 | Bleeding, block cracking, longitudinal and transverse cracking, patching, rutting, raveling and weathering |
| | | 2 | AAC | 3,617 | 9/1/1995 | 100 | 0 | 0 | No distress |
| | | 3 | AAC | 26,361 | 9/1/1988 | 71 | 0 | 100 | Longitudinal and transverse cracking, raveling and weathering |
| | | 4 | AAC | 23,267 | 9/1/1988 | 57 | 37 | 63 | Alligator cracking, block cracking, longitudinal and transverse cracking, rutting |
| | | 5 | AAC | 7,678 | 9/1/1985 | 27 | 0 | 99 | Block cracking, swelling, raveling and weathering |
| | | 6 | AAC | 121,428 | 9/1/2002 | 92 | 0 | 100 | Longitudinal and transverse cracking |
| | | 7 | AC | 70,270 | 9/1/2002 | 95 | 0 | 100 | Longitudinal and transverse cracking |
| | | 8 | AAC | 4,865 | 9/1/2002 | 97 | 0 | 100 | Longitudinal and transverse cracking |

Table D-1. Pavement inspection summary (continued).

| Airport Name | Branch | Section | Surface Type[1] | Section Area, sf | LCD[2] | 2005 PCI | % Distress Due to: | | Distress Types |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Load[3] | Climate or Durability[4] | |
| Yakima Air Terminal | TCYK | 1 | AAC | 34,392 | 9/1/2002 | 87 | 0 | 100 | Longitudinal and transverse cracking |
| | | 2 | AAC | 2,450 | 9/1/1988 | 86 | 0 | 100 | Longitudinal and transverse cracking |
| | | 3 | AAC | 11,910 | 9/1/1988 | 27 | 17 | 83 | Block cracking, rutting, raveling and weathering |
| | | 4 | AAC | 34,392 | 9/12005 | 100 | 0 | 0 | No distress |

[1] AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.

[2] LCD = last construction date (date of construction or last major rehabilitation).

[3] Distress due to load includes those distresses attributed to a structural deficiency in the pavement, such as alligator (fatigue) cracking, rutting, or shattered concrete slabs.

[4] Distress due to climate or durability includes those distresses attributed to either the aging of the pavement and the effects of the environment (such as weathering and raveling or block cracking in asphalt pavements) or to a materials-related problem (such as durability cracking in a concrete pavement).

[5] Primary airport that was not inspected in 2005.
[6] This airport was not inspected in 2005 due to planned rehabilitation.
[7] This airport was not inspected in 2005 due to failed condition.

Table D-1. Pavement inspection summary (continued).

Table E-1. Detailed information on pavement performance models.

| Model Name | Description of Model Family | Mathematical Equation |
|---|---|---|
| AACCSWESTAPRONNP | AAC Coastal or Western Zone Aprons Non-Primary Airports Critical PCI 60 | PCI = 100-1.21471X |
| AACCSWESTRW60NP | AAC Coastal or Western Zone Runways Non-Primary Airports Critical PCI 70 | PCI = $100-3.36524X+0.55583X^2-0.04313X^3+0.00148X^4-0.00002X^5$ |
| AACCSWESTRWNP | AAC Coastal or Western Zone Runways Non-Primary Airports Critical PCI 65 | PCI = $100-3.36524X+0.55583X^2-0.04313X^3+0.00148X^4-0.00002X^5$ |
| AACCSWESTTW60NP | AAC Coastal or Western Zone Taxiways Non-Primary Airports Critical PCI 65 | PCI = $100-2.24634X+0.13688X^2-0.00788X^3+0.00018X^4-0.00001X^5$ |
| AACCSWESTTWNP | AAC Coastal or Western Zone Taxiways Non-Primary Airports Critical PCI 60 | PCI = $100-2.24634X+0.13688X^2-0.00788X^3+0.00018X^4-0.00001X^5$ |
| AACENSAPRONNP | AAC Not Coastal or Western Zone Aprons Non-Primary Airports Critical PCI 60 | PCI = 100-1.35951X |
| AACENSRW60NP | AAC Not Coastal or Western Zone Runways Non-Primary Airports Critical PCI 70 | PCI = $100-2.19516X+0.01996X^2$ |
| AACENSRWNP | AAC Not Coastal or Western Zone Runways Non-Primary Airports Critical PCI 65 | PCI = $100-2.19516X+0.01996X^2$ |
| AACENSTW60NP | AAC Not Coastal or Western Zone Taxiways Non-Primary Airports Critical PCI 65 | PCI = $100-2.58443X+0.18815X^2-0.00781X^3+0.00009X^4$ |
| AACENSTWNP | AAC Not Coastal or Western Zone Taxiways Non-Primary Airports Critical PCI 60 | PCI = $100-2.58443X+0.18815X^2-0.00781X^3+0.00009X^4$ |
| ACCSAPRONNP | AC Coastal Zone Aprons Non-Primary Airports Critical PCI 60 | PCI = 100-1.16465X |
| ACCSTLTW60NP | AC Coastal Zone Taxiways Non-Primary Airports Critical PCI 65 | PCI = 100-1.22134X |
| ACCSTLTWNP | AC Coastal Zone Taxiways Non-Primary Airports Critical PCI 60 | PCI = 100-1.22134X |
| ACCSWESTRW60NP | AC Coastal or Western Zone Runways Non-Primary Airports Critical PCI 70 | PCI = $100-1.24167X+0.00594X^2$ |
| ACCSWESTRWNP | AC Coastal or Western Zone Runways Non-Primary Airports Critical PCI 65 | PCI = $100-1.24167X+0.00594X^2$ |
| ACEASTTWNP | AC Eastern Zone Taxiways Non-Primary Airports Critical PCI 60 | PCI = 100-1.13005X |

Table E-1. Detailed information on pavement performance models (continued).

| Model Name | Description of Model Family | Mathematical Equation |
|---|---|---|
| ACENSAPRONNP | AC Not Coastal or Western Zone Aprons Non-Primary Airports Critical PCI 60 | $PCI = 100-1.48874X-0.01210X^2$ |
| ACENSRW60NP | AC Not Coastal or Western Zone Runways Non-Primary Airports Critical PCI 70 | $PCI = 100-1.36502X$ |
| ACENSRWNP | AC Not Coastal or Western Zone Runways Non-Primary Airports Critical PCI 65 | $PCI = 100-1.36502X$ |
| ACNCTW60NP | AC North Central Zone Taxiways Non-Primary Airports Critical PCI 65 | $PCI = 100-2.00253X$ |
| ACNCTWNP | AC North Central Zone Taxiways Non-Primary Airports Critical PCI 60 | $PCI = 100-2.00253X$ |
| ACSCTW60NP | AC South Central Zone Taxiways Non-Primary Airports Critical PCI 65 | $PCI = 100-1.00194X-0.02291X^2+0.00037X^3$ |
| ACSCTWNP | AC South Central Zone Taxiways Non-Primary Airports Critical PCI 60 | $PCI = 100-1.00194X-0.02291X^2+0.00037X^3$ |
| ACWESTAPRONNP | AC Western Zone Aprons Non-Primary Airports Critical PCI 60 | $PCI = 100-0.14445X^2+0.00400X^3-0.00003X^4$ |
| ACWESTTW60NP | AC Western Zone Taxiways Non-Primary Airports Critical PCI 65 | $PCI = 100-2.42898X+0.61573X^2-0.07505X^3+0.00350X^4-.00007X^5$ |
| ACWESTTWNP | AC Western Zone Taxiways Non-Primary Airports Critical PCI 60 | $PCI = 100-2.42898X+0.61573X^2-0.07505X^3+0.00350X^4-.00007X^5$ |
| APCAPRONNP | APC Aprons Non-Primary Airports Critical PCI 60 | $PCI = 100-2.14662X+0.02165X^2$ |
| APCRW60NP | APC Runways Non-Primary Airports Critical PCI 70 | $PCI = 100-2.14662X+0.02165X^2$ |
| APCRWNP | APC Runways Non-Primary Airports Critical PCI 65 | $PCI = 100-2.14662X+0.02165X^2$ |
| APCTW60NP | APC Taxiways Non-Primary Airports Critical PCI 65 | $PCI = 100-2.14662X+0.02165X^2$ |
| APCTWNP | APC Taxiways Non-Primary Airports Critical PCI 60 | $PCI = 100-2.14662X+0.02165X^2$ |
| APCAPRONARL | APC Aprons at Arlington Critical PCI 55 | $PCI = 100-6.01331X+0.32847X^2-0.00670X^3$ |
| PCCAPRONPNP | PCC Primary Aprons Non-Primary Airports Critical PCI 50 | $PCI = 100-0.56515X$ |
| PCCAPRONSTNP | PCC Secondary Aprons Non-Primary Airports Critical PCI 50 | $PCI = 100-0.75790X$ |
| PCCRW60PNP | PCC Primary Runways Non-Primary Airports Critical PCI 60 | $PCI = 100-0.56515X$ |

Table E-1. Detailed information on pavement performance models (continued).

| Model Name | Description of Model Family | Mathematical Equation |
|---|---|---|
| PCCRW60STNP | PCC Secondary Runways Non-Primary Airports Critical PCI 60 | PCI = 100-0.75790X |
| PCCRWPNP | PCC Primary Runways Non-Primary Airports Critical PCI 55 | PCI = 100-0.56515X |
| PCCRWSTNP | PCC Secondary Runways Non-Primary Airports Critical PCI 55 | PCI = 100-0.75790X |
| PCCTW60PNP | PCC Primary Taxiways Non-Primary Airports Critical PCI 55 | PCI = 100-0.56515X |
| PCCTWPNP | PCC Primary Taxiways Non-Primary Airports Critical PCI 50 | PCI = 100-0.56515X |
| PCCTWSTNP | PCC Secondary Taxiways Non-Primary Airports Critical PCI 50 | PCI = 100-0.75790X |
| PRMAAC60TW | AAC Taxiways Primary Airports Critical PCI 65 | $PCI = 100-3.05285X+1.26669X^2-0.22323X^3+0.01531X^4-0.00046X^5$ |
| PRMAACAPRON | AAC Aprons Primary Airports Critical PCI 60 | PCI = 100-1.83851X |
| PRMAACRW | AAC Runways Primary Airports Critical PCI 65 | $PCI = 100-0.00029X-0.27955X^2+0.10510X^3-0.01405X^4+0.00066X^5$ |
| PRMAACRW60 | AAC Runways Primary Airports Critical PCI 70 | $PCI = 100-0.00029X-0.27955X^2+0.10510X^3-0.01405X^4+0.00066X^5$ |
| PRMAACTW | AAC Taxiways Primary Airports Critical PCI 60 | $PCI = 100-3.05284X+1.26669X^2-0.22323X^3+0.01531X^4-0.00046X^5$ |
| PRMAC60RW | AC Runways Primary Airports Critical PCI 70 | PCI = 100-1.62473X |
| PRMAC60TW | AC Taxiways Primary Airports Critical PCI 65 | PCI = 100-1.59028X |
| PRMACAPRON | AC Aprons Primary Airports Critical PCI 60 | $PCI = 100-0.94450X-0.29985X^2+0.02358X^3-0.00062X^4$ |
| PRMACRW | AC Runways Primary Airports Critical PCI 65 | PCI = 100-1.62473X |
| PRMACTW | AC Taxiways Primary Airports Critical PCI 60 | PCI = 100-1.59084X |
| PRMAPC60RW | APC Runways Primary Airports Critical PCI 70 | $PCI = 100-0.01929X^2-0.03665X^3+0.00262X^4-0.00008X^5$ |
| PRMAPC60TW | APC Taxiways Primary Airports Critical PCI 65 | $PCI = 100-0.01929X^2-0.03665X^3+0.00262X^4-0.00008X^5$ |
| PRMAPCAPRON | APC Aprons Primary Airports Critical PCI 60 | PCI = 100-1.40238X |
| PRMAPCRW | APC Runways Primary Airports Critical PCI 65 | $PCI = 100-0.01929X^2-0.03665X^3+0.00262X^4-0.00008X^5$ |
| PRMAPCTW | APC Taxiways Primary Airports Critical PCI 60 | $PCI = 100-0.01929X^2-0.03665X^3+0.00262X^4-0.00008X^5$ |

Table E-1. Detailed information on pavement performance models (continued).

| Model Name | Description of Model Family | Mathematical Equation |
|---|---|---|
| PRMPCC60RW | PCC Runways Primary Airports Critical PCI 60 | PCI = 100-1.35828X |
| PRMPCC60TW | PCC Taxiways Primary Airports Critical PCI 55 | PCI = 100-1.35828X |
| PRMPCCAPRON | PCC Aprons Primary Airports Critical PCI 50 | PCI = 100-1.06956X |
| PRMPCCRW | PCC Runways Primary Airports Critical PCI 55 | PCI = 100-1.35828X |
| PRMPCCTW | PCC Taxiways Primary Airports Critical PCI 50 | PCI = 100-1.35828X |
| STRWNP | Surface Treated Runways Non-Primary Airports Critical PCI 65 | PCI = $100-3.85031X+.04298X^2$ |
| STTWAPRONNP | Surface Treated Taxiways and Aprons Non-Primary Airports Critical PCI 60 | PCI = $100-3.85031X+.04298X^2$ |

*X = age in years

Table E-2. Preventive maintenance policies for asphalt-surfaced pavements.

| Distress Type | Severity Level | Maintenance Action |
|---|---|---|
| Alligator Cracking | Low | Monitor |
| | Medium | Full Depth AC Patch |
| | High | Full Depth AC Patch |
| Bleeding | N/A | Monitor |
| Block Cracking | Low | Monitor |
| | Medium | Crack Seal |
| | High | Crack Seal |
| Corrugation | Low | Monitor |
| | Medium | Monitor |
| | High | Full Depth AC Patch |
| Depression | Low | Monitor |
| | Medium | Monitor |
| | High | Full Depth AC Patch |
| Jet Blast | N/A | Partial Depth AC Patch |
| Joint Reflection Cracking | Low | Monitor |
| | Medium | Crack Seal |
| | High | Crack Seal |
| Longitudinal and Transverse Cracking | Low | Monitor |
| | Medium | Crack Seal |
| | High | Crack Seal |
| Oil Spillage | N/A | Partial Depth AC Patch |
| Patching | Low | Monitor |
| | Medium | Monitor |
| | High | Full Depth AC Patch |
| Polished Aggregate | N/A | Monitor |
| Raveling and Weathering | Low | Monitor |
| | Medium | Monitor |
| | High | Partial Depth AC Patch |
| Rutting | Low | Monitor |
| | Medium | Monitor |
| | High | Full Depth AC Patch |
| Shoving | Low | Monitor |
| | Medium | Full Depth AC Patch |
| | High | Full Depth AC Patch |
| Slippage Cracking | N/A | Full Depth AC Patch |
| Swelling | Low | Monitor |
| | Medium | Monitor |
| | High | Full Depth Patch |

Table E-3. Preventive maintenance policies for portland cement concrete pavements.

| Distress Type | Severity Level | Maintenance Action |
|---|---|---|
| Blow-Up | Low | Slab Replacement |
| | Medium | Slab Replacement |
| | High | Slab Replacement |
| Corner Break | Low | Monitor |
| | Medium | Crack Seal |
| | High | Full Depth PCC Patch |
| Cracks | Low | Monitor |
| | Medium | Crack Seal |
| | High | Slab Replacement |
| Durability Cracking | Low | Monitor |
| | Medium | Full Depth PCC Patch |
| | High | Slab Replacement |
| Joint Seal Damage | Low | Monitor |
| | Medium | Joint Seal |
| | High | Joint Seal |
| Patching | Low | Monitor |
| | Medium | Monitor |
| | High | Full Depth PCC Patch |
| Popouts | N/A | Monitor |
| Pumping | N/A | Monitor |
| Scaling | Low | Monitor |
| | Medium | Slab Replacement |
| | High | Slab Replacement |
| Settlement/ Faulting | Low | Monitor |
| | Medium | Monitor |
| | High | Slab Replacement |
| Shattered Slab | Low | Monitor |
| | Medium | Slab Replacement |
| | High | Slab Replacement |
| Shrinkage | N/A | Monitor |
| Spalling (Joint and Corner) | Low | Monitor |
| | Medium | Partial Depth PCC Patch |
| | High | Partial Depth PCC Patch |

Table E-4. 2005 preventive maintenance unit costs for asphalt-surfaced pavements.

| Maintenance Action | 2005 Unit Costs ($/sf or lf) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | <12,500# | | 12,500-60,000# | | 60,000-100,000# | | >100,000# | |
| | West | East | West | East | West | East | West | East |
| Full Depth AC Patch (sf) | 6.40 | 7.00 | 13.20 | 12.80 | 14.40 | 14.10 | 14.10 | 14.50 |
| Partial Depth AC Patch (sf) | 4.30 | 3.70 | 4.30 | 3.70 | 4.30 | 3.70 | 4.30 | 3.70 |
| Crack Sealing (lf) | 8.20 | 7.00 | 8.20 | 7.00 | 8.20 | 7.00 | 8.20 | 7.00 |

Table E-5. 2005 preventive maintenance unit costs for portland cement concrete pavements.

| Maintenance Action | 2005 Unit Costs ($/sf or lf) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | <12,500# | | 12,500-60,000# | | 60,000-100,000# | | >100,000# | |
| | West | East | West | East | West | East | West | East |
| Slab Replacement (sf) | $18.20 | $16.80 | $33.70 | $31.80 | $39.60 | $35.90 | $49.90 | $42.40 |
| Full Depth Patch (sf) | $17.20 | $15.90 | $32.70 | $30.90 | $38.60 | $35.10 | $49.10 | $41.80 |
| Partial Depth Patch (sf) | $22.20 | $18.90 | $22.20 | $18.90 | $22.20 | $18.90 | $22.20 | $18.90 |
| Crack Sealing (lf) | $8.20 | $7.00 | $8.20 | $7.00 | $8.20 | $7.00 | $8.20 | $7.00 |
| Joint Seal (bituminous) (lf) | $8.20 | $7.00 | $8.20 | $7.00 | $8.20 | $7.00 | $8.20 | $7.00 |

Table E-6. 2005 unit costs for major rehabilitation activities on asphalt surfaced pavements.

| PCI | 2005 Unit Costs ($/sf) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | <12,500# | | 12,500-60,000# | | 60,000-100,000# | | >100,000# | |
| | West | East | West | East | West | East | West | East |
| >40[1] | $3.40 | $2.90 | $4.10 | $3.50 | $4.10 | $3.50 | $5.00 | $4.30 |
| <40[2] | $5.10 | $5.70 | $10.60 | $10.20 | $11.40 | $11.10 | $10.80 | $11.10 |

[1]PCI > 40 – asphalt overlay.
[2]PCI < 40 – asphalt reconstruction.

Table E-7. 2005 unit costs for major rehabilitation activities on portland cement concrete pavements.

| PCI | 2005 Unit Costs ($/sf) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | <12,500# | | 12,500-60,000# | | 60,000-100,000# | | >100,000# | |
| | West | East | West | East | West | East | West | East |
| >40[1] | $3.40 | $2.90 | $4.10 | $3.50 | $4.10 | $3.50 | $5.00 | $4.30 |
| <40[2] | $9.20 | $8.90 | $23.30 | $21.30 | $25.80 | $23.30 | $42.00 | $36.90 |

[1]PCI > 40 – asphalt overlay.
[2]PCI < 40 – portland cement concrete reconstruction.

Table E-8. 2005 unit costs for surface treatments.

| Treatment | 2005 Unit Costs ($/sf) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | <12,500# | | 12,500-60,000# | | 60,000-100,000# | | >100,000# | |
| | West | East | West | East | West | East | West | East |
| Fog Seal | $0.30 | $0.20 | $0.30 | $0.20 | $0.30 | $0.20 | $0.30 | $0.20 |
| Slurry Seal | $1.40 | $1.20 | $1.40 | $1.20 | $1.40 | $1.20 | $1.40 | $1.20 |