Paine Field Master Plan 2040

Appendices

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

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Paine Field Master Plan 2040

Appendix A | Acronyms

A

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A. Acronyms **1**

List of Tables

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TABLE A.1 ACRONYMS 1

A. Acronyms

Table A.1 depicts all acronyms used in the 2040 Paine Field Master Plan.

Table A.1 Acronyms

Acronym	Meaning
AAC	Aircraft Approach Category
AC	Advisory Circular
ADG	Aircraft Design Group
ALP	Airport Layout Plan
AMSL	Above Mean Sea Level
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Firefighting
ARP	Airport Reference Point
ARTS	Airport Road Recycling & Transfer Station
ASV	Annual Service Volume
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATS	Aviation Technical Services
CAGR	Compound Annual Growth Rate
CAT	Category
FAA	Federal Aviation Administration
FBO	Fixed-Base Operator
GA	General Aviation
GPS	Global Positioning System
GSE	Ground Service Equipment
HAT	Height Above Threshold
HS	Hot Spot
IATA	International Air Transport Associations
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
LOS	Line of Sight
MALSR	Medium Intensity Approach Light System
MITL	Medium Intensity Taxiway Lighting
MOS	Modification of Standard

MRO	Maintenance, Repair, Overhaul
MSL	Mean Sea Level
NCEI	National Centers for Environmental Information
NM	Nautical Mile
NOAA	National Oceanic and Atmospheric Administration
OFA	Object Free Area
OFZ	Object Free Zone
OEW	Operating Empty Weight
PAE	Paine Field Airport
PAPI	Precision Approach Path Indicator
POFZ	Precision Object Free Zone
RDC	Runway Design Code
REIL	Runway End Identifier Light
REDIM	Runway Exit Design Interactive Model
RNAV	Runway Navigation Area
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RVR	Runway Visual Range
SEA	Seattle-Tacoma International Airport
TDG	Taxiway Design Group
TOFA	Taxiway Object Free Area
TOW	Takeoff Weight
VMC	Visual Meteorological Conditions
WSDOT	Washington State Department of Transportation

Paine Field Master Plan 2040

Appendix B | Env. Review

B

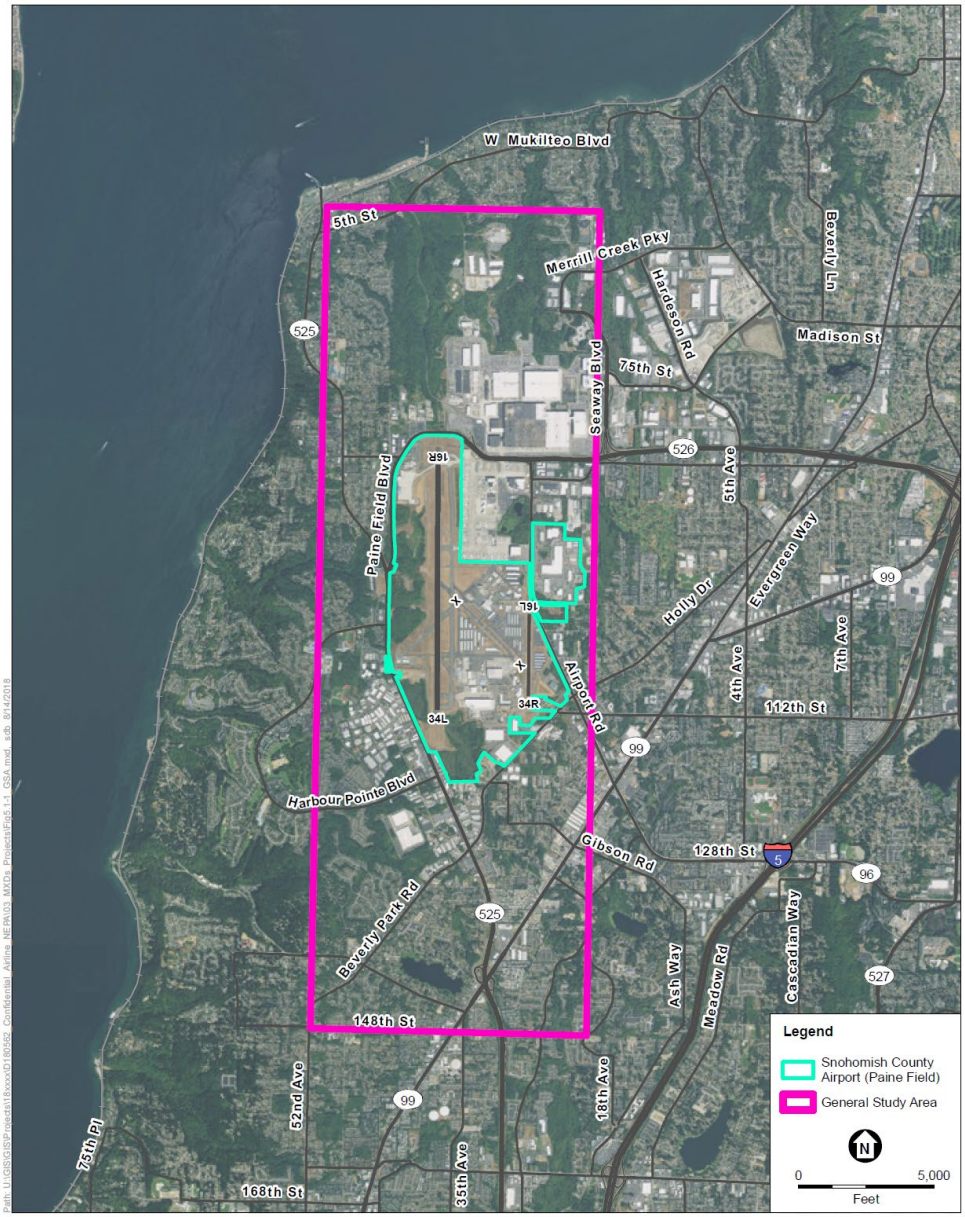
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B. Environmental Attachments

ATTACHMENT A



SOURCE: ESRI; USDA NAIP (Aerial Imagery); ESA, 2018
NOTE: Runway 11-29 closed indefinitely.

Figure 5.1-1
General Study Area
Snohomish County Airport (Paine Field)

ESA

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IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Snohomish County, Washington



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Local office

Washington Fish And Wildlife Office

(360) 753-9440
(360) 753-9405

510 Desmond Drive Se, Suite 102
Lacey, WA 98503-1263

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
North American Wolverine Gulo gulo luscus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5123	Proposed Threatened

Birds

NAME	STATUS
Marbled Murrelet Brachyramphus marmoratus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/4467	Threatened
Yellow-billed Cuckoo Coccyzus americanus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Fishes

NAME	STATUS

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Bull Trout Salvelinus confluentus There is **final** critical habitat for this species. Your location overlaps the critical habitat. https://ecos.fws.gov/ecp/species/8212	Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

This location overlaps the critical habitat for the following species:

NAME	TYPE
Bull Trout Salvelinus confluentus https://ecos.fws.gov/ecp/species/8212#crithab	Final

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Sep 30

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Black Swift Cypseloides niger This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Black Turnstone Arenaria melanocephala This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
California Gull Larus californicus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Evening Grosbeak Coccothraustes vespertinus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Lesser Yellowlegs Tringa flavipes This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Olive-sided Flycatcher Contopus cooperi This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Rufous Hummingbird selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15

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Western Grebe aechmophorus occidentalis — Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/6743

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

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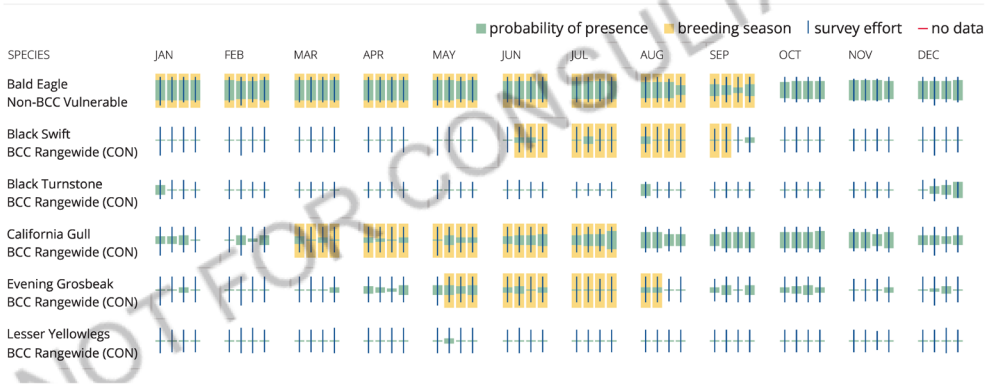
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

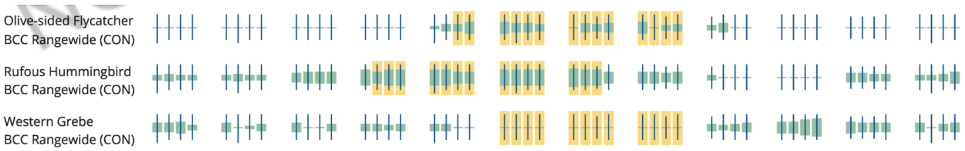
No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

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Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

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What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Coastal Barrier Resources System

Projects within the John H. Chafee Coastal Barrier Resources System (CBRS) may be subject to the restrictions on Federal expenditures and financial assistance and the consultation requirements of the Coastal Barrier Resources Act (CBRA) (16 U.S.C. 3501 et seq.). For more information, please contact the local Ecological Services Field Office or visit the CBRA Consultations website. The CBRA website provides tools such as a flow chart to help determine whether consultation is required and a template to facilitate the consultation process.

There are no known coastal barriers at this location.

Data limitations

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The CBRS boundaries used in IPaC are representations of the controlling boundaries, which are depicted on the official CBRS maps. The boundaries depicted in this layer are not to be considered authoritative for in/out determinations close to a CBRS boundary (i.e., within the "CBRS Buffer Zone" that appears as a hatched area on either side of the boundary). For projects that are very close to a CBRS boundary but do not clearly intersect a unit, you may contact the Service for an official determination by following the instructions here: https://www.fws.gov/service/coastal-barrier-resources-system-property-documentation

Data exclusions

CBRS units extend seaward out to either the 20- or 30-foot bathymetric contour (depending on the location of the unit). The true seaward extent of the units is not shown in the CBRS data, therefore projects in the offshore areas of units (e.g., dredging, breakwaters, offshore wind energy or oil and gas projects) may be subject to CBRA even if they do not intersect the CBRS data. For additional information, please contact CBRA@fws.gov.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

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Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

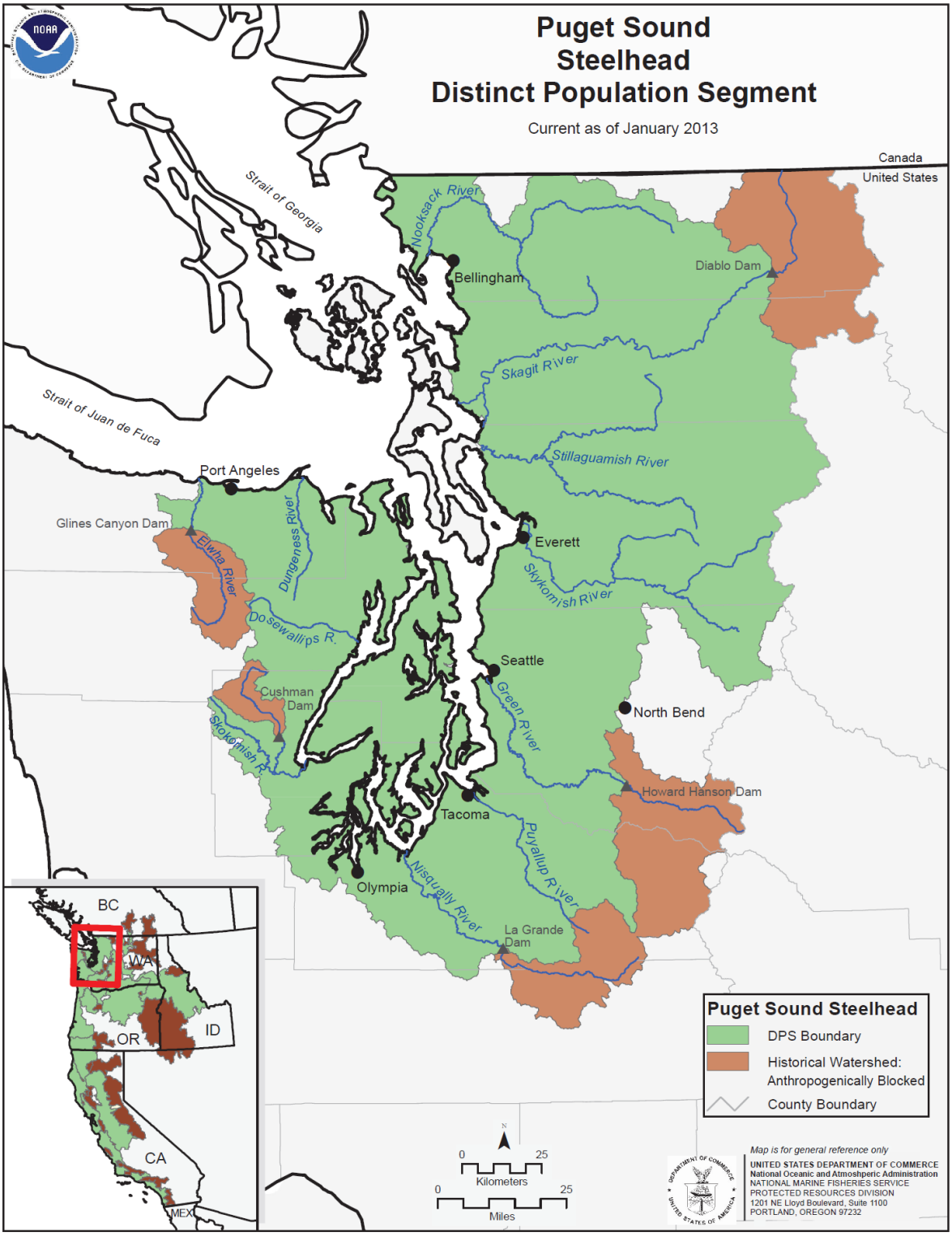
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ATTACHMENT B

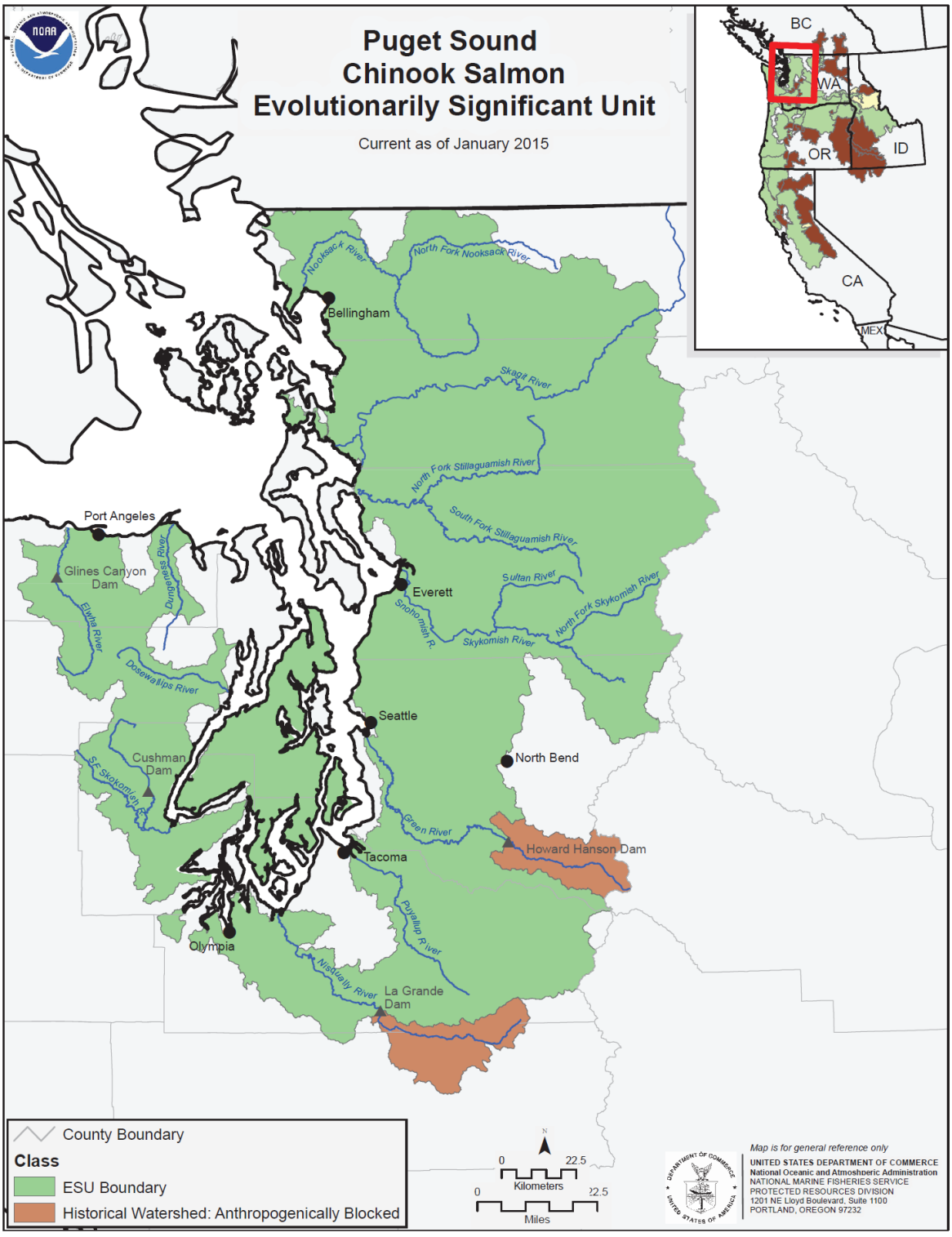
Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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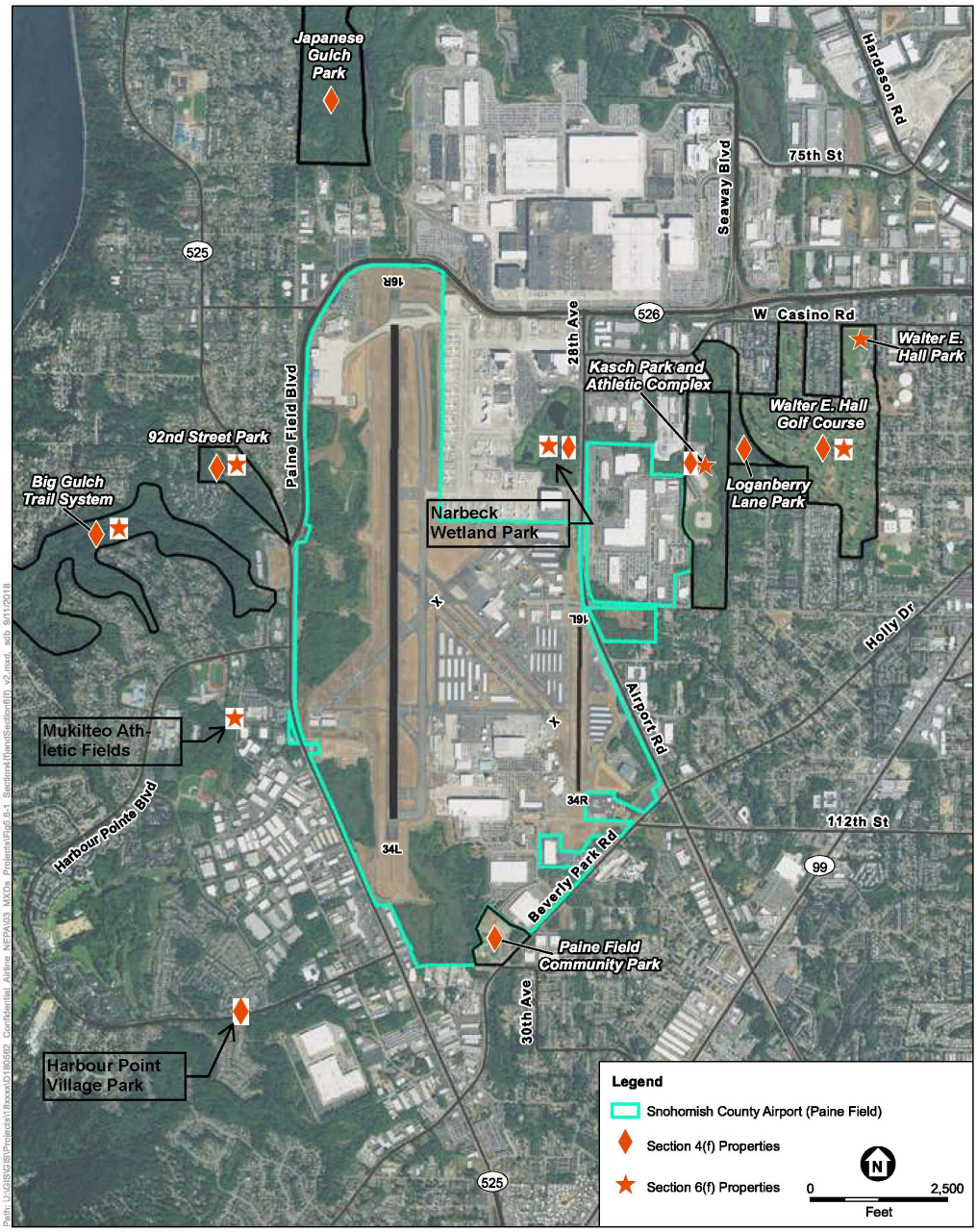
ATTACHMENT B



ATTACHMENT B



ATTACHMENT C



SOURCE: USDA NAIP (Aerial Imagery); Adapted by ESA, 2018
NOTE: Runway 11-29 closed indefinitely.

Figure 5.6-1
Section 4(f) and 6(f) Properties in Airport Environs
Snohomish County Airport (Paine Field)

ESA

ATTACHMENT D

Attachment D

Snohomish County

The Snohomish County 2035 Comprehensive Plan classifies the future land use of Paine Field as a Manufacturing/ Industrial Center (MIC) overlay. The overlay is intended to include intensive, concentrated manufacturing and industrial land uses which are not easily mixed with other uses. However, Snohomish County's definition of the MIC overlay asserts: *Notwithstanding the Vision 2040 guidelines for MIC designations, land uses and zoning of Paine Field continue to be governed by the Snohomish County Airport Paine Field Master Plan and Title 30 SCC consistent with federal aviation policies and grant obligations.*

Specific policies for Paine Field as outlined in the Snohomish County 2035 Comprehensive Plan include:

Land use

- 3.E.6 The county shall designate the Paine Field-Boeing area as a Manufacturing/Industrial Center in coordination with the City of Everett.
- 3.E.7 Land uses and zoning of Paine Field will continue to be governed by the Snohomish County Airport Paine Field Master Plan and Snohomish County Zoning Code consistent with federal aviation policies and grant obligations.

Economic Development

- 3.C.7 The county shall continue to support funding of public facility districts at Paine Field and within the cities of Everett, Lynnwood and Edmonds.
- 3.D.2 Snohomish County shall promote greater industrial and commercial development at the Paine Field and Arlington airports.
- 3.D.3 Snohomish County shall institute appropriate zoning and infrastructure for sites which have potential as business distribution and warehousing parks because they maintain excellent transportation linkages to the Port of Everett, Paine Field, or the Arlington Airport.

Capital Facilities

- 8.A.1 The county shall plan for capital facilities that support the best use of the airport's remaining undeveloped and underutilized areas for airport-related uses that fit within the airport's adopted role.
- 8.A.2 The county shall identify land acquisition priorities related to airport safety, future airport development, and land use compatibility in accordance with the airport's adopted role.

Airport Compatibility

- 12.A.1 The county shall work with the owners and managers of public use airports to identify and designate criteria identifying incompatible land uses in the vicinity of public use airports and how they should be discouraged through the adoption of zoning and development regulations.

ATTACHMENT D

- 12.A.2 The county shall work with the owners and managers of public use airports to identify areas where incompatible uses should be discouraged.
- 12.A.3 When adopting amendments to the comprehensive plan the county shall consider the compatibility of the amendments with public airport uses.
- 12.B.1 The county shall develop a process to notify property owners within Airport Influence Areas that their property is located adjacent to a public use airport and may experience impacts from airport operations.
- 12.C.1 The county shall discourage the siting of uses that attract birds, create visual hazards, discharge any particulate matter in the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns within airport influence areas.
- 12.C.2 The county shall consult with stakeholders to develop regulations that require proof of an airspace analysis pursuant to Federal Aviation Administration regulations before issuing permits for projects that are developed adjacent to public use airports.
- 13.A.1 The county shall encourage economic development opportunities and aviation-related uses adjacent to airports in urban growth areas.
- 13.A.2 The county shall promote the efficient, region-wide mobility of goods and services consistent with the economic development element of the Snohomish County GMA Comprehensive Plan and the regional transportation strategy developed by the Puget Sound Regional Council.

City of Everett

Specific policies for Paine Field as outlined in the City of Everett Comprehensive Plan 2015-2035:

Land Use Element

- Policy 2.9.1 The following areas will be prioritized for preparation of specific plans and programs:

  a) North Broadway College District

  b) Paine Field

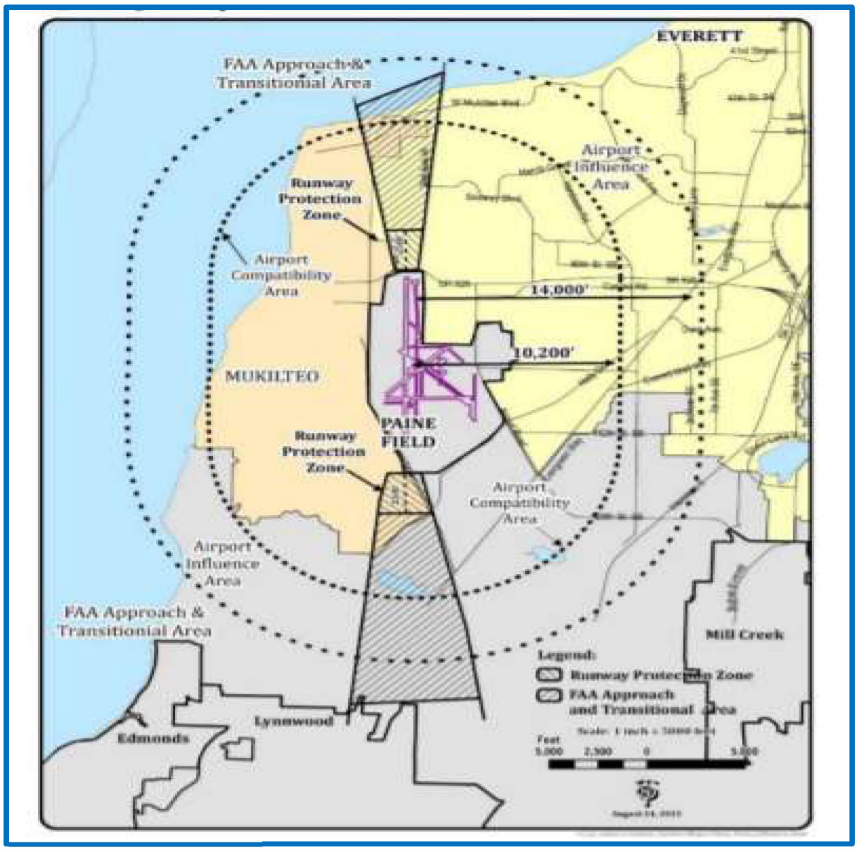
  c) Evergreen Way

  d) Everett Mall Area

  e) Metro Everett

- Policy 2.9.2 Manufacturing/Industrial Center (MIC). The southwest Everett - Paine Field area is a major manufacturing and industrial area for Snohomish County. The intent of designating this area as a "manufacturing/industrial center" is to emphasize the importance of this area for the economic health of the county and region. This area is intended to experience even more intensive development with manufacturing, industrial and other compatible land uses.

ATTACHMENT D



City of Everett -Airport Influence Area

- Policy 2.9.7 …The City of Everett has designated the airport as an essential public facility…Aircraft noise impacts are the most serious problem between airports and adjacent land uses, and are the major reason for protecting the airport from incompatible land uses. Another concern to the airport is protecting the navigable airspace from obstructions and safety of people and structures on the ground. Everett's plans and regulations for the areas adjacent to Paine Field are consistent with these requirements…Everett supports the Paine Field Master Plan and the existing industrial zoning of airport property. The policies contained herein address the need to protect Paine Field from the encroachment of incompatible land uses:

    a) Protect the viability of the airport as an essential public facility and a significant economic resource to the community by encouraging compatible land uses and reducing hazards that may endanger aviation users.

    b) Evaluate all proposed amendments to the comprehensive plan, capital facilities plan and urban growth area that will increase incompatible land uses or the potential of incompatible development adjacent to the airport through inappropriate land use or zoning designations or inadvertent land use policies.

ATTACHMENT D

c) Discourage the siting of uses within the Airport Influence Area that attract birds, create visual hazards, discharge any particulate matter in the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications and instrument landing systems, or otherwise obstruct or conflict with aircraft patterns, or result in potential hazards to aviation.

d) Identify, preserve, and enhance, through inter-jurisdictional planning, goals, policies and development regulations that promote significant regional transportation linkages and multimodal connections to and from aviation facilities and employment centers.

e) Encourage economic development opportunities and aviation related uses adjacent to airports and promote the efficient mobility of goods and services region-wide consistent with the economic development element and the regional transportation strategy.

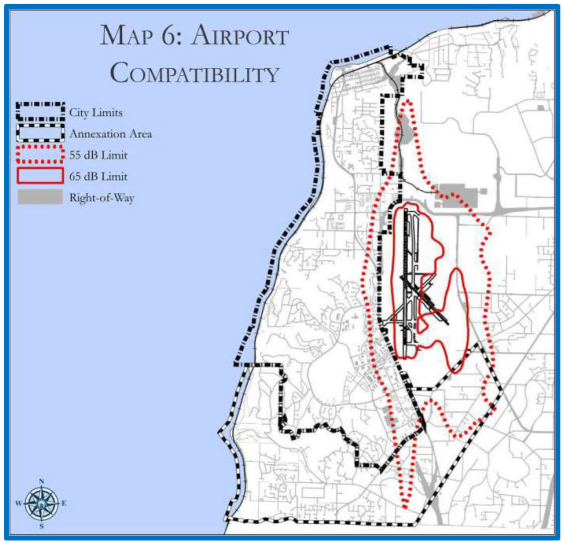
Economic Development Element

- Policy 7.5.8 Ensure that the Sound Transit Light rail system serves the Southwest Everett/Paine Field manufacturing center, the Downtown and Everett Community College/Washington State University branch campus.
- Policy 7.6.5 Plan for the housing needed for employees of local businesses and provide good transportation service including Sound Transit light rail to serve Southwest Everett/Paine Field, Downtown Everett, and Everett Community College/Washington State University Everett Branch campus.

City of Mukilteo

Specific policies for Paine Field as outlined in the City of Mukilteo Comprehensive Plan 2015-2035:

Land Use Element



LU12 New development and redevelopment that is not compatible with the safe operation of Snohomish County Airport/Paine Field shall not be allowed. The regulated areas to implement this policy should be as small as possible while still achieving the goal. The Mukilteo Comprehensive Plan includes Map 6, which illustrates the 55 dB noise contour to be considered for development near the airport.

- LU12a Development regulations that limit lighting, radio transmissions, electronic emissions, smoke, steam, dust or other airborne material/emissions that interfere with the safe operation of general aviation aircraft should be adopted.

ATTACHMENT D

- LU12b Also, structure height limitations and requirements related to operation of the Snohomish County Airport/Paine Field, incorporating the airport's FAR (Federal Aviation Regulation) Part 77 structure height limitations, should be incorporated into the city's development regulations.
- LU12c The number of structures and occupants near the ends of the two north-south runways at Snohomish County Airport/Paine Field should be limited to the fullest extent possible while still preserving private property development rights.
- LU12d Review of development applications or adoption of development regulations should include an evaluation of how the development proposal will be affected by noise generated at Snohomish County Airport/Paine Field.

LU13 New development and redevelopment, both in Mukilteo and at Snohomish County/Paine Field Airport, should be complementary to each other and should support general aviation and the aerospace industry over all other airport uses.

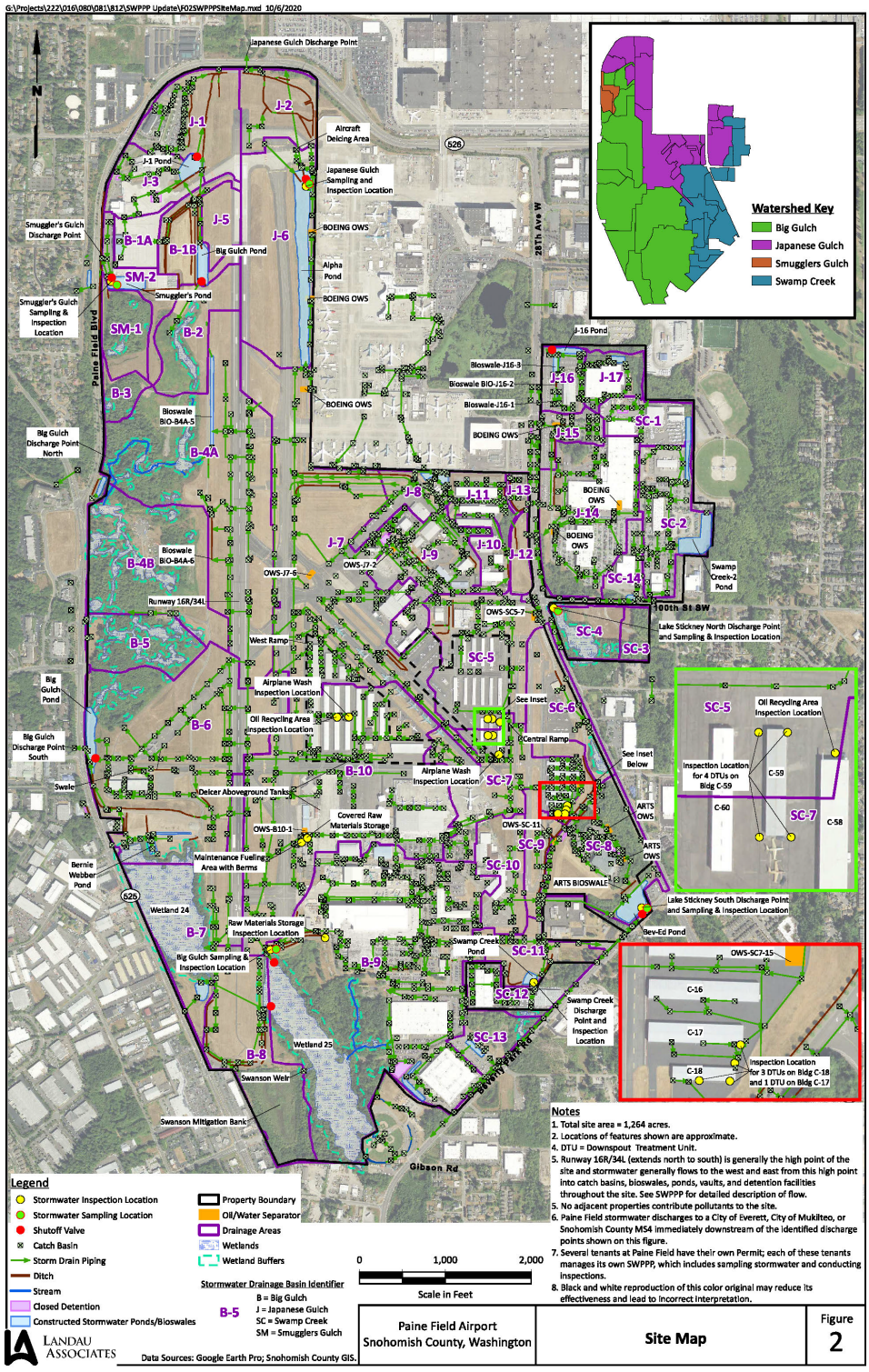
- LU13a Commercial passenger service at Snohomish County/Paine Field Airport should not be allowed, but if allowed, appropriate measures shall be imposed to mitigate all negative impacts associated with commercial passenger service, such as excessive noise at inappropriate times of the day and increased vehicular traffic on roadways.

Transportation Element

TR15 The City shall actively participate in planning efforts for Snohomish County Airport - Paine Field in order to preserve and protect quality of life in Mukilteo.

- TR15a The City of Mukilteo opposes physical and operational expansion of Snohomish County - Paine Field General Aviation Airport to accommodate commercial aviation.
- TR15b The City of Mukilteo shall actively participate in airport planning, to decrease current noise levels, limit flight paths, limit evening and nighttime landings and limit the number of incoming and outgoing aircraft at the Paine Field General Aviation Airport.
- TR15c Development at Snohomish County Airport - Paine Field should not decrease the Level of Service at intersections below standards nor negatively impact the City's transportation system.

ATTACHMENT E



Paine Field Master Plan 2040

Appendix C | Capacity Analysis

C

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

C. Existing Airfield Capacity Analysis

The following provides the complete airfield capacity analysis conducted on the existing airfield, as part of the Facility Requirements.

An airfield capacity analysis was conducted to evaluate the capacity of the existing airfield configuration and to determine if it will meet the forecast peak period demand over a 20-year planning horizon time and maintain an acceptable level of average delay per aircraft.

B.1.1.1 Methodology

To conduct the airfield capacity and delay analysis, SIMMOD fast-time simulation model was used in lieu of using the standard methodology for assessing capacity and delay as prescribed by the FAA in Advisory Circular (AC) 150/5060-5 Airport Capacity and Delay. Using simulation provides more flexibility to assess other operational variables that the FAA formulaic methodology is not equipped to assess. The following basic metrics were used in the simulation analysis:

- Simulate the south flow runway operating configuration as this is the primary operation at PAE
- Runway 16L/34R (3,004 ft. x 75 ft.) is a visual runway which serves small general aviation (GA) piston aircraft
- Runway 16R/34L (9,010 ft. x 150 ft.) is an air carrier runway which serves large jet aircraft
- GA traffic primarily operates on Runway 16L/34R and offloads to Runway 16R/34L when necessary
  - GA arrivals and departures primarily on Runway 16L/34R, however offload to Runway 16R/34L when demand peaks
  - Mixed use runway operation airspace separation (Runway 16L/34R) – 3 miles between arrivals to fit one departure in between
- Mixed use runway operation airspace separation (Runway 16R/34L) – 4.5 miles between arrivals to fit one departure in between. Increased separation due to jet aircraft and increased approach speeds.

B.1.1.2 20-Year Aviation Demand Forecast

The approved 20-year aviation demand forecast for PAE, and the design day flight operations were used as the basis for simulating aircraft movements in SIMMOD. Each demand level was evaluated to identify the peak hour capacity and average aircraft delays associated with the forecast demand levels. **Table 4-3** provides a summary of the four primary simulated demand years and demand levels.

Table 4-3 20-Year Aviation Demand Forecast

Demand	2019	PAL 1	PAL 2	PAL 3
Annual Demand	137,995	148,473	155,028	187,303

Daily Demand	711	769	800	924

Source: Landrum & Brown, 2021

B.1.1.3 Existing Airfield Operation Analysis

Listed below are the modeling assumptions used for simulation of the forecast demand levels under existing airfield operating procedures. The analysis assumes that PAE be operates under Visual Meteorological Conditions (VMC). The simulation runway capacity and delay are based on the airport operating hours of 6 A.M to 11 P.M.

Runway 16R/34L – Jet Aircraft Operations

- For simulation purposes, an Airplane Design Group-III (ADG-III) aircraft fleet was simulated (ex. B737-800) and ADG-I (ex. Cessna 172)
- Jet Arrivals: 20 nautical mile (NM) straight-in final approach course with maximum aircraft entry speeds of 240 knots to a final approach speed of 140 knots
  - When a Jet aircraft on final approach trails a slower moving GA aircraft, 9 NM separation applied as the speed differential between the two aircraft requires increased distance to avoid a loss of separation.
  - Mixed use runway operations with arrivals on final approach separated at 5.0 NM intrail to allow for a single departure in between successive arriving aircraft.
- Arrivals on final approach block a waiting departure when the arrival is within 2.5 NM of the runway threshold.
- Runway exit utilization for arrivals in south flow: Taxiway (A6) 80% and Taxiway A8 (20%).
- Successive jet departures separated by a minimum of 3.0 NM increasing to 4.0 NM intrail on same departure route.

Runway 16R/34L – GA Aircraft Operations

- For simulation purposes, an ADG-I aircraft fleet was simulated (ex. Cessna 172)
- GA Arrivals: 15 NM approach course with maximum aircraft entry speeds of 120 knots to a final approach speed of 70 knots.
- GA Arrivals: 2/3 of GA arrivals assigned to Runway 16L/34R, while 1/3 of GA arrivals assigned to Runway 16R/34L to balance traffic, reduce delays and increase capacity
- GA arrivals on final approach block a waiting departure when the arrival is within 2.0 NM of the runway threshold.
- Runway exit utilization for arrivals in south flow: Taxiway (A6) 80% and Taxiway A8 (20%).
- GA Departures: 2/3 of GA departures assigned to Runway 16R/34L, while 1/3 of GA departures assigned to Runway 16L/34R
  - Assumes slower moving GA arrivals are the priority on the east runway to avoid mixing with faster moving jet traffic on the west runway.
- GA departures on Runway 16R/34L will make an immediate turn after departure to allow a trailing jet aircraft to depart straight out; assumes GA and jet traffic will never depart and fly the same route intrail of each other.

- Successive GA departures separated by a minimum of 2.0 NM increasing to 3.0 NM intrail on same departure route.

Runway 16L/34R – General Aviation Aircraft Operations

- For simulation purposes, an ADG-I aircraft fleet was simulated (ex. Cessna 172), as small piston propelled aircraft are the predominate aircraft fleet operating on the runway
- 15 NM approach course with maximum aircraft entry speeds of 120 knots to a final approach speed of 70 knots
- Mixed use runway operations with arrivals on final approach separated at 3.0 NM intrail to allow for a single departure in between successive arriving aircraft
- Arrivals on final approach block a waiting departure when the arrival is within 1.5 NM
- of the runway threshold
- Runway exit utilization for arrivals in south flow: Taxiway (G3) 100%
- Successive departures separated by a minimum of 2.0 NM increasing to 3.0 NM intrail on same departure route

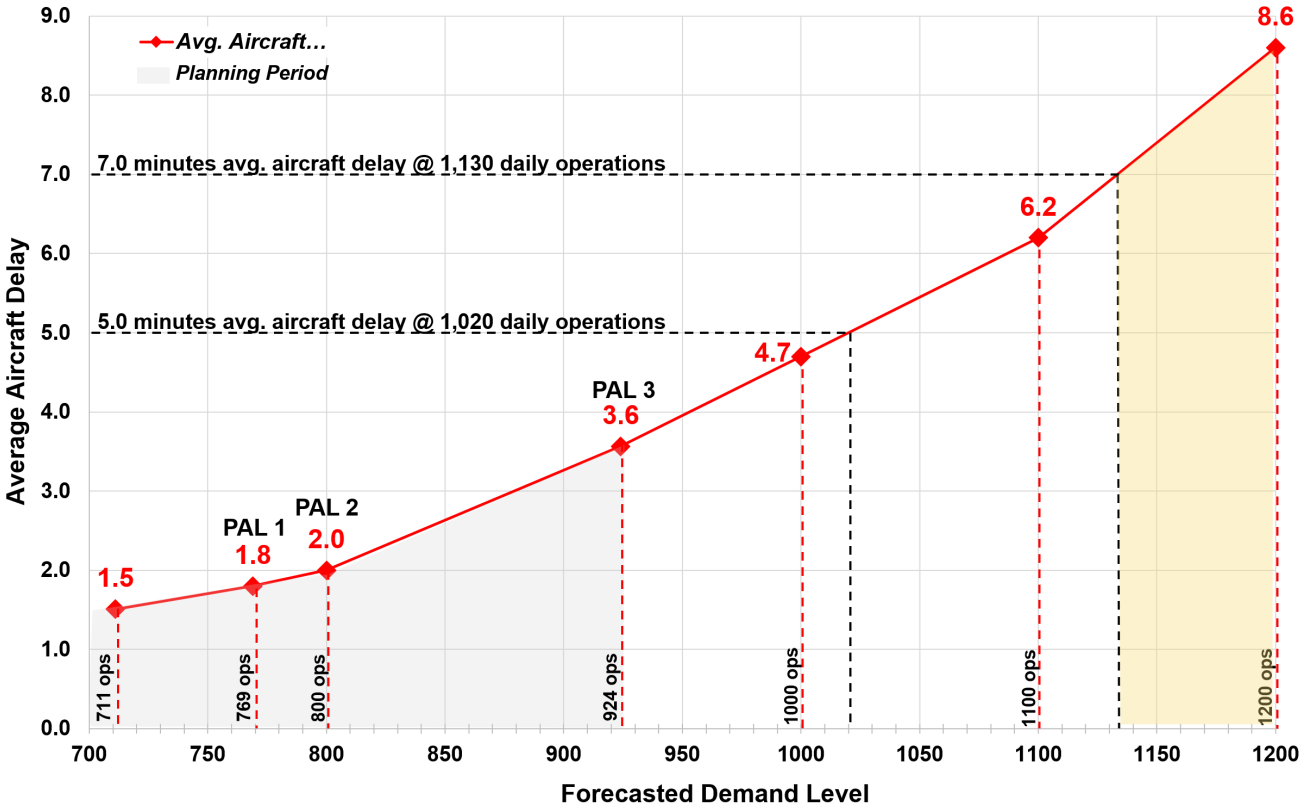
The following assumptions were used:

- A 5.0 – 7.0-minute average aircraft delay threshold was used as theoretical maximum acceptable levels of delay for PAE.
  - The simulation assessment focus was solely on the existing airfield geometry (runway and taxiway system) and the ability to accommodate increased demand levels at PAE.
  - The simulation did not model any proposed passenger terminal or GA facility improvements to accommodate increased demand, however it is assumed that the necessary facilities would be in place to accommodate the aircraft operations and increased demand levels.

Exhibit 4-1 summarizes the simulated demand levels and the associated levels of average aircraft delay per operation. The results for the four demand years were processed, and it was determined, the average aircraft delay per operation did not exceed the 5.0-minute level of acceptable delay by the end of the twenty-year planning timeframe. Therefore, it is assumed the existing airfield system at PAE can accommodate additional aircraft operations beyond the 907 daily operations forecasted in 2040.

Three additional simulation experiments were evaluated to assess the capacity and delays at demand levels beyond 907 daily operations. Simulation experiments assuming 1,000, 1,100, and 1,200 daily operations were conducted. The results indicate that at 5.0 minutes of average aircraft delay, the existing airfield can accommodate approximately 1,020 daily operations. At 7.0 minutes of average aircraft delay, the existing airfield can accommodate approximately 1,130 daily operations. It is estimated the maximum practical airfield capacity at PAE is roughly between **1,020–1,130** daily operations if GA traffic can utilize both runways and growth in commercial aviation traffic increases gradually rather than exponentially. Demand levels beyond the maximum practical capacity will result in excessive levels of delay that may not be acceptable to the airport operators or the aviation community which operates at the airport.

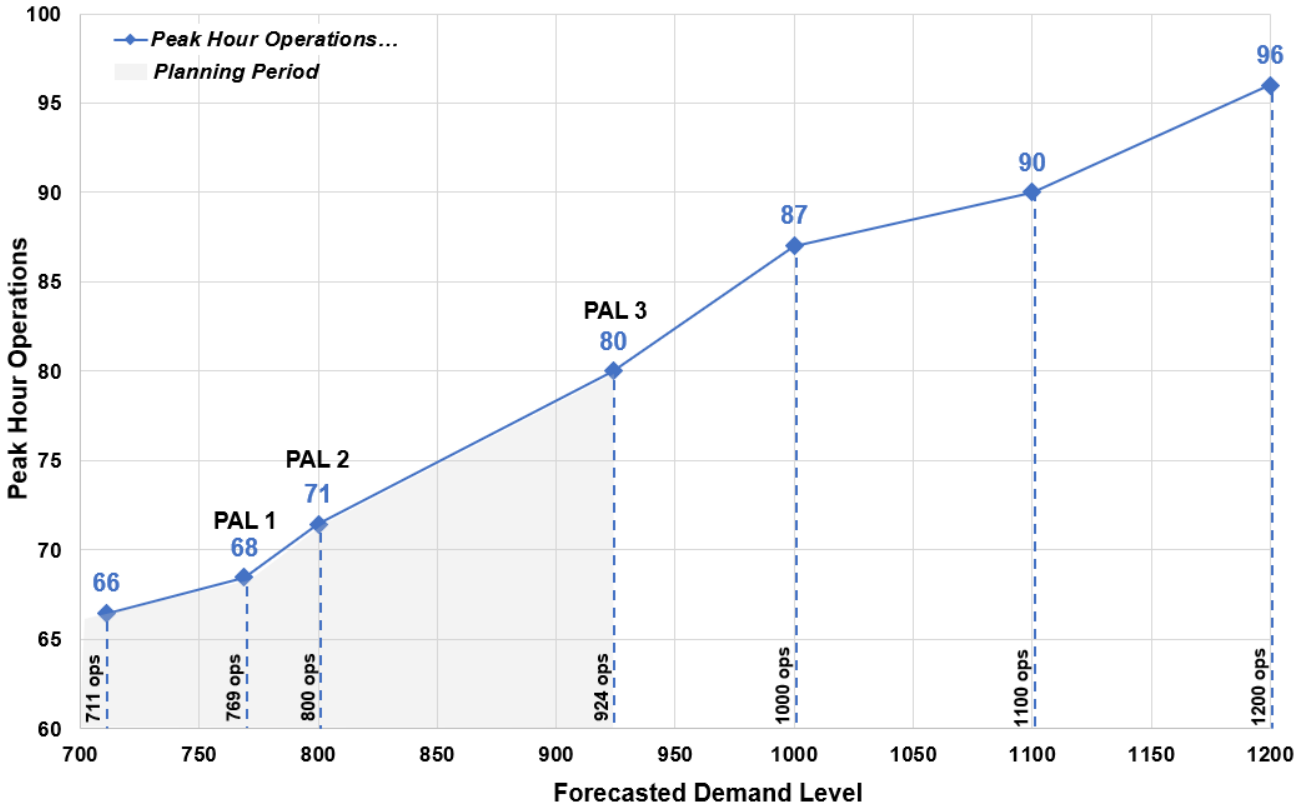
Exhibit 4-1 Simulated Average Aircraft Delay



Source: Landrum & Brown, 2021

Exhibit 4-2 summarizes the simulation peak hour runway capacity for PAE at the seven demand levels that were evaluated in SIMMOD. Between demand years 2019-2040, the simulation results indicate the existing airfield can accommodate forecast demand within acceptable average aircraft delays. Given the tolerance for aircraft delays, it is estimated the peak hour throughput at PAE can range from **90-96** operations per hour.

Exhibit 4-2 Simulated Peak Hour Operations Flow



Source: Landrum & Brown, 2021

B.1.1.4 Future Airfield Operation Analysis

A secondary simulation analysis was conducted to evaluate the maximum practical capacity on each runway at PAE assuming all GA aircraft are restricted to Runway 16L/34R. PAE's two runways operate independent of each other, however, given the design of each runway and aircraft fleet mix capabilities, the airfield capacity for each runway differs. A SIMMOD analysis was conducted to evaluate the maximum practical daily capacity for each runway under different operating assumption.

Runway 16R/34L – Jet Aircraft Operations

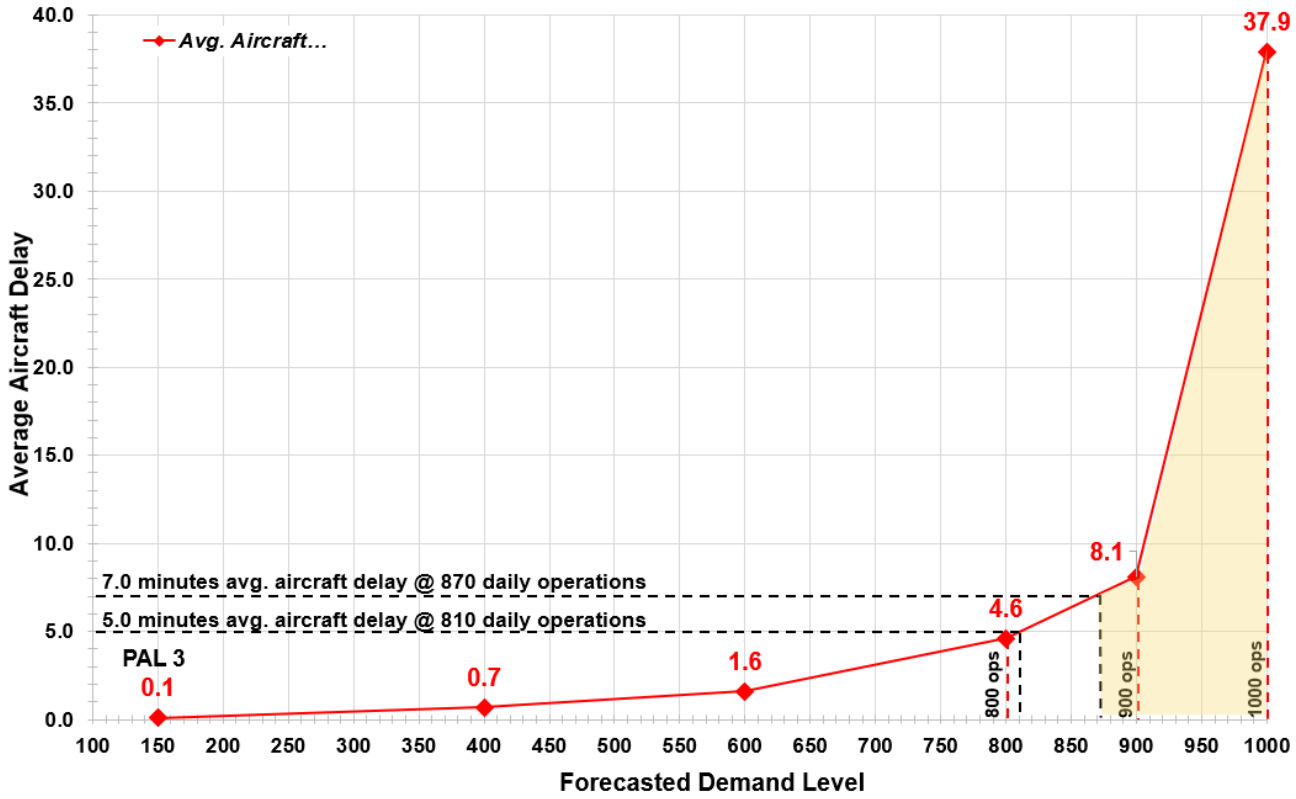
- For simulation purposes, an ADG-III aircraft fleet was simulated (ex. B737-800), as future commercial aviation traffic at PAE would likely be predominately an ADG-III fleet mix.
- 20 NM straight-in final approach course with maximum aircraft entry speeds of 240 knots to a final approach speed of 140 knots
- Mixed use runway operations with arrivals on final approach separated at 5.0 NM intrail to allow for a single departure in between successive arriving aircraft
- Arrivals on final approach block a waiting departure when the arrival is within 2.5 NM of the runway threshold
- Runway exit utilization for arrivals in south flow: Taxiway (A6) 80% and Taxiway A8 (20%)

- Successive departures separated by a minimum of 3.0 NM increasing to 4.0 NM intrail on same departure route

Simulated Aircraft Delays and Peak Hour Capacity

The 2040 forecast demand level for non-GA aviation traffic at PAE is estimated to be 170 daily operations. For simulation purposes, this demand level was simulated as the baseline case for jet operations on Runway 16R/34L. Simulation results indicate an average of 0.1 minutes of aircraft delay per operation was produced at this demand level and a maximum of 12 operations an hour was achieved in the peak hour. In this scenario, the peak hour demand is strictly a representation of the demand in the system and not a limitation of capacity. Given the very low level of demand and average aircraft delay per operation, increased demand levels were simulated to identify when delays and actual runway capacity was achieved on this runway. For simulation purposes, five additional daily demand levels were simulated (400, 600, 800, 900, and 1,000 daily operations). **Exhibit 4-3** summarizes the average aircraft delay per operation for Runway 16R/34L at each of the simulated demand levels. For this analysis, an acceptable level of delay threshold of 5.0-7.0 minutes per operations is assumed. Simulation results indicate that between 5.0 - 7.0 minutes of average aircraft delay, approximately **810-870 daily operations** can be accommodated on Runway 16R/34L. Beyond these demand levels, aircraft delays spike upward rapidly and exceed a reasonable acceptable level of delay.

Exhibit 4-3 **Simulated Average Aircraft Delay – Jet Aircraft Runway 16R/34L**

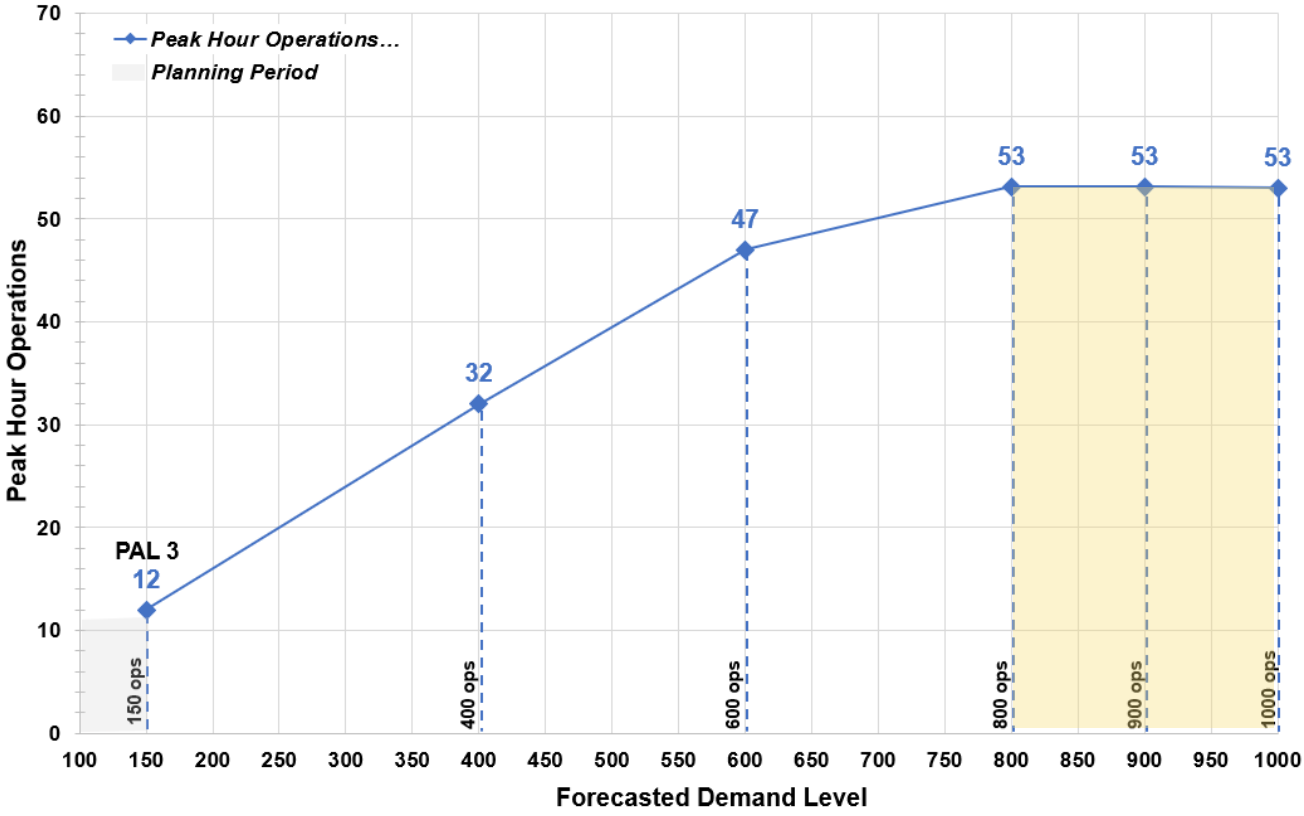


Source: Landrum & Brown, 2021

Exhibit 4-4 summarizes the simulated peak hour runway capacity for each demand level simulated for jet traffic operations on Runway 16R/34L. The peak hour simulated capacity for this runway is approximately 53 operations per hour and is capped at 800 daily operations.

At demand levels beyond 800 daily operations, average aircraft delays increase exponentially since the hourly runway capacity does not exceed 53 operations per hour.

Exhibit 4-4 Simulated Peak Hour Operations – Jet Aircraft Runway 16R/34L



Source: Landrum & Brown, 2021

Runway 16L/34R – General Aviation Aircraft Operations

- For simulation purposes, an ADG-I aircraft fleet was simulated (ex. Cessna 172), as small piston propelled aircraft are the predominate aircraft fleet operating on the runway
- 15 NM approach course with maximum aircraft entry speeds of 120 knots to a final approach speed of 70 knots
- Mixed use runway operations with arrivals on final approach separated at 3.0 NM intrail to allow for a single departure in between successive arriving aircraft
- Arrivals on final approach block a waiting departure when the arrival is within 1.5 NM of the runway threshold
- Runway exit utilization for arrivals in south flow: Taxiway (G3) 100%

- Successive departures separated by a minimum of 2.0 NM increasing to 3.0 NM intrail on same departure route

Simulated Aircraft Delays and Peak Hour Capacity

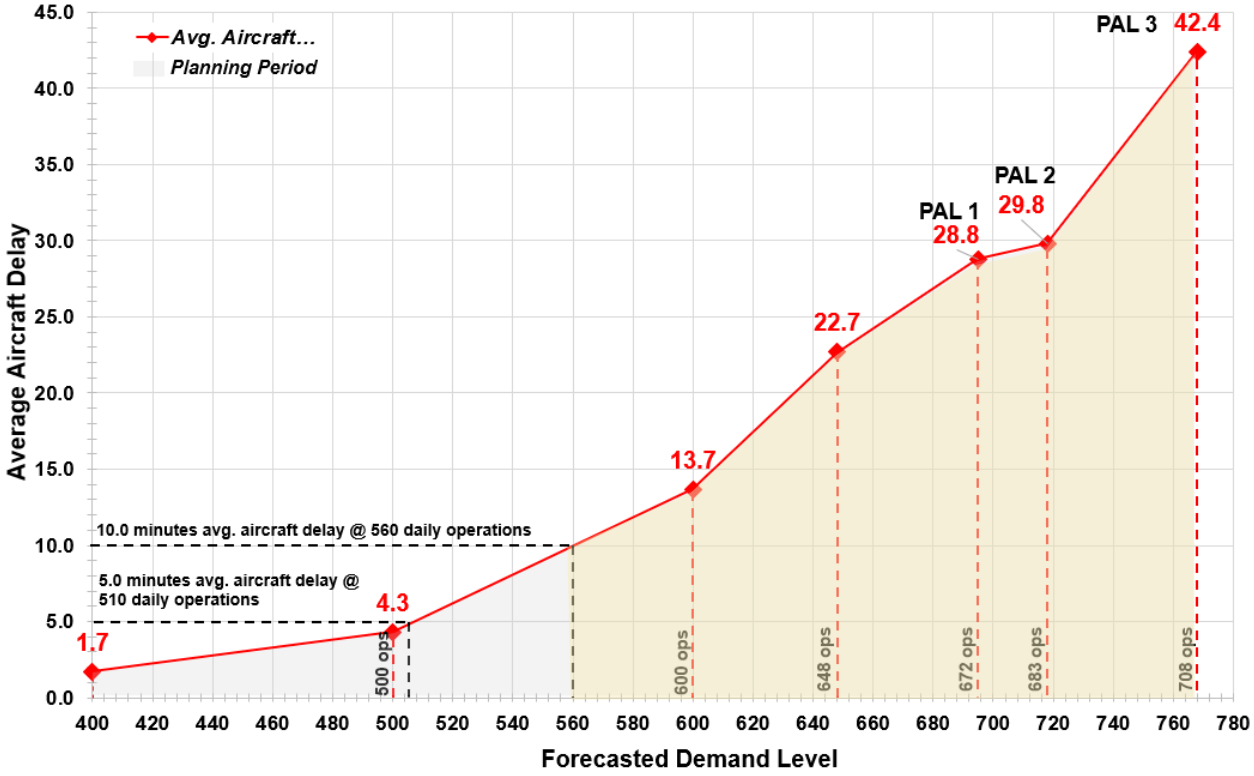
The 2019 forecast demand level for GA aviation traffic at PAE is estimated to be 648 operations for design day .

For simulation purposes, this demand level was simulated as the baseline case for GA operations are restricted on Runway 16L/34R. Simulation results indicate an average of 22.7 minutes of aircraft delay per operation was produced at this demand level and a maximum of 50 operations an hour was achieved in the peak hour. The simulation results indicate the capacity of the runway cannot accommodate this amount of daily demand without incurring excessive aircraft delays which may not be acceptable to the GA aviation community and may not be able to be absorbed at PAE given the geometry of the existing taxiway system and departure queuing space for this runway.

Therefore, three additional simulation experiments were evaluated at demand levels less than 648 daily operations (400, 500, and 600 daily operations) to gain an understanding of when delays reach a reasonable acceptable level. Unlike scheduled commercial aviation service, the GA community may have an increased tolerance for delays, specifically non-itinerant operations operating under visual flight rules (VFR) for casual flying or circuit training operations. For analysis purposes, a 5.0 - 10.0-minute acceptable level of delay was assessed for GA operations on Runway 16L/34R.

Exhibit 4-5 summarizes the average aircraft delay per operation for Runway 16L/34R at each of the simulated demand levels. Simulation results indicate at 5.0 - 10.0 minutes of average aircraft delay, approximately **510-560 daily operations** can be accommodated on Runway 16L/34R. Beyond these demand levels, aircraft delays spike upward rapidly and exceed a reasonable acceptable level of delay.

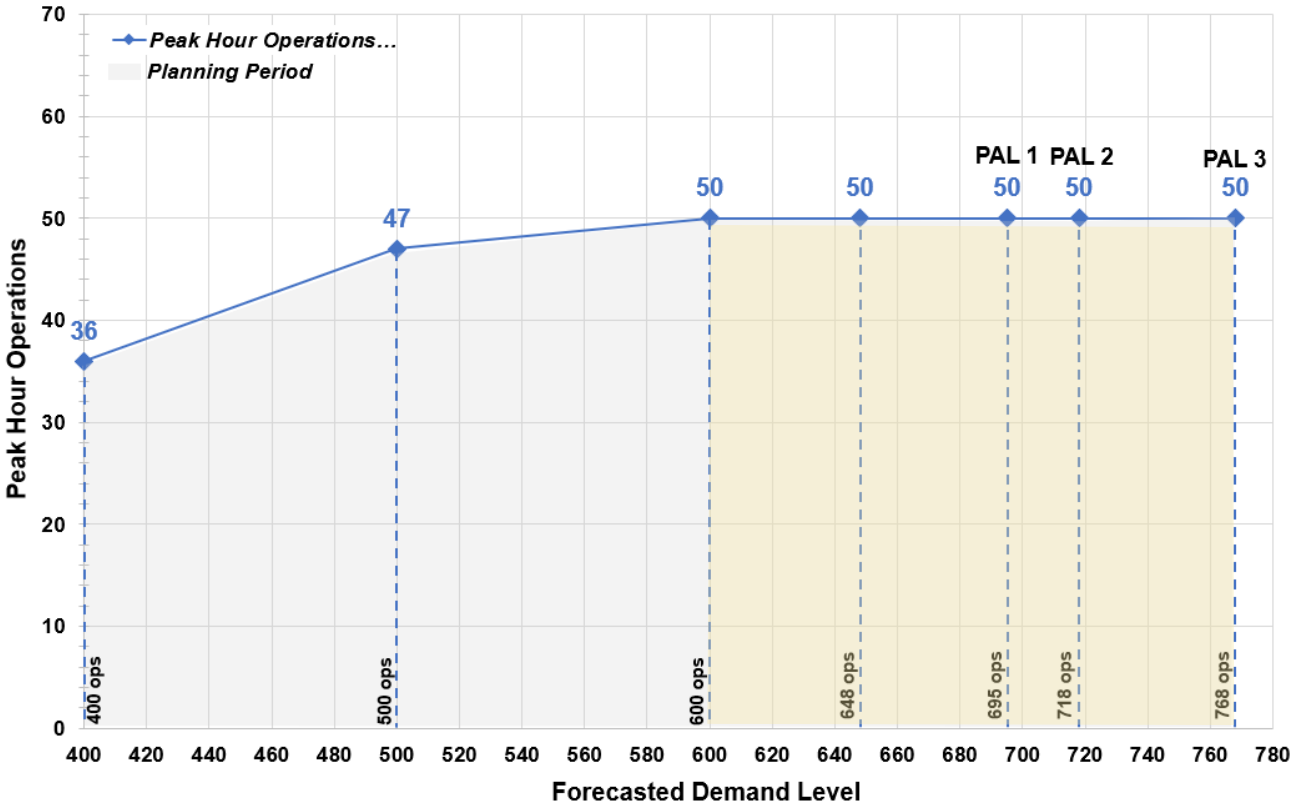
Exhibit 4-5 Simulated Average Aircraft Delay – GA Aircraft Operations on Runway 16L/34R



Source: Landrum & Brown, 2021

Exhibit 4-6 summarizes the simulated peak hour runway capacity for each demand level simulated for GA traffic operations on Runway 16L/34R. The peak hour simulated capacity at daily demand levels between **510-560 operations** is approximately **47-50 operations** per hour.

Exhibit 4-6 Simulated Peak Hour Operations – GA Aircraft Runway 16L/34R



Source: Landrum & Brown, 2021

Estimated Maximum Practical Daily Capacity

The two runway analyses result in the following estimated maximum practical runway capacity for PAE:

- Runway 16R/34L (assumes ADG-III large jet aircraft operations) – approximately **810-870 daily operations** assuming an acceptable level of average aircraft delay of 5.0 - 7.0 minutes per operation.
- Runway 16L/34R (assumes ADG-I small aircraft operations) – approximately **510-560 daily operations** assuming an acceptable level of average aircraft delay of 5.0 - 10.0 minutes per operation.
- Resulting in an estimated maximum practical runway capacity for both runways of **1320-1430 daily operations** in VMC operating conditions.

Estimated Annual Service Volume (ASV)

The annual service volume for each runway operation was computed using the formula from the FAA as listed in AC 150/5060-5 Airport Capacity and Delay. It is estimated the annual service volume for PAE, assuming no delay, is approximately **267,500** operations annually.

Assuming an acceptable level of average aircraft delay between 5.0 - 7.0 minutes the ASV increases to **294,000** annual operations. To better understand the ability of the existing airfield to meet the projected

demand in the 20-year planning timeframe, the percentage of runway capacity utilized was computed as summarized in **Table 4-4**.

Table 4-4 Estimated Airfield Capacity Utilization

Forecast Year	Forecast Annual Demand	% of Existing Runway Capacity Utilized (ASV)	% of Existing Runway Capacity Utilized (ASV with Delay)
2019	133,668	50%	45%
2025	147,174	55%	50%
2030	153,474	57%	52%
2040	185,171	69%	63%

Source: Landrum & Brown, 2021

B.1.1.5 Conclusions

The results of the simulation analysis indicate that PAE has enough runway capacity to accommodate future growth well beyond the 20-year planning timeframe.

The distribution of aircraft operations for both runways at PAE will likely change when demand grows, specifically when passenger commercial aviation activity increases. Mixing slower moving GA aircraft into the traffic stream with faster moving jet aircraft presents operational restrictions, increased air traffic management workload, and increased separation requirements which ultimately will impact runway capacity and delays.

To improve operational efficiency at PAE, the following airfield infrastructure is recommended

- Airfield taxilane/taxiway improvements for improved traffic flow, and
- High-speed runway exits taxiway improvements to reduce occupancy times.

Paine Field Master Plan 2040

Appendix D | Runway Length Analysis

D

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

D. Runway Length Analysis

Runway Length Analysis Methodology

The aircraft manufacturers' airport planning manuals from Boeing and Embraer were utilized in conjunction with the future forecast fleet mix developed for the Master Plan Update to calculate the future runway length requirements specific to unique conditions at PAE. Aircraft runway length requirements are determined using many factors including:

- Aircraft Fleet
- Density Altitude (temperature and elevation)
- Runway Characteristics

Aircraft Fleet

The aircraft fleet currently operating are projected to operate at an airport are critical components to determining runway length requirements for that airport. There are two separate fleets at PAE that were used to calculate runway length requirements.

Commercial Passenger and Cargo Aircraft

The commercial and cargo aircraft projected to serve PAE in the future was used to calculate the payload-range analysis. This consisted of the most critical passenger and cargo aircraft traveling their furthest destinations that made up at least 500 operations annually in the future fleet mix per FAA AC 150/5000-17, *Critical Aircraft and Regular Use Determination*. The analysis was paired down to three aircraft that could potentially end up as the critical aircraft for runway length at PAE. These three aircraft include the B737-900ER, EMB175, and B757F.

Other Commercial Aircraft

Additionally, a separate runway length analysis was conducted for aircraft in the Other Commercial aircraft category, which consists of Boeing test aircraft and Maintenance, Repair and Overhaul (MRO) traffic. Aircraft in this category are likely to take off and land with substantially less weight since they are not carrying passengers or cargo to and from other airports. Two aircraft in the Other Commercial aircraft category depicted over 500 annual operations in the future fleet mix for 2040. These two aircraft were used to calculate runway length requirements using a different methodology than the commercial and cargo aircraft. The two other commercial aircraft analyzed at PAE were the B737-800, which is projected to make up nearly 900 operations by 2040 and the B777X, which is projected to make up nearly 1,378 operations by 2040. The B777X is expected to replace the B787 operations at PAE once Boeing testing progresses and production begins on the aircraft. Since the planning manual is not complete from Boeing at this time, the B777-300ER was used as a substitute in the runway length analysis conducted in this Master Plan. The B777-300ER is not a direct reflection of the B777X required runway length but a temporary substitute for this analysis. It is recommended a complete

runway length analysis be conducted once Boeing releases the B777X airport planning manual graphs for runway length.

The forecasted aircraft fleet and the distance to each of their furthest destinations used in the runway length analysis are further depicted in **Table D-1, *Aircraft / Destination used for Runway Length Analysis***.

Table D-1 Aircraft / Destination used for Runway Length Analysis

Aircraft	Type	2040 Annual Forecast Operations	Furthest Destination[1]	Distance from RDU (NM)
B737-900ER	Commercial Passenger	20,753	ORD	1,494
EMB175	Commercial Passenger	20,753	PHX	984
B757F	Cargo	1,248	MEM	1,634
B777X/B777-300ER[2]	Other Commercial	1,378	N/A[3]	N/A[3]
B737-800	Other Commercial	877	N/A[3]	N/A[3]

[1] MEM - Memphis International Airport, ORD - Chicago O'Hare International Airport, PHX - Phoenix Sky Harbor International Airport

[2] B787's from the historical forecast were converted to B777X aircraft due to the shift in the B787's to the east coast and the potential development of the B777X in PAE. B777-300ER will be used as a comparable substitute aircraft in the runway length analysis since the B777X airport planning manual does not depict enough information yet to conduct a complete runway length analysis. The B777-300ER is also a representative aircraft in the fleet making up over 500 annual operations.

[3] Destinations were not identified for the other commercial aircraft.

Note: NM stands for nautical mile.

Source: Landrum & Brown

Density Altitude

Density altitude is a natural phenomenon that results in decreased aircraft and engine performance as density altitude increases. It is a function of the combination of an airport's elevation and temperature. The higher the elevation and/or temperature, the higher the density altitude and its effects will be. Because higher density altitude decreases an aircraft's operational performance, longer runway distances are required for takeoffs and landings at airports with a higher elevation or in hotter climates.

Temperature

The aircraft manufacturers' manuals contain charts to calculate takeoff runway length requirements based on temperature. Takeoff length requirements may be calculated based on "standard day" (defined as 59 degrees Fahrenheit) or a "hot day." The hot day charts in the aircraft manufacturers' manuals vary the conditions of the hot day depending on the aircraft type. Most airport planning manuals offer one "hot day" chart, which utilizes 86 degrees Fahrenheit.

The determination of which temperature chart to use depends upon the average or typical weather conditions for a particular airport. FAA guidance prescribes the use of an airport's mean-max temperature for runway length calculations, which would indicate the use of the "hot day" charts, where possible. The mean-max temperature is defined as the average daily maximum temperature of the hottest month. The mean daily maximum temperature at PAE is 73 degrees Fahrenheit.[1]

Advisory Circular 150/5325-4B, *Runway Length Requirements for Airport Design* states "takeoff length calculations for a "hot day" analysis must be within 3 degrees Fahrenheit of the "hot day" charts available in the Airport Planning Manuals". All airport planning manuals in this analysis offered an 86-degree Fahrenheit "hot day" chart so that was not used as the preferred method of temperature adjustment in this analysis. With a mean daily maximum temperature of 73 degrees, this does not fall within the 3-degree window of acceptability according to the FAA's AC. Therefore, a temperature adjustment was used for these three aircraft. International Civil Aviation Organization (ICAO) Document 9157, Aerodrome Design Manual, Part 1- Runways, Fourth Edition 2020 was used to assist in the calculation of the hot day runway length requirements. This was used because the airport planning manuals do not offer takeoff length charts for 73 degrees Fahrenheit adjustments. ICAO states the runway length determined on a standard day chart may be increased at the rate of one percent for every one degree Celsius above the standard atmospheric condition (15 degrees Celsius or 59 degrees Fahrenheit). This resulted in approximately an eight-percentage increase in runway length from the standard day requirement for each aircraft.

Airfield Elevation

Airfield elevation is the second component to density altitude. It is used as an input factor on the takeoff charts from the aircraft manufacturers' airport planning manuals to determine accurate takeoff and landing requirements. The higher the elevation of PAE, the less efficient an aircraft wing is at producing lift, thus requiring higher airspeeds to produce a comparable amount of lift. Longer runways are required to accommodate aircraft traveling at higher airspeeds. The Airport elevation at PAE is 606.9 feet above Mean Sea Level (AMSL).[2]

Runway Characteristics

Runway characteristics such as runway slope and surface contamination (wet conditions) are also an important part of the inputs used to determine runway length requirements for an airport.

Runway Slope

The runway length charts in the aircraft manufacturers manuals are based on a runway slope of zero. An aircraft taking off on an uphill gradient requires more runway length than it does on a flat or downhill slope. FAA AC 5325-4b recommends an adjustment for non-zero effective runway gradients.[3] At PAE, there is a positive slope on existing Runway 16R takeoffs, an elevation change of 15.1 feet. For this

1 Airport mean-max temperature defined by the National Oceanic & Atmospheric Administration (NOAA), Summary of Daily Normals 1991-2020, July.
2 FAA Airport Master Records and Reports, Form 5010 for Paine Field, effective October 07, 2021.
3 AC 150/5325-4B states that runway lengths are increased at the rate of 10 feet (3 meters) for each foot (0.3 meters) of elevation difference between the high and low points of the runway centerline.

reason and per the AC, 151 feet was added to the required takeoff length analysis for each aircraft analyzed.

Surface Contamination (Wet Conditions)

Runways that are subject to frequent surface contaminants such as rain and snow often require longer landing lengths than dry surfaces. Some aircraft manufacturers have designated landing length charts for contaminated surfaces, while others do not. Boeing landing charts offer contaminated landing length charts, while Airbus did not. In this analysis, 15 percent was added to each dry landing length calculation where a contaminated chart did not exist per FAA AC 5325-4b, *Runway Length Requirements for Airport Design*, 2005.

Takeoff Length Requirements

Commercial Passenger and Cargo Aircraft

For commercial and cargo aircraft in the future fleet, runway takeoff length requirements were calculated using a payload/range analysis with 100 percent payload, where possible, to the furthest destination for each aircraft in the fleet mix.

For commercial and cargo aircraft in the forecasted fleet mix, the EMB175 and B757F are both able to take 100 percent payload when taking off on the existing Runway 16R-34L. However, the B737-900ER requires 9,400 feet of runway length to take 100 percent payload to Chicago O'Hare International Airport (ORD). On 9,000 feet runway (Runway 16R-34L), the B737-900ER would need to take a reduced payload in order to get to ORD. This results in an eight percent reduction in total payload, meaning the B737-900ER could only take 92 percent of the maximum allowable payload to ORD when taking off on Runway 16R-34L from PAE.

Other Commercial Aircraft

Other commercial aircraft were analyzed differently since there are no scheduled destinations and no passengers are on-board the other commercial aircraft during these flights. These flights could be taking off from PAE post-MRO visits or as part of Boeing's production and testing at PAE. For these two aircraft, a reduced takeoff weight analysis was completed instead of a payload-range analysis. The B777X and B737-800 takeoff length analysis used the following assumptions on their reduced takeoff weights. Takeoff Weight (TOW) is representative of the operating empty weight (OEW) of the aircraft plus the fuel and payload needed for the flight:

- Fuel: 25% (10%-taxi, takeoff, and climb, 5%-descent, 10%-Cruise)
- Operating Empty Weight (OEW): 100%
- Payload: up to 50%

These weight reductions are identified in **Table D-2, *Other Commercial Aircraft- Reductions in Takeoff Weights***.

Table D-2 Other Commercial Aircraft- Reductions in Takeoff Weights

Takeoff Weight Component (lbs.)	Takeoff Weight Reduction (%)	B777X Weight (lbs.)	B737-800 Weight (lbs.)
Fuel	25%	80,215	11,515
OEW	100%	370,000	91,300
Payload	50%	77,000	23,500
Reduced Takeoff Weight Total		**527,215**	**126,315**

Source: Landrum & Brown

The takeoff length requirements for both categories of aircraft are presented in **Table D-3, *Takeoff Length Requirements***.

Table D-3 Takeoff Length Requirements

Aircraft	Furthest Destination[1]	Hot Day Takeoff Length Requirement (with slope adjustment in feet)[2,3,4]	% Payload to Destination
B737-900ER	ORD	9,400	100%
EMB175	PHX	8,600	100%
B757F	MEM	7,600	100%
B777X (B777-300ER)[5]	N/A	5,600	50%
B737-800	N/A	4,400	50%

1 MEM- Memphis International Airport; ORD- Chicago O'Hare International Airport; PHX- Phoenix Sky Harbor International Airport

2 AC 150/5325-4B, *Runway Length Requirements for Airport Design*, 2005 states that "Runway lengths are increased at the rate of 10 feet (3 meters) for each foot (0.3 meters) of elevation difference between the high and low points of the runway centerline".

3 ICAO Document 9157, *Aerodrome Design Manual, Part 1- Runways*, Fourth Edition 2020 was used to calculate hot day runway length requirements. This was used because the Boeing and Embraer Airport Planning Manuals do not offer takeoff length charts for 73 degrees Fahrenheit adjustments.

4 FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design* states that analyses may round lengths of 30 feet and over to the next 100-foot interval.

5 B777-300ER will be used as a comparable substitute aircraft in the runway length analysis since the B777X airport planning manual does not depict enough information yet to conduct a complete runway length analysis.

Source: Landrum & Brown

Landing Length Requirements

Landing length requirements were calculated using maximum landing weights for dry conditions and with contaminated surface conditions (wet conditions). Contaminated or wet Landing length requirements ranged from 5,400 feet (EMB175) to 7,300 feet (B777X: B777-300ER used). The landing

length requirements are presented in **Table D-4, *Landing Length Requirements*.** As depicted, the runway length requirements for aircraft takeoffs exceed the requirements for aircraft landings.

Table D-4 Landing Length Requirements

Aircraft	MLW (lbs.)	Landing Length (feet) Dry Conditions	Landing Length (feet) Wet Conditions
B737-900ER	157,300	5,700	6,500
EMB175[1]	74,957	4,650	5,400
B757F	210,000	5,200	6,000
B777X (B777-300ER)[2]	554,000	6,300	7,300
B737-800	146,300	5,800	6,800

[1] Landing length requirements were calculated using contaminated runway input (wet charts where available and additional 15 percent where only dry charts were available).

[2] B777-300ER will be used as a comparable substitute aircraft in the runway length analysis since the B777X airport planning manual does not depict enough information yet to conduct a complete runway length analysis.

Note: lbs. stands for pounds.

Source: Landrum & Brown

Paine Field Master Plan 2040

Appendix E | Existing Noise Modeling Methodology & Results

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

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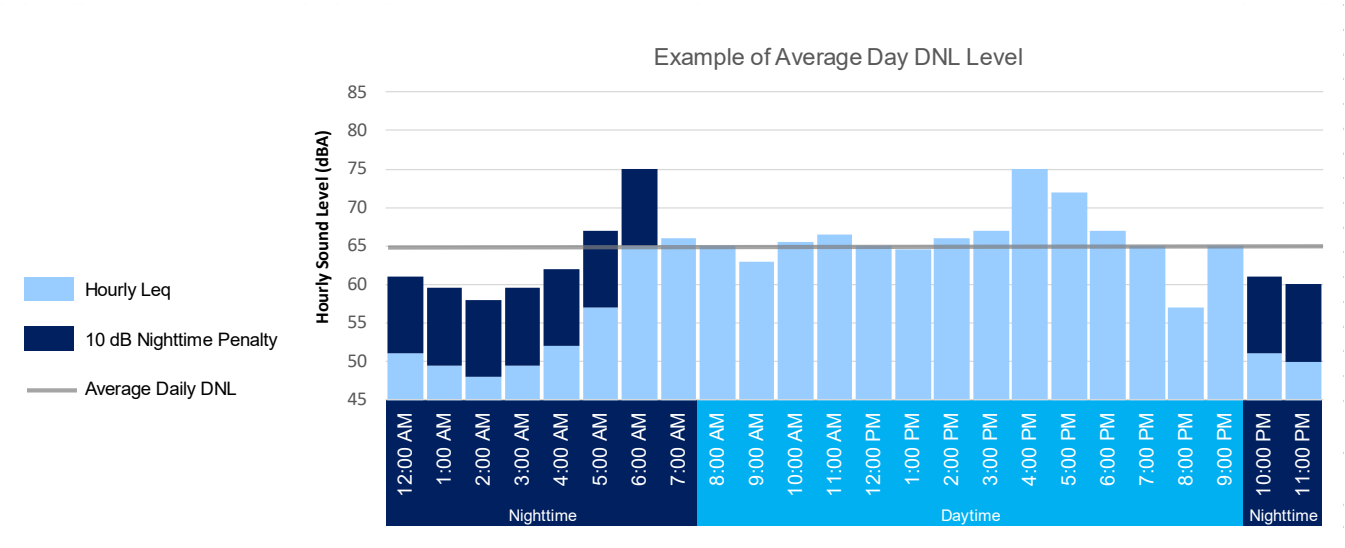
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E.Existing Noise Modeling Methodology and Results Environmental Attachments

The following report describes the noise modeling methodology and assumptions for the Existing (2019) Noise Exposure Contours for the Paine Field Airport (PAE or Airport) Master Plan. After review and approval of this analysis by the County, additional noise exposure contours will be prepared for PAL 2 and PAL 3. The analysis of noise exposure for this Master Plan is being prepared using the Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT) Version 3d. Inputs to the AEDT include runway definition, number of aircraft operations during the time period evaluated, the types of aircraft flown, the time of day when they are flown, how frequently each runway is used for arriving and departing aircraft, the routes of flight used when arriving to and departing from the runways, and departure profiles. Data was developed to represent an existing (2019) average-annual day at PAE. Terrain data was obtained from the U.S. Geological Survey and uploaded into AEDT to processing and use in the noise exposure contour modeling. The AEDT calculates noise exposure in the vicinity of an airport and outputs contours of noise exposure using the Day/Night Average Sound Level (DNL) metric. The DNL is the A-weighted equivalent sound level for a 24-hour period with an additional 10 dB imposed on the equivalent sound levels for nighttime hours of 10:00 p.m. to 7:00 a.m.

The exhibit below provides an example of the application of the DNL nighttime penalty in the calculation of average day sound levels.

Exhibit 1 Example of Average Daily Noise Levels (DNL) With Nighttime Penalty



Source: Federal Aviation Administration, Fundamentals of Noise and Sound, Online at: https://www.faa.gov/regulations_policies/policy_guidance/noise/basics; Landrum & Brown, 2022.

E.1 Existing (2019) Noise Exposure Contour Input Data

E.1.1 Runway Definition

PAE has two parallel runways (16L/34R and 16R/34L) spaced approximately 3,400 feet apart. Runway 16R/34L is the longest runway on the airfield at 9,010 feet in length and is 150 feet wide. Runway 16L/34R is 3,004 feet long and 75 feet wide, and primarily used by general aviation propeller aircraft. The following provides the current runways and lengths at PAE:

Runway	Length (feet)
16R/34L	9,010
16L/34R	3,004

E.1.1 Number of Operations and Fleet Mix

The number of annual operations at PAE was based on data obtained from the Paine Field Master Plan Forecast, dated August 2021 (Master Plan Forecast). The base year for the forecast was 2019. This year was selected to show current conditions prior to the effects of the COVID-19 pandemic. The Master Plan Forecast included 137,995 total annual operations in 2019.,Tthere are 378.1 average-annual day operations.

Specific aircraft types and times of operation were developed from data located in the “Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate”, February 2019 (2019 EA), Official Airline Guide (OAG) data, and data from the Airport’s flight tracking system database. **Table 1** provides a summary of the average annual day operations by aircraft category and time of day that was used to model the Existing (2019) Noise Exposure Contour. **Table 2** shows the average daily number of arrivals and departures by time of day and individual aircraft type.

The time of day indicates operations that either occurred during the daytime (7:00 a.m. to 9:59 p.m.) or nighttime (10:00 p.m. to 6:59 a.m.) based on the definition used for the Day-Night Average Sound Level (DNL) noise metric. The DNL metric describes the total noise exposure during a 24-hour period. For this analysis, the DNL level is based on an average-annual day. In computing DNL, an extra weight of 10 decibels (dB) is assigned to any aircraft operations occurring during the nighttime the hours of 10:00 p.m. through 6:59 a.m. This is intended to account for the greater annoyance that nighttime noise is presumed to cause for most people. The majority of scheduled passenger operations (>90 percent) at PAE occur between 6:00 a.m. to 6:69 a.m. and 10:00 p.m. to 11:59 p.m.

Table 1 Summary of Average-Annual Day Operations – Existing (2019) Noise Exposure Contour

Aircraft Category	Arrivals		Departures		Touch & Go's		Total	Percent of Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime		
Widebody Jets	0.9	0.0	0.9	0.0	0.0	0.0	1.8	0.5%
Narrowbody Jets	19.8	5.6	23.2	2.2	0.0	0.0	50.9	13.5%
Regional Jets	7.7	0.5	7.5	0.6	0.0	0.0	16.3	4.3%
GA & Commuter Props	127.0	1.8	124.3	4.5	48.4	0.6	306.7	81.1%
Military Aircraft	1.2	0.0	1.2	0.0	0.0	0.0	2.3	0.6%
Helicopters	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0%
Total	156.7	7.9	157.2	7.3	48.4	0.6	378.1	100.0%

Notes: Total may not equal sum total due to rounding.
Daytime = 7:00am – 9:59pm, Nighttime = 10:00pm – 6:59am.
Touch & Go operations include one landing and one takeoff; therefore, the number of touch & go operations in the noise model is one-half the number shown in the above table.

Sources: Paine Field Master Plan Forecast, August 2021 and Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; Official Airline Guide, PAE Flight Tracking Data, 2019-2021.

Table 2 Average-Annual Day Operations by Aircraft Type – Existing (2019) Noise Exposure Contour

Aircraft Type	Arrivals		Departures		Touch & Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Widebody Jets							
Airbus A330-200 Series	0.01	0.00	0.01	0.00	0.00	0.00	0.03
Boeing 747-200 Series Freighter	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Boeing 747-400 Series	0.26	0.00	0.26	0.00	0.00	0.00	0.53
Boeing 747-8F	0.05	0.00	0.05	0.00	0.00	0.00	0.09
Boeing 767-300 ER	0.10	0.00	0.09	0.00	0.00	0.00	0.19
Boeing 777-200 Series	0.03	0.00	0.03	0.00	0.00	0.00	0.06
Boeing 777-300 ER	0.15	0.00	0.15	0.00	0.00	0.00	0.31
Boeing 777-300 Series	0.06	0.00	0.06	0.00	0.00	0.00	0.12
Boeing 787-8 Dreamliner	0.21	0.00	0.18	0.03	0.00	0.00	0.43
Subtotal	0.89	0.00	0.86	0.03	0.00	0.00	1.79
Narrowbody Jets							
Airbus A319-100 Series	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Airbus A320-200 Series	0.01	0.00	0.01	0.00	0.00	0.00	0.03
Boeing 737-400 Series	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Boeing 737-700 Series	0.65	0.55	1.07	0.13	0.00	0.00	2.40
Boeing 737-8	0.01	0.00	0.01	0.00	0.00	0.00	0.03
Boeing 737-800 with winglets	0.27	0.05	0.26	0.05	0.00	0.00	0.63
Embraer ERJ170-LR	18.51	4.31	20.83	1.99	0.00	0.00	45.64
Boeing 737-300 Series Freighter	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Boeing 757-200 Series Freighter	0.36	0.68	1.03	0.01	0.00	0.00	2.08
Subtotal	19.84	5.59	23.25	2.19	0.00	0.00	50.87

Table 2 Average-Annual Day Operations by Aircraft Type – Existing (2019) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch and Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Regional Jets							
1985 BUSINESS JET	0.19	0.03	0.22	0.00	0.00	0.00	0.44
Bombardier Challenger 600	0.51	0.04	0.55	0.00	0.00	0.00	1.09
Bombardier Challenger 601	0.49	0.04	0.52	0.00	0.00	0.00	1.04
Bombardier Global 5000	0.14	0.01	0.14	0.01	0.00	0.00	0.30
Bombardier Global Express	0.02	0.00	0.01	0.00	0.00	0.00	0.03
Bombardier Learjet 25	0.02	0.00	0.02	0.00	0.00	0.00	0.05
Bombardier Learjet 35	1.30	0.19	1.49	0.00	0.00	0.00	2.97
Cessna 500 Citation I	0.91	0.00	0.76	0.15	0.00	0.00	1.82
Cessna 525C CitationJet	0.08	0.00	0.08	0.00	0.00	0.00	0.16
Cessna 550 Citation II	0.47	0.03	0.23	0.28	0.00	0.00	1.01
Cessna 560 Citation Encore	0.04	0.00	0.04	0.00	0.00	0.00	0.10
Cessna 560 Citation Excel	0.38	0.01	0.33	0.06	0.00	0.00	0.79
Cessna 560 Citation Ultra	0.16	0.01	0.16	0.01	0.00	0.00	0.35
Cessna 650 Citation III	0.30	0.00	0.27	0.03	0.00	0.00	0.60
Cessna 680 Citation Sovereign	0.23	0.01	0.21	0.03	0.00	0.00	0.47
Cessna 750 Citation X	0.99	0.05	1.04	0.00	0.00	0.00	2.07
Cessna Citation 510	0.49	0.00	0.49	0.00	0.00	0.00	0.98
Dassault Falcon 20-F	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Eclipse 500	0.10	0.01	0.11	0.00	0.00	0.00	0.22
Embraer ERJ145-XR	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Gulfstream IV-SP	0.47	0.03	0.48	0.01	0.00	0.00	1.00
Gulfstream V-SP	0.16	0.01	0.16	0.00	0.00	0.00	0.33
Israel IAI-1125 Astra	0.13	0.00	0.13	0.00	0.00	0.00	0.27
Raytheon Beechjet 400	0.09	0.00	0.08	0.01	0.00	0.00	0.18
Subtotal	7.68	0.48	7.55	0.61	0.00	0.00	16.31

Table 2 Average-Annual Day Operations by Aircraft Type – Existing (2019) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch and Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
General Aviation & Commuter Propeller Aircraft							
Boeing DC-3	0.11	0.00	0.11	0.00	0.00	0.00	0.22
Bombardier de Havilland Dash 8 Q100	0.23	0.00	0.23	0.00	0.00	0.00	0.46
Bombardier de Havilland Dash 8 Q400	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Cessna 172 Skyhawk	24.72	0.60	25.32	0.00	0.00	0.00	50.63
Cessna 182	3.89	0.03	3.77	0.15	0.00	0.00	7.84
Cessna 206	1.27	0.02	1.29	0.00	0.40	0.01	2.97
Cessna 208 Caravan	5.52	0.17	4.98	0.71	0.00	0.00	11.39
Cessna 441 Conquest II	2.62	0.00	2.56	0.06	2.00	0.03	7.27
Cirrus SR22	1.22	0.01	1.09	0.15	0.00	0.00	2.47
Embraer EMB120 Brasilia	0.01	0.00	0.01	0.00	0.00	0.00	0.03
Piper PA-28 Cherokee Series	64.71	0.49	62.30	2.90	34.47	0.45	165.31
Piper PA-30 Twin Comanche	1.42	0.00	1.42	0.00	0.00	0.00	2.85
Piper PA-42 Cheyenne Series	0.82	0.00	0.82	0.00	0.00	0.00	1.63
Raytheon Beech Baron 58	5.74	0.13	5.87	0.00	3.14	0.04	14.92
Raytheon Beech Bonanza 36	13.31	0.32	13.31	0.32	8.36	0.11	35.73
Raytheon Super King Air 300	1.42	0.04	1.24	0.23	0.00	0.00	2.93
Subtotal	127.01	1.82	124.32	4.51	48.36	0.64	306.66

Table 2 Average-Annual Day Operations by Aircraft Type – Existing (2019) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch and Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Military Aircraft							
Beech Mentor (BE45)	0.04	0.00	0.04	0.00	0.00	0.00	0.08
Boeing 707-300 Series	0.04	0.00	0.04	0.00	0.00	0.00	0.08
Boeing DC-9-30 Series	0.79	0.00	0.79	0.00	0.00	0.00	1.57
Boeing F/A-18 Hornet	0.16	0.00	0.16	0.00	0.00	0.00	0.31
Lockheed P-3 Orion	0.13	0.00	0.13	0.00	0.00	0.00	0.25
Subtotal	1.15	0.00	1.15	0.00	0.00	0.00	2.31
Helicopters							
Agusta A-109	0.014	0.00	0.014	0.00	0.00	0.00	0.03
Bell 206B-3	0.014	0.00	0.014	0.00	0.00	0.00	0.03
Bell 407	0.014	0.00	0.014	0.00	0.00	0.00	0.03
Hughes 500D	0.014	0.00	0.014	0.00	0.00	0.00	0.03
Robinson R44 Raven	0.014	0.00	0.014	0.00	0.00	0.00	0.03
Subtotal	0.071	0.00	0.071	0.00	0.00	0.00	0.14
Total	156.7	7.9	157.2	7.3	48.4	0.6	378.1

Notes: Total may not equal sum total due to rounding.
Daytime = 7:00am – 9:59pm, Nighttime = 10:00pm – 6:59am.
Touch & Go operations include one landing and one takeoff; therefore, the number of touch & go operations in the noise model is one-half the number shown in the above table.

Sources: Paine Field Master Plan Forecast, August 2021 and Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; Official Airline Guide, PAE Flight Tracking Data, 2019-2021.

D.1.1 Runway End Utilization

The Airport operates in either north flow or south flow. In north flow, aircraft land and takeoff on Runways 34L and 34R. In south flow, aircraft land and takeoff on Runways 16L and 16R. Average-annual runway end utilization was obtained from the Airport's flight tracking systems database, which includes flight information including the type of aircraft, time of day, and runway end used for each flight operation. Average annual runway use was determined based on data from January 1, 2019 through December 31, 2021. Runway use percentages were summarized by aircraft category. **Table 3** provides a summary of the percentage of use by each aircraft category on each of the runways at PAE during the daytime (7:00 a.m. – 9:59 p.m.) and nighttime (10:00 p.m. – 6:59 a.m.) periods.

Table 3 Existing Runway End Utilization – Existing (2019) Noise Exposure Contour

Aircraft Category	Runway End				Total
	16L	34R	16R	34L	
Daytime Arrivals					
Widebody Jets	0.0%	0.0%	64.7%	35.3%	100.0%
Narrowbody Jets	0.0%	0.0%	65.7%	34.3%	100.0%
Regional Jets	0.0%	0.0%	60.0%	40.0%	100.0%
General Aviation Propeller Aircraft	14.8%	18.0%	32.7%	34.4%	100.0%
Military Aircraft	0.0%	0.0%	65.7%	34.3%	100.0%
Nighttime Arrivals					
Widebody Jets	0.0%	0.0%	82.4%	17.6%	100.0%
Narrowbody Jets	0.0%	0.0%	59.3%	40.7%	100.0%
Regional Jets	0.0%	0.0%	60.6%	39.4%	100.0%
General Aviation Propeller Aircraft	1.4%	2.5%	32.3%	63.9%	100.0%
Military Aircraft	0.0%	0.0%	0.0%	0.0%	0.0%
Daytime Departures					
Widebody Jets	0.0%	0.0%	64.6%	35.4%	100.0%
Narrowbody Jets	0.0%	0.0%	67.4%	32.6%	100.0%
Regional Jets	0.0%	0.0%	60.1%	39.9%	100.0%
General Aviation Propeller Aircraft	16.9%	18.7%	32.5%	32.0%	100.0%
Military Aircraft	0.0%	0.0%	67.4%	32.6%	100.0%
Nighttime Departures					
Widebody Jets	0.0%	0.0%	82.4%	17.6%	100.0%
Narrowbody Jets	0.0%	0.0%	59.3%	40.7%	100.0%
Regional Jets	0.0%	0.0%	60.6%	39.4%	100.0%
General Aviation Propeller Aircraft	1.3%	2.4%	35.1%	61.2%	100.0%
Military Aircraft	0.0%	0.0%	0.0%	0.0%	0.0%
Daytime Touch and Go's					
General Aviation Props	17.4%	19.3%	31.5%	31.8%	100%
Nighttime Touch and Go's					
General Aviation Props	1.5%	2.7%	29.7%	66.1%	1.5%

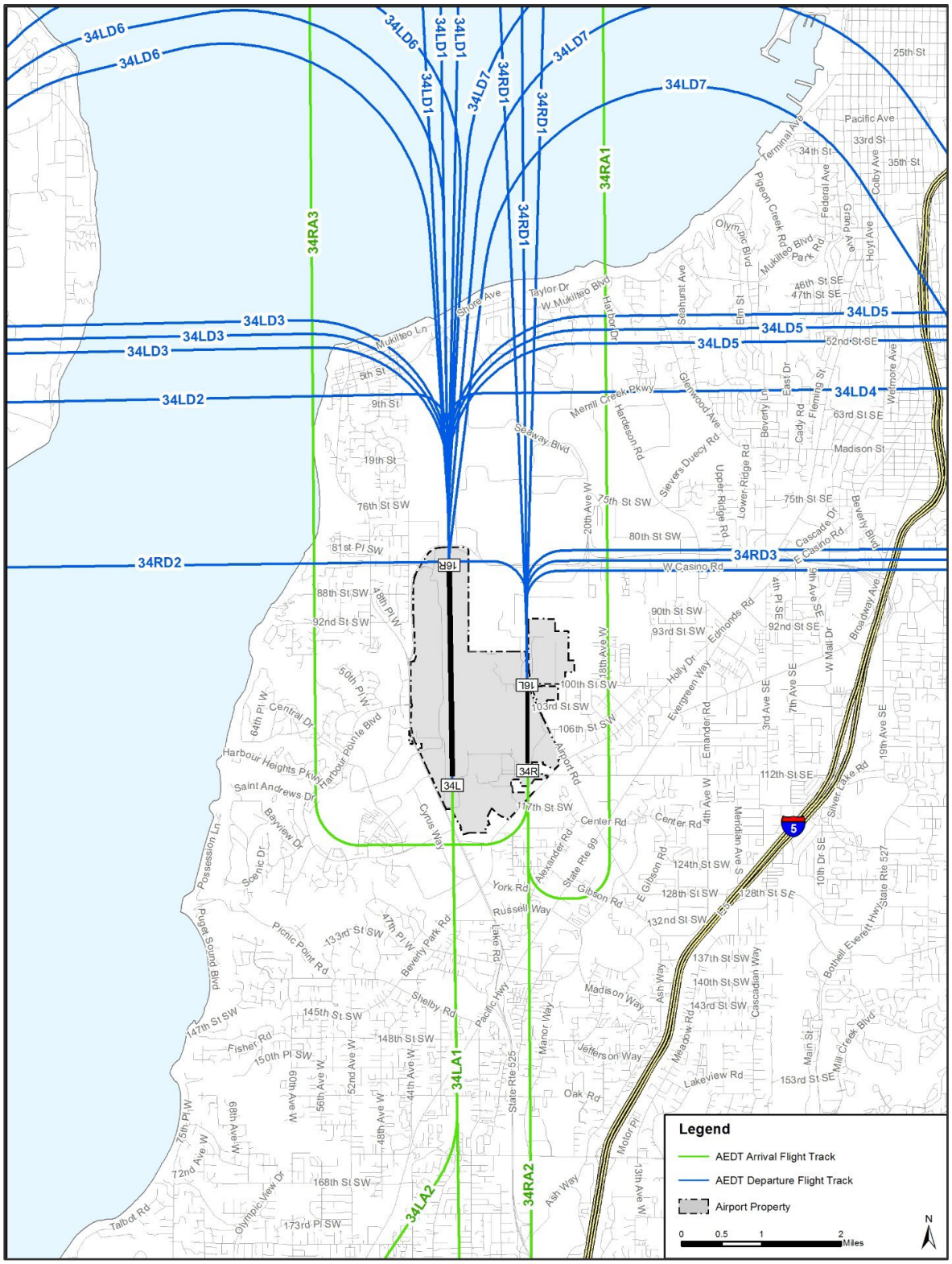
Notes: Daytime = 7:00 a.m. – 9:59 p.m., Nighttime = 10:00 p.m. – 6:59 a.m.
Total may not equal sum total due to rounding.
Source: PAE Flight Tracking Data, 2019-2021; Landrum & Brown analysis, 2022.

E.1.2 Flight Tracks

A flight track is the path over the ground as an aircraft flies to or from the Airport. For this Master Plan, the existing flight tracks were evaluated to ensure that the flight tracks used in the modeling of aircraft noise are representative of where aircraft are flying at PAE. Flight track locations and percent distribution for the Existing Noise Exposure Contour were primarily taken from the 2019 EA with adjustments made based on radar data from commercially available ADSB tracking sites to account for actual flight tracks used by scheduled commercial passenger and cargo aircraft.

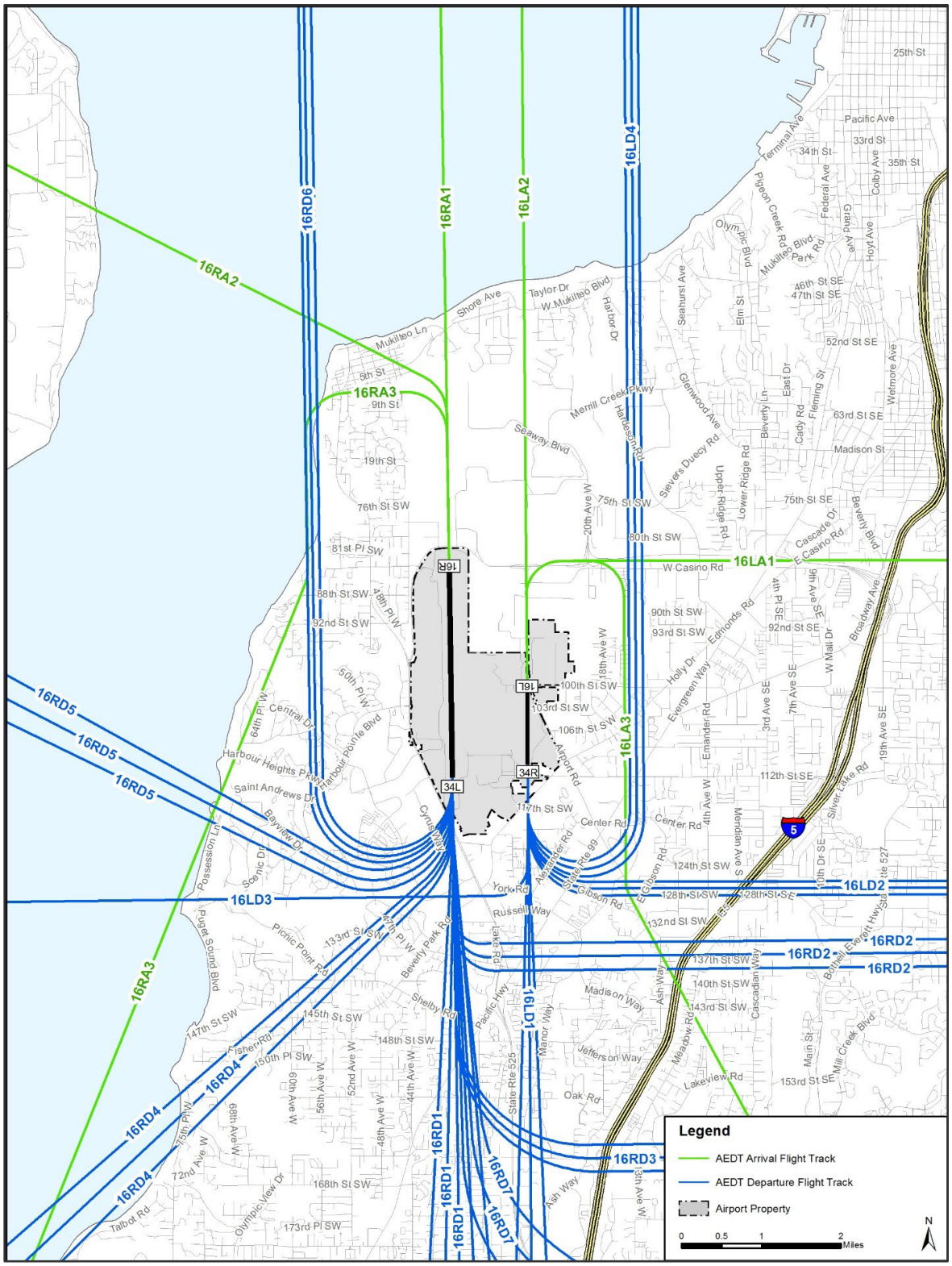
In order to model the flight corridors in AEDT, consolidated flight tracks were developed. The following exhibits show the AEDT consolidated flight tracks used for the Existing Noise Exposure Contour. Each flight track is given a unique flight track ID that is used in the noise model. **Exhibit 2** shows north flow arrival and departure tracks. **Exhibit 3** shows south flow arrival and departure tracks. **Exhibit 4** shows touch-and-go flight tracks typically conducted by small fixed-wing aircraft for training purposes and helicopter flight tracks. Each of these exhibits show the flight tracks represented by two-dimensional lines leading to or from the runway or helicopter landing area at PAE. Each track is labeled with the unique flight track ID. Several flight tracks include a “backbone” track and subtrack to represent flight corridors. **Table 4** and **Table 5** present the percentage of flight track use by each aircraft category and total of all flights (Grand Total) for each of the runways at PAE for arrivals and departures respectively. **Table 6** includes the percentage of flight track use by touch-and-go operations conducted by general aviation propeller aircraft. The tables include the flight track ID and the percent time each flight track is used by each aircraft type in the noise model.

Exhibit 2 North Flow Aircraft Flight Tracks



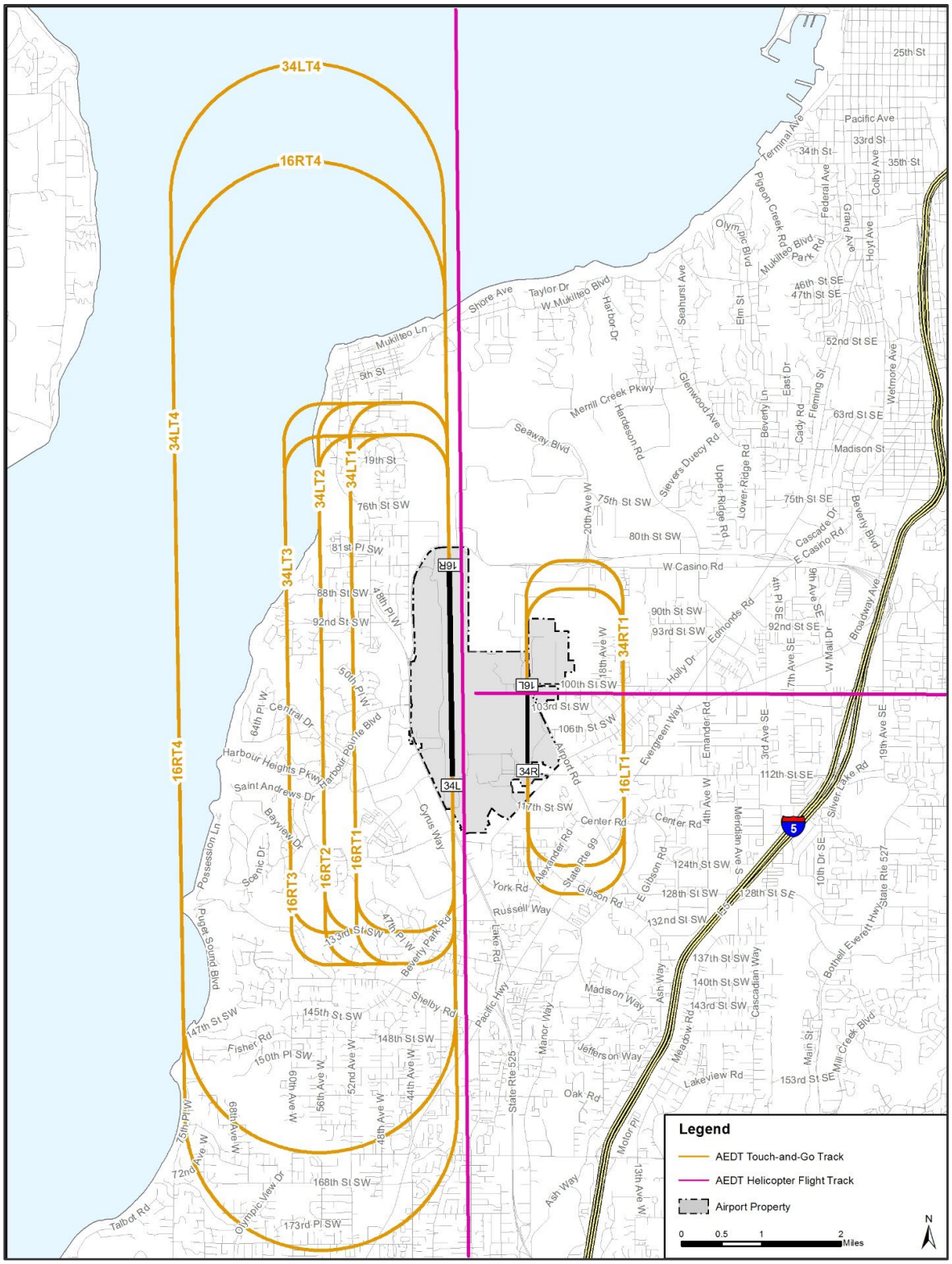
Source: Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; flightradar24.com, Landrum & Brown analysis, 2022.

Exhibit 3 South Flow Aircraft Flight Tracks



Source: Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; flightradar24.com, Landrum & Brown analysis, 2022.

Exhibit 4 Touch and Go Flight Tracks and Helicopter Flight Tracks



Source: Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; flightradar24.com, Landrum & Brown analysis, 2022.

Table 4 Arrival Flight Track Utilization – Existing (2019) Noise Exposure Contour

Arrival Runway End or Helipad	Track ID	Widebody Jets	Narrowbody Jets	Regional Jets	General Aviation Propeller Aircraft	Military Aircraft	Helicopters
16L	16LA1	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%
16L	16LA2	0.0%	0.0%	0.0%	11.0%	0.0%	0.0%
16L	16LA3	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%
16R	16RA1	64.7%	63.0%	58.8%	23.4%	64.4%	0.0%
16R	16RA2	0.0%	0.6%	0.6%	5.7%	0.7%	0.0%
16R	16RA3	0.0%	0.6%	0.6%	3.7%	0.7%	0.0%
34L	34LA1	26.5%	26.8%	30.0%	26.3%	25.7%	0.0%
34L	34LA2	8.8%	8.9%	10.0%	8.5%	8.6%	0.0%
34R	34RA1	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%
34R	34RA2	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%
34R	34RA3	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%
HP-E	HPEA1	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%
HP-W	HPWA1	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; Landrum & Brown, 2022.

Table 5 Departure Flight Track Utilization – Existing (2019) Noise Exposure Contour

Arrival Runway End or Helipad	Track ID	Widebody Jets	Narrowbody Jets	Regional Jets	General Aviation Propeller Aircraft	Military Aircraft	Military Aircraft
16L	16LD1	0.0%	0.0%	0.0%	8.1%	0.0%	0.0%
16L	16LD2	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%
16L	16LD3	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%
16L	16LD4	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%
16R	16RD1	40.5%	39.9%	33.0%	18.4%	60.6%	0.0%
16R	16RD2	0.0%	0.0%	11.0%	5.7%	0.0%	0.0%
16R	16RD3	0.0%	0.0%	2.6%	1.4%	0.0%	0.0%
16R	16RD4	0.0%	0.0%	4.5%	2.3%	0.0%	0.0%
16R	16RD5	0.0%	0.0%	2.3%	1.2%	0.0%	0.0%
16R	16RD6	0.0%	0.0%	6.9%	3.6%	0.0%	0.0%
16R	16RD7	24.8%	26.8%	0.0%	0.0%	6.7%	0.0%
34L	34LD1	2.1%	2.0%	2.4%	18.0%	32.0%	0.0%
34L	34LD2	0.0%	0.0%	0.0%	4.9%	0.0%	0.0%
34L	34LD3	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%
34L	34LD4	0.0%	0.0%	0.0%	4.9%	0.0%	0.0%
34L	34LD5	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%
34L	34LD6	16.3%	15.7%	18.7%	1.3%	0.3%	0.0%
34L	34LD7	16.3%	15.7%	18.7%	1.3%	0.3%	0.0%
34R	34RD1	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%
34R	34RD2	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%
34R	34RD3	0.0%	0.0%	0.0%	12.2%	0.0%	0.0%
HP-E	HPED1	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%
HP-W	HPWD1	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; Landrum & Brown, 2022.

Table 6 Touch-and-Go Flight Track Utilization – Existing (2019) Noise Exposure Contour

Runway	Track ID	General Aviation Propeller Aircraft
16L	16LT1	17.3%
16R	16RT1	10.5%
16R	16RT2	12.6%
16R	16RT3	8.2%
16R	16RT4	0.0%
34L	34LT1	10.7%
34L	34LT2	12.9%
34L	34LT3	8.7%
34L	34LT4	0.0%
34R	34RT1	19.1%
Grand Total	0.0%	100.0%

E.1.2 Aircraft Weight and Departure Stage Length

Aircraft weight upon departure is a factor in the propagation of noise because it impacts the rate at which an aircraft is able to climb. Generally, heavier aircraft apply more thrust and have a slower rate of climb and a wider propagation of noise along the flight route. Where specific aircraft weights are unknown, the AEDT uses the distance flown to the first stop as a surrogate for the weight, by assuming that the weight has a direct relationship with the fuel load necessary to reach the first destination. The AEDT groups trip lengths into nine stage categories and assigns standard aircraft weights to each stage category. These categories are:

Stage Category	Stage Length
1	0-500 nautical miles
2	501-1000 nautical miles
3	1001-1500 nautical miles
4	1501-2500 nautical miles
5	2501-3500 nautical miles
6	3501-4500 nautical miles
7	4501-5500 nautical miles
8	5501-6500 nautical miles
9	6500+ nautical miles

The stage lengths modeled for the Existing (2021) Noise Exposure Contour are based upon a review of radar data providing aircraft destinations for scheduled departures at PAE. **Table 7** indicates the proportion of the operations that were modeled within each of the nine stage length categories for Existing (2019) Noise Exposure Contour.

Table 7 Stage Length Distribution – Existing (2019) Noise Exposure Contour

Aircraft Type	Departure Stage Length									Total
	1	2	3	4	5	6	7	8	9	
Widebody Jets	52.8%	1.5%	10.0%	13.0%	1.3%	14.6%	2.2%	3.5%	1.0%	100.0%
Narrowbody Jets	59.7%	24.8%	13.5%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Regional Jets	97.9%	1.1%	0.4%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	100.0%
GA Propeller Aircraft	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Military Aircraft	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Helicopters	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total	**93.4%**	**3.9%**	**2.2%**	**0.4%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**

Source: Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019.

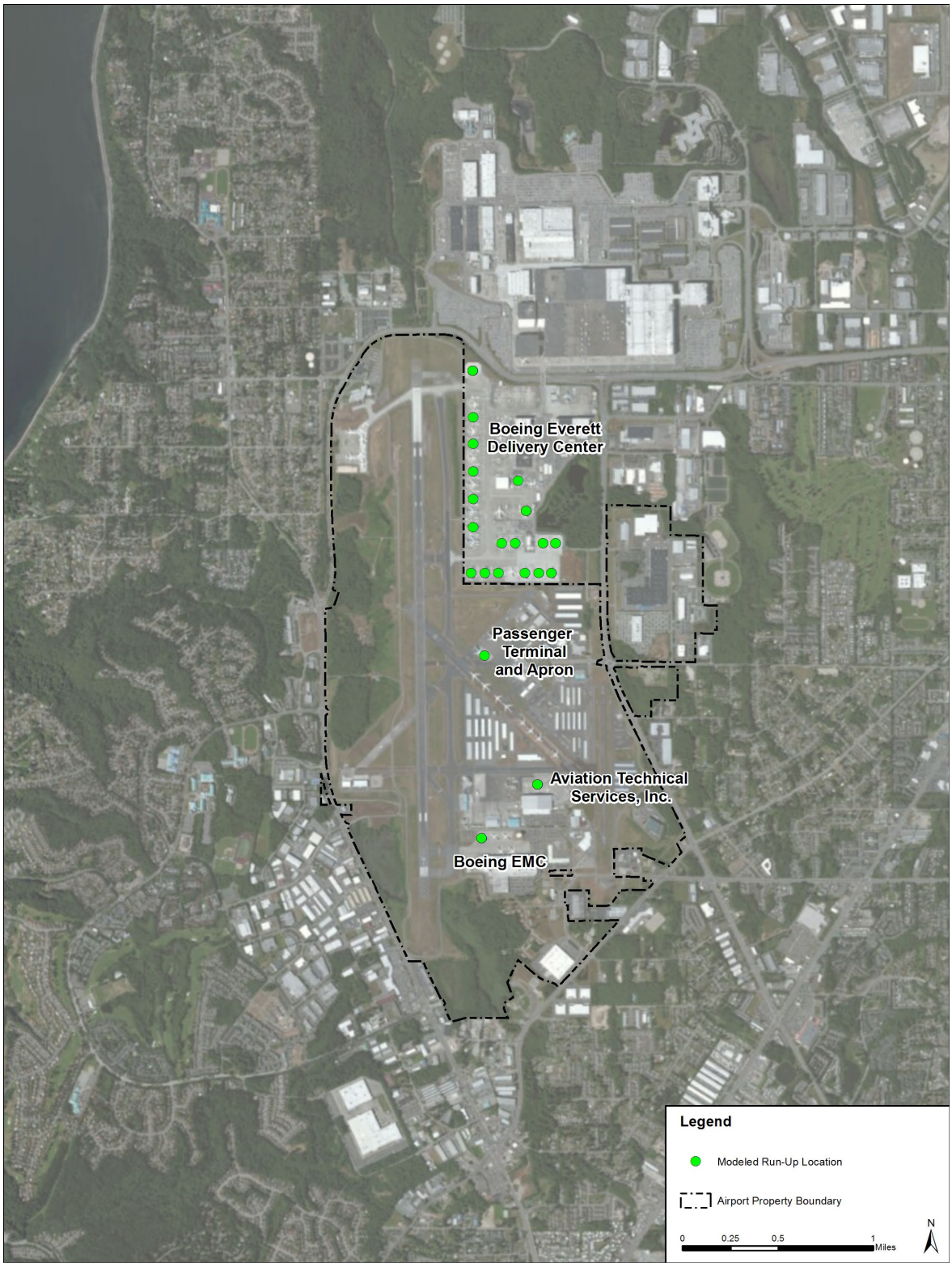
E.1.2 Ground Run-Up Activity

Ground run-up activity was modeled in AEDT to account for engine run-ups that were conducted for maintenance purposes at PAE. Run-up activity was based on run-up logs provided by Boeing and ATS for aircraft maintenance and testing for calendar year 2019. Additional run-ups were assumed to occur on an as-needed basis for scheduled passenger aircraft. Run-up log data was averaged to reflect average-annual day conditions. Note that general aviation run-up activity was not included because it is intermittent and has a negligible effect on the size and shape of the noise exposure contours. Run-up activity was modeled for the following commercial aircraft types:

- Boeing 747-400 Series
- Boeing 767-300 ER
- Boeing 777-300 ER
- Boeing 787-8 Dreamliner
- Boeing 737-700 Series
- Boeing 737-800 with winglets
- Embraer ERJ170-LR

Run-ups were modeled at various locations (stalls) at the Boeing Delivery Center Facility, the Boeing EMC ramp, ATS Maintenance apron, and the passenger terminal apron. Approximately 1.20 average daily run-ups (8.3 per week) were included in the noise modeling. Average run-up duration was approximately 43 minutes. Approximately half of the run-ups were modeled as nighttime operations which included the nighttime “penalty” in the DNL calculation.

Exhibit 5 Modeled Run-Up Locations



Source: Landrum & Brown, 2022.

E.1.2 Existing (2019) Noise Exposure Contour Modeling Results

The Existing (2019) Noise Exposure Contour is presented on **Exhibit 6**. The area within each five-decibel noise exposure contour interval is shown in **Table 8**. The noise exposure contour reflects the average-annual day runway use patterns at PAE. The noise exposure contour extends outward from the parallel runway ends. The noise exposure contour extends further out from Runway 16R/34L due to the greater usage of this runway compared to Runway 16L/34R. The 65 DNL noise exposure contour is visible surrounding various areas on the east side of the airport due to the run-ups that are performed on the ramp areas east of Runway 16R/34. The 65+ DNL of the Existing (2019) Noise Exposure Contour encompasses approximately 1.35 square miles. The 65 DNL of the Existing (2019) Noise Exposure Contour is located over Airport property, highway right-of-way, commercial property, or vacant land. No residential or other noise-sensitive land uses are located within the 65 DNL of the Existing (2019) Noise Exposure Contour.

Table 8 Existing (2019) Noise Exposure Contour Area

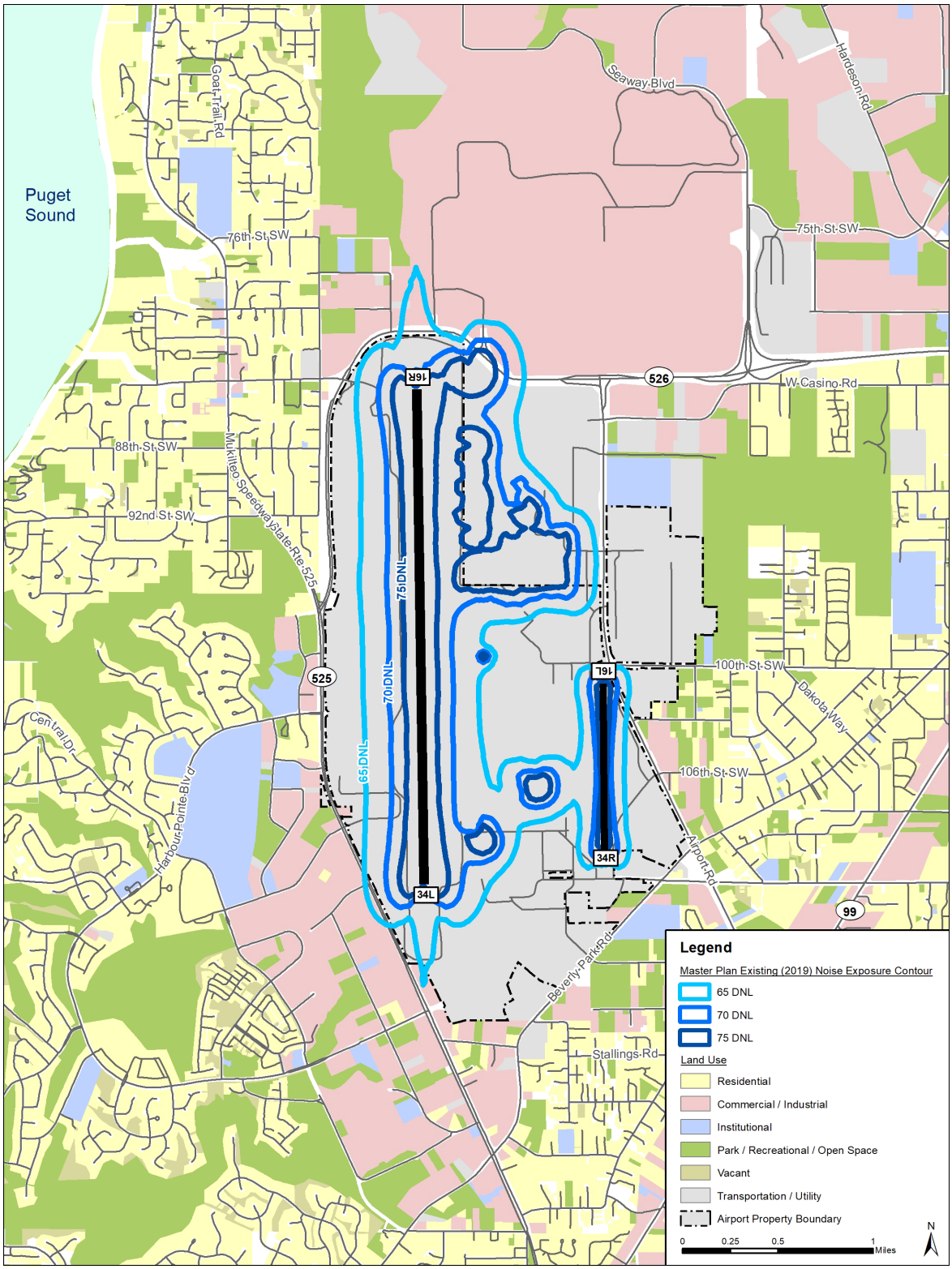
Contour Range	Existing (2019) Noise Exposure Contour Area (Square Miles)
65-70 DNL	0.58
70-75 DNL	0.36
75 + DNL	0.41
65 + DNL	1.35

Source: AEDT Version 3d, Landrum & Brown, 2022

Exhibit 7 shows a comparison of the Existing (2019) Noise Exposure Contour to a digital recreation of the 2008 NEM Noise Exposure Contour from the 2003 Noise Exposure Map (NEM) Update at PAE.[1] The Existing (2019) Noise Exposure Contour is larger than the 2008 NEM Noise Exposure Contour due to a variety of factors. One factor is the change in noise modeling software. According to the NEM documentation, the 2008 NEM Noise Exposure Contour was modeled using the Integrated Noise Model (INM), Version 6.0c, which was the FAA's currently approved noise modeling software at the time the NEM Update was prepared. Additionally, changes to the aircraft fleet mix, run up locations, flight profiles and terrain data also contributed to differences in the noise exposure contour results.

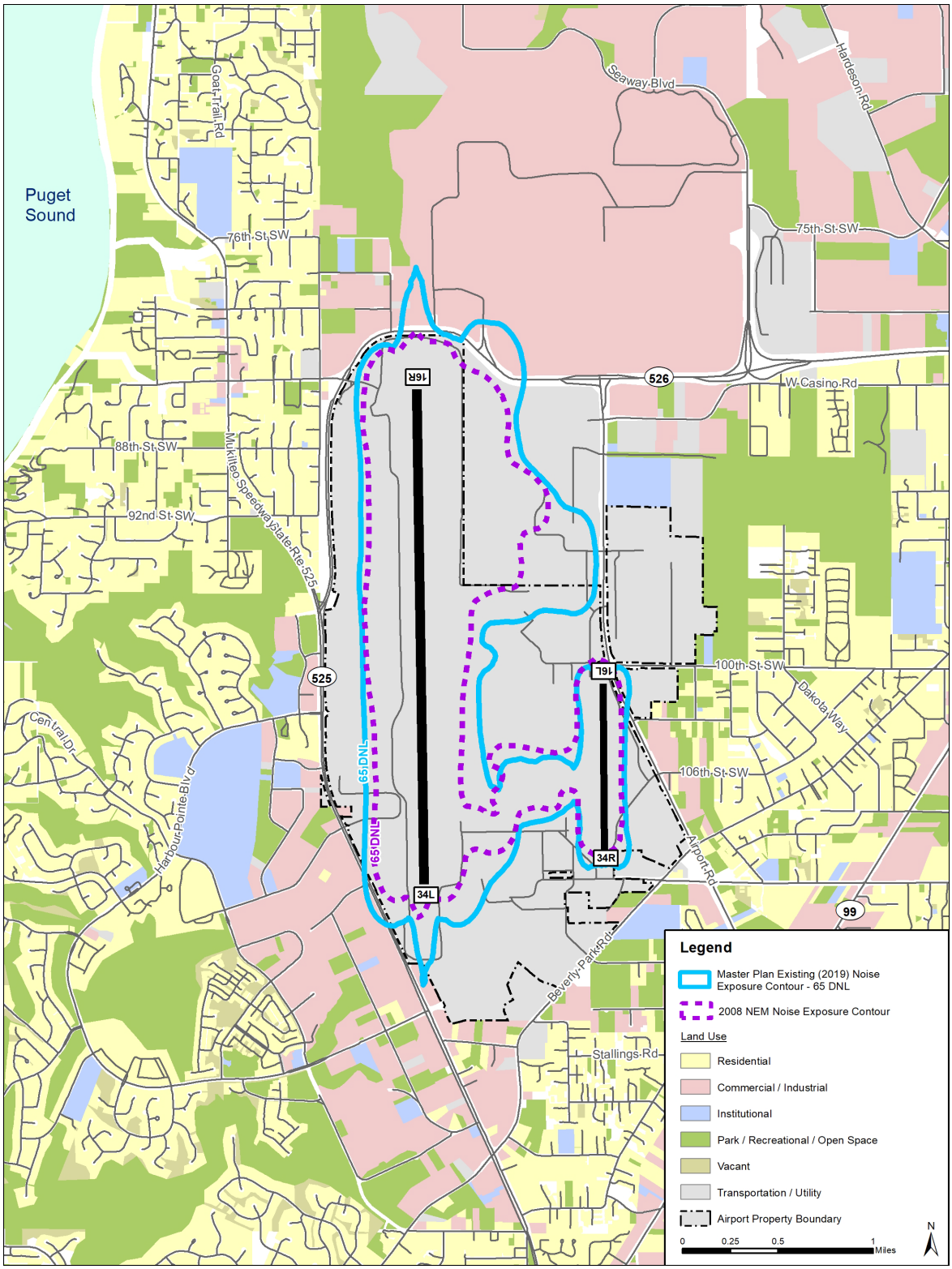
[1] Snohomish County Airport / Paine Field, FAR Part 150 Noise Exposure Map Update, September 2003.

Exhibit 6 Existing (2019) Noise Exposure Contour



Source: Land use data from Snohomish County Assessor, February 2022; Master Plan Existing (2019) Noise Exposure Contour from FAA Aviation Environmental Design Tool (AEDT) Version 3d, Landrum & Brown analysis, 2022.

Exhibit 7 Existing (2019) Noise Exposure Contour Compared to 2008 NEM Noise Exposure Contour



Source: Land use data from Snohomish County Assessor, February 2022; 2008 NEM Contour recreated from FAR Part 150 Noise Exposure Map Update, September 2003, Master Plan Existing (2019) Noise Exposure Contour from FAA Aviation Environmental Design Tool (AEDT) Version 3d, Landrum & Brown analysis, 2022.

E.2 Future (2030) Noise Exposure Contour Input Data

E.1.2.Runway Definition

No change in runway layout is expected at PAE by 2030. Therefore, the same runway configuration used to model the Existing (2019) Noise Exposure Contour was used for the Future (2030) Noise Exposure Contour modeling.

E.1.2 Number of Operations and Fleet Mix

The number of annual operations at PAE was based on data obtained from the Paine Field Master Plan Forecast, dated August 2021 (Master Plan Forecast). Total annual operations forecast for 2030 is 155,028, which equals 424.74 average-annual day operations.

Specific aircraft types and times of operation were developed from data located in the "Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019 (2019 EA), Official Airline Guide (OAG) data, and data from the Airport's flight tracking system database. Adjustments were made to account for changes in Boeing operating levels based on changes to manufacturing lines including the reduction in Boeing 747-8F and Boeing 787-8 production. **Table 9** provides a summary of the average annual day operations by aircraft category and time of day that was used to model the Future (2030) Noise Exposure Contour. **Table 10** shows the average daily number of arrivals and departures by time of day and individual aircraft type.

Table 9 Summary of Average-Annual Day Operations – Future (2030) Noise Exposure Contour

Aircraft Category	Arrivals		Departures		Touch & Go's		Total	Percent of Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime		
Widebody Jets	0.9	0.0	0.9	0.0	0.0	0.0	1.9	0.4%
Narrowbody Jets	27.8	3.3	30.6	0.5	0.0	0.0	62.1	14.6%
Regional Jets	8.4	0.6	8.3	0.7	0.0	0.0	18.1	4.3%
GA & Commuter Props	140.6	2.0	137.7	5.0	52.3	2.0	339.6	79.9%
Military Aircraft	1.5	0.0	1.5	0.0	0.0	0.0	3.0	0.7%
Helicopters	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0%
Total	179.3	5.9	179.1	6.2	52.3	2.0	424.7	100.0%

Notes: Total may not equal sum total due to rounding.
Daytime = 7:00am – 9:59pm, Nighttime = 10:00pm – 6:59am.
Touch & Go operations include one landing and one takeoff; therefore, the number of touch & go operations in the noise model is one-half the number shown in the above table.

Sources: Paine Field Master Plan Forecast, August 2021 and Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; Official Airline Guide, PAE Flight Tracking Data, 2019-2021.

Table 10 Average-Annual Day Operations by Aircraft Type – Future (2030) Noise Exposure Contour

Aircraft Type	Arrivals		Departures		Touch & Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Widebody Jets							
Airbus A330-200 Series	0.03	0.00	0.03	0.00	0.00	0.00	0.06
Boeing 747-200 Series Freighter	0.04	0.00	0.04	0.00	0.00	0.00	0.08
Boeing 747-400 Series	0.04	0.00	0.04	0.00	0.00	0.00	0.08
Boeing 747-8F	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Boeing 767-300 ER	0.22	0.00	0.22	0.00	0.00	0.00	0.44
Boeing 777-200 Series	0.07	0.00	0.07	0.00	0.00	0.00	0.14
Boeing 777-300 ER	0.14	0.00	0.14	0.00	0.00	0.00	0.28
Boeing 777-300 Series	0.36	0.00	0.35	0.01	0.00	0.00	0.72
Boeing 787-8 Dreamliner	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Subtotal	0.94	0.00	0.93	0.01	0.00	0.00	1.88
Narrowbody Jets							
Airbus A319-100 Series	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Airbus A320-200 Series	0.03	0.00	0.03	0.00	0.00	0.00	0.06
Boeing 737-400 Series	0.04	0.00	0.04	0.00	0.00	0.00	0.08
Boeing 737-700 Series	1.52	1.27	2.48	0.31	0.00	0.00	5.58
Boeing 737-8	0.03	0.00	0.03	0.00	0.00	0.00	0.06
Boeing 737-800 with winglets	0.62	0.11	0.60	0.13	0.00	0.00	1.46
Boeing 737-900 Series	5.65	0.77	6.42	0.00	0.00	0.00	12.84
Embraer ERJ170-LR	19.25	0.00	19.25	0.00	0.00	0.00	38.50
Boeing 737-300 Series Freighter	0.01	0.01	0.02	0.00	0.00	0.00	0.04
Boeing 757-200 Series Freighter	0.60	1.11	1.70	0.01	0.00	0.00	3.42
Subtotal	27.76	3.27	30.58	0.45	0.00	0.00	62.06

Table 10 Average-Annual Day Operations by Aircraft Type – Future (2030) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch and Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Regional Jets							
1985 BUSINESS JET	0.21	0.03	0.25	0.00	0.00	0.00	0.49
Bombardier Challenger 600	0.56	0.04	0.60	0.00	0.00	0.00	1.20
Bombardier Challenger 601	0.54	0.04	0.58	0.00	0.00	0.00	1.16
Bombardier Global 5000	0.15	0.01	0.15	0.02	0.00	0.00	0.33
Bombardier Global Express	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Bombardier Learjet 25	0.03	0.00	0.03	0.00	0.00	0.00	0.06
Bombardier Learjet 35	1.44	0.21	1.65	0.00	0.00	0.00	3.30
Cessna 500 Citation I	1.01	0.00	0.84	0.17	0.00	0.00	2.02
Cessna 525C CitationJet	0.09	0.00	0.09	0.00	0.00	0.00	0.18
Cessna 550 Citation II	0.53	0.03	0.25	0.31	0.00	0.00	1.12
Cessna 560 Citation Encore	0.05	0.00	0.05	0.00	0.00	0.00	0.10
Cessna 560 Citation Excel	0.43	0.01	0.37	0.07	0.00	0.00	0.88
Cessna 560 Citation Ultra	0.18	0.01	0.18	0.01	0.00	0.00	0.38
Cessna 650 Citation III	0.33	0.00	0.30	0.03	0.00	0.00	0.66
Cessna 680 Citation Sovereign	0.26	0.01	0.23	0.03	0.00	0.00	0.53
Cessna 750 Citation X	1.09	0.05	1.15	0.00	0.00	0.00	2.29
Cessna Citation 510	0.54	0.00	0.54	0.00	0.00	0.00	1.08
Dassault Falcon 20-F	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Eclipse 500	0.11	0.02	0.12	0.00	0.00	0.00	0.25
Embraer ERJ145-XR	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Gulfstream IV-SP	0.45	0.10	0.50	0.05	0.00	0.00	1.10
Gulfstream V-SP	0.17	0.01	0.18	0.01	0.00	0.00	0.37
Israel IAI-1125 Astra	0.15	0.00	0.15	0.00	0.00	0.00	0.30
Raytheon Beechjet 400	0.09	0.00	0.09	0.01	0.00	0.00	0.19
Subtotal	8.45	0.57	8.34	0.71	0.00	0.00	18.07

Table 10 Average-Annual Day Operations by Aircraft Type – Future (2030) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch and Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
General Aviation & Commuter Propeller Aircraft							
Boeing DC-3	0.12	0.00	0.12	0.00	0.00	0.00	0.24
Bombardier de Havilland Dash 8 Q100	0.25	0.00	0.25	0.00	0.00	0.00	0.50
Bombardier de Havilland Dash 8 Q400	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Cessna 172 Skyhawk	27.37	0.66	28.03	0.00	0.00	0.00	56.06
Cessna 182	4.31	0.03	4.18	0.17	0.00	0.00	8.69
Cessna 206	1.40	0.02	1.42	0.00	0.45	0.00	3.29
Cessna 208 Caravan	6.11	0.19	5.52	0.79	0.00	0.00	12.61
Cessna 441 Conquest II	2.90	0.00	2.84	0.06	2.20	0.05	8.05
Cirrus SR22	1.35	0.01	1.20	0.16	0.00	0.00	2.72
Embraer EMB120 Brasilia	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Piper PA-28 Cherokee Series	71.65	0.54	68.98	3.21	36.95	1.72	183.05
Piper PA-30 Twin Comanche	1.58	0.00	1.58	0.00	0.00	0.00	3.16
Piper PA-42 Cheyenne Series	0.90	0.00	0.90	0.00	0.00	0.00	1.80
Raytheon Beech Baron 58	6.35	0.14	6.50	0.00	3.52	0.00	16.51
Raytheon Beech Bonanza 36	14.73	0.36	14.73	0.36	9.15	0.22	39.55
Raytheon Super King Air 300	1.57	0.05	1.37	0.25	0.00	0.00	3.24
Subtotal	140.62	2.00	137.65	5.00	52.27	1.99	339.53

Table 10 Average-Annual Day Operations by Aircraft Type – Future (2030) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch and Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Military Aircraft							
Beech Mentor (BE45)	0.06	0.00	0.06	0.00	0.00	0.00	0.12
Boeing 707-300 Series	0.06	0.00	0.06	0.00	0.00	0.00	0.12
Boeing DC-9-30 Series	1.02	0.00	1.02	0.00	0.00	0.00	2.04
Boeing F/A-18 Hornet	0.20	0.00	0.20	0.00	0.00	0.00	0.40
Lockheed P-3 Orion	0.16	0.00	0.16	0.00	0.00	0.00	0.32
Subtotal	1.50	0.00	1.50	0.00	0.00	0.00	3.00
Helicopters							
Agusta A-109	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Bell 206B-3	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Bell 407	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Hughes 500D	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Robinson R44 Raven	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Subtotal	0.10	0.00	0.10	0.00	0.00	0.00	0.20
Total	179.37	5.84	179.10	6.17	52.27	1.99	424.74

Notes: Total may not equal sum total due to rounding.
Daytime = 7:00am – 9:59pm, Nighttime = 10:00pm – 6:59am.
Touch & Go operations include one landing and one takeoff; therefore, the number of touch & go operations in the noise model is one-half the number shown in the above table.

Sources: Paine Field Master Plan Forecast, August 2021 and Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; Official Airline Guide, PAE Flight Tracking Data, 2019-2021.

D.1.2 Runway End Utilization

Runway use patterns are not expected to change considerably by 2030. Therefore, the same runway use percentages modeled for the Existing (2019) Noise Exposure Contour shown in **Table 3** were used to model the Future (2030) Noise Exposure Contour.

E.1.2 Flight Tracks

Flight track patterns are not expected to change considerably by 2030. Therefore, the same flight track locations shown on Exhibits 2, 3, and 4; and flight track percentages shown in Tables 4, 5, and 6 were used to model the Future (2030) Noise Exposure Contour.

E.1.3 Aircraft Weight and Departure Stage Length

The stage lengths modeled for the Future (2030) Noise Exposure Contour are based upon a review of radar data providing aircraft destinations for scheduled departures at PAE. No major changes to departure stage length distribution are expected to occur by 2030. **Table 11** indicates the proportion of the operations that were modeled within each of the nine stage length categories for Future (2030) Noise Exposure Contour.

Table 11 Stage Length Distribution – Future (2030) Noise Exposure Contour

Aircraft Type	Departure Stage Length									Total
	1	2	3	4	5	6	7	8	9	
Widebody Jets	8.6%	4.1%	11.1%	23.0%	6.2%	12.3%	17.3%	9.9%	7.4%	100.0%
Narrowbody Jets	20.3%	18.2%	14.7%	22.4%	3.5%	4.2%	4.9%	5.6%	6.3%	100.0%
Regional Jets	55.0%	9.6%	8.6%	15.3%	0.0%	11.5%	0.0%	0.0%	0.0%	100.0%
GA Propeller Aircraft	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Military Aircraft	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Helicopters	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total	41.3%	7.5%	9.0%	16.3%	2.8%	8.0%	6.8%	4.5%	3.8%	**100.0%**

Source: Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019.

D.1.3 Ground Run-Up Activity

Run-ups were modeled at various locations (stalls) at the Boeing Delivery Center Facility, the Boeing EMC ramp, ATS Maintenance apron, and the passenger terminal apron. Aircraft types for which run-ups were modeled remained similar to those modeled for the Existing (2019) Noise Exposure Contour, with some adjustments made to account for changes in Boeing operating levels based on changes to manufacturing lines including the reduction in Boeing 747-8F and Boeing 787-8 production. Approximately 1.21 average daily run-ups (8.5 per week) were included in the noise modeling. Average run-up duration was approximately 43 minutes. Approximately half of the run-ups were modeled as nighttime operations which included the nighttime "penalty" in the DNL calculation.

E.1.4 Future (2030) Noise Exposure Contour Modeling Results

The Future (2030) Noise Exposure Contour is presented on **Exhibit 8**. The area within each five-decibel noise exposure contour interval is shown in **Table 12**. The noise exposure contour reflects the average-annual day runway use patterns at PAE. The noise exposure contour extends outward from the parallel runway ends. The noise exposure contour extends further out from Runway 16R/34L due to the greater usage of this runway compared to Runway 16L/34R. The 65 DNL noise exposure contour is visible surrounding various areas on the east side of the airport due to the run-ups that are performed on the ramp areas east of Runway 16R/34. The 65+ DNL of the Future (2030) Noise Exposure Contour encompasses approximately 1.38 square miles. The 65 DNL of the Future (2030) Noise Exposure Contour is located over Airport property, highway right-of-way, commercial property, or vacant land. No residential or other noise-sensitive land uses are located within the 65 DNL of the Future (2030) Noise Exposure Contour.

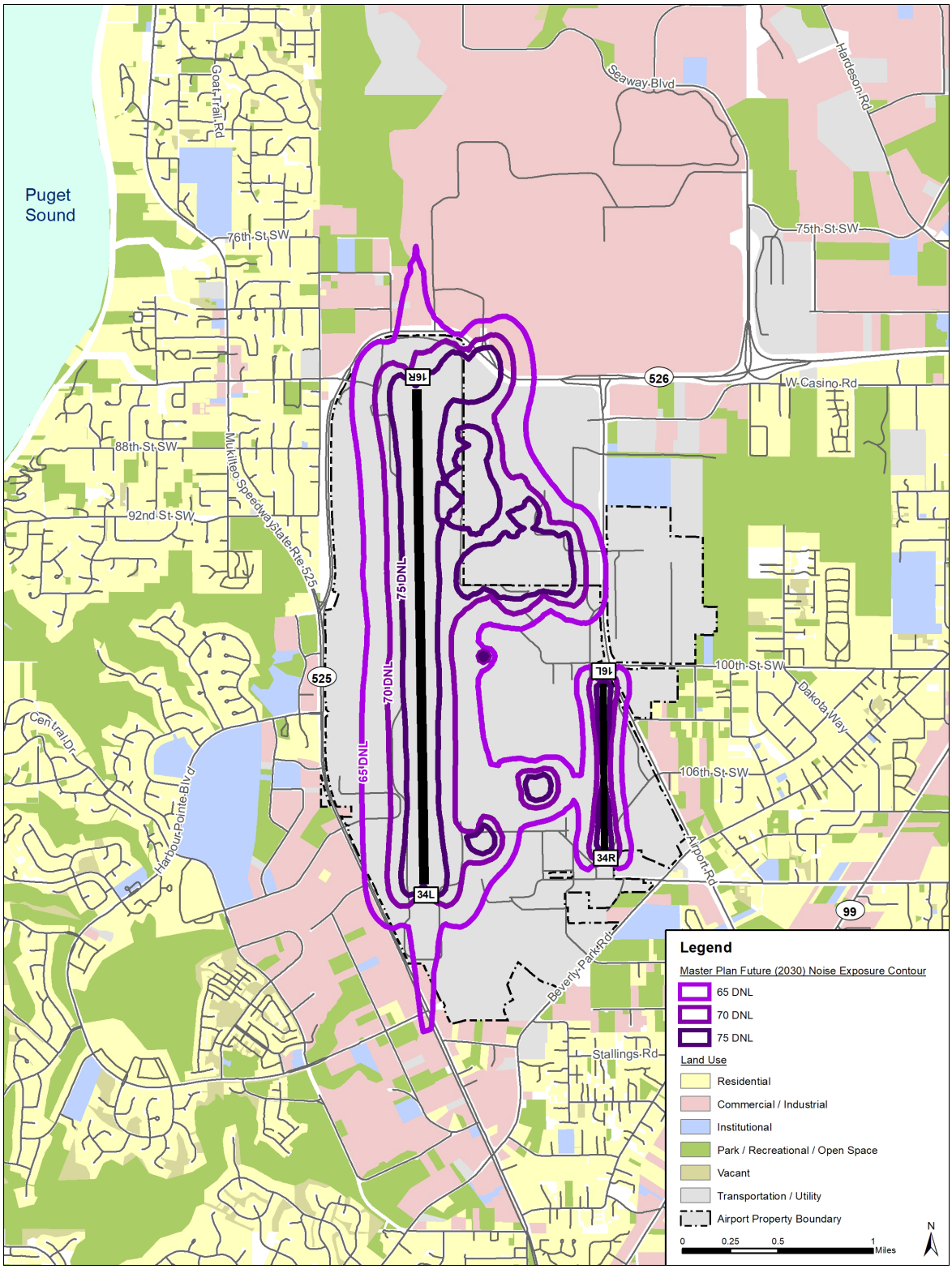
Table 12 Future (2030) Noise Exposure Contour Area

Contour Range	Future (2030) Noise Exposure Contour Area (Square Miles)
65-70 DNL	0.61
70-75 DNL	0.37
75 + DNL	0.45
65 + DNL	1.43

Source: AEDT Version 3d, Landrum & Brown, 2022

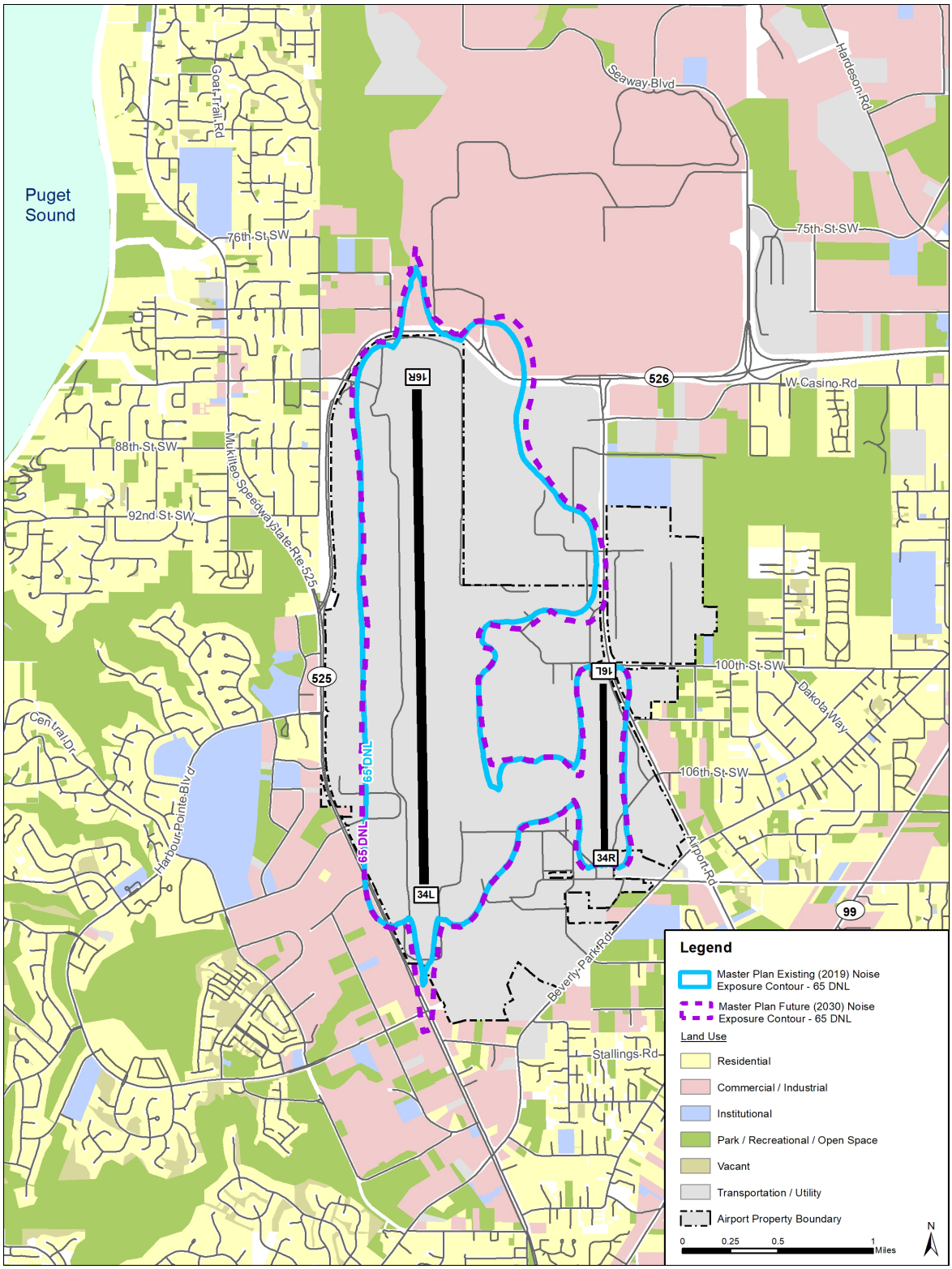
Exhibit 9 shows a comparison of the Future (2030) Noise Exposure Contour to the Existing (2019) Noise Exposure Contour.

Exhibit 8 Future (2030) Noise Exposure Contour



Source: Land use data from Snohomish County Assessor, February 2022; Master Plan Future (2030) Noise Exposure Contour from FAA Aviation Environmental Design Tool (AEDT) Version 3d, Landrum & Brown analysis, 2022.

Exhibit 9 Future (2030) Noise Exposure Contour Compared to Existing (2019) Noise Exposure Contour



Source: Land use data from Snohomish County Assessor, February 2022 Land use data from Snohomish County Assessor, February 2022; Master Plan Existing (2019) and Future (2030) Noise Exposure Contours from FAA Aviation Environmental Design Tool (AEDT) Version 3d, Landrum & Brown analysis, 2022.

E.2 Future (2040) Noise Exposure Contour Input Data

E.1.4 Runway Definition

No change in runway layout is expected at PAE by 2040. Therefore, the same runway configuration used to model the Existing (2019) Noise Exposure Contour and Future (2030) Noise Exposure Contour was used for the Future (2040) Noise Exposure Contour modeling.

E.1.5 Number of Operations and Fleet Mix

The number of annual operations at PAE was based on data obtained from the Paine Field Master Plan Forecast, dated August 2021 (Master Plan Forecast). Total annual operations forecast for 2040 is 187,303, which equals 513.16 average-annual day operations.

Specific aircraft types and times of operation were developed from data located in the "Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019 (2019 EA), Official Airline Guide (OAG) data, and data from the Airport's flight tracking system database. Adjustments were made to account for changes in Boeing operating levels based on changes to manufacturing lines. **Table 13** provides a summary of the average annual day operations by aircraft category and time of day that was used to model the Future (2040) Noise Exposure Contour. **Table 14** shows the average daily number of arrivals and departures by time of day and individual aircraft type.

Table 13 Summary of Average-Annual Day Operations – Future (2040) Noise Exposure Contour

Aircraft Category	Arrivals		Departures		Touch & Go's		Total	Percent of Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime		
Widebody Jets	1.95	0.01	1.88	0.07	0.00	0.00	3.91	0.76%
Narrowbody Jets	56.16	5.84	61.57	0.43	0.00	0.00	123.99	24.16%
Regional Jets	9.00	0.64	8.89	0.76	0.00	0.00	19.30	3.76%
GA & Commuter Props	150.26	2.15	147.07	5.34	55.84	2.13	333.81	65.05%
Military Aircraft	1.50	0.00	1.50	0.00	0.00	0.00	3.00	0.59%
Helicopters	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.03%
Total	218.96	8.64	221.00	6.60	55.84	2.13	513.16	100.00%

Notes: Total may not equal sum total due to rounding.
Daytime = 7:00am – 9:59pm, Nighttime = 10:00pm – 6:59am.
Touch & Go operations include one landing and one takeoff; therefore, the number of touch & go operations in the noise model is one-half the number shown in the above table.

Sources: Paine Field Master Plan Forecast, August 2021 and Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; Official Airline Guide, PAE Flight Tracking Data, 2019-2021.

Table 14 Average-Annual Day Operations by Aircraft Type – Future (2040) Noise Exposure Contour

Aircraft Type	Arrivals		Departures		Touch & Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Widebody Jets							
Airbus A330-200 Series	0.03	0.00	0.03	0.00	0.00	0.00	0.06
Boeing 747-200 Series Freighter	0.04	0.00	0.04	0.00	0.00	0.00	0.08
Boeing 747-400 Series	0.57	0.00	0.57	0.00	0.00	0.00	1.15
Boeing 747-8F	0.10	0.00	0.10	0.00	0.00	0.00	0.20
Boeing 767-300 ER	0.21	0.00	0.20	0.00	0.00	0.00	0.42
Boeing 777-200 Series	0.07	0.00	0.07	0.00	0.00	0.00	0.13
Boeing 777-300 ER	0.34	0.00	0.34	0.00	0.00	0.00	0.68
Boeing 777-300 Series	0.13	0.00	0.13	0.00	0.00	0.00	0.27
Boeing 787-8 Dreamliner	0.46	0.01	0.40	0.07	0.00	0.00	0.93
Subtotal	1.95	0.01	1.88	0.07	0.00	0.00	3.91
Narrowbody Jets							
Airbus A319-100 Series	0.01	0.00	0.01	0.00	0.00	0.00	0.01
Airbus A320-200 Series	0.03	0.00	0.03	0.00	0.00	0.00	0.06
Boeing 737-400 Series	0.04	0.00	0.04	0.00	0.00	0.00	0.08
Boeing 737-700 Series	1.42	1.19	2.33	0.29	0.00	0.00	5.23
Boeing 737-8	0.03	0.00	0.03	0.00	0.00	0.00	0.06
Boeing 737-800 with winglets	0.58	0.10	0.57	0.12	0.00	0.00	1.37
Boeing 737-900 Series	25.02	3.41	28.43	0.00	0.00	0.00	56.86
Embraer ERJ170-LR	28.43	0.00	28.43	0.00	0.00	0.00	56.86
Boeing 737-300 Series Freighter	0.01	0.01	0.02	0.00	0.00	0.00	0.05
Boeing 757-200 Series Freighter	0.60	1.11	1.70	0.01	0.00	0.00	3.42
Subtotal	56.16	5.84	61.57	0.43	0.00	0.00	123.99

Table 14 Average-Annual Day Operations by Aircraft Type – Future (2040) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch & Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Regional Jets							
1985 BUSINESS JET	0.23	0.03	0.26	0.00	0.00	0.00	0.53
Bombardier Challenger 600	0.60	0.05	0.65	0.00	0.00	0.00	1.29
Bombardier Challenger 601	0.57	0.04	0.62	0.00	0.00	0.00	1.23
Bombardier Global 5000	0.16	0.02	0.16	0.02	0.00	0.00	0.36
Bombardier Global Express	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Bombardier Learjet 25	0.03		0.03	0.00	0.00	0.00	0.06
Bombardier Learjet 35	1.53	0.22	1.76	0.00	0.00	0.00	3.52
Cessna 500 Citation I	1.08		0.90	0.18	0.00	0.00	2.15
Cessna 525C CitationJet	0.09	0.00	0.09	0.00	0.00	0.00	0.19
Cessna 550 Citation II	0.56	0.04	0.27	0.33	0.00	0.00	1.20
Cessna 560 Citation Encore	0.05	0.00	0.05	0.00	0.00	0.00	0.11
Cessna 560 Citation Excel	0.45	0.01	0.40	0.07	0.00	0.00	0.94
Cessna 560 Citation Ultra	0.19	0.02	0.19	0.02	0.00	0.00	0.41
Cessna 650 Citation III	0.35		0.32	0.04	0.00	0.00	0.71
Cessna 680 Citation Sovereign	0.27	0.01	0.25	0.04	0.00	0.00	0.56
Cessna 750 Citation X	1.17	0.06	1.23	0.00	0.00	0.00	2.45
Cessna Citation 510	0.58	0.00	0.58	0.00	0.00	0.00	1.16
Dassault Falcon 20-F	0.01		0.01	0.00	0.00	0.00	0.02
Eclipse 500	0.11	0.02	0.13	0.00	0.00	0.00	0.26
Embraer ERJ145-XR	0.01		0.01	0.00	0.00	0.00	0.02
Gulfstream IV-SP	0.48	0.11	0.54	0.05	0.00	0.00	1.18
Gulfstream V-SP	0.19	0.01	0.19	0.01	0.00	0.00	0.39
Israel IAI-1125 Astra	0.16		0.16	0.00	0.00	0.00	0.32
Raytheon Beechjet 400	0.10	0.00	0.10	0.01	0.00	0.00	0.21
Subtotal	9.00	0.64	8.89	0.76	0.00	0.00	19.30

Table 14 Average-Annual Day Operations by Aircraft Type – Future (2040) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch and Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
General Aviation & Commuter Propeller Aircraft							
Boeing DC-3	0.13	0.00	0.13	0.00	0.00	0.00	0.26
Bombardier de Havilland Dash 8 Q100	0.27	0.00	0.27	0.00	0.00	0.00	0.54
Bombardier de Havilland Dash 8 Q400	0.01	0.00	0.01	0.00	0.00	0.00	0.02
Cessna 172 Skyhawk	29.24	0.71	29.95	0.00	0.00	0.00	59.90
Cessna 182	4.60	0.04	4.46	0.18	0.00	0.00	9.28
Cessna 206	1.50	0.02	1.52	0.00	0.48	0.00	3.52
Cessna 208 Caravan	6.53	0.20	5.89	0.84	0.00	0.00	13.47
Cessna 441 Conquest II	3.10	0.00	3.03	0.07	2.35	0.05	8.60
Cirrus SR22	1.44	0.02	1.29	0.17	0.00	0.00	2.92
Embraer EMB120 Brasilia	0.02	0.00	0.02	0.00	0.00	0.00	0.04
Piper PA-28 Cherokee Series	76.55	0.58	73.70	3.43	39.48	1.84	195.57
Piper PA-30 Twin Comanche	1.68	0.00	1.68	0.00	0.00	0.00	3.37
Piper PA-42 Cheyenne Series	0.96	0.00	0.96	0.00	0.00	0.00	1.93
Raytheon Beech Baron 58	6.79	0.15	6.94	0.00	3.76	0.00	17.65
Raytheon Beech Bonanza 36	15.74	0.38	15.74	0.38	9.78	0.24	42.27
Raytheon Super King Air 300	1.68	0.05	1.46	0.27	0.00	0.00	3.46
Subtotal	150.26	2.15	147.07	5.34	55.84	2.13	362.79

Table 14 Average-Annual Day Operations by Aircraft Type – Future (2040) Noise Exposure Contour, *(Continued)*

Aircraft Type	Arrivals		Departures		Touch and Go's		Total
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
Military Aircraft							
Beech Mentor (BE45)	0.06	0.00	0.06	0.00	0.00	0.00	0.11
Boeing 707-300 Series	0.06	0.00	0.06	0.00	0.00	0.00	0.11
Boeing DC-9-30 Series	1.02	0.00	1.02	0.00	0.00	0.00	2.05
Boeing F/A-18 Hornet	0.20	0.00	0.20	0.00	0.00	0.00	0.41
Lockheed P-3 Orion	0.16	0.00	0.16	0.00	0.00	0.00	0.33
Subtotal	1.50	0.00	1.50	0.00	0.00	0.00	3.00
Helicopters							
Agusta A-109	0.02	0.00	0.02	0.00	0.00	0.00	0.03
Bell 206B-3	0.02	0.00	0.02	0.00	0.00	0.00	0.03
Bell 407	0.02	0.00	0.02	0.00	0.00	0.00	0.03
Hughes 500D	0.02	0.00	0.02	0.00	0.00	0.00	0.03
Robinson R44 Raven	0.02	0.00	0.02	0.00	0.00	0.00	0.03
Subtotal	0.08	0.00	0.08	0.00	0.00	0.00	0.17
Total	218.96	8.64	221.00	6.60	55.84	2.13	513.16

Notes: Total may not equal sum total due to rounding.
Daytime = 7:00am – 9:59pm, Nighttime = 10:00pm – 6:59am.
Touch & Go operations include one landing and one takeoff; therefore, the number of touch & go operations in the noise model is one-half the number shown in the above table.

Sources: Paine Field Master Plan Forecast, August 2021 and Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019; Official Airline Guide, PAE Flight Tracking Data, 2019-2021.

E.1.4 Runway End Utilization

Runway use patterns are not expected to change considerably by 2040. Therefore, the same runway use percentages modeled for the Existing (2019) Noise Exposure Contour shown in **Table 3** were used to model the Future (2040) Noise Exposure Contour.

E.1.5 Flight Tracks

Flight track patterns are not expected to change considerably by 2040. Therefore, the same flight track locations shown in Exhibits 2, 3, and 4 were used to model the Future (2040) Noise Exposure Contour. The percentages modeled for the Existing (2019) Noise Exposure Contour shown in Tables 4, 5, and 6 were used to model the Future (2040) Noise Exposure Contour.

E.1.6 Aircraft Weight and Departure Stage Length

The stage lengths modeled for the Future (2040) Noise Exposure Contour are based upon a review of radar data providing aircraft destinations for scheduled departures at PAE. No major changes to departure stage length distribution are expected to occur by 2040. **Table 15** indicates the proportion of the operations that were modeled within each of the nine stage length categories for Future (2040) Noise Exposure Contour.

Table 15 Stage Length Distribution – Future (2040) Noise Exposure Contour

Aircraft Type	Departure Stage Length									Total
	1	2	3	4	5	6	7	8	9	
Widebody Jets	8.6%	4.1%	11.1%	23.0%	6.2%	12.3%	17.3%	9.9%	7.4%	100.0%
Narrowbody Jets	20.3%	18.2%	14.7%	22.4%	3.5%	4.2%	4.9%	5.6%	6.3%	100.0%
Regional Jets	55.0%	9.6%	8.6%	15.3%	0.0%	11.5%	0.0%	0.0%	0.0%	100.0%
GA Propeller Aircraft	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Military Aircraft	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Helicopters	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total	41.3%	7.5%	9.0%	16.3%	2.8%	8.0%	6.8%	4.5%	3.8%	**100.0%**

Source: Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to Part 139 Airport Operating Certificate", February 2019.

E.1.4 Ground Run-Up Activity

Run-ups were modeled at various locations (stalls) at the Boeing Delivery Center Facility, the Boeing EMC ramp, ATS Maintenance apron, and the passenger terminal apron. Aircraft types for which run-ups were modeled remained similar to those modeled for the Future (2030) Noise Exposure Contour Approximately 1.24 average daily run-ups (8.7 per week) were included in the noise modeling. Average run-up duration was approximately 43 minutes. Approximately half of the run-ups were modeled as nighttime operations which included the nighttime "penalty" in the DNL calculation.

E.1.4 Future (2040) Noise Exposure Contour Modeling Results

The Future (2040) Noise Exposure Contour is presented on **Exhibit 10**. The area within each five-decibel noise exposure contour interval is shown in **Table 16**. The noise exposure contour reflects the average-annual day runway use patterns at PAE. The noise exposure contour extends outward from the parallel runway ends. The noise exposure contour extends further out from Runway 16R/34L due to the greater usage of this runway compared to Runway 16L/34R. The 65 DNL noise exposure contour is visible surrounding various areas on the east side of the airport due to the run-ups that are performed on the ramp areas east of Runway 16R/34. The 65+ DNL of the Future (2040) Noise Exposure Contour encompasses approximately 1.66 square miles. The 65 DNL of the Future (2040) Noise Exposure Contour is located over Airport property, highway right-of-way, commercial property, or vacant land. No residential or other noise-sensitive land uses are located within the 65 DNL of the Future (2040) Noise Exposure Contour.

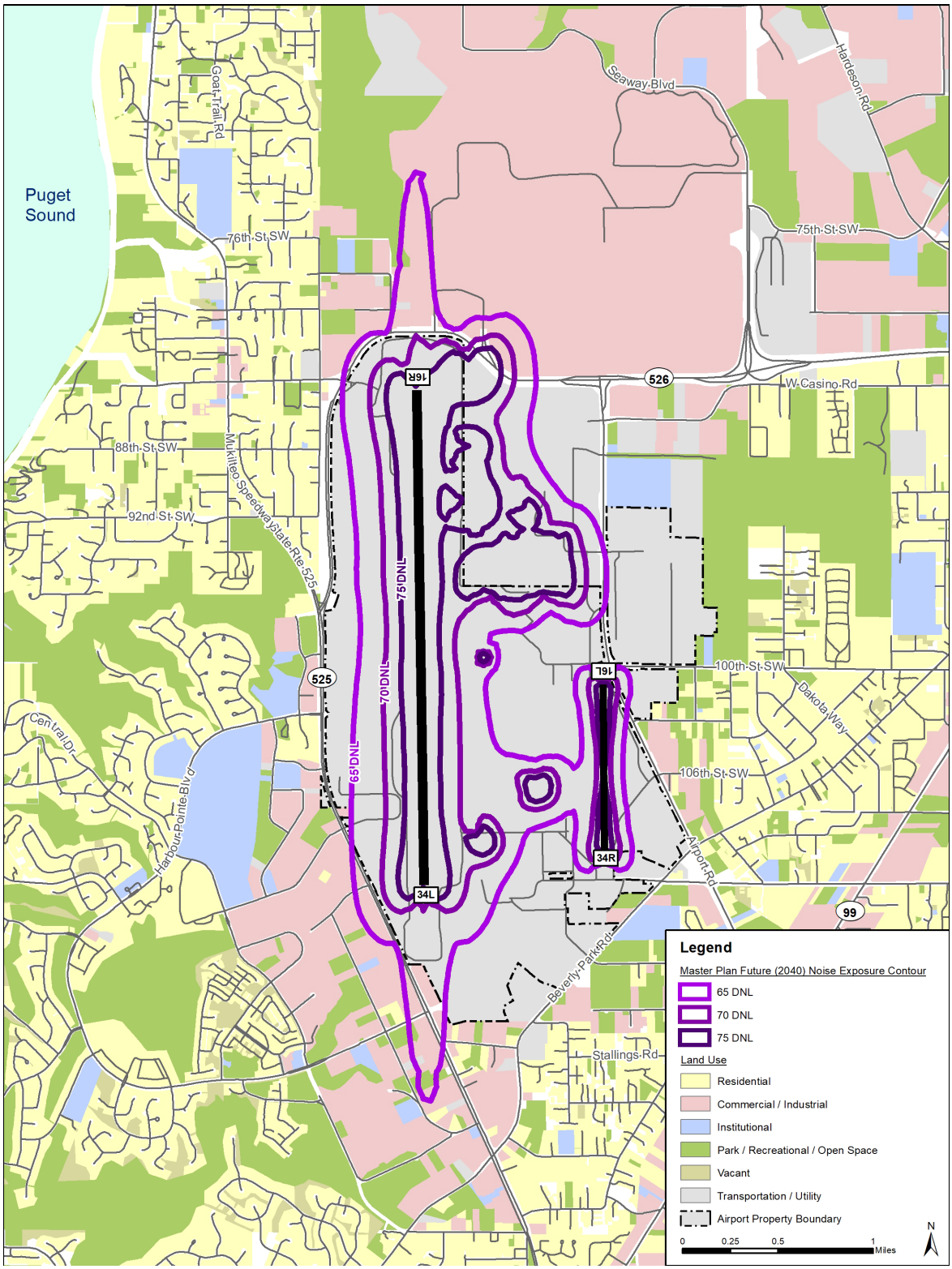
Table 16 Future (2040) Noise Exposure Contour Area

Contour Range	Future (2040) Noise Exposure Contour Area (Square Miles)
65-70 DNL	0.78
70-75 DNL	0.39
75 + DNL	0.49
65 + DNL	1.66

Source: AEDT Version 3d, Landrum & Brown, 2022

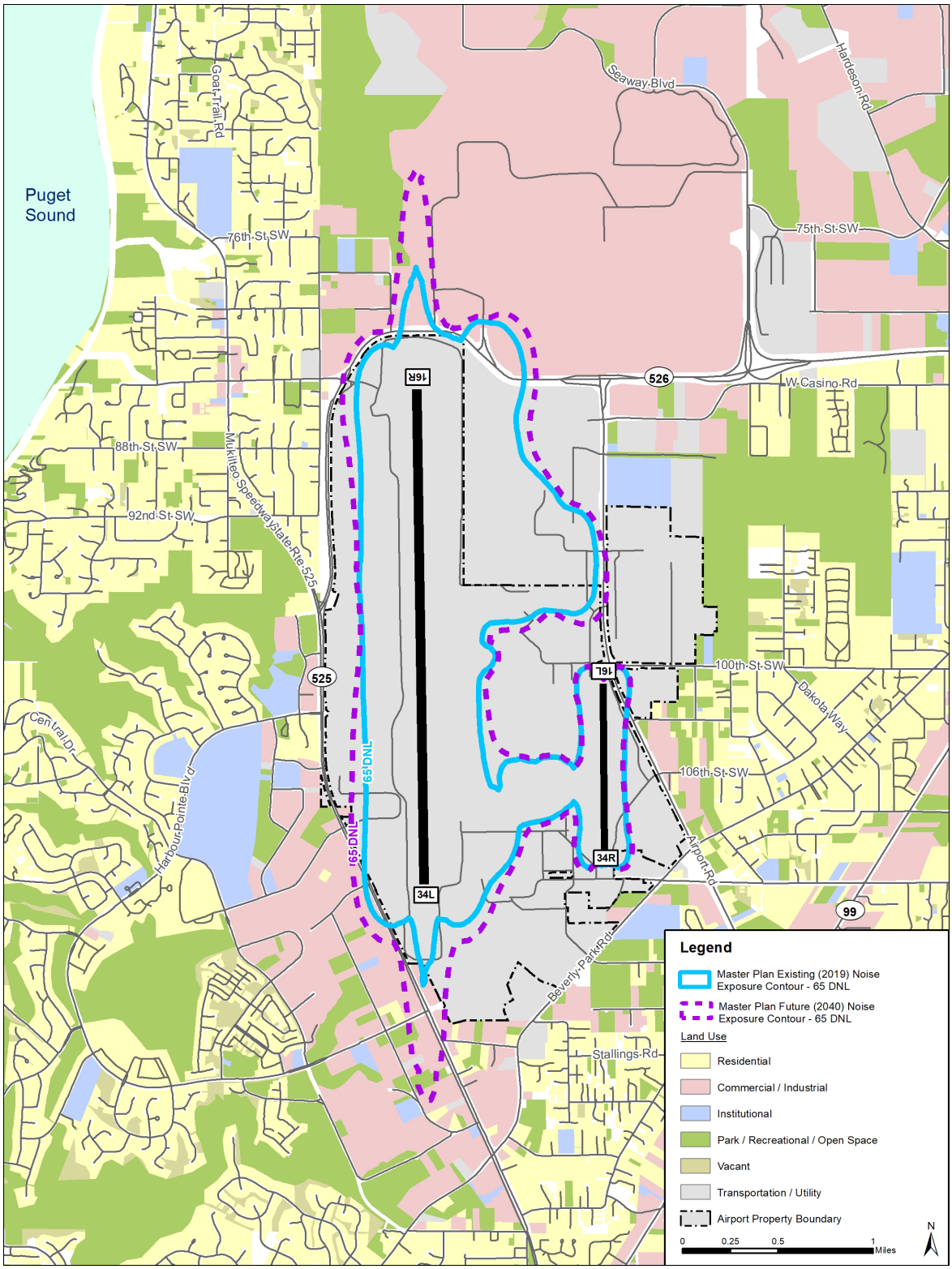
Exhibit 11 shows a comparison of the Future (2040) Noise Exposure Contour to the Existing (2019) Noise Exposure Contour.

Exhibit 10 Future (2040) Noise Exposure Contour



Source: Land use data from Snohomish County Assessor, February 2022; Master Plan Future (2040) Noise Exposure Contour from FAA Aviation Environmental Design Tool (AEDT) Version 3d, Landrum & Brown analysis, 2022.

Exhibit 11 Future (2040) Noise Exposure Contour Compared to Existing (2019) Noise Exposure Contour



Source: Land use data from Snohomish County Assessor, February 2022 Land use data from Snohomish County Assessor, February 2022; Master Plan Existing (2019) and Future (2040) Noise Exposure Contours from FAA Aviation Environmental Design Tool (AEDT) Version 3d, Landrum & Brown analysis, 2022.

Paine Field Master Plan 2040

Appendix F | Pavement Conditions Report

F

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

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F. Pavement Conditions Report

A: Executive Summary; Snohomish County Airport - Paine Field Pavement Management Program

B: Airside Pavement; Snohomish County Airport - Paine Field Pavement Management Program

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F. Pavement Conditions Report

ATTACHMENT A

Executive Summary; Snohomish County Airport - Paine Field Pavement Management Program

Snohomish County Airport - Paine Field

Pavement Management Program

Snohomish County, Washington

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I EXECUTIVE SUMMARY

Geotechnical Resources, Inc. (GRI) teamed with Century West Engineering (CWE) to conduct a study to implement a pavement management program at Snohomish County Airport – Paine Field (PAE) in Everett, Washington, for the pavements not currently included in the Washington Department of Transportation (WSDOT) PAVER pavement management database. The pavements at PAE are characterized as either airside or landside pavements depending on if they are located in the Security Identification Display Area (SIDA) as defined by the Transportation Security Administration. The airside/landside designation assists with prioritization, documentation, and allocation of annual maintenance and rehabilitation (M&R) budgets and Federal Aviation Administration (FAA) grant funding toward airport pavement projects. For this project, we conducted analyses and prepared standalone reports for both airside and landside pavement networks. The reports summarize and document 1) current and projected pavement surface conditions; 2) budget needs and consequence analysis; and 3) five-year network-level maintenance and rehabilitation (M&R) project list.

I.I Pavement Inventory

A component of the implementation or update to a pavement management program (PMP) is establishing or updating the pavement network. GRI utilized the existing WSDOT PAVER inventory for the airside runways, primary taxiways, and apron pavements. We developed inventory for the remaining airside aprons, parking areas, roadway shoulders, and secondary taxiways and landside roadways and parking lots. A breakdown of the pavement facilities by use and surface type are provided on Figures 1 and 2 below.

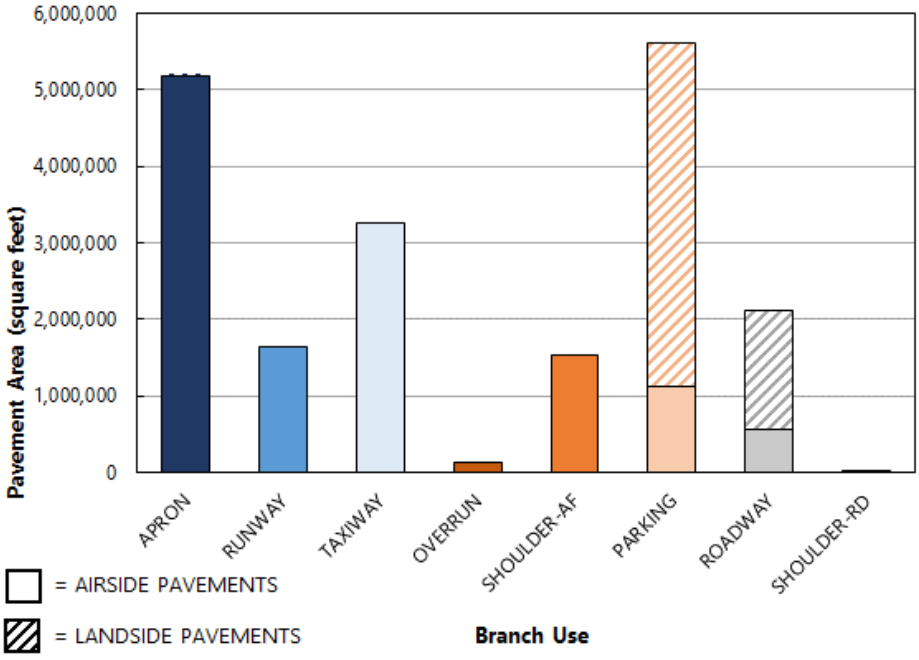


Figure 1 – PAINE FIELD PAVEMENT INVENTORY BY USE

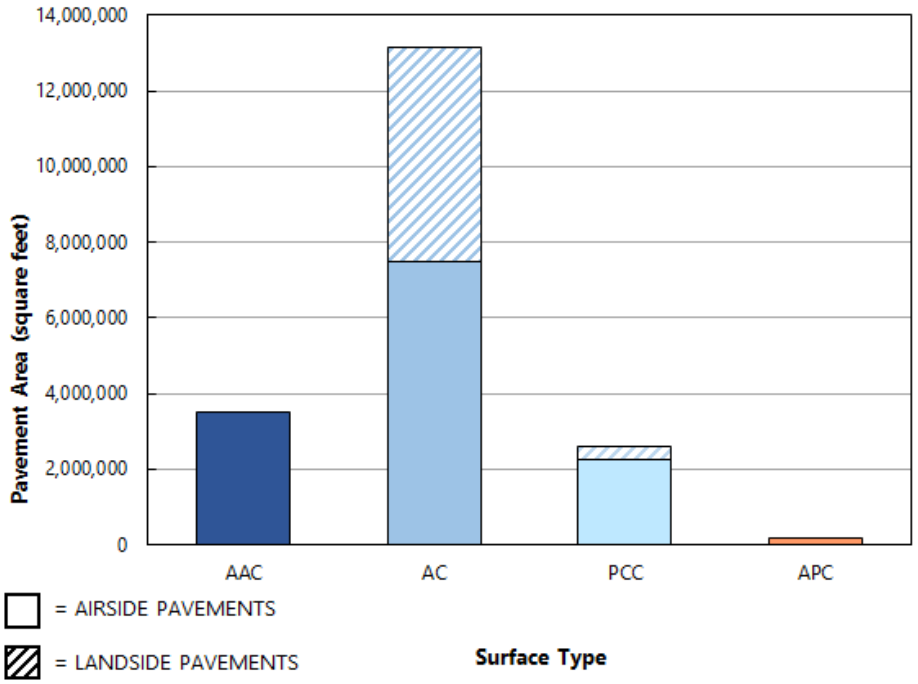
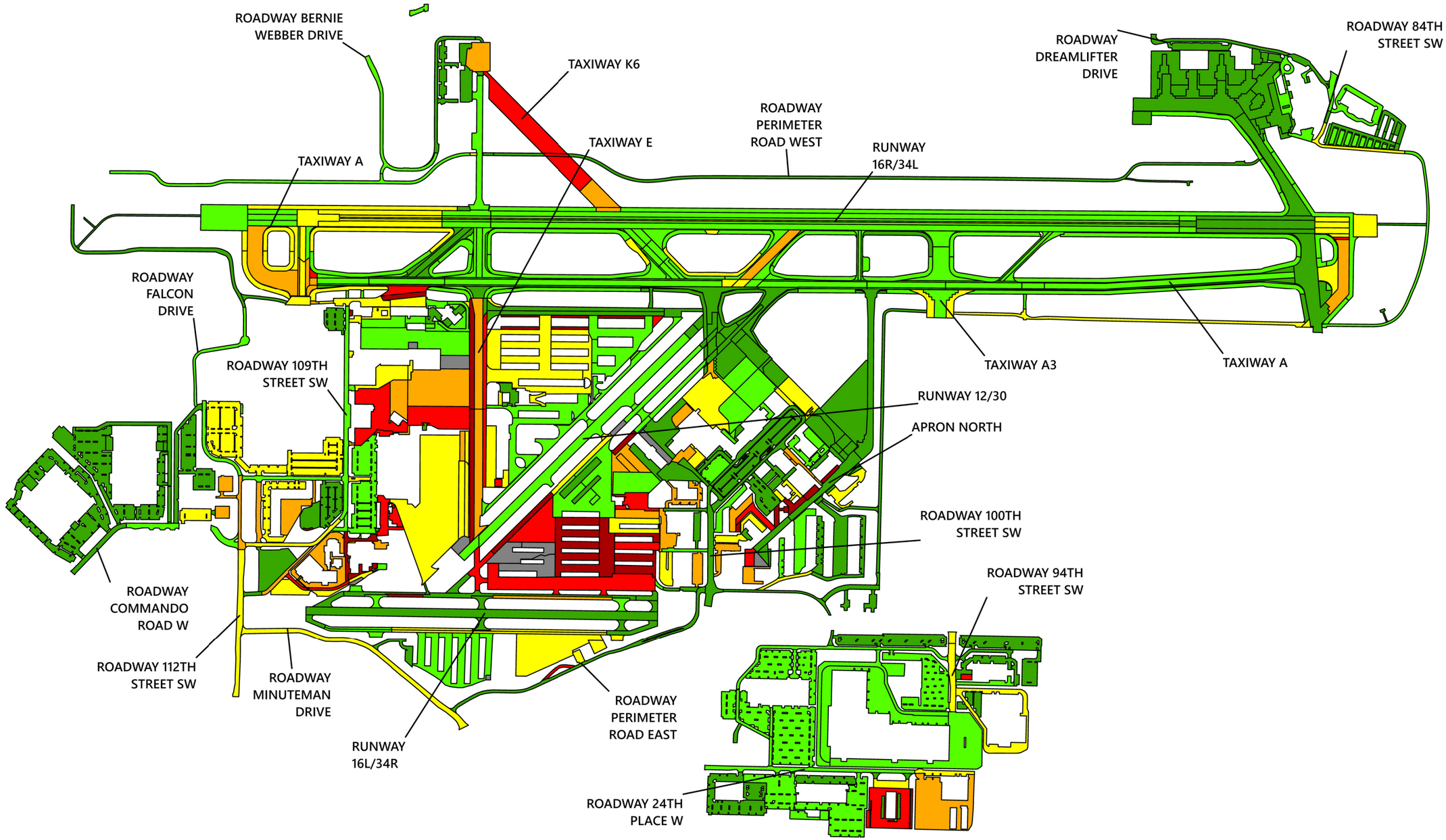


Figure 2 – PAINE FIELD PAVEMENT INVENTORY BY SURFACE TYPE



PAVEMENT CONDITION INDEX(PCI)

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

N

0 500 1,000 2,000 FEET

GRI CENTURY WEST ENGINEERING
PAINE FIELD PMP

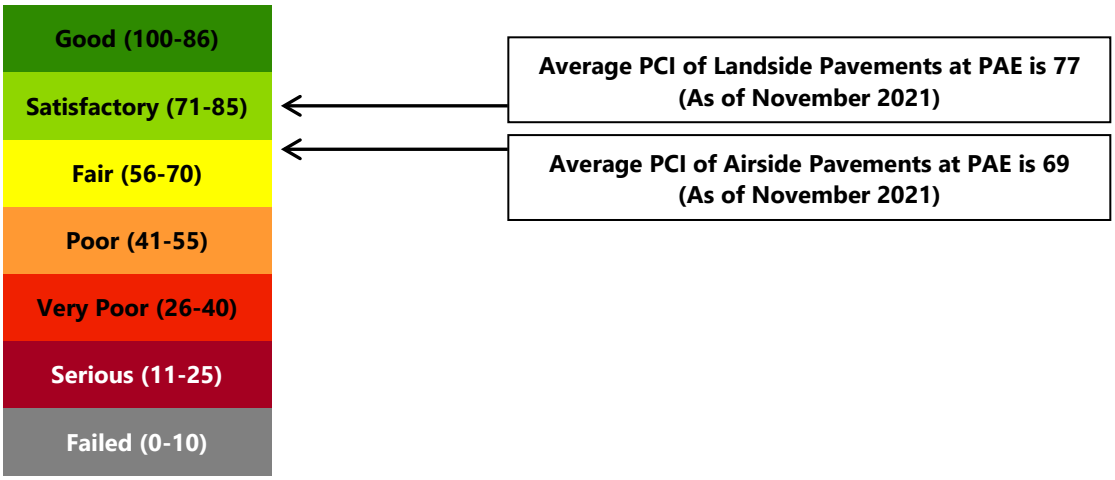
2021 PCI SURVEY RESULTS - AIRSIDE AND LANDSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 3

I.II Pavement Condition Index (PCI) Survey

A component of the implementation or update to a PMP includes performing routine visual surveys of the pavement network. GRI conducted surveys of the landside and airside aprons, parking areas, roadways shoulders, and secondary taxiways at PAE in 2021 in accordance with the procedures of Advisory Circular 150/5380-7B, ASTM International (ASTM) D5340, and ASTM D6433. We combined this survey data with data collected by WSDOT, who conducted an airside survey of the runways, primary taxiways, and aprons in 2018, along with updating the PAVER database with construction records. We uploaded our survey data into the PAVER database and used the software to provide a rapid calculation of the pavement condition index (PCI) rating. The PCI is a numerical indicator that defines the functional condition of the pavement based on visual inspection. The scale ranges from 0 to 100, where 0 represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

At the time of the 2021 PCI inspection, the overall area-weighted average PCI of the airside pavements at PAE was approximately 69, or *Fair*. The 2021 overall area-weighted average PCI of the landside pavements at PAE was 77, or *Satisfactory*. The standard PCI rating scale given in Appendix B of Advisory Circular 150/5380-7B was used, which is shown graphically below. A map of the pavement conditions of the airside pavements at PAE are shown above on Figure 3.



Depending on design life, climatic conditions, and preventive maintenance, the typical pavement condition trend begins with a slight deterioration immediately after construction, followed by a long period where the deterioration levels off. During the "leveling off" period, the deterioration of the pavement slows relative to time. This long period of slower deterioration is when the majority of the desired condition, use, and life of the pavement occurs. At the end of the "leveling off" period, there is a transition point

referred to as the critical Pavement Condition Index (PCI). After the critical PCI is reached, the pavement condition typically deteriorates more quickly into a poor condition state. An example of typical pavement deterioration is presented below on Figure 4. By being proactive and maintaining pavements while they are in the range of slower deterioration is generally more cost-effective as opposed to a reactive worst-first approach, which is generally more costly.

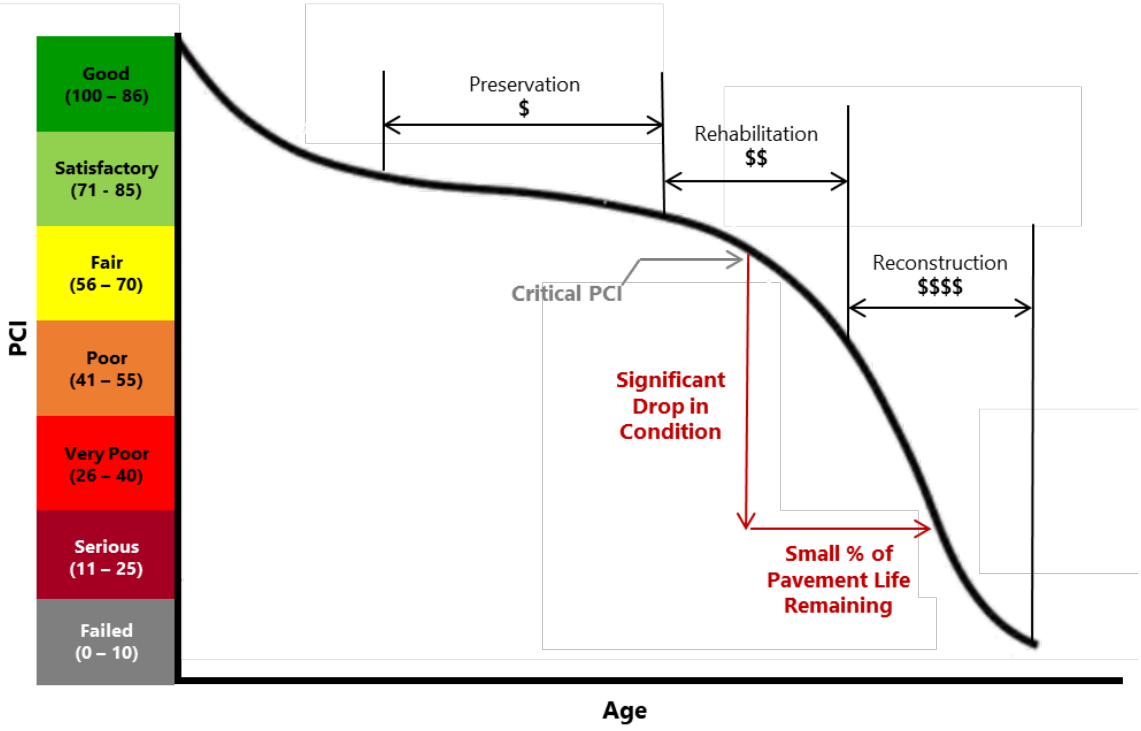


Figure 4 - TYPICAL PAVEMENT DETERIORATION CURVE (AFTER FAA AC 150/5380-7B)

I.III Budgetary Needs and Consequence Analysis and Network-Level Project Recommendations

The PAVER analysis provides a basis for establishing efficient treatment requirements and assessing the impacts of various budget scenarios. These impacts are reflected by the change in pavement condition and monetary impact or change in backlog over time. Based on the PAVER results using the current annual budget, we developed five-year network-level project recommendations starting in 2024 for landside and airside pavements. The projects include major M&R work (e.g., inlay, overlay, reconstruction) and global preventative work (e.g., fog seal, slurry seal) required during the next five years. Our recommendations are based on network-level data and visual assessment; therefore, for each proposed rehabilitation project, we recommend PAE perform a structural, project-level evaluation to refine the design details such as the overlay thickness.

We also analyzed four budget scenarios to understand the impact of various funding levels or PCI goals on the network backlog and PCI. Backlog is any unfunded major M&R for pavements with a PCI below critical value or safety maintenance. At the start of the analysis period, 2024, the current backlog is estimated to be $63.29 million and $9.22 million for airside and landside pavements, respectively. An overview of the impact to the PCI and the backlog for the Eliminate M&R Backlog, Maintain Current M&R Budget, Maintain Current Network PCI, and Safety Maintenance Only budget scenarios are provided on Figures 5 through 8.

Additional details including analysis approach, results, and project lists are provided in Chapter 5 and Appendix E of each report.

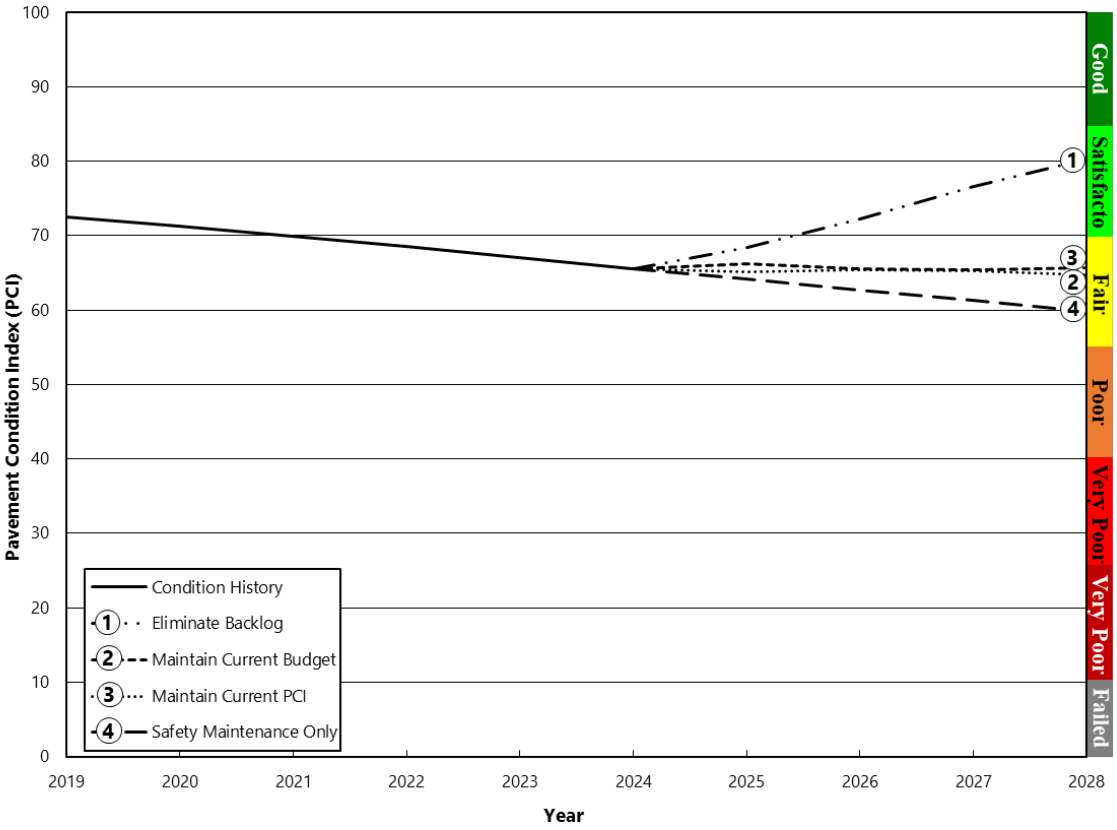


Figure 5 – AIRSIDE BUDGET SCENARIO PCI OVERVIEW

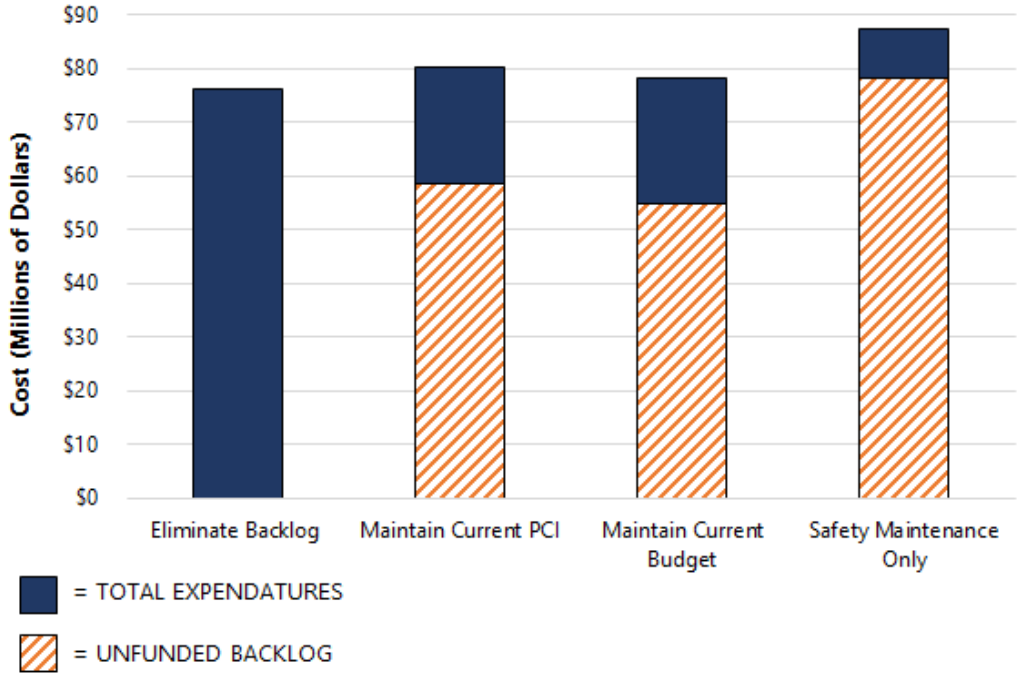


Figure 6 – AIRSIDE BUDGET SCENARIO TOTAL FUNDING AND UNFUNDED BACKLOG AT END OF ANALYSIS PERIOD

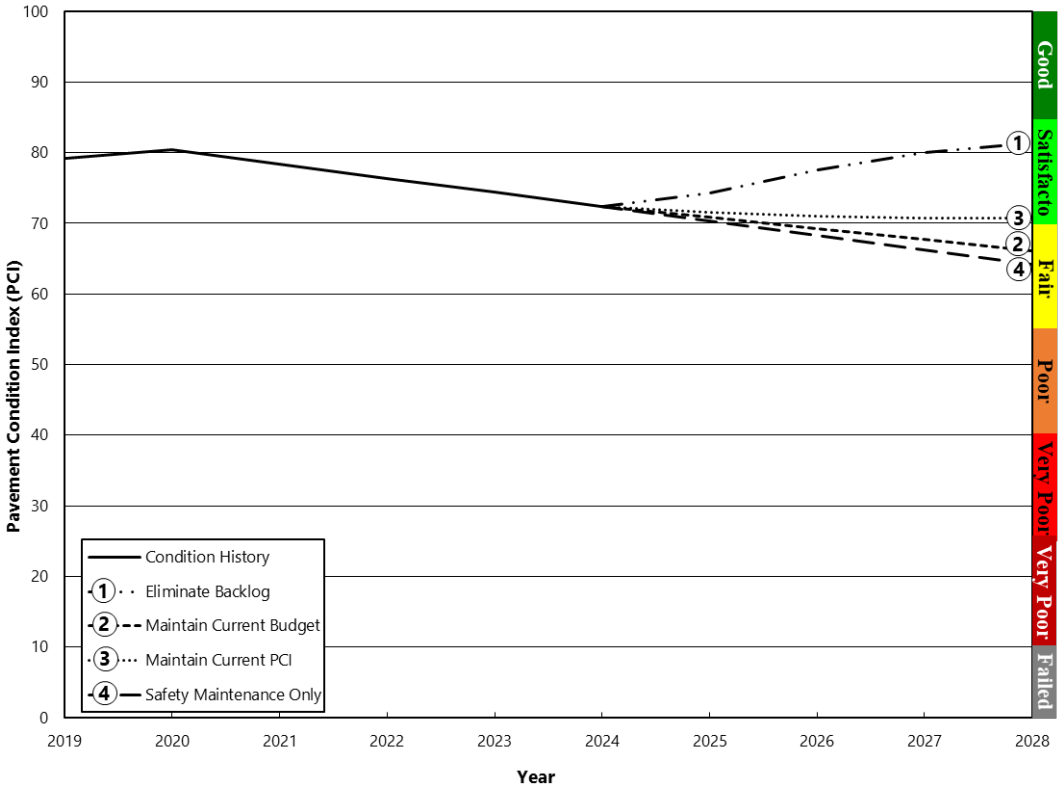


Figure 7 – LANDSIDE BUDGET SCENARIO PCI OVERVIEW

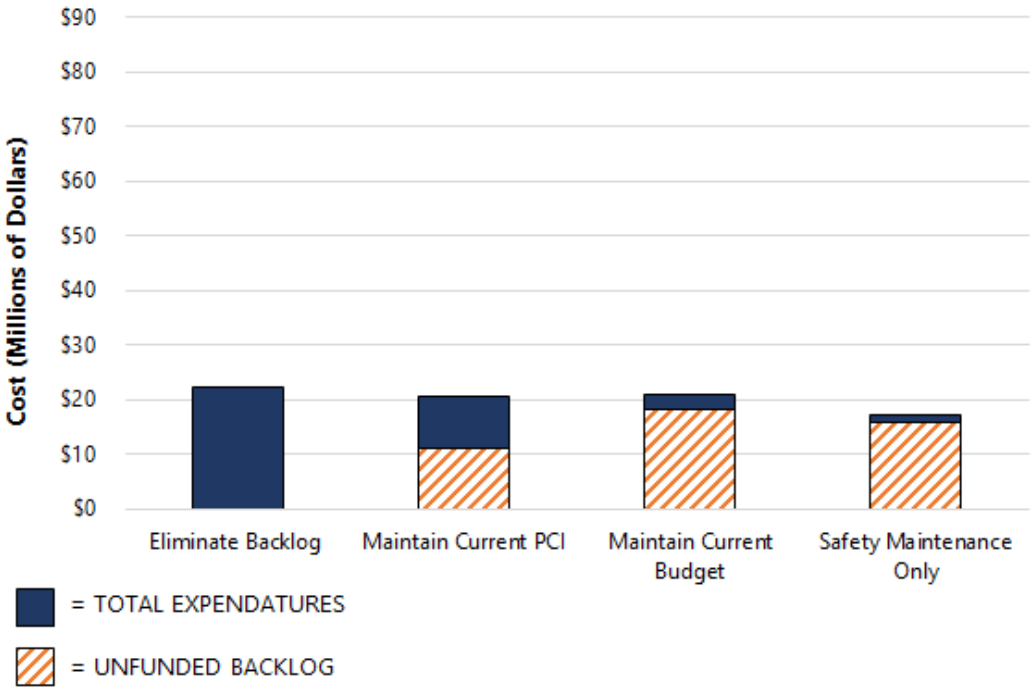


Figure 8 – LANDSIDE BUDGET SCENARIO TOTAL FUNDING AND UNFUNDED BACKLOG AT END OF ANALYSIS PERIOD

F. Pavement Conditions Report

ATTACHMENT B

Airside Pavement; Snohomish County Airport - Paine Field Pavement Management Program

Snohomish County Airport - Paine Field

Pavement Management Program – Airside

Snohomish County, Washington

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Appendix B: Pavement Condition Index Survey Results
Appendix C: Future Pavement Condition Analysis
Appendix D: Unit Cost Data and Maintenance and Rehabilitation Plan
Appendix E: Reinspection Report

1 OVERVIEW

The pavements at Snohomish County Airport – Paine Field (PAE) are characterized as either airside or landside pavements. This designation assists with prioritization, documentation, and allocation of Federal Aviation Administration (FAA) grant funding toward airport pavement projects. We conducted separate analyses and prepared independent reports for both airside and landside pavements. This report details the results of our analysis for airside pavements at PAE.

After a pavement is newly constructed, it will begin a gradual deterioration due to climatic, loading, and operational conditions. Faulty construction techniques and/or sub-standard materials may accelerate this deterioration process, as will loads of excessive magnitude or frequency above those for which the pavement was originally designed. Due to the wide range of variables that may affect the performance of pavement, the best method to monitor it is by using a pavement management program (PMP). A fundamental component of any PMP is the ability to characterize the current pavement condition and track future changes to its condition. These two factors form the basis for estimating current and future prevention and rehabilitation requirements and ultimately the cost-effective capital allocation. In accordance with the procedures of Federal Aviation Administration (FAA) Advisory Circular 150/5380-7B, *Airport Pavement Management Program*, PAE utilizes the PAVER pavement management software and routinely inspects airfield pavements in accordance with ASTM D5340, *Standard Test Method for Airport Pavement Condition Index Surveys.*

GRI teamed with Century West Engineering (CWE) to assist with updating the PAE airport pavement management system (APMS) and developing a five-year plan for major maintenance and rehabilitation (M&R) and preservation work at PAE. GRI conducted surveys of the airside aprons, parking areas, roadways shoulders and secondary taxiways at PAE in 2021 in accordance with the procedures of Advisory Circular 150/5380-7B, ASTM International (ASTM) D5340, and ASTM D6433. We combined this survey data with data collected by the Washington Department of Transportation (WSDOT), who conducted an airside survey of the runways, primary taxiways, and aprons in 2018, along with updating the PAVER database with construction records. We uploaded our survey data into the PAVER database and used the software to provide a rapid calculation of the pavement condition index (PCI) rating. The PCI is a numerical indicator that defines the functional condition of the pavement based on visual inspection. The scale ranges from 0 to 100, where 0 represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

As noted above, the PAVER program rates the condition of pavements using the PCI method. However, in addition to providing a database of current and historical PCI results, the PAVER software is also used to predict future pavement conditions and obtain the optimal schedule for the application of M&R. By using a preservation-based approach instead of a worst-first methodology, an APMS software such as PAVER helps reduce future pavement repair costs by recommending timely M&R. In general, an APMS provides the following benefits:

1. A systematic means for collecting and storing pavement information.
2. An objective and repeatable system for evaluating pavement conditions.
3. Procedures for predicting future pavement conditions.
4. Procedures for determining the consequences that constrained M&R budgets will have on future pavement conditions and life-cycle costs.
5. Procedures for formulating and prioritizing M&R projects. A project typically consists of multiple pavement sections, with each section having several feasible repair options.

Due to the size and complexity of the airside pavements at PAE, FAA guidance recommends an airside pavement survey, coupled with a comprehensive review and update of the APMS report, occur every three years. This will meet the inspection schedule requirements outlined in Section A-1.2 of Advisory Circular 150/5380-7B that stipulate pavements surveyed in accordance with the procedures of ASTM D5340 must occur at a frequency of at least once every three years. Updating the APMS database will continue to make PAE eligible for FAA funding for major pavement rehabilitation work since the APMS meets the pavement maintenance management requirements (described in Appendix A of Advisory Circular 150/5380-7B) identified in Public Law 103-305, FAA Authorization Act of 1994.

2 PAVEMENT INVENTORY

PAE is located approximately 6 miles southwest of Everett, Washington, owned and operated by Snohomish County. The airport serves a variety of commercial and general aviation aircraft and PAE is home to the Boeing Everett Factory and sees a high volume of traffic from large aircraft traveling to and from the factory. The general location of the airport is shown below on Figure 2.1. In 2018, there were 538 aircraft based at PAE and the airport saw an average of 315 aircraft operations per day. Airside pavements managed by PAE comprise approximately 1,494,000 square yards. In addition to the pavements

managed by PAE, there are approximately 25,900 square yards of airside pavements within the airport property that are not maintained by PAE.

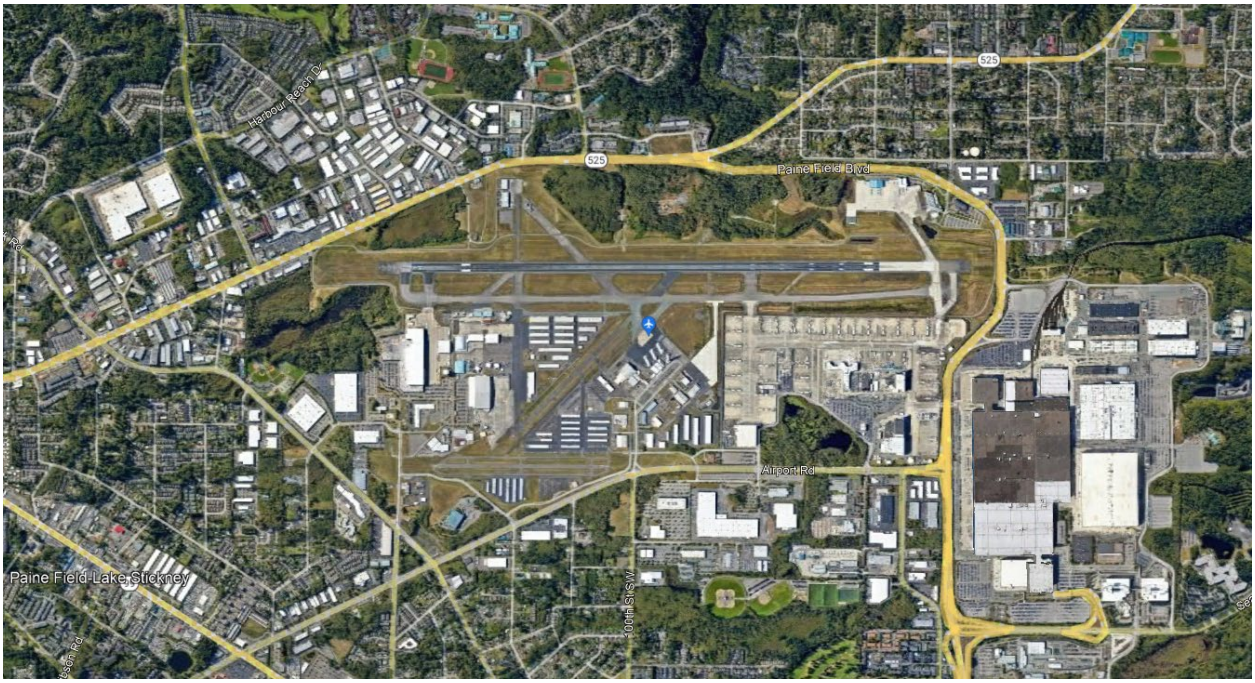


Figure 2.1 – SNOHOMISH COUNTY AIRPORT – PAINE FIELD LOCATION MAP

Airside pavements at PAE consist of one primary runway with a parallel taxiway; one utility runway with two parallel taxiways; multiple connector taxiways and taxilanes; and several aprons, roadways, and parking lots. The types of airside pavements include asphalt concrete (AC), portland cement concrete (PCC), AC overlaid with AC (AAC), and portland cement concrete overlain with AC (APC). Figure 2.2 shows the distribution of airport pavement area by surface type, and Figure 2.3 shows the distribution of pavement area by branch use. The pavement inventory, section rank, surface type, and branch use are displayed on Figures 1A through 4A and listed in Tables 1A and 2A in Appendix A.

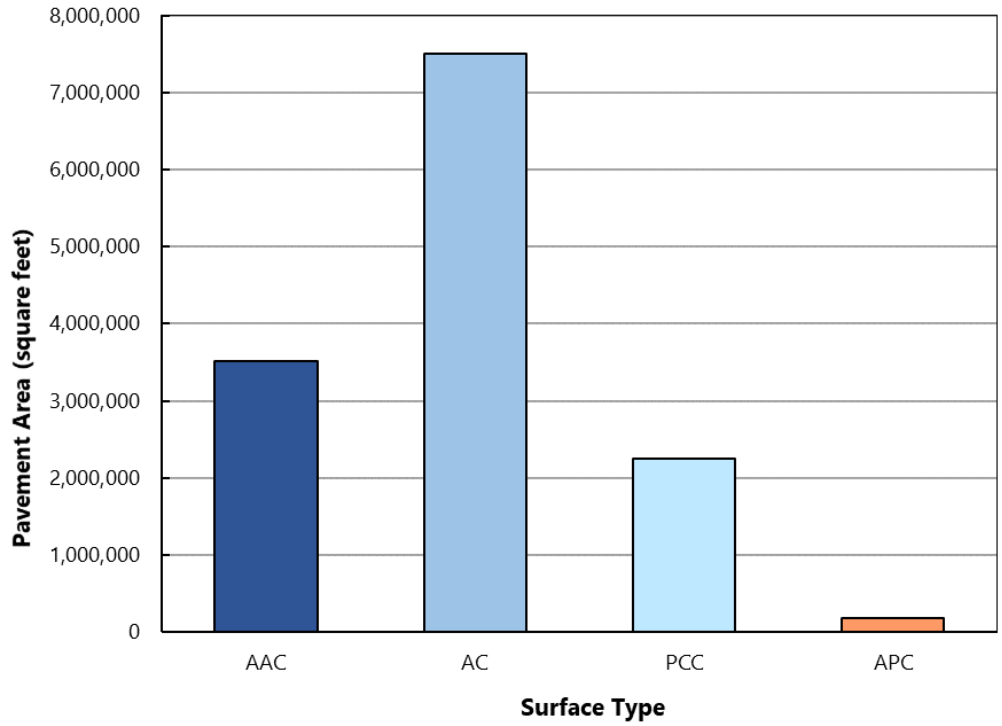


Figure 2.2 – PAE AIRSIDE PAVEMENT AREA BY SURFACE TYPE

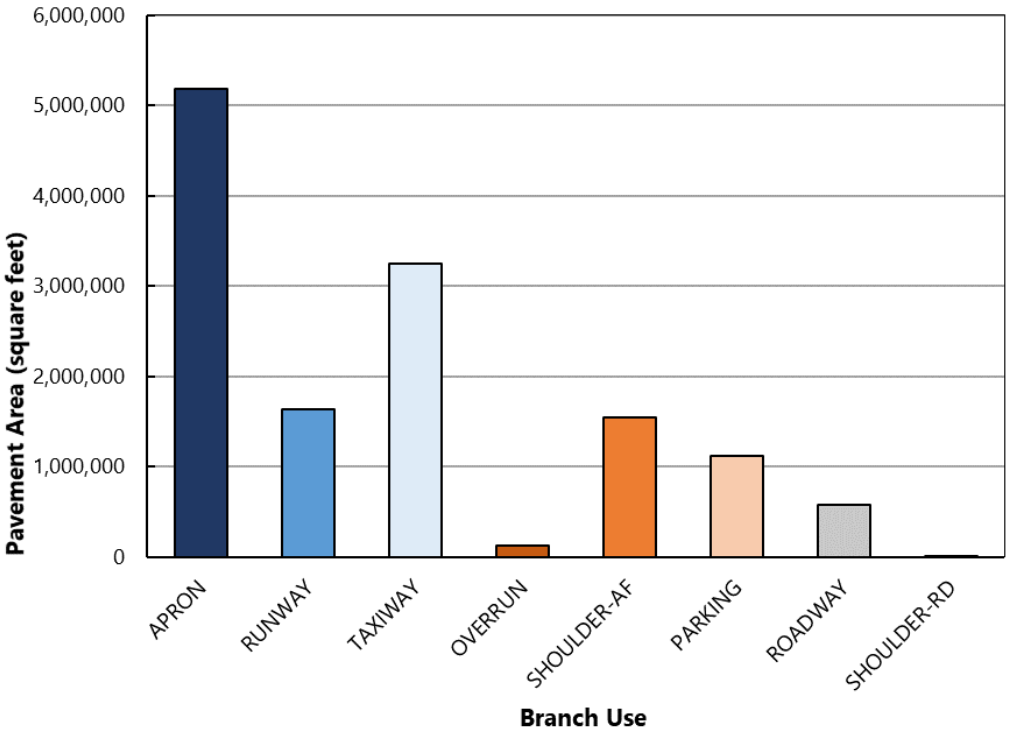


Figure 2.3 – PAE AIRSIDE PAVEMENT AREA BY BRANCH USE

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at PAE in 2021. The 2021 survey work was performed on sections that had not been previously inspected. The 2021 PCI survey was performed in accordance with the methods described in FAA Advisory Circular 150/5380-6C and ASTM D5340, using sampling rates described in Section A.4 in Appendix A of this report. We combined the GRI survey data with data from a 2018 WSDOT inspection of primary and secondary airside pavements at PAE. Pavement sections inspected during the WSDOT survey had last been inspected in 2012.

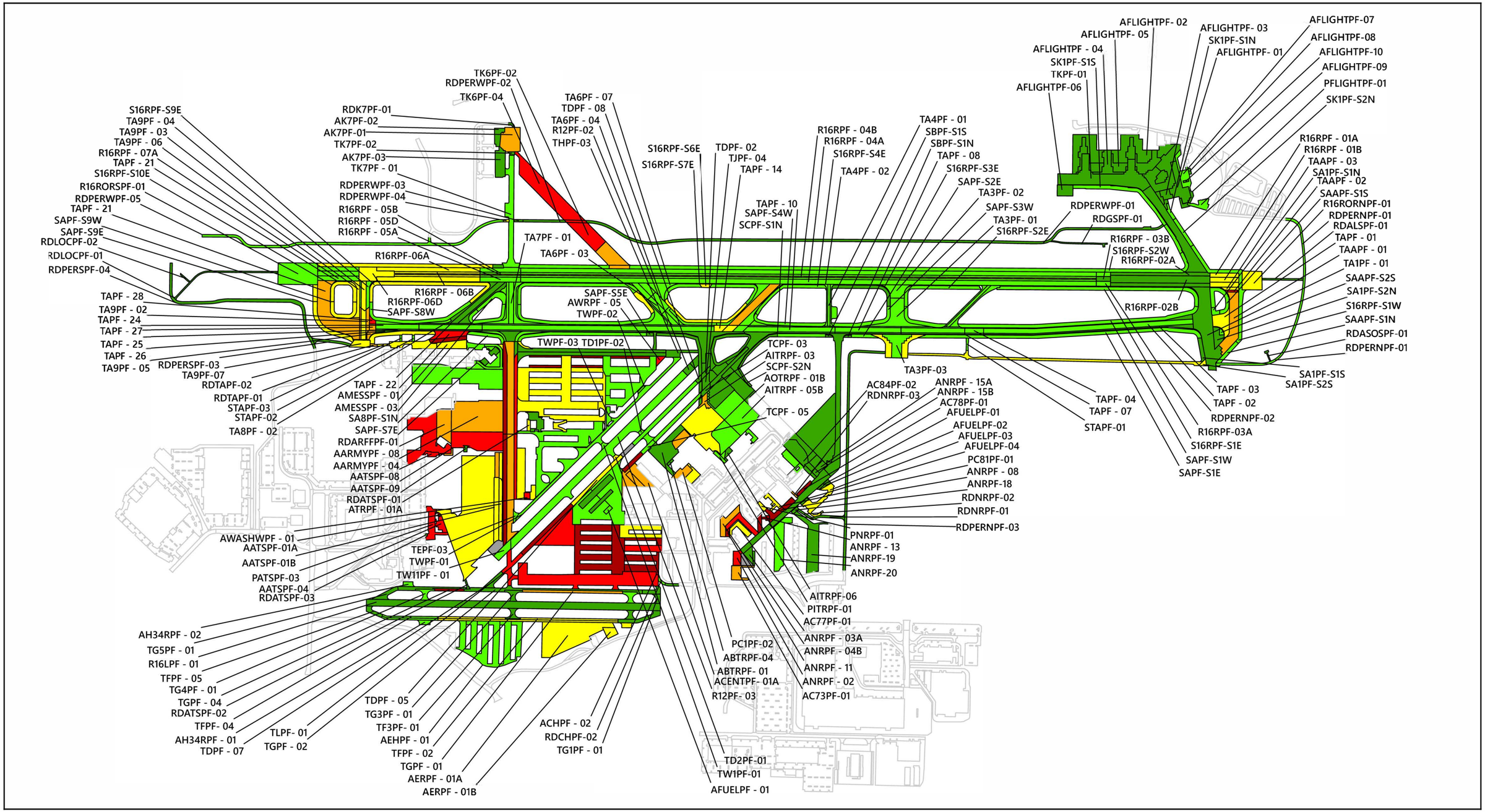
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category rating scale in accordance with ASTM D5340. Details of the ASTM PCI rating scale are provided in Table 3.1 below.

Table 3.1: ASTM PCI RATING SCALE

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

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airside pavements at PAE is approximately 69. The section PCIs ranged from a low of 1 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, patching, and alligator cracking on AC surfaced pavements, and joint spalling, corner spalling and linear cracking on PCC pavements. Section PCIs following our pavement survey are displayed spatially on Figure 3.1.



PAVEMENT CONDITION INDEX (PCI)

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

CENTURY WEST ENGINEERING
PAINE FIELD PMP

2021 PCI SURVEY RESULTS - AIRSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291-A FIG. 3.1

The condition distribution of the network by the percent of managed pavement area is provided on Figure 3.2, below.

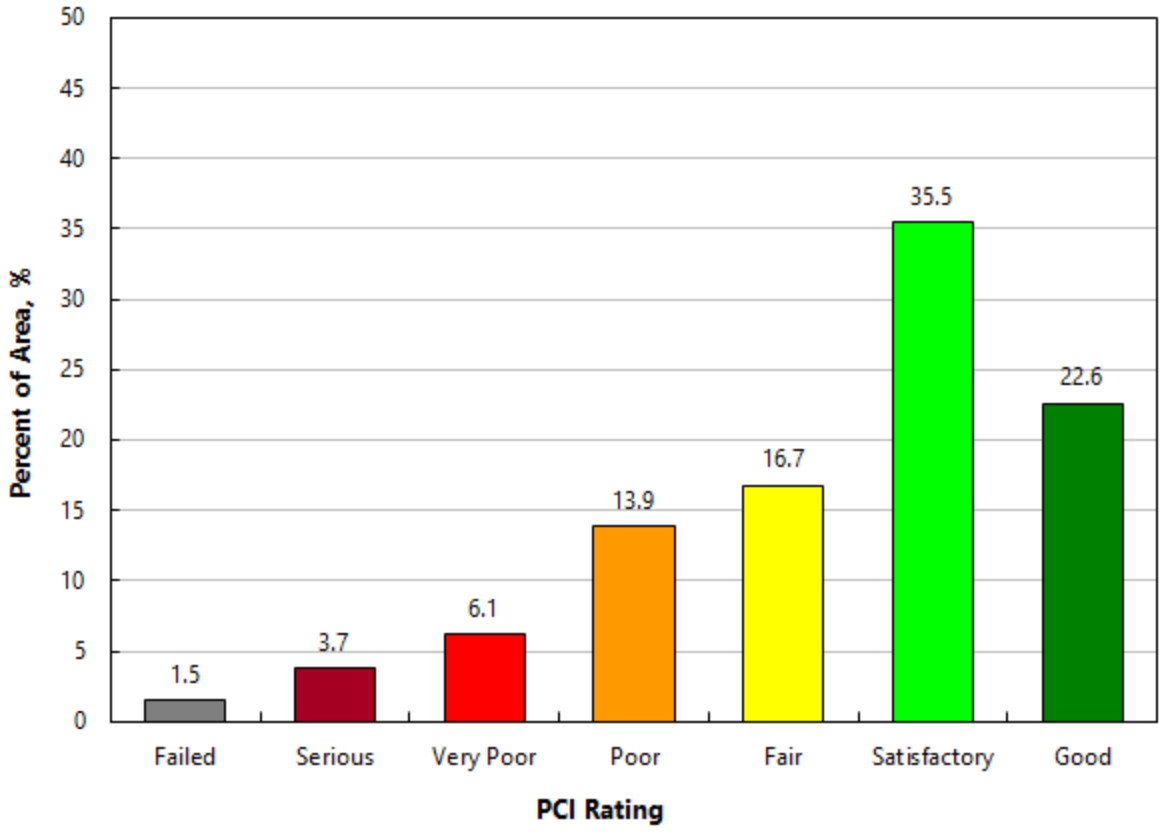


Figure 3.2 – PAE AIRSIDE PAVEMENT CONDITION RATING BY PERCENT OF AREA

A summary of the pavement condition results by branch and section are included in Tables 2B and 3B of Appendix B, respectively. Pavement sections that have a PCI less than or equal to 40 and are rated Very Poor, Serious, or Failed are highlighted in red in Tables 2B and 3B. The reason for calling attention to these pavements is that a PCI of 40 is typically about the phase in a pavement's deterioration cycle at which foreign object debris (FOD) becomes a major concern. The inspection report providing inspection details for individual sample units is provided in Table 1F in Appendix F.

4 PAVEMENT CONDITION ANALYSIS

4.1 Introduction

In addition to assessing the current condition of a pavement, it is very important from a planning standpoint to be able to predict with reasonable accuracy the future condition. Additional details regarding our future pavement condition analysis, including pavement condition prediction models, are provided in Appendix C. PCI performance curves

developed for airside pavements at PAE are displayed on Figures 1C through 16C in Appendix C.

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for five- and ten-year periods assuming the analysis period starts in 2024. Based on this analysis, we project the PCI for airside pavements will decrease from a current value of 69 to a value of 60 in the year 2028 and 53 in the year 2033 if no maintenance or rehabilitation work is performed. The projected pavement condition in five years and ten years for each airside pavement section at PAE is displayed spatially on Figure 4.1 and listed in Table 1C in Appendix C.

4.3 Functional Remaining Life

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

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

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

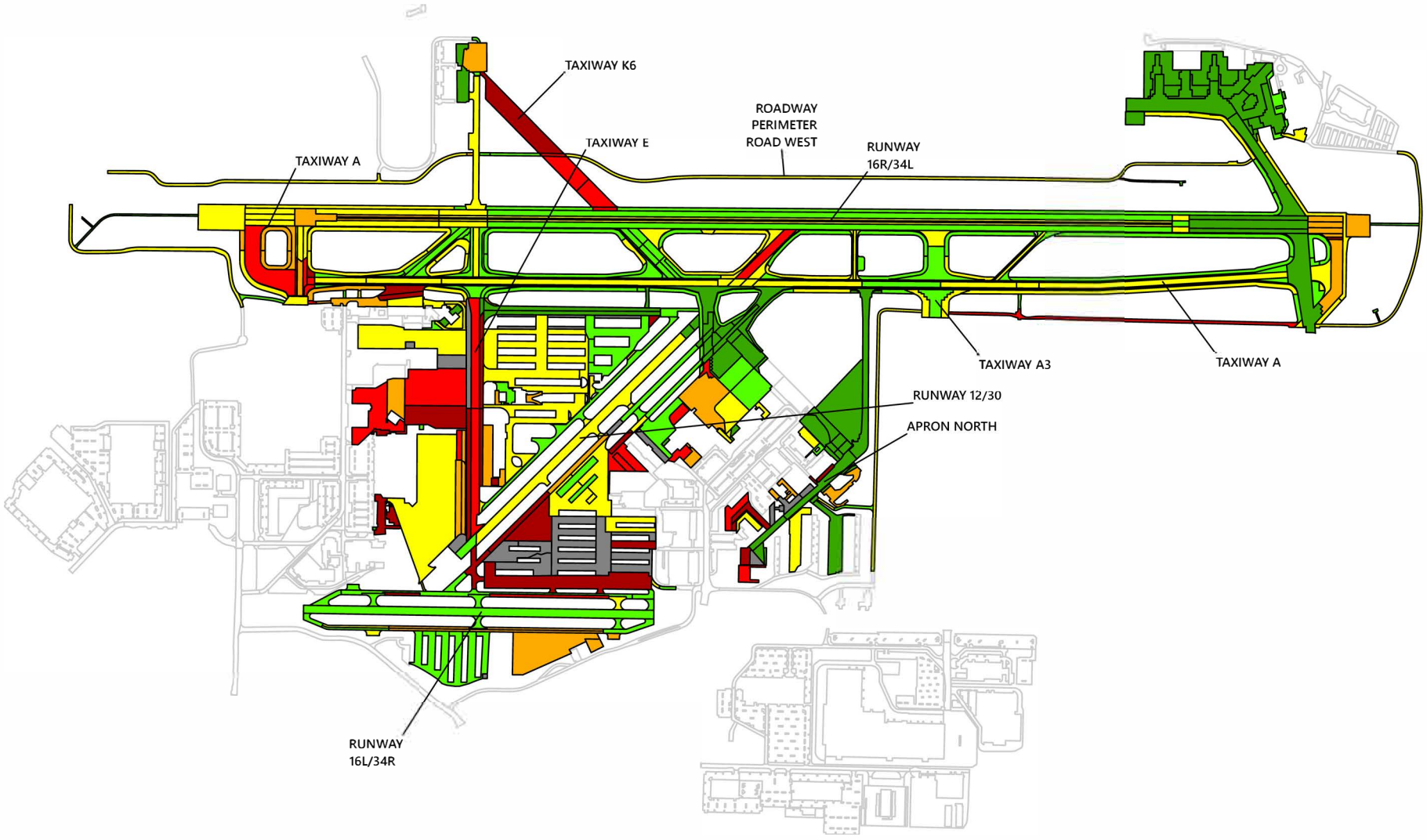
5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

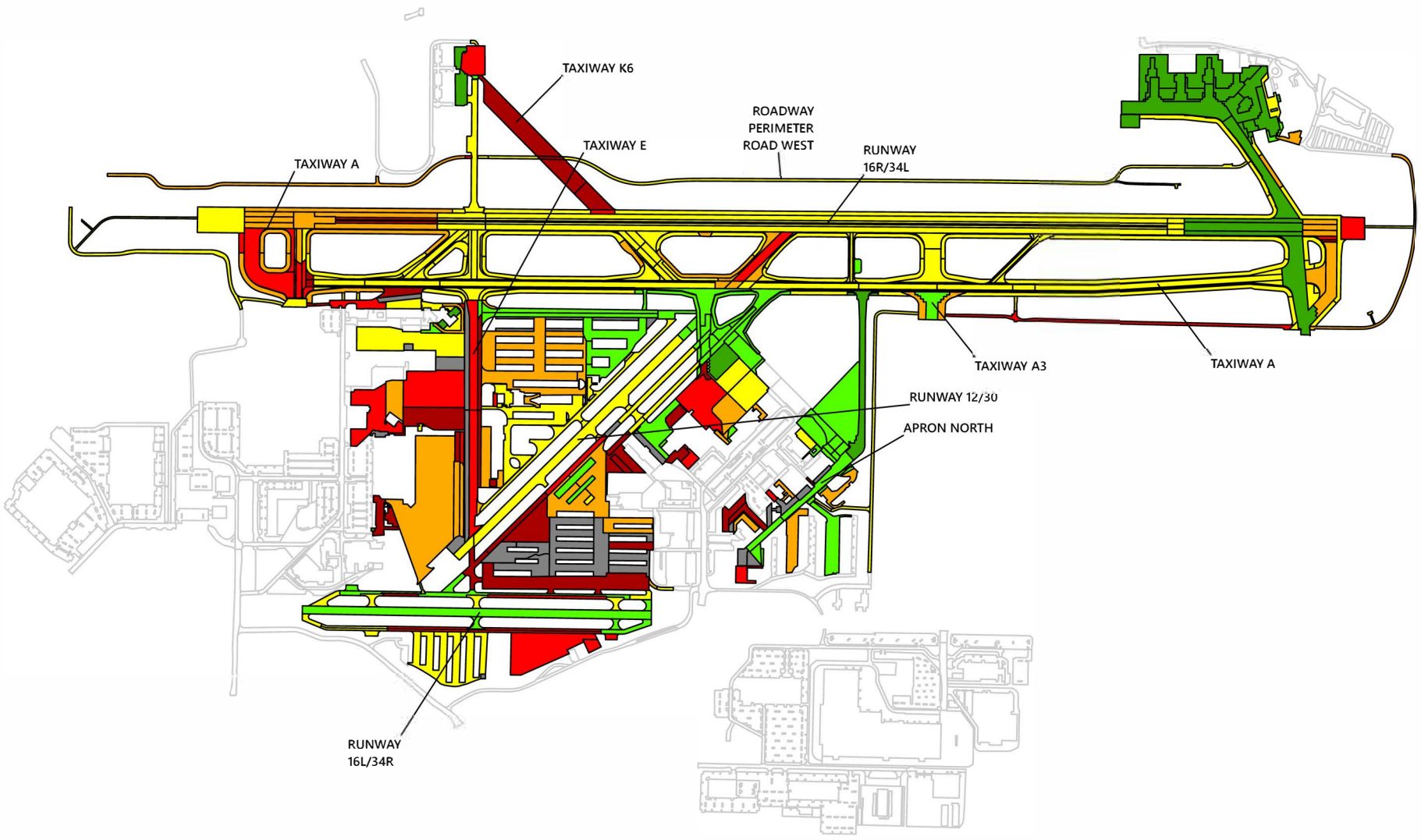
We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop localized maintenance, global maintenance, and rehabilitation needs. Details of our M&R work priority and unit costs for work activities are provided in Tables 1D and 2D, respectively, in Appendix D.

Based on the PCI-survey results, Figure 5.1 displays a breakdown of the PAE network pavement condition by percent of the area and general M&R treatment categories.

PREDICTED CONDITION IN 2028



PREDICTED CONDITION IN 2033



SECTION PCI

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

N

0 500 1,000 2,000 FEET

GRI CENTURY WEST ENGINEERING
PAINE FIELD PMP

FUTURE PAVEMENT CONDITION - AIRSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291-A FIG. 4.1

Approximately 58%, 31%, and 11% of the area require preservation treatments, rehabilitation, and reconstruction, respectively.

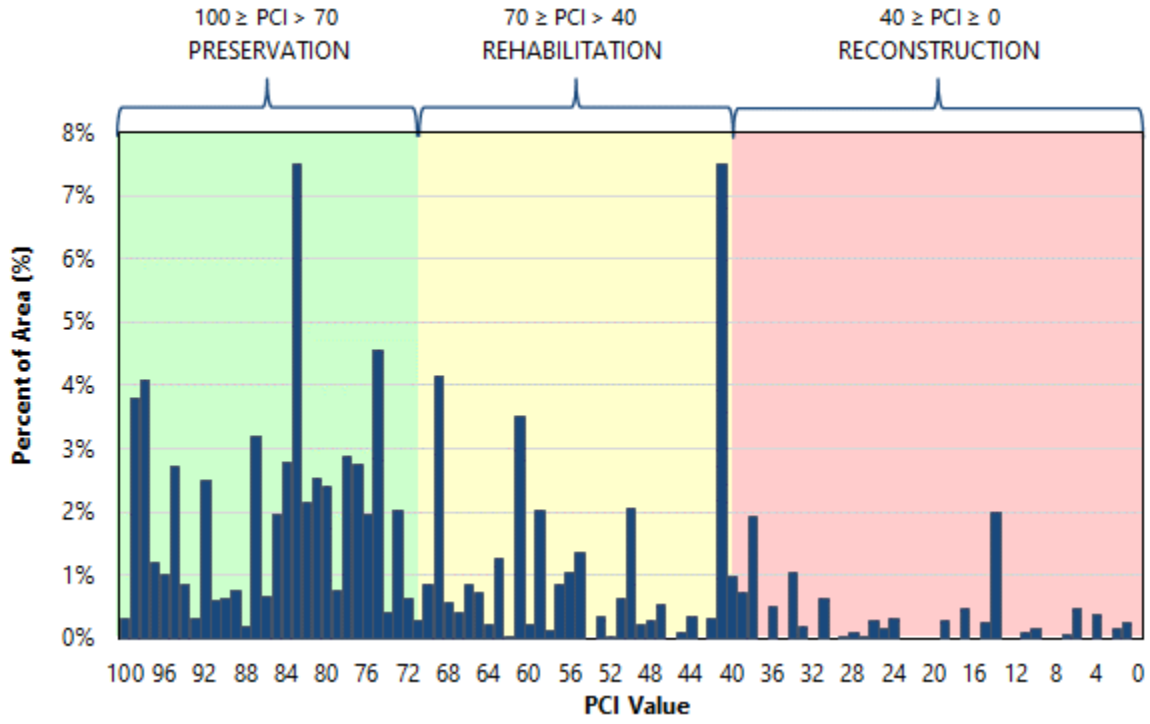


Figure 5.1 – PAE AIRSIDE PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

5.2 Budget Scenario Analysis Results

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal to determine the budget required to meet the goal. The following four budget scenarios were analyzed for a five-year period beginning in 2024:

- Eliminate M&R Backlog
- Maintain Current M&R Budget
- Maintain Current Network PCI
- Safety Maintenance Only

The results are summarized below. Additional graphical and tabular information regarding the comparison of the budgets and the effects on the PCI are given in Table 1E and on Figures 1E through 7E in Appendix E.

The PCI of 69 from the 2021 inspection performed by GRI and the projected PCI based on the 2018 WSDOT inspection is projected to deteriorate to a PCI of 66 at the beginning of the analysis period (i.e., prior to conducting the recommended work). At the beginning of the analysis period, PAE will have an unfunded M&R backlog of approximately $63.29 million. The backlog is approximated by running an unconstrained analysis. The amount of funding suggested for M&R on a pavement section with a PCI below the critical value is considered unfunded backlog.

The M&R costs in the analysis are based on estimated unit prices and are presented in constant 2021 dollars, i.e., they assume no inflation over the long term.

5.2.1 Scenario 1 – Eliminate M&R Backlog

M&R backlog is any major M&R work required for a pavement with a PCI below a critical value (see Section C.3 in Appendix C). We found that, on average, an annual budget of approximately $15.22 million is needed to eliminate the unfunded M&R by 2028. Table 5.1 displays a summary of the analysis.

Table 5.1: SUMMARY OF ELIMINATE BACKLOG BUDGET SCENARIO RESULTS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
1	Eliminate Backlog in Five Years	66	$76,100,629	$0	$76,100,629	86

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded are the stopgap, preventive, global, and major M&R values.

c) The sum of the total funded and total last year unfunded cost.

The total cost over the five-year analysis period, including funded and unfunded M&R, is approximately $76.10 million. Figure 5.2 displays the impact on the network PCI over time with respect to the total funded and unfunded M&R.

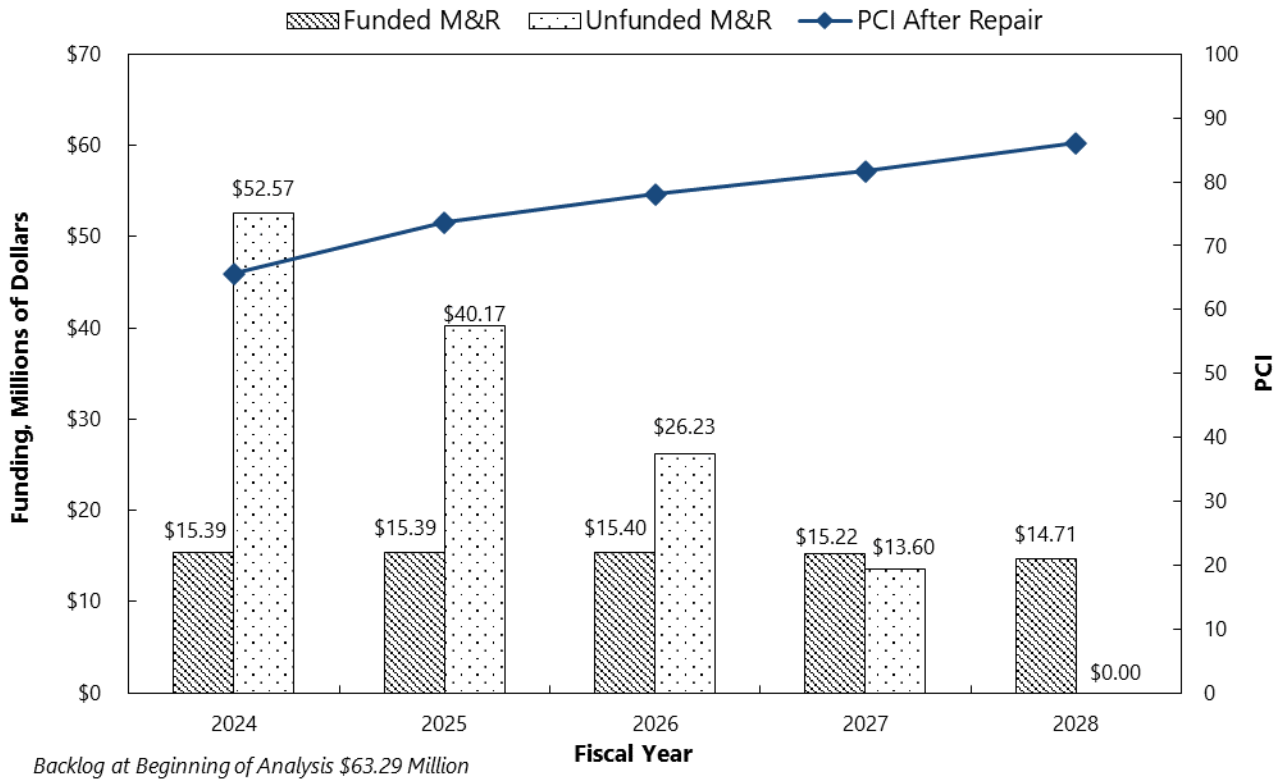


Figure 5.2 – ELIMINATE M&R BACKLOG ANALYSIS RESULTS

5.2.2 Scenario 2 – Maintain Current M&R Budget

The current budget for the five-year analysis period beginning in 2024 contains two types of money: funding for airport capital improvement project (ACIP) projects and annual maintenance. The ACIP projects' funding varies over the five-year period and are based on the monies obtained through FAA Airport Improvement Program grants, which is estimated to be on average $4.5 million annually. For maintenance, PAE plans to spend $350,000 annually on surface treatments, crack sealing, and patching for both their landside and airside pavements. For our analysis, we have assumed that the maintenance dollars will be split equally between the landside and airside. A summary of the results for this budget scenario is presented below in Table 5.2.

Table 5.2: SUMMARY OF THE MAINTAIN CURRENT BUDGET SCENARIO RESULTS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[(a)]	Unfunded M&R Cost at End of Analysis[(b)]	Total Cost[(c)]	PCI at End of Analysis
2	Maintain Current Budget	66	$23,327,555	$54,904,780	$78,232,335	68

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded are the stopgap, preventive, global, and major M&R values.

c) The sum of the total funded and total last year's unfunded cost.

The total cost over the next five years, including the funded and unfunded M&R, is approximately $78.23 million. Figure 5.3 displays the impact on the network PCI over time with respect to the total funded and unfunded M&R.

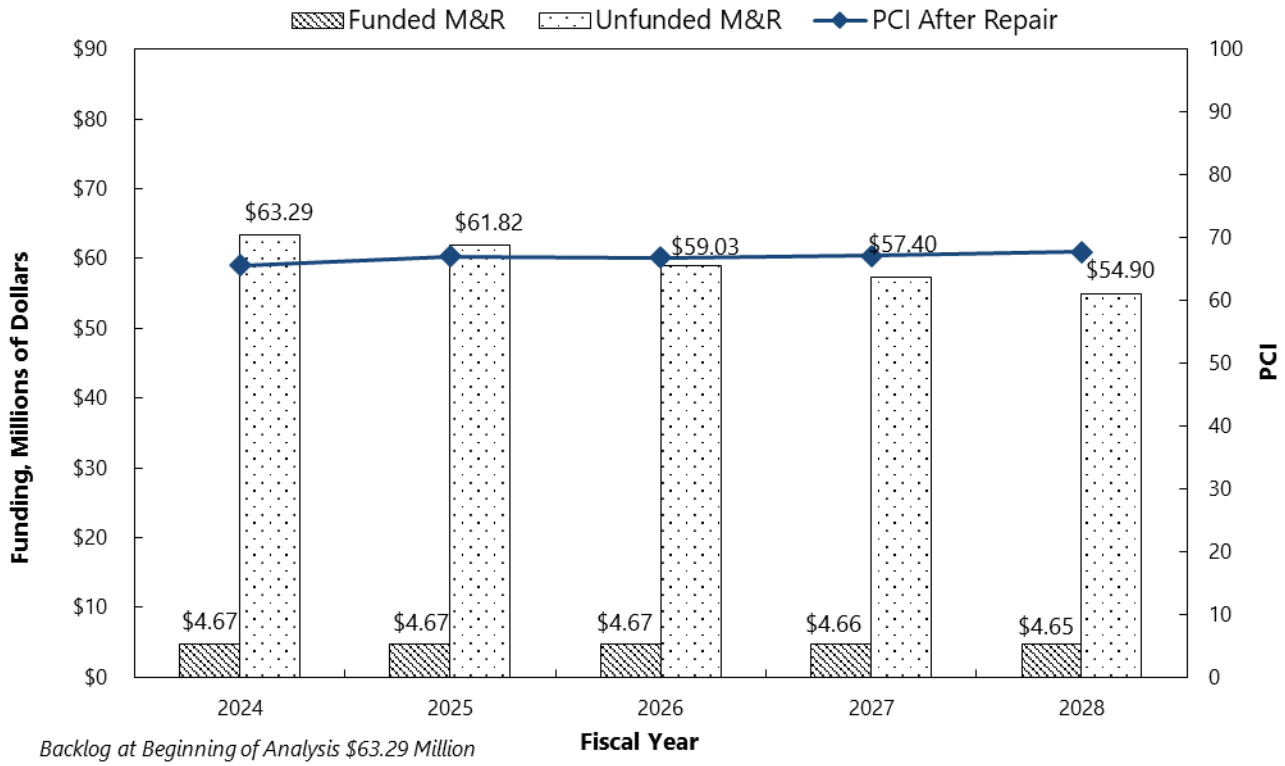


Figure 5.3 – MAINTAIN CURRENT BUDGET ANALYSIS RESULTS

5.2.3 Scenario 3 – Maintain Current Network PCI

Funding at an average annual amount of approximately $4.31 million is estimated to be sufficient to maintain the PAE airside pavements at their current PCI over the five-year analysis period. A summary of this budget is shown below in Table 5.3. If the goal is to

maintain the existing PCI of at least 66, the total cost over the next five years, including the funded and unfunded M&R, is approximately $80.17 million.

Table 5.3: SUMMARY OF THE MAINTAIN CURRENT NETWORK PCI BUDGET SCENARIO RESULTS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
3	Maintain Current PCI	66	$21,542,195	$58,632,129	$80,174,324	66

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded are the stopgap, preventive, global, and major M&R values.

c) The sum of the total funded and total last year's unfunded cost.

The annual $4.31 million M&R funding level will result in a PCI of 66 at the end of the fifth analysis year. The M&R backlog will decrease over this period by approximately 15%. Figure 5.4 displays the impact on the network PCI over time with respect to the total funded and unfunded M&R.

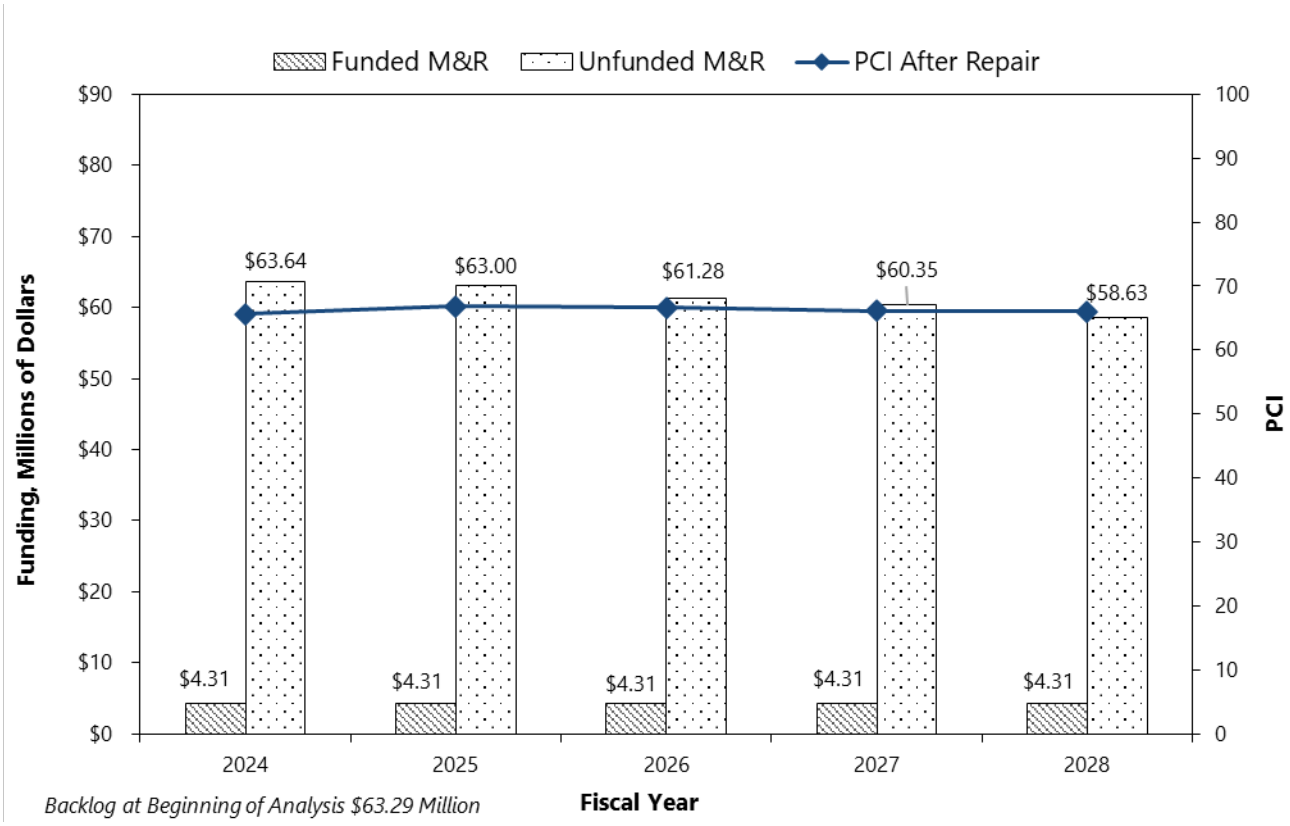


Figure 5.4 – MAINTAIN PCI ANALYSIS RESULTS

5.2.4 Scenario 4 – Funding Requirements to Perform Safety Maintenance Only

If only localized stopgap (safety) M&R is conducted to maintain the airport pavements at a safe level, the PCI would drop to 60 in 2028. PAE would still need to spend a sizeable amount, on average $1.82 million annually. At this funding level, the total M&R backlog will increase to $78.23 million in 2028, a nearly 19% increase of the current total unfunded M&R. A summary of this budget scenario is shown in Table 5.4.

Table 5.4: SUMMARY OF SAFETY MAINTENANCE ONLY BUDGET SCENARIO RESULTS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
4	Safety Maintenance Only	66	$9,076,115	$78,233,376	$87,309,491	60

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded are the stopgap and major M&R values.

c) The sum of the total funded and total last year's unfunded cost.

The total cost over the next five years, including the funded and unfunded M&R, is approximately $87.31 million. Figure 5.5 displays the impact to the network PCI over time with respect to the total funded and unfunded M&R.

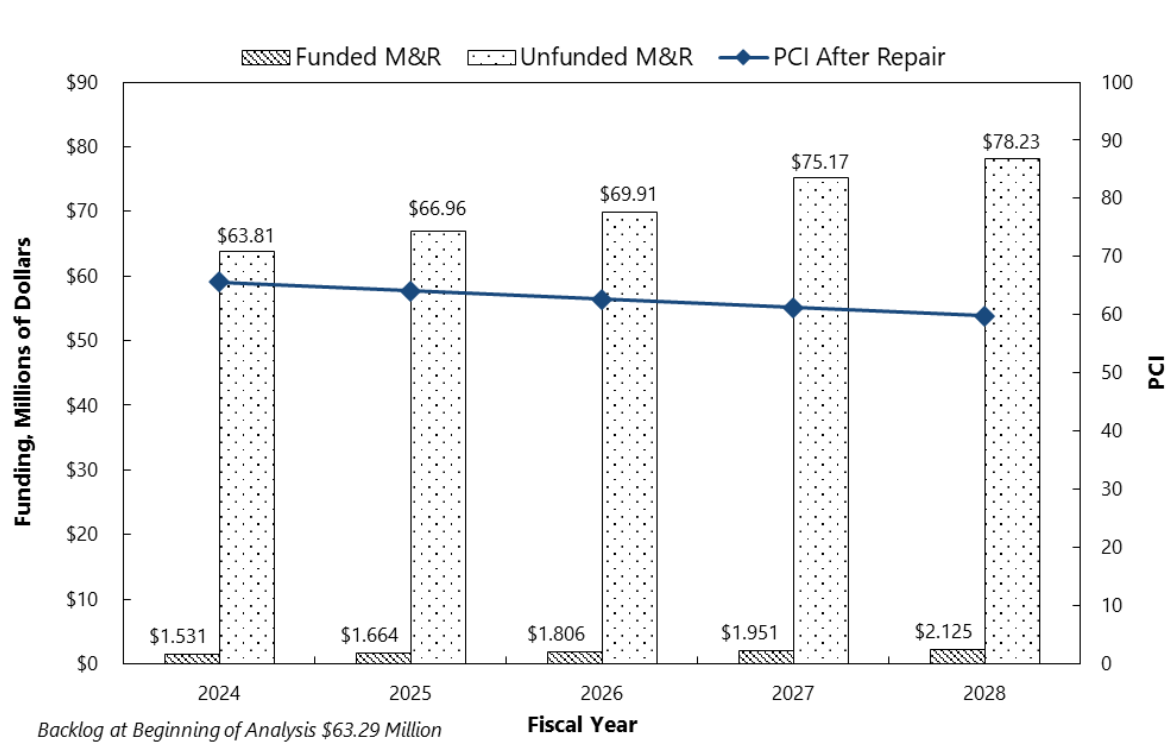


Figure 5.5 – SAFETY MAINTENANCE ONLY ANALYSIS RESULTS

5.3 Recommended Major and Global M&R Projects

To develop the five-year work plan, we ran the maintain current budget scenario with the PAVER M&R Work Planning Module in order to generate a list, organized by year, of Major M&R (e.g., overlay or reconstruction) and Global M&R (e.g., fog or slurry seal) projects. We then reviewed the project list and refined it into practical construction projects for each year. The complete list of recommended Major and Global M&R projects is presented in Table 2E, and a map of the project locations are shown on Figure 8E in Appendix E.

5.4 Recommended Routine Maintenance and Rehabilitation

Localized or routine M&R refers to activities such as crack sealing and patching, which should be performed annually in order to maintain aging pavements properly. Using the PAVER Localized Distress Maintenance Analysis tool, we developed a list of recommended routine M&R. This list is shown in Table 3E in Appendix E and is independent of the Major M&R projects associated with the five-year Major and Global M&R shown in Appendix E.

5.5 Summary

The overall PCI of airside pavements at PAE in 2021 is Fair, corresponding to a PCI of 69. This average rating represents all the actively used pavements on the airside of the airport.

We conducted a budget analysis based on a preservation philosophy as opposed to a worst-first methodology. The worst-first methodology is suboptimal because M&R work is only applied after the pavement has structural damage. Once a pavement has significant structural damage, the only repair option is reconstruction. Preservation, on the other hand, uses optimum timing to perform lower cost-preventive treatments such as crack sealing, surface seals, and AC overlays.

We evaluated four budget scenarios for a five-year period beginning in 2024. A summary of the four budget scenarios is shown in Table 5.5.

Table 5.5: SNOHOMISH COUNTY AIRPORT – PAINE FIELD BUDGET SCENARIOS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
1	Eliminate Backlog in Five Years	66	$76,100,629	$0	$76,100,629	86
2	Maintain Current Budget	66	$23,327,555	$54,904,780	$78,232,335	68
3	Maintain Current PCI	66	$21,542,195	$58,632,129	$80,174,324	66
4	Safety Maintenance Only	66	$9,076,115	$78,233,376	$87,309,491	60

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded stopgap, preventive, global, and major M&R values.

c) The sum of the total funded and total last year's unfunded cost.

In addition to the budget scenario analysis, M&R recommendations were also provided for routine maintenance. A five-year project list was also developed for global and major M&R in addition to the currently planned ACIP projects. PAE should continue to perform routine PCI surveys and budget analysis to update the PMP as required by the FAA.

6 LIMITATIONS

This report has been prepared to assist Snohomish County and the project team with pavement-related project planning for the Snohomish County Airport – Paine Field (PAE). The scope is limited to the specific pavement areas described in this report. The conclusions and recommendations provided in this report are based on information provided by CWE and PAE, estimated costs, and an understanding of the pavement conditions based solely on visual assessment. The global maintenance and rehabilitation recommendations and project selections provided in this report, and their corresponding cost estimates, are based on a practical grouping of projects and an estimate of the structural requirements. It is possible that recommendations based on a structural evaluation would differ materially from the recommendations given in this report. Therefore, the information included in this report should be used solely for project planning purposes, and it should be understood that rehabilitation costs may vary from the cost estimates given within this report.

Because the condition of the airport pavement network is dynamic, an effective maintenance and rehabilitation program should be reviewed and updated on a regular basis. In addition to regularly surveying and updating the pavement condition, completed construction activities should be tracked in the PAVER database. If PAE would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,

Lindsi Hammond, PE
Principal

Matthew Haynes, EIT
Engineering Staff

This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

PAE is located approximately 6 miles southwest of Everett, Washington, and is owned and operated by Snohomish County. Airside pavements at PAE consist of one primary runway with a parallel taxiway, one utility runway with two parallel taxiways; multiple connector taxiways and taxilanes; and several aprons, roadways, and parking lots. The types of airside pavements include asphalt concrete (AC), portland cement concrete (PCC), AC overlain with AC (AAC), and portland cement concrete overlaid with AC (APC). The current APMS network at PAE has an approximate area of 13.45 million square feet of paved airside facilities. The pavement network has previously been divided (by others) into a hierarchical order of branches, sections, and sample units that facilitate inspection and maintenance planning. The pavement facilities are shown on Figures 1A through 4A in this appendix.

A.2 BRANCHES

A branch, as defined in the PAVER system, is a facility that is a readily identifiable part of a pavement system and has a distinct function. For airports, branches typically consist of individual runways, taxiways, aprons, shoulders, roadways, and parking areas. The current pavement network for PAE contains 108 branches, tabulated in Table 1A and shown on Figure 1A in this appendix. Some branches contain both landside and airside pavements. For these branches, only the airside sections within each branch were considered in our analysis.

A.3 SECTIONS AND SAMPLE UNITS

A pavement section is the smallest management unit used when considering the application and selection of M&R repairs and treatments and is defined by Section 2.1.8 of ASTM D5340 as *"a contiguous pavement area having uniform construction, maintenance, usage history, and condition."* All sections should also have the same traffic volume and load intensity. The current pavement network included in the PAVER database for PAE contains 345 airside sections that are managed by Snohomish County, which are tabulated in Table 2A and shown graphically on Figure 1A in this appendix.

PAVER assigns a rank, which designates that pavement's prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, the terminal apron, and high-use roadways are ranked *Primary*, while the surrounding aprons, shoulders, and parking lots are ranked *Secondary* and low-use areas are ranked *Tertiary*. The ranks for all sections are shown on Figure 2A in this appendix. Pavement surface type and branch use are displayed on Figures 3A and 4A, respectively, in this appendix.

To facilitate the visual survey of the airport pavement, each section is further subdivided into smaller areas called sample units. Similar sizing of these units is critical, and studies have found that maintaining the size of the sample units to within 40% of the established normal distribution reduces the standard error of the average PCI values. To meet this criterion, the ASTM method recommends sample units for airfield asphalt pavements be 5,000 ± 2,000 square feet and sample units for PCC pavements be 20 ± 8 slabs. The sample unit size for PCC pavements assumes a joint spacing not greater than 25 feet; for slabs with joints exceeding that criterion, we established imaginary joints less than or equal to 25 feet.

A.4 SAMPLE UNIT DELINEATION

For an APMS survey, a PCI confidence level of 95% and an allowable error (e) of five PCI points are used for all airfield pavements. A PCI confidence level of 92% and an allowable error (e) of eight PCI points are used for all roadways and parking lots. To determine the number of sample units that need to be inspected to achieve the required confidence level and allowable error, the following equation is used:

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

Where:

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

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

Table 1A – PAE PAVEMENT BRANCHES - AIRSIDE

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A219PF	APRON BUILDING 219	1	29,120
AARFFPF	APRON ARFF	5	43,724
AARMYPF	APRON ARMY	7	593,038
AATSPF	APRON ATS HANGAR	8	608,630
ABTRPF	APRON BACK TERMINAL	4	103,808
AC73PF	APRON BUILDING C-73	1	17,926
AC77PF	APRON BUILDING C-77	1	13,765
AC78PF	APRON BUILDING C-78	1	5,766
AC81PF	APRON BUILDING C-81	1	7,684
AC84PF	APRON BUILDING C-84	2	19,905
ACENTPF	APRON CTRL.	5	331,099
ACHPF	APRON CTRL. HANGAR	6	432,797
ACTPF	APRON CTRL. TIEDOWN	1	185,542
AEHPF	APRON EAST HANGAR	1	173,788
AERPF	APRON EAST	1	161,384
AFLIGHTPF	APRON FLIGHT PARKING APRON	10	481,406
AFUELPF	APRON FUEL ISLAND	5	39,495
AH16LPF	HOLD APRON R16L	1	5,261
AH34RPF	HOLD APRON R34R	2	10,660
AHA4PF	HOLD APRON A4	1	7,200
AITRPF	APRON INNER TERMINAL	6	222,167
AK7PF	APRON K7	3	94,778
AMESSPF	APRON MESS	3	62,081
ANRPF	APRON NORTH	14	274,098
AOTRPF	APRON OUTER TERMINAL	4	90,014
ASRPF	APRON SOUTH	1	14,316
ATBPF	APRON TB	1	158,380
ATRPF	APRON NORTH OF TAXIWAY E	2	57,303
AWASHEPF	APRON E WASH BAY	1	1,600
AWASHWPF	W WASH APRON	1	3,827
AWRPF	APRON WEST	8	728,149
P1105PF	PARKING BUILDING 1105	1	18,992
P1116PF	PARKING BUILDING 1116	1	7,689
PATSPF	PARKING ATS HANGAR	1	32,934
PC1PF	PARKING BUILDING C-1	2	1,027,864
PC81PF	PARKING BUILDING C-81	1	9,308
PFLIGHTPF	PARKING FLIGHT PARKING APRON	1	12,907
PITRPF	PARKING INNER TERMINAL	1	4,747
PNRPF	PARKING NORTH APRON	1	4,324

Table 1A – PAE PAVEMENT BRANCHES - AIRSIDE

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
R12PF	RUNWAY 12/30	3	210,603
R16LPF	RUNWAY 16L/34R	1	225,000
R16RORNPF	OVERRUN RUNWAY 16R/34L NORTH	1	38,628
R16RORSPF	OVERRUN RUNWAY 16R/34L SOUTH	1	89,035
R16RPF	RUNWAY 16R/34L	17	1,411,545
RDALSPF	ROADWAY ALS	1	7,086
RDARFFPF	ROADWAY ARFF	1	15,821
RDASOSPF	ROADWAY ASOS	1	1,939
RDATSPF	ROADWAY ATS HANGAR	3	5,014
RDCHPF	ROADWAY CTRL. HANGAR	2	5,917
RDGSPF	ROADWAY GS CRITICAL AREA	1	7,421
RDK7PF	ROADWAY K7	1	1,810
RDLOCPF	ROADWAY LOCALIZER CRITICAL AREA	2	19,677
RDNRPF	ROADWAY NORTH APRON	3	12,992
RDPERNPF	ROADWAY PERIMETER ROAD NORTH	3	178,379
RDPERSPF	ROADWAY PERIMETER ROAD SOUTH	2	71,743
RDPERWPF	ROADWAY PERIMETER ROAD WEST	5	234,230
RDTAPF	ROADWAY TAXIWAY A	2	4,106
RDTWRPF	ROADWAY FAA TOWER	1	6,834
S16RPF	SHOULDER RUNWAY 16R/34L	17	702,016
SA1PF	SHOULDER TAXIWAY A1	4	32,591
SA3PF	SHOULDER TAXIWAY A3	2	32,999
SA6PF	SHOULDER TAXIWAY A6	1	12,684
SA8PF	SHOULDER TAXIWAY A8	1	17,386
SAAPF	SHOULDER TAXIWAY AA	3	35,002
SAPF	SHOULDER TAXIWAY A	18	589,549
SBPF	SHOULDER TAXIWAY B	2	3,282
SCPF	SHOULDER TAXIWAY C	2	15,626
SHPF	SHOULDER TAXIWAY H	1	3,235
SJPF	SHOULDER TAXIWAY J	1	29,464
SK1PF	SHOULDER TAXIWAY K1	4	69,352
STAPF	SHOULDER ROADWAY TAXIWAY A	3	5,674
TA1PF	TAXIWAY A1	1	127,403
TA2PF	TAXIWAY A2	2	39,345
TA3PF	TAXIWAY A3	3	121,776
TA4PF	TAXIWAY A4	2	23,604
TA5PF	TAXIWAY A5	1	45,129
TA6PF	TAXIWAY A6	7	91,026
TA7PF	TAXIWAY A7	2	60,400

Table 1A – PAE PAVEMENT BRANCHES - AIRSIDE

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
TA8PF	TAXIWAY A8	2	62,275
TA9PF	TAXIWAY A9	7	92,037
TAAPF	TAXIWAY AA	3	72,931
TAPF	TAXIWAY A	26	903,552
TBPF	TAXIWAY B	1	92,210
TCPF	TAXIWAY C	7	121,170
TD1PF	TAXIWAY D1	2	8,492
TD2PF	TAXIWAY D2	1	1,973
TDPF	TAXIWAY D	8	124,274
TEPF	TAXIWAY E	4	164,498
TF2PF	TAXIWAY F2	1	5,728
TF3PF	TAXIWAY F3	1	7,652
TFPF	TAXIWAY F	6	116,367
TG1PF	TAXIWAY G1	1	5,343
TG2PF	TAXIWAY G2	1	9,057
TG3PF	TAXIWAY G3	1	9,191
TG4PF	TAXIWAY G4	1	9,020
TG5PF	TAXIWAY G5	1	12,212
TGPF	TAXIWAY G	4	101,279
TH1PF	TAXIWAY H1	1	4,970
THPF	TAXIWAY H	3	76,798
TJPF	TAXIWAY J	4	78,924
TK1PF	TAXIWAY K1	1	96,999
TK6PF	TAXIWAY K6	4	216,801
TK7PF	TAXIWAY K7	2	73,628
TKPF	TAXIWAY K	1	140,776
TLPF	TAXIWAY L	1	27,363
TW11PF	Taxiway 11	1	15,670
TW1PF	TAXIWAY W1	1	2,775
TWPF	TAXIWAY W	3	91,527

Table 2A - PAE CURRENT PAVEMENT INVENTORY - AIRSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT	A219PF	APRON BUILDING 219	APRON	01	AMESSPF	RD109PF	T	485	75	29,120	1/1/1900	AC	0.00	0.00	0
EVERETT	AARFFPF	APRON ARFF	APRON	01	TAPF	TEPF	T	345	235	24,152	1/1/1900	AC	0.00	0.00	0
EVERETT	AARFFPF	APRON ARFF	APRON	02	RDARFFPF	ARFF BLDG	T	100	90	5,958	1/1/1900	PCC	10.50	16.50	34
EVERETT	AARFFPF	APRON ARFF	APRON	03	ARFF BLDG	RDARFFPF	T	80	53	3,380	1/1/1900	PCC	10.50	10.50	31
EVERETT	AARFFPF	APRON ARFF	APRON	04	RDARFFPF	TEPF	T	231	66	2,849	1/1/1900	AC	0.00	0.00	0
EVERETT	AARFFPF	APRON ARFF	APRON	05	RDARFFPF	AARMYPF	T	209	82	7,385	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	AARMYPF	APRON ARMY	APRON	02	AARMYPF-06	AARMYPF-05	P	924	205	173,451	9/2/1942	PCC	18.50	18.50	564
EVERETT-WS	AARMYPF	APRON ARMY	APRON	03	AARMYPF-02	AARMYPF-04	P	247	115	32,703	9/2/1958	AC	0.00	0.00	0
EVERETT-WS	AARMYPF	APRON ARMY	APRON	04	AARMYPF-03	AARMYPF-07	P	527	320	163,561	9/2/1990	AC	0.00	0.00	0
EVERETT-WS	AARMYPF	APRON ARMY	APRON	07	AARMYPF-04	END	P	530	190	95,233	9/3/1990	APC	0.00	0.00	0
EVERETT-WS	AARMYPF	APRON ARMY	APRON	08	AARMYPF-02	END	P	275	150	46,344	9/2/1942	PCC	12.50	12.50	237
EVERETT-WS	AARMYPF	APRON ARMY	APRON	06A	AARMYPF-01	R29 END	P	900	40	38,266	1/1/1963	AAC	0.00	0.00	0
EVERETT-WS	AARMYPF	APRON ARMY	APRON	06B	AARMYPF-01	R29 END	P	1,125	40	43,480	1/1/1963	AAC	0.00	0.00	0
EVERETT	AATSPF	APRON ATS HANGAR	APRON	02	AARMYPF	ATS BLDG	T	1,167	436	439,367	1/1/1900	PCC	20.00	20.00	906
EVERETT	AATSPF	APRON ATS HANGAR	APRON	04	ATS BLDG	PATSPF	T	245	129	12,746	1/1/1900	PCC	20.00	16.00	54
EVERETT	AATSPF	APRON ATS HANGAR	APRON	05	AARMYPF	AATSPF	T	295	33	9,021	1/1/1900	AC	0.00	0.00	0
EVERETT	AATSPF	APRON ATS HANGAR	APRON	06	AARMYPF	AATSPF	T	255	44	11,145	1/1/1900	AC	0.00	0.00	0
EVERETT	AATSPF	APRON ATS HANGAR	APRON	07	AARMYPF	BLDG 201	T	488	450	105,696	1/1/1900	PCC	10.00	13.00	813
EVERETT	AATSPF	APRON ATS HANGAR	APRON	08	AATSPF-07	ATS BLDG	T	160	46	6,150	1/1/1900	AC	0.00	0.00	0
EVERETT	AATSPF	APRON ATS HANGAR	APRON	09	AATSPF-07	ATS BLDG	T	135	78	3,032	1/1/1900	AC	0.00	0.00	0
EVERETT	AATSPF	APRON ATS HANGAR	APRON	01A	AARMYPF	AATSPF	T	674	35	21,472	1/1/1900	PCC	20.00	17.00	200
EVERETT-WS	ABTRPF	APRON BACK TERMINAL	APRON	01	AITRPF-02	ABTRPF-03	P	227	237	66,872	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	ABTRPF	APRON BACK TERMINAL	APRON	02	ABTRPF-01	END	P	365	50	17,973	9/2/1959	AC	0.00	0.00	0
EVERETT	ABTRPF	APRON BACK TERMINAL	APRON	03	AITRPF	ABTRPF	S	206	86	17,088	1/1/1900	AC	0.00	0.00	0
EVERETT	ABTRPF	APRON BACK TERMINAL	APRON	04	ABTRPF	Bldg C1	T	75	25	1,875	1/1/1900	AC	0.00	0.00	0
EVERETT	AC73PF	APRON BUILDING C-73	APRON	01	ANRPF	BLDG C-73	T	235	140	17,926	1/1/1900	AC	0.00	0.00	0
EVERETT	AC77PF	APRON BUILDING C-77	APRON	01	ANRPF	BLDG C-77	T	196	190	13,765	1/1/1900	PCC	20.00	25.00	28
EVERETT	AC78PF	APRON BUILDING C-78	APRON	01	ANRPF	BLDG C-78	T	196	31	5,766	1/1/1900	PCC	25.00	30.00	8
EVERETT	AC81PF	APRON BUILDING C-81	APRON	01	ANRPF	BLDG C-81	T	140	59	7,684	1/1/1900	PCC	20.00	20.00	21
EVERETT	AC84PF	APRON BUILDING C-84	APRON	01	AOTRPF	BLDG C-84	T	175	61	5,546	1/1/1900	AC	0.00	0.00	0
EVERETT	AC84PF	APRON BUILDING C-84	APRON	02	AOTRPF	BLDG C-84	T	197	71	14,359	1/1/1900	PCC	15.00	12.50	78
EVERETT-WS	ACENTPF	APRON CTRL.	APRON	03	ACENTPF-01	ACENTPF-05	P	1,700	100	161,271	5/18/1985	AAC	0.00	0.00	0
EVERETT-WS	ACENTPF	APRON CTRL.	APRON	04	ACENTPF-03	ACENTPF-03	P	760	60	37,725	5/18/1985	AAC	0.00	0.00	0
EVERETT-WS	ACENTPF	APRON CTRL.	APRON	05	ACENTPF-03	TDPF-06	P	400	300	82,220	2/3/1965	AC	0.00	0.00	0
EVERETT-WS	ACENTPF	APRON CTRL.	APRON	01A	START	ACENTPF-03	P	195	255	38,946	3/3/1984	AC	0.00	0.00	0
EVERETT-WS	ACENTPF	APRON CTRL.	APRON	02A	ACENTPF-01	ACENTPF-01	P	199	55	10,937	3/3/1984	AC	0.00	0.00	0
EVERETT-WS	ACHPF	APRON CTRL. HANGAR	APRON	01	START	ACHPF-02	P	860	53	43,783	9/3/1986	AC	0.00	0.00	0
EVERETT-WS	ACHPF	APRON CTRL. HANGAR	APRON	02	ACHPF-01	ACTPF-01	P	1,090	64	62,022	6/3/1972	AC	0.00	0.00	0
EVERETT-WS	ACHPF	APRON CTRL. HANGAR	APRON	03	ACTPF-01	ACENTPF-03	P	2,635	65	189,286	11/17/1960	AC	0.00	0.00	0
EVERETT-WS	ACHPF	APRON CTRL. HANGAR	APRON	04	ACTPF-01	ACHPF-05	P	480	115	48,994	2/3/1965	AC	0.00	0.00	0
EVERETT-WS	ACHPF	APRON CTRL. HANGAR	APRON	05	ACHPF-04	ACENTPF-05	P	485	180	64,385	9/17/1967	AC	0.00	0.00	0
EVERETT-WS	ACHPF	APRON CTRL. HANGAR	APRON	06	SEE MAP	SEE MAP	P	380	60	24,327	6/3/1972	AC	0.00	0.00	0
EVERETT-WS	ACTPF	APRON CTRL. TIEDOWN	APRON	01	START - R16L END	ASRPF-01	P	1,575	115	185,542	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	AEHPF	APRON EAST HANGAR	APRON	01	TFPF-01	END	P	600	400	173,788	9/2/1988	AC	0.00	0.00	0
EVERETT-WS	AERPF	APRON EAST	APRON	01A	TFPF-01	END	P	300	750	161,384	1/2/1986	AC	0.00	0.00	0
EVERETT-WS	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	01	TK1	RUNWAY 16R	P	440	60	46,732	6/3/2006	PCC	20.00	20.00	166
EVERETT-WS	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	02	SEE MAP	SEE MAP	P	1,040	130	161,248	6/2/2014	PCC	18.75	18.75	385
EVERETT-WS	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	03	SEE MAP	SEE MAP	P	100	100	10,000	6/1/2014	PCC	20.00	20.00	25
EVERETT-WS	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	04	SEE MAP	SEE MAP	P	1,710	75	134,113	6/2/2014	PCC	18.75	18.75	365
EVERETT-WS	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	05	SEE MAP	SEE MAP	P	500	93	58,423	6/2/2014	PCC	18.75	18.75	132
EVERETT	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	06	TK1PF	END	T	240	160	38,225	1/1/1900	PCC	16.00	16.00	149
EVERETT	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	07	AFLIGHTPF	FOF BLDG	T	430	100	22,216	1/1/1900	AC	0.00	0.00	0
EVERETT	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	08	AFLIGHTPF	FOF BLDG	T	102	21	1,841	1/1/1900	PCC	10.00	5.00	37
EVERETT	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	09	AFLIGHTPF	PFLIGHTPF	T	157	147	7,582	1/1/1900	AC	0.00	0.00	0
EVERETT	AFLIGHTPF	APRON FLIGHT PARKING APRON	APRON	10	AFLIGHTPF	AFLIGHTPF	T	58	18	1,026	1/1/1900	PCC	9.00	7.00	16
EVERETT-WS	AFUELPF	APRON FUEL ISLAND	APRON	01	ACENTPF-03	ACENTPF-03	P	90	40	3,600	9/2/1994	PCC	22.50	20.00	8
EVERETT	AFUELPF	APRON FUEL FARM	APRON	01	ANRPF	AFUELPF-02	T	155	30	2,943	1/1/1900	AC	0.00	0.00	0
EVERETT	AFUELPF	APRON FUEL FARM	APRON	02	AFUELPF-01	AFUELPF-03	T	136	27	2,541	1/1/1900	AC	0.00	0.00	0
EVERETT	AFUELPF	APRON FUEL FARM	APRON	03	AFUELPF-02	BLDG C-92	T	375	216	28,264	1/1/1900	AC	0.00	0.00	0
EVERETT	AFUELPF	APRON FUEL FARM	APRON	04	ANRPF	AFUELPF-03	T	98	23	2,147	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	AH16LPF	HOLD APRON R16L	APRON	01	START	TFPF-01	P	100	50	5,261	5/3/1985	AC	0.00	0.00	0
EVERETT-WS	AH34RPF	HOLD APRON R34R	APRON	01	START	TFPF-03	P	110	46	5,467	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	AH34RPF	HOLD APRON R34R	APRON	02	START	TG6PF-01	P	100	55	5,193	6/1/2009	AAC	0.00	0.00	0

Table 2A - PAE CURRENT PAVEMENT INVENTORY - AIRSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT-WS	AHA4PF	HOLD APRON A4	APRON	01	START	TA3PF-02	P	120	60	7,200	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	AITRPF	APRON INNER TERMINAL	APRON	03	AITRPF-02	TCPF-03	P	115	53	8,350	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	AITRPF	APRON INNER TERMINAL	APRON	04	AITRPF-02	TCPF-03	P	180	240	46,334	6/1/2005	PCC	20.00	20.00	126
EVERETT	AITRPF	APRON INNER TERMINAL	APRON	06	AITRPF	TERMINAL BLDG	S	122	87	5,010	1/1/1900	AC	0.00	0.00	0
EVERETT	AITRPF	APRON INNER TERMINAL	APRON	07	AITRPF	TERMINAL BLDG	S	75	57	2,181	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	AITRPF	APRON INNER TERMINAL	APRON	02A	AITRPF-01	AITRPF-03	P	350	285	114,682	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	AITRPF	APRON INNER TERMINAL	APRON	05A	AITRPF-02	AITRPF-03	P	146	290	45,610	6/1/2005	AC	0.00	0.00	0
EVERETT	AK7PF	APRON K7	APRON	01	TK7PF	END	T	250	160	46,648	1/1/1900	PCC	15.50	12.50	241
EVERETT	AK7PF	APRON K7	APRON	02	AK7PF-01	AK7PF-02	T	190	105	4,648	1/1/1900	PCC	15.50	12.50	75
EVERETT	AK7PF	APRON K7	APRON	03	AK7PF-02	BLDG LOT 12	T	315	105	43,482	1/1/1900	PCC	12.50	15.50	162
EVERETT-WS	AMESSPF	APRON MESS	APRON	01	TAPF-19	AMESSPF-02	P	325	70	23,987	2/3/1965	AC	0.00	0.00	0
EVERETT-WS	AMESSPF	APRON MESS	APRON	02	AMESSPF-01	AMESSPF-03	P	387	40	15,149	2/1/1965	APC	0.00	0.00	0
EVERETT-WS	AMESSPF	APRON MESS	APRON	03	AMESSPF-02	END	P	305	75	22,945	9/2/1942	PCC	13.00	13.00	136.4319526
EVERETT-WS	ANRPF	APRON NORTH	APRON	01	START	ANRPF-02	P	117	83	9,335	9/2/1979	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	05	ANRPF-07	ANRPF-03	P	792	50	52,730	11/2/2017	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	06	ANRPF-05	END	P	175	40	7,318	9/2/1980	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	08	ANRPF-05	END	P	265	50	12,875	9/2/1985	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	10	ANRPF-07	AOTRPF-01	P	163	35	5,388	7/2/2018	AAC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	11	START	ANRPF-04	P	75	40	3,000	9/2/1994	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	13	ANRPF-06	ANRPF-08	P	80	50	2,767	9/2/1985	PCC	25.00	20.00	7
EVERETT-WS	ANRPF	APRON NORTH	APRON	17	SEE MAP	SEE MAP	P	350	50	20,371	11/2/2017	AAC	0.00	0.00	0
EVERETT	ANRPF	APRON NORTH	APRON	18	ANRPF	RDNRPF	T	100	33	2,566	1/1/1900	AC	0.00	0.00	0
EVERETT	ANRPF	APRON NORTH	APRON	19	BLDG C-88	BLDG C-77	T	650	121	68,737	1/1/1900	AC	0.00	0.00	0
EVERETT	ANRPF	APRON NORTH	APRON	20	BLDG C-86	BLDG C-85	T	550	180	51,564	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	03A	START	ANRPF-02	P	95	160	9,242	11/2/2017	AAC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	04A	ANRPF-05	END	P	289	40	20,608	9/2/1994	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	15A	ANRPF-14	AOTRPF-01	P	112	38	7,597	7/2/2018	APC	0.00	0.00	0
EVERETT-WS	AOTRPF	APRON OUTER TERMINAL	APRON	02	AOTRPF-01	TCPF-01	P	55	130	7,306	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	AOTRPF	APRON OUTER TERMINAL	APRON	03	SEE MAP	SEE MAP	P	315	90	35,000	7/2/2018	AAC	0.00	0.00	0
EVERETT-WS	AOTRPF	APRON OUTER TERMINAL	APRON	01A	ANRPF-15	AOTRPF-02	P	285	138	38,374	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	AOTRPF	APRON OUTER TERMINAL	APRON	01AA	SEE MAP	SEE MAP	P	83	112	9,334	7/2/2018	AAC	0.00	0.00	0
EVERETT-WS	ASRPF	APRON SOUTH	APRON	01	ASRPF-01	AARMYPF-06	P	174	88	14,316	9/1/1958	AAC	0.00	0.00	0
EVERETT-WS	ATBPF	APRON TB	APRON	01	SEE MAP	SEE MAP	P	375	570	158,380	7/2/2018	AC	0.00	0.00	0
EVERETT-WS	ATRPF	APRON NORTH OF TAXIWAY E	APRON	01	TAXIWAY E	AWRPF-04	P	540	120	52,857	6/1/2004	AC	0.00	0.00	0
EVERETT-WS	ATRPF	APRON NORTH OF TAXIWAY E	APRON	01A	SEE MAP	SEE MAP	P	121	32	4,446	1/20/2016	AC	0.00	0.00	0
EVERETT-WS	AWASHEPF	APRON E WASH BAY	APRON	01	START	AEHPF-01	P	40	40	1,600	9/2/1988	PCC	20.00	20.00	4
EVERETT-WS	AWASHWPF	W WASH APRON	APRON	01	SEE MAP	SEE MAP	P	60	60	3,827	1/1/2003	PCC	15.00	30.00	8
EVERETT-WS	AWRPF	APRON WEST	APRON	01	AWRPF-07	AWRPF-03	P	1,745	110	322,739	9/2/1982	AC	0.00	0.00	0
EVERETT-WS	AWRPF	APRON WEST	APRON	02	AWRPF-01	AWRPF-03	P	1,625	22	36,943	9/2/1994	PCC	20.00	16.90	100
EVERETT-WS	AWRPF	APRON WEST	APRON	03	AWRPF-01	AWRPF-04	P	490	340	123,167	9/2/1996	AC	0.00	0.00	0
EVERETT-WS	AWRPF	APRON WEST	APRON	04	AWRPF-03	AWRPF-06	P	800	500	137,703	6/2/1996	AC	0.00	0.00	0
EVERETT-WS	AWRPF	APRON WEST	APRON	05	AWRPF-04	AWRPF-06	P	98	98	5,203	9/2/1984	AC	0.00	0.00	0
EVERETT-WS	AWRPF	APRON WEST	APRON	06	TINTPF-02	AWRPF-07	P	1,515	35	57,017	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	AWRPF	APRON WEST	APRON	07A	R11PF-06	THPF-02	P	805	35	26,491	1/1/1956	AAC	0.00	0.00	0
EVERETT-WS	AWRPF	APRON WEST	APRON	07B	R11PF-06	THPF-02	P	665	35	18,886	1/1/1956	AAC	0.00	0.00	0
EVERETT	P1105PF	PARKING BUILDING 1105	PARKING	01	AWRPF	BLDG 1105	T	197	190	18,992	12/31/2014	AC	0.00	0.00	0
EVERETT	P1116PF	PARKING BUILDING 1116	PARKING	01	AWRPF	BLDG 1116	T	135	118	7,689	12/31/2004	AC	0.00	0.00	0
EVERETT	PATSPF	PARKING ATS HANGAR	PARKING	03	PATSPF	AATSPF	T	347	223	32,934	7/1/1989	AC	0.00	0.00	0
EVERETT	PC1PF	PARKING BUILDING C-1	PARKING	01	33RD AVE W	BLDG C-1	T	227	197	27,864	12/31/2000	AC	0.00	0.00	0
EVERETT	PC1PF	PARKING BUILDING C-1	PARKING	02	X	X	T	1,000	1,000	1,000,000	1/1/1992	AC	0.00	0.00	0
EVERETT	PC81PF	PARKING BUILDING C-81	PARKING	01	P3	BLDG C-81	T	200	93	9,308	1/1/2004	AC	0.00	0.00	0
EVERETT	PFLIGHTPF	PARKING FLIGHT PARKING APRON	PARKING	01	84TH ST SW	SECURITY GATE W3	T	209	118	12,907	12/31/2010	AC	0.00	0.00	0
EVERETT	PITRPF	PARKING INNER TERMINAL	PARKING	01	AITRPF	TRMINAL BLDG	T	157	27	4,747	1/1/2008	AC	0.00	0.00	0
EVERETT	PNRPF	PARKING NORTH APRON	PARKING	01	P3 PARKING	ANRPF	T	108	41	4,324	12/31/2002	AC	0.00	0.00	0
EVERETT	R12PF	RUNWAY 12/30	APRON	01	TJPF	R12PF-02	T	123	75	6,588	1/1/1900	AC	0.00	0.00	0
EVERETT	R12PF	RUNWAY 12/30	APRON	02	R12PF-01	R12PF-03	T	103	75	7,640	1/1/1900	AC	0.00	0.00	0
EVERETT	R12PF	RUNWAY 12/30	APRON	03	R12PF-02	TW11PF	T	2,535	75	196,375	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	R16LPF	RUNWAY 16L/34R	RUNWAY	01	NORTH R16L END	R34R END	P	3,000	75	225,000	2/3/2014	AC	0.00	0.00	0
EVERETT	R16RORNPF	OVERRUN RUNWAY 16R/34L NORTH	OVERRUN	01	R16RPF	NORTH EDGE	T	205	190	38,628	3/1/1992	AC	0.00	0.00	0
EVERETT	R16RORSPF	OVERRUN RUNWAY 16R/34L SOUTH	OVERRUN	01	R16RPF	SOUTH EDGE	T	405	221	89,035	3/2/2006	AC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	01A	R16R END	R16RPF-02A	P	300	100	30,000	6/2/1994	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	01B	R16R END	R16RPF-02B	P	300	50	15,000	6/2/1994	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	02A	R16RPF-01A	R16RPF-03A	P	1,015	75	76,125	6/3/2009	PCC	16.90	18.75	240

Table 2A - PAE CURRENT PAVEMENT INVENTORY - AIRSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	02B	R16RPF-01B	R16RPF-03B	P	1,015	75	76,125	6/3/2009	PCC	16.90	18.75	240
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	03A	R16RPF-02A	R16RPF-04A	P	145	100	14,500	6/5/2009	AC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	03B	R16RPF-02B	R16RPF-04B	P	145	50	7,250	6/5/2009	AC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	04A	R16RPF-03A	R16RPF-05A	P	5,900	100	587,450	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	04B	R16RPF-03B	R16RPF-05B	P	5,900	39	229,096	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	04D	R16R-03D	R16R-05D	P	5,900	11	64,621	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	05A	R16RPF-04A	R16RPF-06A	P	400	100	41,499	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	05B	R16RPF-04B	R16RPF-06B	P	400	39	16,184	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	05D	R16R-08D	R16R-10D	P	400	11	4,565	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	06A	R16RPF-09A	R34L END	P	1,130	100	103,683	5/8/1996	AC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	06B	R16RPF-09B	R34L END	P	950	39	34,125	5/8/1996	AC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	06D	R16R-09D	R16R-11	P	1,250	11	47,410	6/1/2000	AAC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	07A	R16R-10D	34-END	P	850	50	42,600	6/2/2000	AC	0.00	0.00	0
EVERETT-WS	R16RPF	RUNWAY 16R/34L	RUNWAY	07B	R16R-10D	34-END	P	425	50	21,312	6/2/2000	AC	0.00	0.00	0
EVERETT	RDALSPF	ROADWAY ALS	ROADWAY	01	PERIMETER RD N	R16RORNPF	T	443	16	7,086	1/1/1900	AC	0.00	0.00	0
EVERETT	RDARFFPF	ROADWAY ARFF	ROADWAY	01	TEPF	AARMYPF	T	658	25	15,821	1/1/1900	AC	0.00	0.00	0
EVERETT	RDASOSPF	ROADWAY ASOS	ROADWAY	01	PERIMETER RD N	END	T	114	44	1,939	1/1/1900	AC	0.00	0.00	0
EVERETT	RDATSPF	ROADWAY ATS HANGAR	ROADWAY	01	AARMYPF	AATSPF	T	63	35	2,228	1/1/1900	AC	0.00	0.00	0
EVERETT	RDATSPF	ROADWAY ATS HANGAR	ROADWAY	02	AATSPF	TGPF	T	115	53	1,991	1/1/1900	AC	0.00	0.00	0
EVERETT	RDATSPF	ROADWAY ATS HANGAR	ROADWAY	03	PATSPF	PATSPF	T	31	25	794	6/30/2021	PCC	25.00	15.00	2
EVERETT	RDCHPF	ROADWAY CTRL. HANGAR	ROADWAY	01	29TH AVE W	SECURITY GATE N-1	T	139	25	3,476	1/1/1900	AC	0.00	0.00	0
EVERETT	RDCHPF	ROADWAY CTRL. HANGAR	ROADWAY	02	SECURITY GATE N-1	ACTPF	T	97	30	2,441	1/1/1900	AC	0.00	0.00	0
EVERETT	RDGSPF	ROADWAY GS CRITICAL AREA	ROADWAY	01	PERIMETER RD W	END	T	582	12	7,421	1/1/1900	AC	0.00	0.00	0
EVERETT	RDK7PF	ROADWAY K7	ROADWAY	01	BERNIE WEBBER DR	AK7PF PCC	T	73	25	1,810	1/1/1900	AC	0.00	0.00	0
EVERETT	RDLOCPF	ROADWAY LOCALIZER CRITICAL AREA	ROADWAY	01	PERIMETER RD S	R16RORSPF	T	1,169	14	16,360	1/1/1900	AC	0.00	0.00	0
EVERETT	RDLOCPF	ROADWAY LOCALIZER CRITICAL AREA	ROADWAY	02	RDLOCPF-01	END	T	170	13	3,317	1/1/1900	AC	0.00	0.00	0
EVERETT	RDNRPF	ROADWAY NORTH APRON	ROADWAY	01	PERIMETER RD N	RDNRPF-02	T	341	24	8,103	1/1/1900	AC	0.00	0.00	0
EVERETT	RDNRPF	ROADWAY NORTH APRON	ROADWAY	02	RDNRPF-01	ANRPF	T	166	20	3,380	1/1/1900	AC	0.00	0.00	0
EVERETT	RDNRPF	ROADWAY NORTH APRON	ROADWAY	03	ANRPF	SECURITY GATE N9	T	87	27	1,510	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERNPF	ROADWAY PERIMETER ROAD NORTH	ROADWAY	01	SECURITY GATE W2	TA1PF	T	2,224	21	46,699	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERNPF	ROADWAY PERIMETER ROAD NORTH	ROADWAY	02	TA1PF	TBPF	T	3,039	24	72,926	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERNPF	ROADWAY PERIMETER ROAD NORTH	ROADWAY	03	TBPF	SECURITY GATE N-15	T	2,610	22	58,754	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERSPF	ROADWAY PERIMETER ROAD SOUTH	ROADWAY	03	TA9PF	PERIMETER RD S	T	395	23	9,738	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERSPF	ROADWAY PERIMETER ROAD SOUTH	ROADWAY	04	SECURITY GATE S17	SECURITY GATE S21	T	2,067	30	62,005	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERWPF	ROADWAY PERIMETER ROAD WEST	ROADWAY	01	TK1PF	TK6PF	T	5,809	24	139,423	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERWPF	ROADWAY PERIMETER ROAD WEST	ROADWAY	02	TK6PF	RDPERWPF-03	T	428	24	10,256	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERWPF	ROADWAY PERIMETER ROAD WEST	ROADWAY	03	RDPERWPF-02	TK7PF	T	90	24	2,128	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERWPF	ROADWAY PERIMETER ROAD WEST	ROADWAY	04	TK7PF	RDPERWPF-05	T	58	24	1,392	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERWPF	ROADWAY PERIMETER ROAD WEST	ROADWAY	05	RDPERWPF-04	SECURITY GATE W14	T	3,242	25	81,031	1/1/1900	AC	0.00	0.00	0
EVERETT	RDTAPF	ROADWAY TAXIWAY A	ROADWAY	01	A219PF	TA9PF	T	124	20	2,370	1/1/1900	AC	0.00	0.00	0
EVERETT	RDTAPF	ROADWAY TAXIWAY A	ROADWAY	02	A219PF	TA9PF	T	73	28	1,736	1/1/1900	AC	0.00	0.00	0
EVERETT	RDTWRPF	ROADWAY FAA TOWER	ROADWAY	01	AITRPF	FAA TWR	T	142	90	6,834	1/1/1900	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S10E	TA9PF	TA10PF	S	580	38	20,934	10/31/1996	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S11E	R16RORSPF-01	TAPF-S9E	S	172	48	7,970	10/31/1992	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S1E	TA1PF	TA2PF	S	2,179	36	76,865	7/2/2011	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S1W	TK1PF-S2N	TAAPF-S1N	S	1,360	36	50,425	10/31/2004	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S2E	TA2PF	TA3PF	S	944	35	31,931	3/2/2010	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S2W	TK1PF-S2S	R16RPF-S3W	S	5,877	36	206,661	10/31/2010	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S3E	TA3PF	TA4PF	S	739	35	24,574	3/1/2012	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S3W	R16RPF-S2W	R16RPF-S4W	S	208	36	7,538	3/2/1986	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S4E	TA4PF	TA5PF	S	759	35	26,556	7/2/2011	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S4W	R16RPF-S3W	R16RPF-S5W	S	922	36	33,209	7/1/2009	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S5E	TA5PF	R16RPF-S6E	S	623	35	21,789	3/1/2004	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S5W	TK7PF	R16RPF-S6W	S	107	36	3,842	7/1/2013	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S6E	R16RPF-S5E	R16RPF-S7E	S	108	35	3,797	7/1/2001	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S6W	R16RPF-S5W	R16RORSPF-01	S	1,789	36	64,391	10/31/2000	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S7E	R16RPF-S6E	TA6PF	S	434	35	15,205	7/2/2011	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S8E	TA6PF	TA7PF	S	1,423	35	49,789	7/2/2011	AC	0.00	0.00	0
EVERETT	S16RPF	SHOULDER RUNWAY 16R/34L	SHOULDER-AF	S9E	TA8PF	TA9PF	S	1,615	35	56,539	10/31/2000	AC	0.00	0.00	0
EVERETT	SA1PF	SHOULDER TAXIWAY A1	SHOULDER-AF	S1N	HOLD LINE W	HOLD LINE N	S	114	43	4,923	3/2/2010	AC	0.00	0.00	0
EVERETT	SA1PF	SHOULDER TAXIWAY A1	SHOULDER-AF	S1S	HOLD LINE W	PERIMETER RD N	S	238	40	9,518	3/1/2012	AC	0.00	0.00	0
EVERETT	SA1PF	SHOULDER TAXIWAY A1	SHOULDER-AF	S2N	HOLD LINE W	HOLD LINE N	S	218	69	15,070	3/1/2012	AC	0.00	0.00	0
EVERETT	SA1PF	SHOULDER TAXIWAY A1	SHOULDER-AF	S2S	TA1PF	PERIMETER RD N	S	47	65	3,080	7/1/1957	PCC	25.00	25.00	5

Table 2A - PAE CURRENT PAVEMENT INVENTORY - AIRSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT	SA3PF	SHOULDER TAXIWAY A3	SHOULDER-AF	S1N	TAPF	BOEING APRON	S	262	65	17,044	7/1/2001	AC	0.00	0.00	0
EVERETT	SA3PF	SHOULDER TAXIWAY A3	SHOULDER-AF	S1S	TAPF	BOEING APRON	S	245	65	15,955	7/2/1999	AC	0.00	0.00	0
EVERETT	SA6PF	SHOULDER TAXIWAY A6	SHOULDER-AF	S1S	R16RPF	TAPF	S	317	40	12,684	7/1/2001	AC	0.00	0.00	0
EVERETT	SA8PF	SHOULDER TAXIWAY A8	SHOULDER-AF	S1N	TA7PF	TA8PF	S	497	35	17,386	7/2/2007	AC	0.00	0.00	0
EVERETT	SAAPF	SHOULDER TAXIWAY AA	SHOULDER-AF	S1N	HOLD LINE W	PERIMETER RD N	S	285	37	10,527	3/2/2006	AC	0.00	0.00	0
EVERETT	SAAPF	SHOULDER TAXIWAY AA	SHOULDER-AF	S1S	HOLD LINE E	HOLD LINE S	S	515	43	22,151	3/2/2010	AC	0.00	0.00	0
EVERETT	SAAPF	SHOULDER TAXIWAY AA	SHOULDER-AF	S2S	HOLD LINE E	HOLD LINE S	S	48	48	2,324	3/1/2008	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S1E	TA1PF	TA3PF-S1N	S	2,889	34	98,216	10/31/2006	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S1W	TA1PF	TA2PF	S	2,485	36	89,478	3/2/2010	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S2E	TA3PF-S1S	TBPF-S1N	S	243	35	8,492	7/2/2011	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S2W	TA2PF	TA3PF	S	556	36	20,008	3/1/2008	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S3E	TBPF-S1S	TCPF-S1N	S	479	35	16,758	10/31/2004	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S3W	TA3PF	TA4PF	S	730	36	26,265	7/1/2009	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S4E	TAPF	AITRPF	S	835	35	29,218	7/1/2017	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S4W	TA4PF	TA5PF	S	697	36	25,076	3/1/2004	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S5E	TH1PF	TAPF	S	70	35	2,455	7/1/2017	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S5W	TA5PF	TA6PF	S	830	36	29,883	7/1/2001	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S6E	TAPF-S5E	THPF-S1N	S	1,297	35	45,399	10/31/2008	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S6W	TA6PF	TA7PF	S	1,414	36	50,888	10/31/2008	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S7E	TA7PF	TA8PF	S	391	35	13,694	3/1/2008	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S7W	TA7PF	TA8PF	S	562	36	20,233	7/2/2007	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S8E	TA8PF	TA9PF	S	758	35	26,542	7/1/1997	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S8W	TA8PF	TA9PF	S	1,155	36	41,573	7/2/2007	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S9E	TA9PF	R16RPF-S11E	S	633	42	26,594	3/1/2000	AC	0.00	0.00	0
EVERETT	SAPF	SHOULDER TAXIWAY A	SHOULDER-AF	S9W	TA9PF	TA10PF	S	522	36	18,778	10/31/1994	AC	0.00	0.00	0
EVERETT	SBPF	SHOULDER TAXIWAY B	SHOULDER-AF	S1N	TAPF	TBPF	S	72	23	1,665	7/1/2013	PCC	12.50	11.00	15
EVERETT	SBPF	SHOULDER TAXIWAY B	SHOULDER-AF	S1S	TAPF	TBPF	S	70	23	1,617	7/2/2015	PCC	12.50	11.00	15
EVERETT	SCPF	SHOULDER TAXIWAY C	SHOULDER-AF	S1N	TAPF	TCPF	S	522	22	11,493	7/1/2017	AC	0.00	0.00	0
EVERETT	SCPF	SHOULDER TAXIWAY C	SHOULDER-AF	S2N	TCPF	AOTRPF	S	207	20	4,133	7/1/2017	AC	0.00	0.00	0
EVERETT	SHPF	SHOULDER TAXIWAY H	SHOULDER-AF	S1N	TAPF	THPF	S	92	35	3,235	10/31/1994	AC	0.00	0.00	0
EVERETT	SJPF	SHOULDER TAXIWAY J	SHOULDER-AF	S1N	TAPF	TJPF	S	950	31	29,464	7/1/2017	AC	0.00	0.00	0
EVERETT	SK1PF	SHOULDER TAXIWAY K1	SHOULDER-AF	S1N	AFLIGHTPF	MOVEMENT LINE E	S	155	35	5,421	3/2/2006	AC	0.00	0.00	0
EVERETT	SK1PF	SHOULDER TAXIWAY K1	SHOULDER-AF	S1S	AFLIGHTPF	MOVEMENT LINE N	S	1,170	35	40,955	3/2/2006	AC	0.00	0.00	0
EVERETT	SK1PF	SHOULDER TAXIWAY K1	SHOULDER-AF	S2N	MOVEMENT LINE W	HOLD LINE E	S	331	35	11,597	7/2/2003	AC	0.00	0.00	0
EVERETT	SK1PF	SHOULDER TAXIWAY K1	SHOULDER-AF	S2S	MOVEMENT LINE W	HOLD LINE E	S	325	35	11,378	10/31/2010	AC	0.00	0.00	0
EVERETT	STAPF	SHOULDER ROADWAY TAXIWAY A	SHOULDER-RD	01	TAPF	PERIMETER RD N	S	115	24	2,753	10/31/2008	AC	0.00	0.00	0
EVERETT	STAPF	SHOULDER ROADWAY TAXIWAY A	SHOULDER-RD	02	TAPF	A219PF	S	65	24	1,568	7/1/2005	AC	0.00	0.00	0
EVERETT	STAPF	SHOULDER ROADWAY TAXIWAY A	SHOULDER-RD	03	TAPF	A219PF	S	64	21	1,353	10/31/2010	AC	0.00	0.00	0
EVERETT-WS	TA1PF	TAXIWAY A1	TAXIWAY	01	R16RPF	TAPF	P	870	130	127,403	9/2/2000	PCC	20.00	20.00	312
EVERETT-WS	TA2PF	TAXIWAY A2	TAXIWAY	01	R16RPF-5A	TAPF-06	P	600	25	15,036	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA2PF	TAXIWAY A2	TAXIWAY	02	R16RPF-5A	TAPF-06	P	600	25	24,309	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA3PF	TAXIWAY A3	TAXIWAY	01	TW-08	RW16	P	300	150	62,325	8/3/2011	AC	0.00	0.00	0
EVERETT-WS	TA3PF	TAXIWAY A3	TAXIWAY	02	TW-08	RW16	P	125	140	24,581	8/3/2010	AC	0.00	0.00	0
EVERETT	TA3PF	TAXIWAY A3	TAXIWAY	03	TAPF	BOEING APRON	S	240	298	34,870	1/1/1900	PCC	25.00	25.00	60
EVERETT-WS	TA4PF	TAXIWAY A4	TAXIWAY	01	R16RPF-6A	TAPF-10	P	425	25	10,665	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA4PF	TAXIWAY A4	TAXIWAY	02	R16RPF-6A	TAPF-10	P	425	25	12,939	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA5PF	TAXIWAY A5	TAXIWAY	01	R16RPF-7A	TAPF-15	P	597	75	45,129	8/8/1995	AC	0.00	0.00	0
EVERETT-WS	TA6PF	TAXIWAY A6	TAXIWAY	01	TAPF-15	TA5PF-03	P	173	50	8,966	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA6PF	TAXIWAY A6	TAXIWAY	02	TAPF-15	TA5PF-04	P	204	45	10,417	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA6PF	TAXIWAY A6	TAXIWAY	03	TA5PF-01	TA5PF-05	P	205	50	10,061	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA6PF	TAXIWAY A6	TAXIWAY	04	TA5PF-02	TA5PF-06	P	205	65	15,518	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA6PF	TAXIWAY A6	TAXIWAY	05	TA5PF-03	R16RPF-7A	P	217	50	10,631	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA6PF	TAXIWAY A6	TAXIWAY	06	TA5PF-04	R16RPF-7A	P	80	75	13,406	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA6PF	TAXIWAY A6	TAXIWAY	07	TA5PF-04	R16RPF-7A	P	130	105	22,027	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA7PF	TAXIWAY A7	TAXIWAY	01	TAPF-17	R16RPF-9A	P	425	50	21,309	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA7PF	TAXIWAY A7	TAXIWAY	02	TAPF-17	R16RPF-9A	P	425	50	39,091	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TA8PF	TAXIWAY A8	TAXIWAY	01	TAPF-19	R16RPF-9A	P	646	50	32,300	6/1/2009	APC	0.00	0.00	0
EVERETT-WS	TA8PF	TAXIWAY A8	TAXIWAY	02	TAPF-19	R16RPF-9A	P	646	25	29,975	6/1/2009	APC	0.00	0.00	0
EVERETT-WS	TA9PF	TAXIWAY A9	TAXIWAY	01	START	TA8PF-03	P	300	50	15,295	5/1/1996	AAC	0.00	0.00	0
EVERETT-WS	TA9PF	TAXIWAY A9	TAXIWAY	02	START	TA8PF-04	P	300	50	14,053	5/1/1996	AAC	0.00	0.00	0
EVERETT-WS	TA9PF	TAXIWAY A9	TAXIWAY	03	TA8PF-01	R34L END	P	305	50	14,589	5/1/1996	AAC	0.00	0.00	0
EVERETT-WS	TA9PF	TAXIWAY A9	TAXIWAY	04	TA8PF-02	R34L END	P	305	50	14,800	5/1/1996	AAC	0.00	0.00	0
EVERETT-WS	TA9PF	TAXIWAY A9	TAXIWAY	05	START	TA8PF-02	P	90	25	4,981	7/2/1993	AC	0.00	0.00	0

Table 2A - PAE CURRENT PAVEMENT INVENTORY - AIRSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT-WS	TA9PF	TAXIWAY A9	TAXIWAY	06	SEE MAP	SEE MAP	P	370	35	16,256	9/2/2000	AC	0.00	0.00	0
EVERETT	TA9PF	TAXIWAY A9	TAXIWAY	07	TAPF	BOEING APRON S	S	216	73	12,063	1/1/1900	PCC	20.00	10.00	49
EVERETT-WS	TAAPF	TAXIWAY AA	TAXIWAY	01	TA1PF-02	END	P	680	100	64,985	1/1/1967	PCC	25.00	25.00	74
EVERETT-WS	TAAPF	TAXIWAY AA	TAXIWAY	02	TA1PF-01	TA1PF-03	P	20	130	2,790	6/1/1994	AAC	0.00	0.00	0
EVERETT-WS	TAAPF	TAXIWAY AA	TAXIWAY	03	TA1PF-02	R16RPF-01A	P	30	180	5,156	9/1/1994	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	01	TAAPF	TA1PF	P	215	175	31,408	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	02	TA1PF-01	TAPF-03	P	2,140	50	106,940	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	03	TA1PF-01	TAPF-04	P	2,140	25	64,519	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	04	TAPF-02	TAPF-06	P	192	50	9,607	6/1/2011	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	05	TAPF-03	TAPF-06	P	192	25	4,804	6/1/2011	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	06	TAPF-03	TAPF-07	P	650	50	32,529	6/1/2011	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	07	TAPF-04	TAPF-08	P	650	25	16,250	6/1/2011	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	08	TAPF-05	TAPF-09	P	674	50	33,679	6/1/2011	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	09	TAPF-06	TAPF-10	P	674	25	16,337	6/1/2011	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	10	TAPF-10	TAPF-13A	P	916	50	46,658	6/1/2011	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	11	TAPF-09	TAPF-11A	P	940	25	17,748	6/1/2011	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	12	TAPF-10	END	P	3,000	25	82,588	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	13	TAPF-09	R11PF-03	P	601	75	35,448	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	14	R11PF-03	TAPF-14	P	106	75	7,228	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	15	TAPF-13	TAPF-16	P	2,339	50	120,049	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	16	TAPF-14	TAPF-17	P	2,339	25	50,569	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	21	TAPF-20	R16RPF	P	750	134	115,573	6/2/2000	AC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	22	TAPF-16	TAPF-25	P	645	25	16,125	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	23	TAPF-15	TAPF-24	P	645	50	32,225	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	24	TAPF-23	TAPF-25	P	505	50	22,011	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	25	TAPF-22	TAPF-26	P	505	25	15,215	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	26	TAPF-10	END	P	344	25	4,063	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	27	SEE MAP	SEE MAP	P	63	65	4,076	3/2/1984	AC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	28	SEE MAP	SEE MAP	P	42	65	4,133	3/2/1984	AC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	10A	TAPF-10	TAPF-13A	P	106	75	6,884	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TAPF	TAXIWAY A	TAXIWAY	13A	TAPF-09	R11PF-03	P	106	75	6,886	6/1/2009	AAC	0.00	0.00	0
EVERETT-WS	TBPF	TAXIWAY B	TAXIWAY	01	ANRPF-15	TBPF-03	P	1,450	50	92,210	7/4/2018	PCC	12.50	12.50	469
EVERETT-WS	TCPF	TAXIWAY C	TAXIWAY	01	TAPF-10	TCPF-02	P	655	40	23,723	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	TCPF	TAXIWAY C	TAXIWAY	02	SEE MAP	SEE MAP	P	215	75	44,479	1/20/2016	AC	0.00	0.00	0
EVERETT-WS	TCPF	TAXIWAY C	TAXIWAY	03	TCPF-02	TCPF-04	P	138	31	5,684	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	TCPF	TAXIWAY C	TAXIWAY	04	SEE MAP	SEE MAP	P	555	31	18,685	1/18/2016	AAC	0.00	0.00	0
EVERETT-WS	TCPF	TAXIWAY C	TAXIWAY	05	TCPF-04	TCPF-06	P	175	40	7,000	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	TCPF	TAXIWAY C	TAXIWAY	06	TCPF-05	ACENTPF-01	P	263	40	10,682	9/1/1985	AAC	0.00	0.00	0
EVERETT-WS	TCPF	TAXIWAY C	TAXIWAY	07	TCPF-01	TDPF-01	P	84	150	10,917	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	TD1PF	TAXIWAY D1	TAXIWAY	01	TCPF-05	TDPF-03	P	85	60	6,432	6/1/1989	AAC	0.00	0.00	0
EVERETT	TD1PF	TAXIWAY D1	TAXIWAY	02	R12PF	TDPF	S	34	54	2,060	1/1/1900	AC	0.00	0.00	0
EVERETT	TD2PF	TAXIWAY D2	TAXIWAY	01	R12PF	TDPF	S	36	52	1,973	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	TDPF	TAXIWAY D	TAXIWAY	01	SEE MAP	SEE MAP	P	135	83	5,424	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	TDPF	TAXIWAY D	TAXIWAY	02	TDPF-01	TDPF-03	P	127	40	4,971	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	TDPF	TAXIWAY D	TAXIWAY	03	TDPF-02	TDPF-04	P	908	40	36,348	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	TDPF	TAXIWAY D	TAXIWAY	04	TDPF-03	TDPF-05	P	165	40	6,600	6/2/1962	AC	0.00	0.00	0
EVERETT-WS	TDPF	TAXIWAY D	TAXIWAY	05	TDPF-04	TDPF-06	P	712	40	28,490	5/1/1985	AAC	0.00	0.00	0
EVERETT-WS	TDPF	TAXIWAY D	TAXIWAY	06	TDPF-05	ASRPF-05	P	718	40	28,640	6/2/1962	AC	0.00	0.00	0
EVERETT-WS	TDPF	TAXIWAY D	TAXIWAY	07	Taxiway D	Taxiway G	P	225	45	11,074	2/1/2014	AAC	0.00	0.00	0
EVERETT-WS	TDPF	TAXIWAY D	TAXIWAY	08	SEE MAP	SEE MAP	P	88	40	2,727	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	TEPF	TAXIWAY E	TAXIWAY	02	TEPF-01	TAPF-17	P	120	90	14,274	6/1/2009	AAC	0.00	0.00	0
EVERETT	TEPF	TAXIWAY E	TAXIWAY	03	TWPF	TEPF	S	144	37	3,866	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	TEPF	TAXIWAY E	TAXIWAY	01A	R29 END	TEPF-02	P	946	75	69,534	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	TEPF	TAXIWAY E	TAXIWAY	01B	R29 END	TEPF-02	P	1,060	75	76,824	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	TF2PF	TAXIWAY F2	TAXIWAY	01	TFPF-02	R16LPF-01	P	95	40	5,728	2/3/2014	AC	0.00	0.00	0
EVERETT-WS	TF3PF	TAXIWAY F3	TAXIWAY	01	TFPF-01	R16LPF-01	P	95	50	7,652	2/3/2014	AC	0.00	0.00	0
EVERETT-WS	TFPF	TAXIWAY F	TAXIWAY	01	R16L END	TFPF-03	P	1,782	20	35,540	2/4/1991	AC	0.00	0.00	0
EVERETT-WS	TFPF	TAXIWAY F	TAXIWAY	02	R16L END	TFPF-04	P	1,782	20	33,701	2/4/1991	AC	0.00	0.00	0
EVERETT-WS	TFPF	TAXIWAY F	TAXIWAY	03	TFPF-01	R34R END	P	580	20	10,908	2/3/2014	AC	0.00	0.00	0
EVERETT-WS	TFPF	TAXIWAY F	TAXIWAY	04	TFPF-02	R34R END	P	580	20	10,446	2/26/1995	AC	0.00	0.00	0
EVERETT-WS	TFPF	TAXIWAY F	TAXIWAY	05	Taxiway F	Runway 34R Approach	P	167	35	7,559	2/3/2014	AC	0.00	0.00	0
EVERETT-WS	TFPF	TAXIWAY F	TAXIWAY	06	Runway 16L Hold Apron	Runway 16L Approach	P	492	38	18,213	9/1/2012	AC	0.00	0.00	0
EVERETT-WS	TG1PF	TAXIWAY G1	TAXIWAY	01	TGPF-02	R16L END	P	95	50	5,343	2/3/2014	AC	0.00	0.00	0

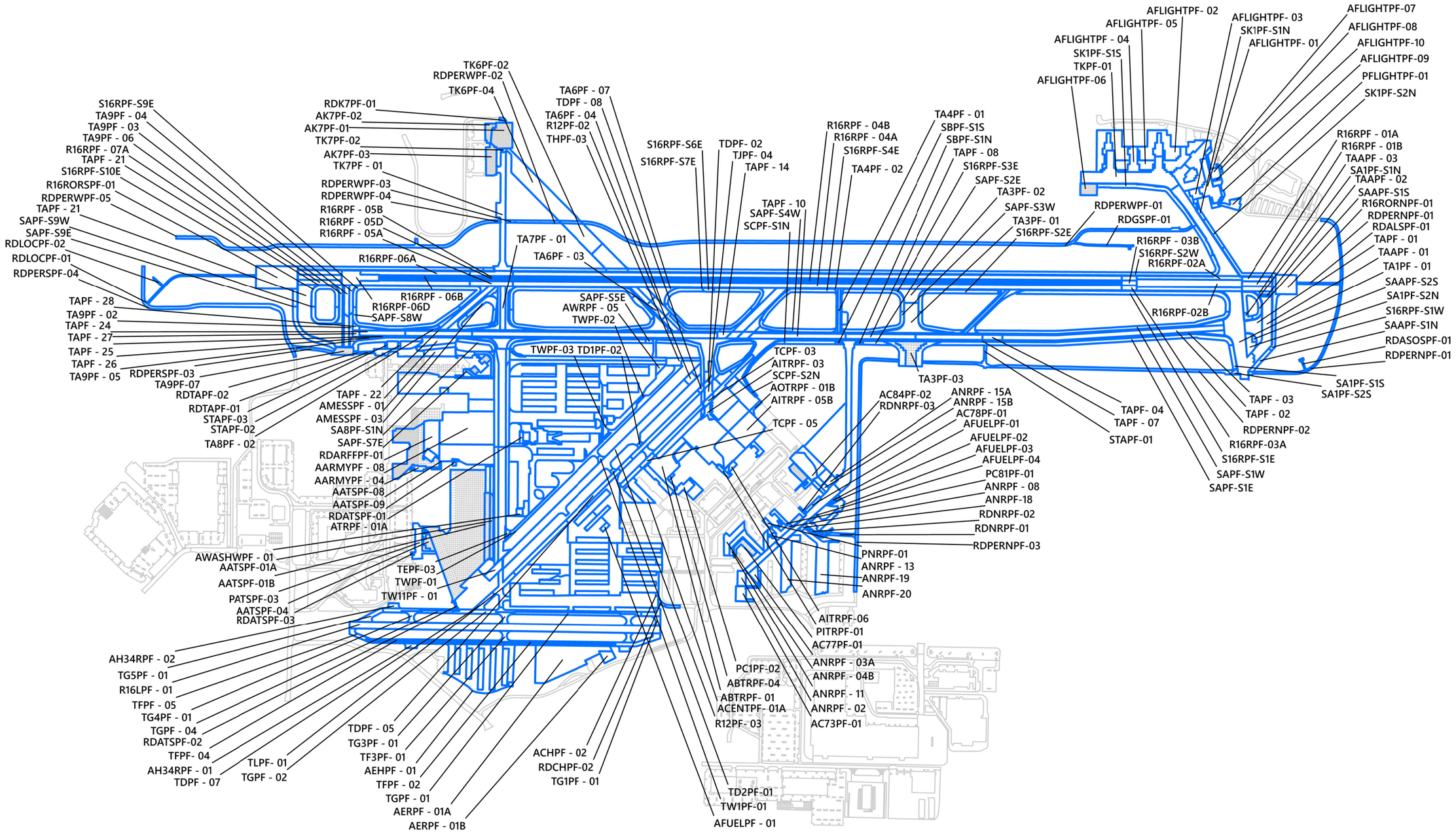
Table 2A - PAE CURRENT PAVEMENT INVENTORY - AIRSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT-WS	TG2PF	TAXIWAY G2	TAXIWAY	01	TGPF-02	R16LPF-01	P	95	50	9,057	2/3/2014	AC	0.00	0.00	0
EVERETT-WS	TG3PF	TAXIWAY G3	TAXIWAY	01	TGPF-02	R16LPF-01	P	150	65	9,191	2/3/2014	AC	0.00	0.00	0
EVERETT-WS	TG4PF	TAXIWAY G4	TAXIWAY	01	TGPF-02	R16LPF-01	P	95	40	9,020	2/3/2014	AC	0.00	0.00	0
EVERETT-WS	TG5PF	TAXIWAY G5	TAXIWAY	01	Taxiway G	Runway 34R Approach	P	275	32	12,212	2/3/2014	AC	0.00	0.00	0
EVERETT-WS	TGPF	TAXIWAY G	TAXIWAY	01	START	TG6PF-01	P	1,500	18	25,283	2/3/1985	AC	0.00	0.00	0
EVERETT-WS	TGPF	TAXIWAY G	TAXIWAY	02	START	TG6PF-02	P	2,502	20	59,322	2/1/2014	AAC	0.00	0.00	0
EVERETT-WS	TGPF	TAXIWAY G	TAXIWAY	03	SEE MAP	SEE MAP	P	185	40	9,239	2/1/2014	AAC	0.00	0.00	0
EVERETT-WS	TGPF	TAXIWAY G	TAXIWAY	04	SEE MAP	SEE MAP	P	300	25	7,435	2/3/1985	AC	0.00	0.00	0
EVERETT-WS	TH1PF	TAXIWAY H1	TAXIWAY	01	SEE MAP	SEE MAP	P	179	23	4,970	1/20/2016	AC	0.00	0.00	0
EVERETT-WS	THPF	TAXIWAY H	TAXIWAY	01	THPF-02	TEPF-01	P	135	35	4,912	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	THPF	TAXIWAY H	TAXIWAY	02	TINTPF-02	THPF-01	P	1,513	35	54,527	1/19/2016	AAC	0.00	0.00	0
EVERETT	THPF	TAXIWAY H	TAXIWAY	03	TJPF	THPF	S	332	74	17,359	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	TJPF	TAXIWAY J	TAXIWAY	01	SEE MAP	SEE MAP	P	210	145	52,337	1/20/2016	AC	0.00	0.00	0
EVERETT-WS	TJPF	TAXIWAY J	TAXIWAY	02	SEE MAP	SEE MAP	P	72	100	6,488	1/20/2016	AC	0.00	0.00	0
EVERETT-WS	TJPF	TAXIWAY J	TAXIWAY	03	TDPF-01	R11PF-05	P	172	90	11,069	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	TJPF	TAXIWAY J	TAXIWAY	04	TCPF-03	TDPF-02	P	120	104	9,030	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	TK1PF	TAXIWAY K1	TAXIWAY	01	RW16R	WEST	P	1,055	75	96,999	6/3/2006	PCC	18.75	18.75	282
EVERETT	TK6PF	TAXIWAY K6	TAXIWAY	01	TK6PF-02	R16RPF	S	350	149	39,804	1/1/1900	AC	0.00	0.00	0
EVERETT	TK6PF	TAXIWAY K6	TAXIWAY	02	PERIMETER ROAD N	TK6PF	S	421	149	51,135	1/1/1900	AC	0.00	0.00	0
EVERETT	TK6PF	TAXIWAY K6	TAXIWAY	03	TK6PF-04	TK6PF-02	S	216	25	5,233	1/1/1900	AC	0.00	0.00	0
EVERETT	TK6PF	TAXIWAY K6	TAXIWAY	04	AK7PF	PERIMETER ROAD N	S	980	149	120,629	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	TK7PF	TAXIWAY K7	TAXIWAY	01	RW16R	WEST	P	1,150	50	71,858	6/3/2009	AC	0.00	0.00	0
EVERETT	TK7PF	TAXIWAY K7	TAXIWAY	02	AK7PF	TK7PF	S	32	71	1,770	1/1/1900	AC	0.00	0.00	0
EVERETT-WS	TKPF	TAXIWAY K	TAXIWAY	01	TK1	SOUTH	P	950	111	140,776	9/3/2009	PCC	18.75	18.75	516
EVERETT-WS	TLPF	TAXIWAY L	TAXIWAY	01	TDPF-06	R11PF-06	P	720	40	27,363	9/1/1958	AAC	0.00	0.00	0
EVERETT-WS	TW11PF	Taxiway 11	TAXIWAY	01	R16RPF	R16LPF	P	179	72	15,670	8/8/1995	AC	0.00	0.00	0
EVERETT	TW1PF	TAXIWAY W1	TAXIWAY	01	TWPF	R12PF	S	47	60	2,775	1/1/1900	AC	0.00	0.00	0
EVERETT	TWPF	TAXIWAY W	TAXIWAY	01	THPF	TEPF	S	2,365	27	81,962	1/1/1900	AC	0.00	0.00	0
EVERETT	TWPF	TAXIWAY W	TAXIWAY	02	AWRPF	TWPF	S	20	118	1,945	1/1/1900	AC	0.00	0.00	0
EVERETT	TWPF	TAXIWAY W	TAXIWAY	03	AWRPF	TWPF	S	200	38	7,620	1/1/1900	AC	0.00	0.00	0

AIRSIDE PAVEMENTS NOT MANAGED BY PAE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT	AATSPF	APRON ATS HANGAR	APRON	01B	AARMYPF	AATSPF	T	674	51	33,294	1/1/1900	PCC	20.00	17.00	98
EVERETT-WS	AERPF	APRON EAST	APRON	01B	TFPF-01	END	P	98	117	11,500	1/2/1986	AC	0.00	0.00	0
EVERETT-WS	AITRPF	APRON INNER TERMINAL	APRON	02B	AITRPF-01	AITRPF-03	P	210	235	52,294	6/1/1989	AAC	0.00	0.00	0
EVERETT-WS	AITRPF	APRON INNER TERMINAL	APRON	05B	AITRPF-02	AITRPF-03	P	233	290	65,899	6/1/2005	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	02	ANRPF-01	END	P	145	80	11,977	9/2/1979	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	03B	START	ANRPF-02	P	24	160	3,044	11/2/2017	AAC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	04B	ANRPF-05	END	P	272	55	22,144	9/2/1994	AC	0.00	0.00	0
EVERETT-WS	ANRPF	APRON NORTH	APRON	15B	ANRPF-14	AOTRPF-01	P	48	38	3,601	7/2/2018	APC	0.00	0.00	0
EVERETT-WS	AOTRPF	APRON OUTER TERMINAL	APRON	01B	ANRPF-15	AOTRPF-02	P	24	138	4,101	1/19/2016	AAC	0.00	0.00	0
EVERETT-WS	AOTRPF	APRON OUTER TERMINAL	APRON	01BB	SEE MAP	SEE MAP	P	315	65	25,399	7/2/2018	AAC	0.00	0.00	0

P = Primary pavement, S = Secondary pavement, T = Tertiary pavement
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)
AC = Asphalt Cement Concrete, AAC = AC overlaid AC, PCC = Portland Cement Concrete, APC = Asphalt overlaid PCC



SECTION BOUNDARY

N

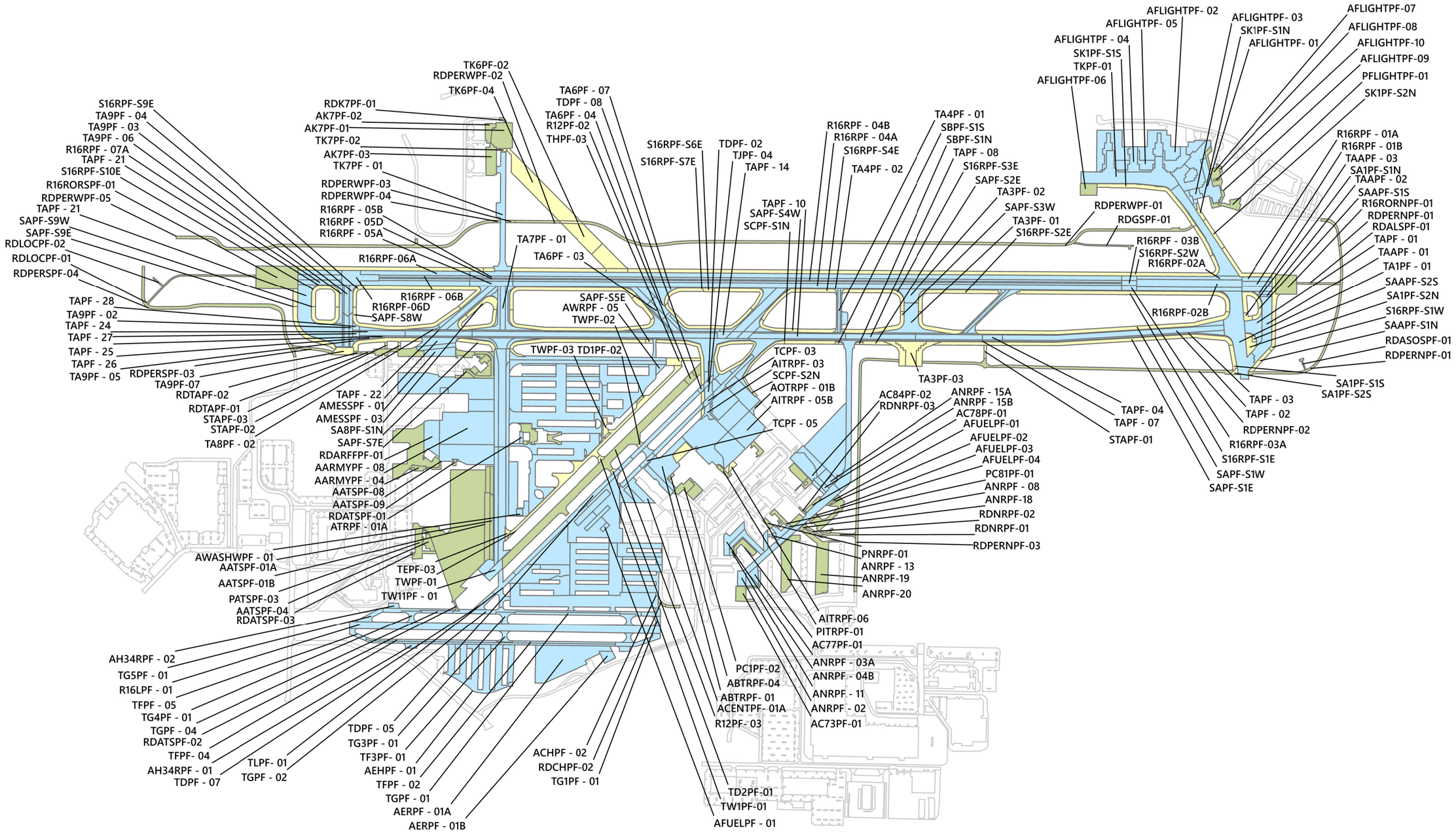
0 500 1,000 2,000 FEET

GRI

CENTURY WEST ENGINEERING
PAINE FIELD PMP

PAVEMENT INVENTORY - AIRSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 1A



SECTION RANK

- PRIMARY
- SECONDARY
- TERTIARY

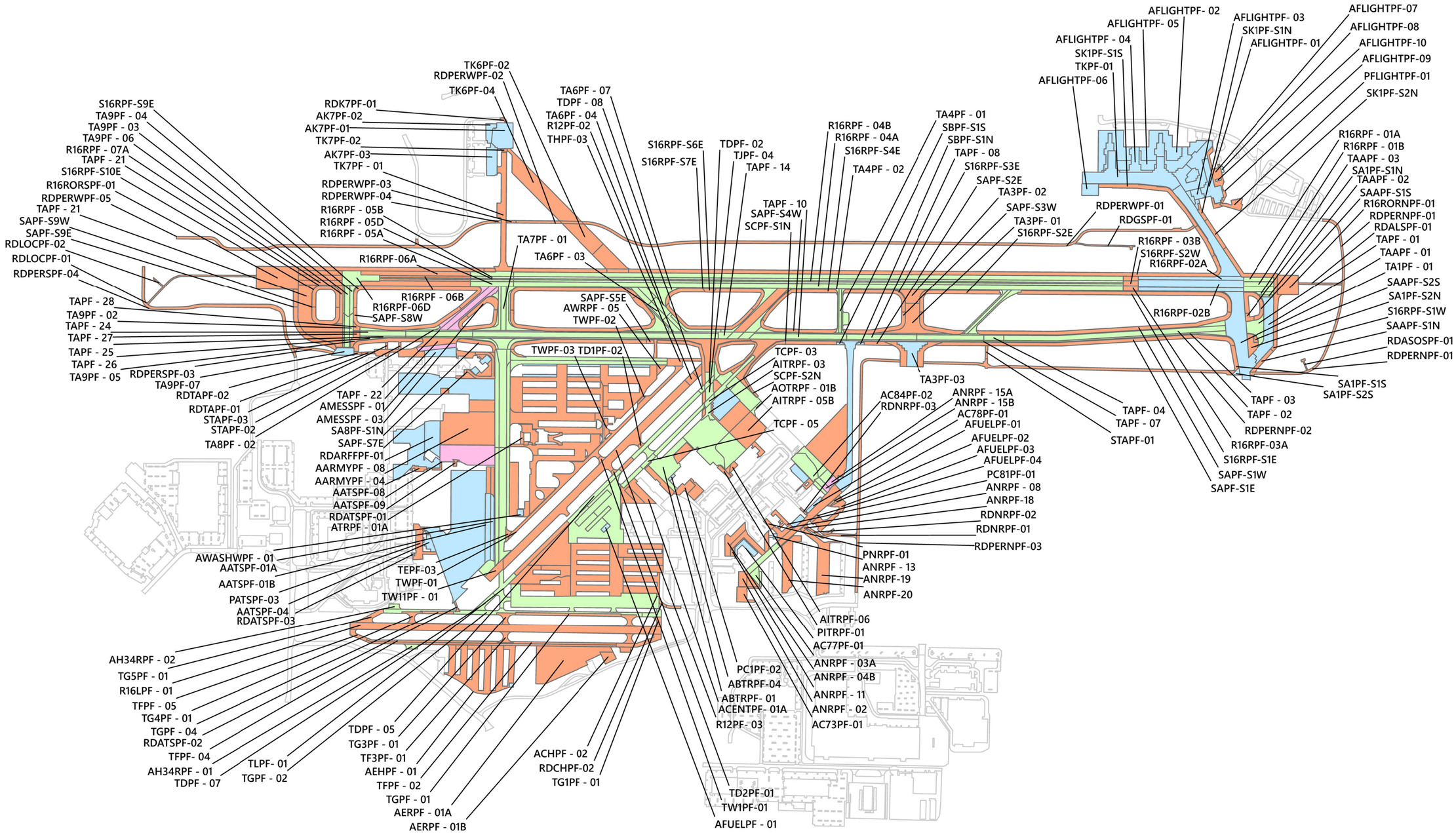
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CENTURY WEST ENGINEERING
PAINE FIELD PMP

SECTION RANK - AIRSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 2A



SURFACE TYPE

- ASPHALT CONCRETE (AC)
- ASPHALT OVER ASPHALT CONCRETE (AAC)
- ASPHALT OVER PORTLAND CEMENT CONCRETE (APC)
- PORTLAND CEMENT CONCRETE (PCC)

N

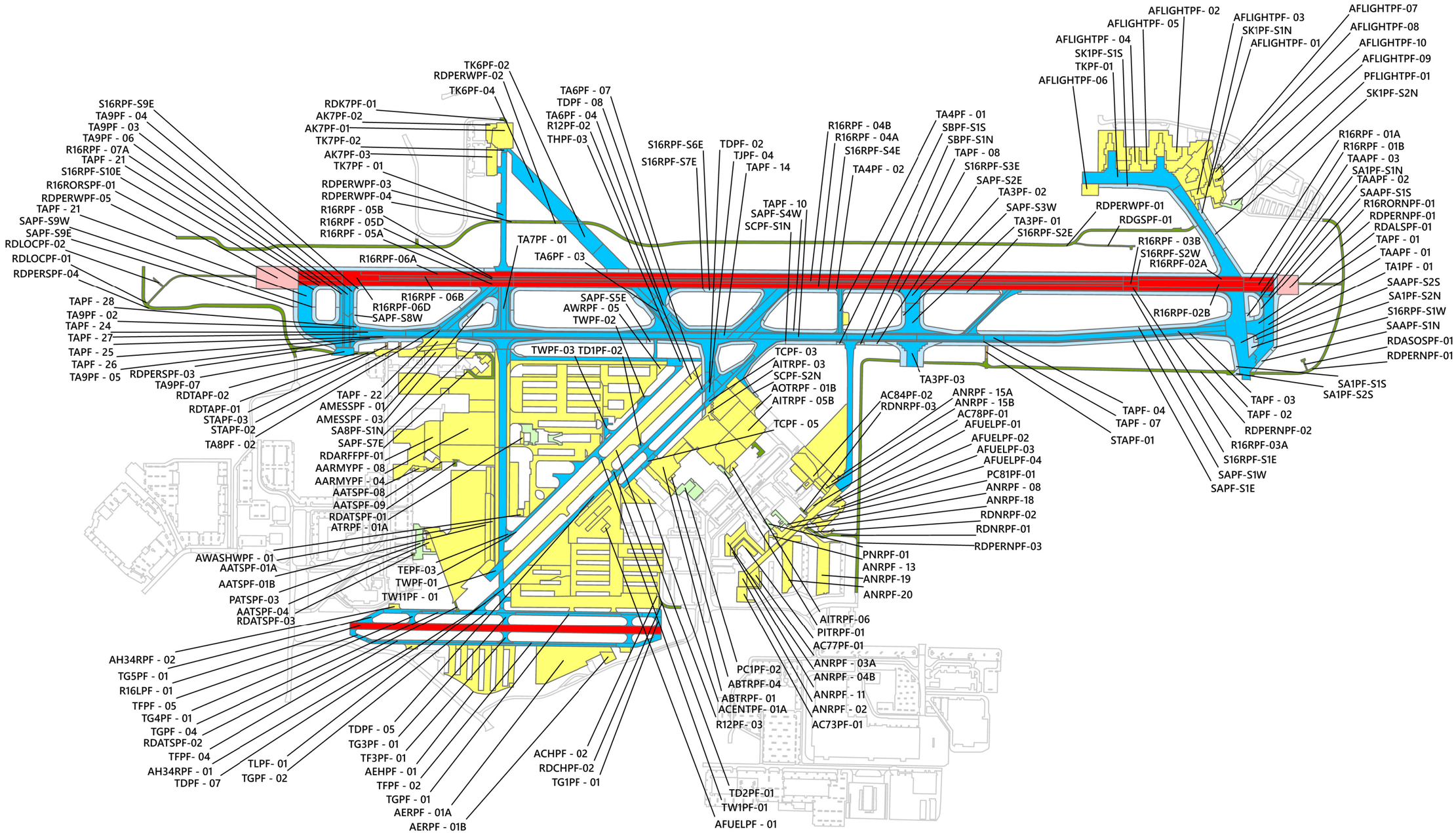
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CENTURY WEST ENGINEERING
PAINE FIELD PMP

SURFACE TYPE - AIRSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 3A



BRANCH USE

- RUNWAY
- TAXIWAY
- APRON
- OVERRUN
- PARKING
- ROADWAY
- AIRFIELD SHOULDER
- ROADWAY SHOULDER

N

0 500 1,000 2,000 FEET

GRI

CENTURY WEST ENGINEERING
PAINE FIELD PMP

BRANCH USE - AIRSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 4A

APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

As previously discussed, the PCI is a measure of the pavement's functional surface condition and provides a methodology for assessing the causes of distress and whether the distress is related to a load or climatic conditions. Although the PCI is not a direct measure of structural capacity, it provides a suggestion of the structural needs of the pavement.

The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. The results are displayed using a seven-category rating scale in accordance with ASTM D5340/D6433. PAVER identifies different distresses for airfield pavements (i.e., runways, taxiways, and aprons) and roads and parking lots. Both sets of distress codes for flexible pavement (i.e., AC and AAC) and rigid pavement (i.e., PCC) distress types are presented in Table 1B below. A summary of the pavement condition results by branch and section are included in Tables 2B and 3B, respectively, in this appendix.

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

Airfield Distresses (Runways, Taxiways, Aprons)			
Code	**Flexible Pavement Distress Descriptions**	**Code**	**Rigid Pavement Distress Descriptions**
41	Alligator Cracking *	61	Blow-Up
42	Bleeding *	62	Corner Break *
43	Block Cracking *	63	Linear Cracking *
44	Corrugation	64	Durability Cracking
45	Depression *	65	Joint Seal Damage *
46	Jet Blast	66	Small Patch *
47	Joint Reflection Cracking *	67	Large Patch *
48	Longitudinal & Transverse Cracking *	68	Pop Outs
49	Oil Spillage *	69	Pumping
50	Patching *	70	Scaling
51	Polished Aggregate	71	Faulting *
52	Raveling *	72	Shattered Slab *
53	Rutting *	73	Shrinkage Cracking *
54	Shoving *	74	Joint Spalls *
55	Slippage Cracking	75	Corner Spalls *
56	Swelling *	76	Alkali-Silica Reactivity (ASR)

Airfield Distresses (Runways, Taxiways, Aprons)			
Code	Flexible Pavement Distress Descriptions	Code	Rigid Pavement Distress Descriptions
57	Weathering *		

Roadways and Parking Lots			
Code	Flexible Pavement Distress Descriptions	Code	Rigid Pavement Distress Descriptions
1	Alligator Cracking *	21	Blow-Up
2	Bleeding *	22	Corner Break
3	Block Cracking *	23	Divided Slab
4	Bumps & Sags	24	Durability Cracking
5	Corrugation	25	Faulting
6	Depression *	26	Joint Seal Damage
7	Edge Cracking	27	Lane/Shoulder Drop Off
8	Joint Reflection Cracking	28	Linear Cracking
9	Lane/Shoulder Drop Off *	29	Large Patch
10	Longitudinal & Transverse Cracking *	30	Small Patch
11	Patching/Utility Cut *	31	Polished Aggregate
12	Polished Aggregate	32	Pop Outs
13	Pothole	33	Pumping
14	Railroad Crossing	34	Punchout
15	Rutting *	35	Railroad Crossing
16	Shoving	36	Scaling
17	Slippage Cracking *	37	Shrinkage Cracking
18	Swelling *	38	Corner Spalls
19	Raveling *	39	Joint Spalls
20	Weathering *		

Note: * = Airside distresses observed at PAE during 2018 or 2021 inspection.

To obtain the section PCI following our field survey, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional," which are defined as nonrepresentative instead of random, are not extrapolated over the entire section but merely added to the extrapolated quantity. The PCI rating scale presented previously presented in Table 3.1 of Section 3.1 is based on ASTM D5340.

Section 4.1 of ASTM D5340 governing PCI surveys offers this caution:

"The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the present condition of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety). The PCI cannot measure the structural capacity; neither does it provide a direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures."

Based on the limitations of the PCI method, it is imperative that engineers and planners treat the PCI as a tool that will assist them during the M&R planning process. Any major project should always be preceded by an up-to-date, detailed, 100% project-level inspection of the pavement in order to reevaluate maintenance needs prior to the project design process.

B.2 DISTRESS TYPES

Distress tends to fall into one of the following four cause categories:

- **Load-related:** Flexible pavement distresses include alligator/fatigue cracking, corrugation, depression, polished aggregate, rutting, and slippage cracking. Rigid pavement distresses include corner breaks, longitudinal cracking, divided slabs, polished aggregate, pumping, and joint spalling.

- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering. Rigid pavement distresses include blow-ups, durability cracking, longitudinal cracking, pop-outs, pumping, scaling, shrinkage cracks, and joint and corner spalling.

- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/fatigue cracking, depressions, potholes, and swelling. Rigid pavement distresses include corner breaks, divided slabs, and pumping.

- **Other factors:** Oil spillage, jet blast erosion, bleeding, patching, and concrete slab joint faulting.

As described above, a distress may be the result of more than one cause. For example, depressions may be caused by incorrect compaction during construction or by subgrade softening due to environmental factors. In addition, a distress may be initiated by one cause but may progress to a distress of higher severity by another cause. Therefore, engineering judgment is critical in analyzing the actual cause or causes of the distress.

B.3 PAVEMENT CONDITION INDEX SURVEY RESULTS

The evaluated PAE airside pavement network consists of 108 branches and 345 sections. A total of 1,167 sample units were visually inspected in the field. Data from the inspected sample units were input into the PAVER database, and a resultant PCI for each section was computed. Additional details regarding the PCI and distress types observed for each surveyed sample unit are provided in the inspection report, Table 1F, in Appendix F. Based on the 2018 and 2021 PCI surveys, the current area-weighted average PCI for airside pavements at PAE is approximately 69, which corresponds to a PCI rating of Fair.

Table 2B - PAE CURRENT BRANCH CONDITION REPORT - AIRSIDE

Branch ID	Number of Sections	Approximate Area, square feet	Use	2021 Area Weighted Average Branch PCI	PCI Category
A219PF	1	29,120	APRON	59	Fair
AARFFPF	5	43,724	APRON	81	Satisfactory
AARMYPF	7	593,038	APRON	50	Poor
AATSPF	8	608,630	APRON	56	Fair
ABTRPF	4	103,808	APRON	66	Fair
AC73PF	1	17,926	APRON	55	Poor
AC77PF	1	13,765	APRON	61	Fair
AC78PF	1	5,766	APRON	14	Serious
AC81PF	1	7,684	APRON	11	Serious
AC84PF	2	19,905	APRON	75	Satisfactory
ACENTPF	5	331,099	APRON	61	Fair
ACHPF	6	432,797	APRON	19	Serious
ACTPF	1	185,542	APRON	38	Very Poor
AEHPF	1	173,788	APRON	80	Satisfactory
AERPF	1	161,384	APRON	58	Fair
AFLIGHTPF	10	481,406	APRON	97	Good
AFUELPF	5	39,495	APRON	73	Satisfactory
AH16LPF	1	5,261	APRON	59	Fair
AH34RPF	2	10,660	APRON	80	Satisfactory
AHA4PF	1	7,200	APRON	83	Satisfactory
AITRPF	6	222,167	APRON	74	Satisfactory
AK7PF	3	94,778	APRON	72	Satisfactory
AMESSPF	3	62,081	APRON	44	Poor
ANRPF	14	274,098	APRON	75	Satisfactory
AOTRPF	4	90,014	APRON	93	Good
ASRPF	1	14,316	APRON	10	Failed
ATBPF	1	158,380	APRON	95	Good
ATRPF	2	57,303	APRON	65	Fair
AWASHEPF	1	1,600	APRON	1	Failed
AWASHWPF	1	3,827	APRON	26	Very Poor
AWRPF	8	728,149	APRON	69	Fair
P1105PF	1	18,992	PARKING	87	Good
P1116PF	1	7,689	PARKING	67	Fair
PATSPF	1	32,934	PARKING	36	Very Poor
PC1PF	2	1,027,864	PARKING	41	Poor
PC81PF	1	9,308	PARKING	65	Fair
PFLIGHTPF	1	12,907	PARKING	79	Satisfactory
PITRPF	1	4,747	PARKING	73	Satisfactory
PNRPF	1	4,324	PARKING	63	Fair
R12PF	3	210,603	APRON	76	Satisfactory

Table 2B - PAE CURRENT BRANCH CONDITION REPORT - AIRSIDE

Branch ID	Number of Sections	Approximate Area, square feet	Use	2021 Area Weighted Average Branch PCI	PCI Category
R16LPF	1	225,000	RUNWAY	92	Good
R16RORNPF	1	38,628	OVERRUN	56	Fair
R16RORSPF	1	89,035	OVERRUN	77	Satisfactory
R16RPF	17	1,411,545	RUNWAY	79	Satisfactory
RDALSPF	1	7,086	ROADWAY	94	Good
RDARFFPF	1	15,821	ROADWAY	85	Satisfactory
RDASOSPF	1	1,939	ROADWAY	92	Good
RDATSPF	3	5,014	ROADWAY	91	Good
RDCHPF	2	5,917	ROADWAY	85	Satisfactory
RDGSPF	1	7,421	ROADWAY	92	Good
RDK7PF	1	1,810	ROADWAY	93	Good
RDLOCPF	2	19,677	ROADWAY	91	Good
RDNRPF	3	12,992	ROADWAY	87	Good
RDPERNPF	3	178,379	ROADWAY	72	Satisfactory
RDPERSPF	2	71,743	ROADWAY	88	Good
RDPERWPF	5	234,230	ROADWAY	86	Good
RDTAPF	2	4,106	ROADWAY	59	Fair
RDTWRPF	1	6,834	ROADWAY	74	Satisfactory
S16RPF	17	702,016	SHOULDER-AF	79	Satisfactory
SA1PF	4	32,591	SHOULDER-AF	84	Satisfactory
SA3PF	2	32,999	SHOULDER-AF	68	Fair
SA6PF	1	12,684	SHOULDER-AF	70	Fair
SA8PF	1	17,386	SHOULDER-AF	79	Satisfactory
SAAPF	3	35,002	SHOULDER-AF	81	Satisfactory
SAPF	18	589,549	SHOULDER-AF	78	Satisfactory
SBPF	2	3,282	SHOULDER-AF	96	Good
SCPF	2	15,626	SHOULDER-AF	94	Good
SHPF	1	3,235	SHOULDER-AF	60	Fair
SJPF	1	29,464	SHOULDER-AF	94	Good
SK1PF	4	69,352	SHOULDER-AF	77	Satisfactory
STAPF	3	5,674	SHOULDER-RD	80	Satisfactory
TA1PF	1	127,403	TAXIWAY	95	Good
TA2PF	2	39,345	TAXIWAY	82	Satisfactory
TA3PF	3	121,776	TAXIWAY	80	Satisfactory
TA4PF	2	23,604	TAXIWAY	75	Satisfactory
TA5PF	1	45,129	TAXIWAY	46	Poor
TA6PF	7	91,026	TAXIWAY	81	Satisfactory
TA7PF	2	60,400	TAXIWAY	81	Satisfactory
TA8PF	2	62,275	TAXIWAY	86	Good
TA9PF	7	92,037	TAXIWAY	61	Fair

Table 2B - PAE CURRENT BRANCH CONDITION REPORT - AIRSIDE

Branch ID	Number of Sections	Approximate Area, square feet	Use	2021 Area Weighted Average Branch PCI	PCI Category
TAAPF	3	72,931	TAXIWAY	50	Poor
TAPF	26	903,552	TAXIWAY	74	Satisfactory
TBPF	1	92,210	TAXIWAY	98	Good
TCPF	7	121,170	TAXIWAY	86	Good
TD1PF	2	8,492	TAXIWAY	82	Satisfactory
TD2PF	1	1,973	TAXIWAY	67	Fair
TDPF	8	124,274	TAXIWAY	59	Fair
TEPF	4	164,498	TAXIWAY	53	Poor
TF2PF	1	5,728	TAXIWAY	92	Good
TF3PF	1	7,652	TAXIWAY	91	Good
TFPF	6	116,367	TAXIWAY	69	Fair
TG1PF	1	5,343	TAXIWAY	91	Good
TG2PF	1	9,057	TAXIWAY	79	Satisfactory
TG3PF	1	9,191	TAXIWAY	85	Satisfactory
TG4PF	1	9,020	TAXIWAY	81	Satisfactory
TG5PF	1	12,212	TAXIWAY	87	Good
TGPF	4	101,279	TAXIWAY	75	Satisfactory
TH1PF	1	4,970	TAXIWAY	98	Good
THPF	3	76,798	TAXIWAY	97	Good
TJPF	4	78,924	TAXIWAY	98	Good
TK1PF	1	96,999	TAXIWAY	97	Good
TK6PF	4	216,801	TAXIWAY	36	Very Poor
TK7PF	2	73,628	TAXIWAY	81	Satisfactory
TKPF	1	140,776	TAXIWAY	97	Good
TLPF	1	27,363	TAXIWAY	26	Serious
TW11PF	1	15,670	TAXIWAY	81	Satisfactory
TW1PF	1	2,775	TAXIWAY	76	Satisfactory
TWPF	3	91,527	TAXIWAY	80	Satisfactory

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	111	5,189,315	63
PARKING	9	1,118,764	71
RUNWAY	18	1,636,545	43
OVERRUN	2	127,663	82
ROADWAY	28	572,971	81
SHOULDER-AF	56	1,543,187	79
SHOULDER-RD	3	5,674	80
TAXIWAY	118	3,254,174	74
ALL	**345**	**13,448,294**	**69**

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	A219PF	01	1/1/1900	AC	APRON	7/1/2021	59	Fair	47	53	0
EVERETT	AARFFPF	01	1/1/1900	AC	APRON	7/1/2021	76	Satisfactory	100	0	0
EVERETT	AARFFPF	02	1/1/1900	PCC	APRON	7/1/2021	96	Good	0	0	100
EVERETT	AARFFPF	03	1/1/1900	PCC	APRON	7/1/2021	100	Good	0	36	64
EVERETT	AARFFPF	04	1/1/1900	AC	APRON	7/1/2021	61	Fair	100	0	0
EVERETT	AARFFPF	05	1/1/1900	AC	APRON	7/1/2021	85	Satisfactory	100	0	0
EVERETT-WS	AARMYPF	02	9/2/1942	PCC	APRON	5/30/2018	74	Satisfactory	28	15	57
EVERETT-WS	AARMYPF	03	9/2/1958	AC	APRON	5/30/2018	5	Failed	56	43	1
EVERETT-WS	AARMYPF	04	9/2/1990	AC	APRON	5/30/2018	61	Fair	59	22	19
EVERETT-WS	AARMYPF	07	9/3/1990	APC	APRON	5/30/2018	46	Poor	53	46	1
EVERETT-WS	AARMYPF	08	9/2/1942	PCC	APRON	5/30/2018	54	Poor	17	65	18
EVERETT-WS	AARMYPF	06A	1/1/1963	AAC	APRON	5/30/2018	24	Serious	73	27	0
EVERETT-WS	AARMYPF	06B	1/1/1963	AAC	APRON	5/30/2018	30	Very Poor	63	37	0
EVERETT	AATSPF	02	1/1/1900	PCC	APRON	7/1/2021	61	Fair	3	60	37
EVERETT	AATSPF	04	1/1/1900	PCC	APRON	7/1/2021	28	Very Poor	2	88	10
EVERETT	AATSPF	05	1/1/1900	AC	APRON	7/1/2021	56	Fair	58	42	0
EVERETT	AATSPF	06	1/1/1900	AC	APRON	7/1/2021	45	Poor	48	51	1
EVERETT	AATSPF	07	1/1/1900	PCC	APRON	7/1/2021	40	Very Poor	9	67	24
EVERETT	AATSPF	08	1/1/1900	AC	APRON	7/1/2021	26	Very Poor	33	65	2
EVERETT	AATSPF	09	1/1/1900	AC	APRON	7/1/2021	41	Poor	49	51	0
EVERETT	AATSPF	01A	1/1/1900	PCC	APRON	7/1/2021	56	Fair	11	54	35
EVERETT-WS	ABTRPF	01	6/1/1989	AAC	APRON	6/2/2018	89	Good	100	0	0
EVERETT-WS	ABTRPF	02	9/2/1959	AC	APRON	6/2/2018	6	Failed	35	65	0
EVERETT	ABTRPF	03	1/1/1900	AC	APRON	7/1/2021	47	Poor	44	56	0
EVERETT	ABTRPF	04	1/1/1900	AC	APRON	7/1/2021	94	Good	100	0	0
EVERETT	AC73PF	01	1/1/1900	AC	APRON	7/1/2021	55	Poor	66	34	0
EVERETT	AC77PF	01	1/1/1900	PCC	APRON	7/1/2021	61	Fair	0	80	20
EVERETT	AC78PF	01	1/1/1900	PCC	APRON	7/1/2021	14	Serious	2	87	11
EVERETT	AC81PF	01	1/1/1900	PCC	APRON	7/1/2021	11	Serious	0	90	10
EVERETT	AC84PF	01	1/1/1900	AC	APRON	7/1/2021	84	Satisfactory	100	0	0
EVERETT	AC84PF	02	1/1/1900	PCC	APRON	7/1/2021	72	Satisfactory	0	52	48
EVERETT-WS	ACENTPF	03	5/18/1985	AAC	APRON	6/2/2018	78	Satisfactory	64	31	5
EVERETT-WS	ACENTPF	04	5/18/1985	AAC	APRON	6/2/2018	91	Good	79	0	21
EVERETT-WS	ACENTPF	05	2/3/1965	AC	APRON	6/2/2018	37	Very Poor	55	33	12
EVERETT-WS	ACENTPF	01A	3/3/1984	AC	APRON	6/2/2018	54	Poor	82	15	3
EVERETT-WS	ACENTPF	02A	3/3/1984	AC	APRON	6/2/2018	57	Fair	59	36	5
EVERETT-WS	ACHPF	01	9/3/1986	AC	APRON	6/2/2018	74	Satisfactory	50	21	29
EVERETT-WS	ACHPF	02	6/3/1972	AC	APRON	6/2/2018	22	Serious	17	71	12
EVERETT-WS	ACHPF	03	11/17/1960	AC	APRON	6/1/2018	18	Serious	52	44	4
EVERETT-WS	ACHPF	04	2/3/1965	AC	APRON	6/1/2018	8	Failed	50	50	0
EVERETT-WS	ACHPF	05	9/17/1967	AC	APRON	6/1/2018	10	Failed	44	54	2
EVERETT-WS	ACHPF	06	6/3/1972	AC	APRON	6/2/2018	40	Very Poor	78	18	4
EVERETT-WS	ACTPF	01	6/1/1989	AAC	APRON	6/1/2018	45	Poor	65	35	0
EVERETT-WS	AEHPF	01	9/2/1988	AC	APRON	6/2/2018	82	Satisfactory	56	17	27

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT-WS	AERPF	01A	1/2/1986	AC	APRON	6/2/2018	64	Fair	55	0	45
EVERETT-WS	AFLIGHTPF	01	6/3/2006	PCC	APRON	6/1/2018	100	Good	0	0	100
EVERETT-WS	AFLIGHTPF	02	6/2/2014	PCC	APRON	6/1/2018	98	Good	0	0	100
EVERETT-WS	AFLIGHTPF	03	6/1/2014	PCC	APRON	6/1/2018	100	Good	0	0	100
EVERETT-WS	AFLIGHTPF	04	6/2/2014	PCC	APRON	6/1/2018	100	Good	0	0	100
EVERETT-WS	AFLIGHTPF	05	6/2/2014	PCC	APRON	6/1/2018	100	Good	0	0	100
EVERETT	AFLIGHTPF	06	1/1/1900	PCC	APRON	7/1/2021	100	Good	0	36	64
EVERETT	AFLIGHTPF	07	1/1/1900	AC	APRON	7/1/2021	80	Satisfactory	100	0	0
EVERETT	AFLIGHTPF	08	1/1/1900	PCC	APRON	7/1/2021	96	Good	0	71	29
EVERETT	AFLIGHTPF	09	1/1/1900	AC	APRON	7/1/2021	88	Good	100	0	0
EVERETT	AFLIGHTPF	10	1/1/1900	PCC	APRON	7/1/2021	86	Good	0	36	64
EVERETT	AFUELPF	01	1/1/1900	AC	APRON	6/1/2018	94	Good	100	0	0
EVERETT-WS	AFUELPF	01	9/2/1994	PCC	APRON	7/1/2021	74	Satisfactory	35	0	65
EVERETT	AFUELPF	02	1/1/1900	AC	APRON	7/1/2021	94	Good	100	0	0
EVERETT	AFUELPF	03	1/1/1900	AC	APRON	7/1/2021	67	Fair	49	51	0
EVERETT	AFUELPF	04	1/1/1900	AC	APRON	7/1/2021	94	Good	100	0	0
EVERETT-WS	AH16LPF	01	5/3/1985	AC	APRON	5/30/2018	65	Fair	50	16	34
EVERETT-WS	AH34RPF	01	6/1/2009	AAC	APRON	5/30/2018	79	Satisfactory	100	0	0
EVERETT-WS	AH34RPF	02	6/1/2009	AAC	APRON	5/30/2018	86	Good	100	0	0
EVERETT-WS	AHA4PF	01	6/1/2009	AAC	APRON	6/1/2018	85	Satisfactory	100	0	0
EVERETT-WS	AITRPF	03	6/1/1989	AAC	APRON	6/2/2018	57	Fair	54	46	0
EVERETT-WS	AITRPF	04	6/1/2005	PCC	APRON	6/2/2018	100	Good	0	0	100
EVERETT	AITRPF	06	1/1/1900	AC	APRON	7/1/2021	94	Good	100	0	0
EVERETT	AITRPF	07	1/1/1900	AC	APRON	7/1/2021	71	Satisfactory	100	0	0
EVERETT-WS	AITRPF	02A	6/1/1989	AAC	APRON	6/2/2018	68	Fair	82	14	4
EVERETT-WS	AITRPF	05A	6/1/2005	AC	APRON	6/2/2018	83	Satisfactory	54	46	0
EVERETT	AK7PF	01	1/1/1900	PCC	APRON	7/1/2021	44	Poor	0	93	7
EVERETT	AK7PF	02	1/1/1900	PCC	APRON	7/1/2021	99	Good	0	0	100
EVERETT	AK7PF	03	1/1/1900	PCC	APRON	7/1/2021	99	Good	0	0	100
EVERETT-WS	AMESSPF	01	2/3/1965	AC	APRON	6/1/2018	43	Poor	89	9	2
EVERETT-WS	AMESSPF	02	2/1/1965	APC	APRON	6/1/2018	31	Very Poor	72	21	7
EVERETT-WS	AMESSPF	03	9/2/1942	PCC	APRON	6/1/2018	66	Fair	24	8	68
EVERETT-WS	ANRPF	01	9/2/1979	AC	APRON	6/2/2018	11	Serious	50	50	0
EVERETT-WS	ANRPF	05	11/2/2017	AC	APRON	6/2/2018	100	Good	36	64	0
EVERETT-WS	ANRPF	06	9/2/1980	AC	APRON	6/2/2018	18	Serious	21	62	17
EVERETT-WS	ANRPF	08	9/2/1985	AC	APRON	6/2/2018	19	Serious	39	49	12
EVERETT-WS	ANRPF	10	7/2/2018	AAC	APRON	7/3/2018	100	Good	25	47	28
EVERETT-WS	ANRPF	11	9/2/1994	AC	APRON	6/2/2018	31	Very Poor	48	19	33
EVERETT-WS	ANRPF	13	9/2/1985	PCC	APRON	6/2/2018	12	Serious	9	91	0
EVERETT-WS	ANRPF	17	11/2/2017	AAC	APRON	6/2/2018	100	Good	100	0	0
EVERETT	ANRPF	18	1/1/1900	AC	APRON	7/1/2021	94	Good	100	0	0
EVERETT	ANRPF	19	1/1/1900	AC	APRON	7/1/2021	90	Good	100	0	0
EVERETT	ANRPF	20	1/1/1900	AC	APRON	7/1/2021	73	Satisfactory	100	0	0
EVERETT-WS	ANRPF	03A	11/2/2017	AAC	APRON	6/2/2018	100	Good	61	0	39

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT-WS	ANRPF	04A	9/2/1994	AC	APRON	6/2/2018	45	Poor	25	24	51
EVERETT-WS	ANRPF	15A	7/2/2018	APC	APRON	7/3/2018	100	Good	72	28	0
EVERETT-WS	AOTRPF	02	1/19/2016	AAC	APRON	5/30/2018	97	Good	100	0	0
EVERETT-WS	AOTRPF	03	7/2/2018	AAC	APRON	7/3/2018	100	Good	100	0	0
EVERETT-WS	AOTRPF	01A	1/19/2016	AAC	APRON	6/2/2018	94	Good	100	0	0
EVERETT-WS	AOTRPF	01AA	7/2/2018	AAC	APRON	7/3/2018	100	Good	56	44	0
EVERETT-WS	ASRPF	01	9/1/1958	AAC	APRON	6/1/2018	14	Serious	47	53	0
EVERETT-WS	ATBPF	01	7/2/2018	AC	APRON	7/3/2018	100	Good	95	0	5
EVERETT-WS	ATRPF	01	6/1/2004	AC	APRON	5/30/2018	70	Fair	100	0	0
EVERETT-WS	ATRPF	01A	1/20/2016	AC	APRON	6/3/2018	67	Fair	0	100	0
EVERETT-WS	AWASHEPF	01	9/2/1988	PCC	APRON	6/2/2018	3	Failed	8	92	0
EVERETT-WS	AWASHWPF	01	1/1/2003	PCC	APRON	5/30/2018	28	Very Poor	12	82	6
EVERETT-WS	AWRPF	01	9/2/1982	AC	APRON	6/3/2018	73	Satisfactory	81	16	3
EVERETT-WS	AWRPF	02	9/2/1994	PCC	APRON	6/3/2018	15	Serious	8	89	3
EVERETT-WS	AWRPF	03	9/2/1996	AC	APRON	6/3/2018	85	Satisfactory	79	0	21
EVERETT-WS	AWRPF	04	6/2/1996	AC	APRON	6/3/2018	79	Satisfactory	100	0	0
EVERETT-WS	AWRPF	05	9/2/1984	AC	APRON	6/3/2018	32	Very Poor	27	69	4
EVERETT-WS	AWRPF	06	1/19/2016	AAC	APRON	6/3/2018	100	Good	96	0	4
EVERETT-WS	AWRPF	07A	1/1/1956	AAC	APRON	6/3/2018	47	Poor	87	13	0
EVERETT-WS	AWRPF	07B	1/1/1956	AAC	APRON	6/3/2018	41	Poor	84	16	0
EVERETT	P1105PF	01	12/31/2014	AC	PARKING	7/1/2021	87	Good	100	0	0
EVERETT	P1116PF	01	12/31/2004	AC	PARKING	7/1/2021	67	Fair	21	0	79
EVERETT	PATSPF	03	7/1/1989	AC	PARKING	7/1/2021	36	Very Poor	18	58	24
EVERETT	PC1PF	01	12/31/2000	AC	PARKING	7/1/2021	59	Fair	28	42	30
EVERETT	PC1PF	02	1/1/1992	AC	PARKING	7/1/2021	41	Poor	19	66	15
EVERETT	PC81PF	01	1/1/2004	AC	PARKING	7/1/2021	65	Fair	21	57	22
EVERETT	PFLIGHTPF	01	12/31/2010	AC	PARKING	7/1/2021	79	Satisfactory	55	22	23
EVERETT	PITRPF	01	1/1/2008	AC	PARKING	7/1/2021	73	Satisfactory	79	0	21
EVERETT	PNRPF	01	12/31/2002	AC	PARKING	7/1/2021	63	Fair	26	38	36
EVERETT	R12PF	01	1/1/1900	AC	APRON	7/1/2021	94	Good	100	0	0
EVERETT	R12PF	02	1/1/1900	AC	APRON	7/1/2021	92	Good	100	0	0
EVERETT	R12PF	03	1/1/1900	AC	APRON	7/1/2021	75	Satisfactory	84	15	1
EVERETT-WS	R16LPF	01	2/3/2014	AC	RUNWAY	5/30/2018	97	Good	100	0	0
EVERETT	R16RORNPF	01	3/1/1992	AC	OVERRUN	7/1/2021	56	Fair	98	0	2
EVERETT	R16RORSPF	01	3/2/2006	AC	OVERRUN	7/1/2021	77	Satisfactory	100	0	0
EVERETT-WS	R16RPF	01A	6/2/1994	AAC	RUNWAY	5/31/2018	68	Fair	100	0	0
EVERETT-WS	R16RPF	01B	6/2/1994	AAC	RUNWAY	5/31/2018	66	Fair	69	28	3
EVERETT-WS	R16RPF	02A	6/3/2009	PCC	RUNWAY	5/31/2018	99	Good	0	0	100
EVERETT-WS	R16RPF	02B	6/3/2009	PCC	RUNWAY	5/31/2018	100	Good	17	65	18
EVERETT-WS	R16RPF	03A	6/5/2009	AC	RUNWAY	7/3/2018	85	Satisfactory	100	0	0
EVERETT-WS	R16RPF	03B	6/5/2009	AC	RUNWAY	7/3/2018	91	Good	100	0	0
EVERETT-WS	R16RPF	04A	6/1/2009	AAC	RUNWAY	7/3/2018	88	Good	100	0	0
EVERETT-WS	R16RPF	04B	6/1/2009	AAC	RUNWAY	7/3/2018	83	Satisfactory	100	0	0
EVERETT-WS	R16RPF	04D	6/1/2009	AAC	RUNWAY	7/3/2018	71	Satisfactory	65	35	0

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT-WS	R16RPF	05A	6/1/2009	AAC	RUNWAY	7/3/2018	85	Satisfactory	55	0	45
EVERETT-WS	R16RPF	05B	6/1/2009	AAC	RUNWAY	7/3/2018	86	Good	100	0	0
EVERETT-WS	R16RPF	05D	6/1/2009	AAC	RUNWAY	7/3/2018	62	Fair	81	19	0
EVERETT-WS	R16RPF	06A	5/8/1996	AC	RUNWAY	7/3/2018	74	Satisfactory	92	0	8
EVERETT-WS	R16RPF	06B	5/8/1996	AC	RUNWAY	7/3/2018	61	Fair	57	40	3
EVERETT-WS	R16RPF	06D	6/1/2000	AAC	RUNWAY	7/3/2018	71	Satisfactory	69	31	0
EVERETT-WS	R16RPF	07A	6/2/2000	AC	RUNWAY	7/3/2018	77	Satisfactory	100	0	0
EVERETT-WS	R16RPF	07B	6/2/2000	AC	RUNWAY	7/3/2018	77	Satisfactory	96	0	4
EVERETT	RDALSPF	01	2/6/2019	AC	ROADWAY	7/1/2021	94	Good	100	0	0
EVERETT	RDARFFPF	01	7/2/2015	AC	ROADWAY	7/1/2021	85	Satisfactory	100	0	0
EVERETT	RDASOSPF	01	4/20/2018	AC	ROADWAY	7/1/2021	92	Good	53	0	47
EVERETT	RDATSPF	01	11/25/2017	AC	ROADWAY	7/1/2021	91	Good	100	0	0
EVERETT	RDATSPF	02	4/19/2016	AC	ROADWAY	7/1/2021	87	Good	100	0	0
EVERETT	RDATSPF	03	6/30/2021	PCC	ROADWAY	7/1/2021	100	Good	67	12	21
EVERETT	RDCHPF	01	2/6/2019	AC	ROADWAY	7/1/2021	94	Good	100	0	0
EVERETT	RDCHPF	02	9/13/2010	AC	ROADWAY	7/1/2021	73	Satisfactory	55	45	0
EVERETT	RDGSPF	01	4/20/2018	AC	ROADWAY	7/1/2021	92	Good	100	0	0
EVERETT	RDK7PF	01	9/13/2018	AC	ROADWAY	7/1/2021	93	Good	100	0	0
EVERETT	RDLOCPF	01	11/25/2017	AC	ROADWAY	7/1/2021	91	Good	79	0	21
EVERETT	RDLOCPF	02	9/13/2018	AC	ROADWAY	7/1/2021	93	Good	100	0	0
EVERETT	RDNRPF	01	7/2/2019	AC	ROADWAY	7/1/2021	95	Good	100	0	0
EVERETT	RDNRPF	02	4/19/2016	AC	ROADWAY	7/1/2021	87	Good	100	0	0
EVERETT	RDNRPF	03	7/1/2001	AC	ROADWAY	7/1/2021	50	Poor	33	67	0
EVERETT	RDPERNPF	01	11/25/2011	AC	ROADWAY	7/1/2021	76	Satisfactory	26	49	25
EVERETT	RDPERNPF	02	4/19/2004	AC	ROADWAY	7/1/2021	57	Fair	30	57	13
EVERETT	RDPERNPF	03	4/19/2016	AC	ROADWAY	7/1/2021	87	Good	63	33	4
EVERETT	RDPERSPF	03	9/13/2018	AC	ROADWAY	7/1/2021	93	Good	62	0	38
EVERETT	RDPERSPF	04	4/19/2016	AC	ROADWAY	7/1/2021	87	Good	74	26	0
EVERETT	RDPERWPF	01	4/19/2016	AC	ROADWAY	7/1/2021	87	Good	27	42	31
EVERETT	RDPERWPF	02	11/25/2017	AC	ROADWAY	7/1/2021	91	Good	100	0	0
EVERETT	RDPERWPF	03	9/12/2016	AC	ROADWAY	7/1/2021	88	Good	100	0	0
EVERETT	RDPERWPF	04	2/5/2009	AC	ROADWAY	7/1/2021	69	Fair	42	58	0
EVERETT	RDPERWPF	05	2/6/2015	AC	ROADWAY	7/1/2021	84	Satisfactory	56	29	15
EVERETT	RDTAPF	01	2/6/2007	AC	ROADWAY	7/1/2021	64	Fair	54	46	0
EVERETT	RDTAPF	02	4/20/2002	AC	ROADWAY	7/1/2021	52	Poor	54	46	0
EVERETT	RDTWRPF	01	2/6/2011	AC	ROADWAY	7/1/2021	74	Satisfactory	23	0	77
EVERETT	S16RPF	S10E	10/31/1996	AC	SHOULDER-AF	7/1/2021	63	Fair	100	0	0
EVERETT	S16RPF	S11E	10/31/1992	AC	SHOULDER-AF	7/1/2021	57	Fair	100	0	0
EVERETT	S16RPF	S1E	7/2/2011	AC	SHOULDER-AF	7/1/2021	85	Satisfactory	100	0	0
EVERETT	S16RPF	S1W	10/31/2004	AC	SHOULDER-AF	7/1/2021	75	Satisfactory	97	0	3
EVERETT	S16RPF	S2E	3/2/2010	AC	SHOULDER-AF	7/1/2021	83	Satisfactory	95	0	5
EVERETT	S16RPF	S2W	10/31/2010	AC	SHOULDER-AF	7/1/2021	84	Satisfactory	100	0	0
EVERETT	S16RPF	S3E	3/1/2012	AC	SHOULDER-AF	7/1/2021	86	Good	100	0	0
EVERETT	S16RPF	S3W	3/2/1986	AC	SHOULDER-AF	7/1/2021	47	Poor	82	18	0

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	S16RPF	S4E	7/2/2011	AC	SHOULDER-AF	7/1/2021	85	Satisfactory	98	0	2
EVERETT	S16RPF	S4W	7/1/2009	AC	SHOULDER-AF	7/1/2021	82	Satisfactory	100	0	0
EVERETT	S16RPF	S5E	3/1/2004	AC	SHOULDER-AF	7/1/2021	74	Satisfactory	100	0	0
EVERETT	S16RPF	S5W	7/1/2013	AC	SHOULDER-AF	7/1/2021	88	Good	100	0	0
EVERETT	S16RPF	S6E	7/1/2001	AC	SHOULDER-AF	7/1/2021	70	Fair	100	0	0
EVERETT	S16RPF	S6W	10/31/2000	AC	SHOULDER-AF	7/1/2021	69	Fair	100	0	0
EVERETT	S16RPF	S7E	7/2/2011	AC	SHOULDER-AF	7/1/2021	85	Satisfactory	100	0	0
EVERETT	S16RPF	S8E	7/2/2011	AC	SHOULDER-AF	7/1/2021	85	Satisfactory	100	0	0
EVERETT	S16RPF	S9E	10/31/2000	AC	SHOULDER-AF	7/1/2021	69	Fair	100	0	0
EVERETT	SA1PF	S1N	3/2/2010	AC	SHOULDER-AF	7/1/2021	83	Satisfactory	100	0	0
EVERETT	SA1PF	S1S	3/1/2012	AC	SHOULDER-AF	7/1/2021	86	Good	100	0	0
EVERETT	SA1PF	S2N	3/1/2012	AC	SHOULDER-AF	7/1/2021	86	Good	100	0	0
EVERETT	SA1PF	S2S	7/1/1957	PCC	SHOULDER-AF	7/1/2021	68	Fair	0	0	100
EVERETT	SA3PF	S1N	7/1/2001	AC	SHOULDER-AF	7/1/2021	70	Fair	76	23	1
EVERETT	SA3PF	S1S	7/2/1999	AC	SHOULDER-AF	7/1/2021	67	Fair	81	19	0
EVERETT	SA6PF	S1S	7/1/2001	AC	SHOULDER-AF	7/1/2021	70	Fair	97	0	3
EVERETT	SA8PF	S1N	7/2/2007	AC	SHOULDER-AF	7/1/2021	79	Satisfactory	94	0	6
EVERETT	SAAPF	S1N	3/2/2006	AC	SHOULDER-AF	7/1/2021	77	Satisfactory	100	0	0
EVERETT	SAAPF	S1S	3/2/2010	AC	SHOULDER-AF	7/1/2021	83	Satisfactory	96	0	4
EVERETT	SAAPF	S2S	3/1/2008	AC	SHOULDER-AF	7/1/2021	80	Satisfactory	100	0	0
EVERETT	SAPF	S1E	10/31/2006	AC	SHOULDER-AF	7/1/2021	78	Satisfactory	99	0	1
EVERETT	SAPF	S1W	3/2/2010	AC	SHOULDER-AF	7/1/2021	83	Satisfactory	100	0	0
EVERETT	SAPF	S2E	7/2/2011	AC	SHOULDER-AF	7/1/2021	85	Satisfactory	100	0	0
EVERETT	SAPF	S2W	3/1/2008	AC	SHOULDER-AF	7/1/2021	80	Satisfactory	100	0	0
EVERETT	SAPF	S3E	10/31/2004	AC	SHOULDER-AF	7/1/2021	75	Satisfactory	100	0	0
EVERETT	SAPF	S3W	7/1/2009	AC	SHOULDER-AF	7/1/2021	82	Satisfactory	100	0	0
EVERETT	SAPF	S4E	7/1/2017	AC	SHOULDER-AF	7/1/2021	94	Good	100	0	0
EVERETT	SAPF	S4W	3/1/2004	AC	SHOULDER-AF	7/1/2021	74	Satisfactory	100	0	0
EVERETT	SAPF	S5E	7/1/2017	AC	SHOULDER-AF	7/1/2021	94	Good	100	0	0
EVERETT	SAPF	S5W	7/1/2001	AC	SHOULDER-AF	7/1/2021	70	Fair	99	0	1
EVERETT	SAPF	S6E	10/31/2008	AC	SHOULDER-AF	7/1/2021	81	Satisfactory	98	0	2
EVERETT	SAPF	S6W	10/31/2008	AC	SHOULDER-AF	7/1/2021	81	Satisfactory	100	0	0
EVERETT	SAPF	S7E	3/1/2008	AC	SHOULDER-AF	7/1/2021	80	Satisfactory	93	0	7
EVERETT	SAPF	S7W	7/2/2007	AC	SHOULDER-AF	7/1/2021	79	Satisfactory	100	0	0
EVERETT	SAPF	S8E	7/1/1997	AC	SHOULDER-AF	7/1/2021	64	Fair	56	44	0
EVERETT	SAPF	S8W	7/2/2007	AC	SHOULDER-AF	7/1/2021	79	Satisfactory	100	0	0
EVERETT	SAPF	S9E	3/1/2000	AC	SHOULDER-AF	7/1/2021	68	Fair	93	0	7
EVERETT	SAPF	S9W	10/31/1994	AC	SHOULDER-AF	7/1/2021	60	Fair	100	0	0
EVERETT	SBPF	S1N	7/1/2013	PCC	SHOULDER-AF	7/1/2021	96	Good	0	0	100
EVERETT	SBPF	S1S	7/2/2015	PCC	SHOULDER-AF	7/1/2021	97	Good	0	0	100
EVERETT	SCPF	S1N	7/1/2017	AC	SHOULDER-AF	7/1/2021	94	Good	100	0	0
EVERETT	SCPF	S2N	7/1/2017	AC	SHOULDER-AF	7/1/2021	94	Good	100	0	0
EVERETT	SHPF	S1N	10/31/1994	AC	SHOULDER-AF	7/1/2021	60	Fair	100	0	0
EVERETT	SJPF	S1N	7/1/2017	AC	SHOULDER-AF	7/1/2021	94	Good	100	0	0

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	SK1PF	S1N	3/2/2006	AC	SHOULDER-AF	7/1/2021	77	Satisfactory	100	0	0
EVERETT	SK1PF	S1S	3/2/2006	AC	SHOULDER-AF	7/1/2021	77	Satisfactory	100	0	0
EVERETT	SK1PF	S2N	7/2/2003	AC	SHOULDER-AF	7/1/2021	73	Satisfactory	100	0	0
EVERETT	SK1PF	S2S	10/31/2010	AC	SHOULDER-AF	7/1/2021	84	Satisfactory	100	0	0
EVERETT	STAPF	01	10/31/2008	AC	SHOULDER-RD	7/1/2021	81	Satisfactory	92	0	8
EVERETT	STAPF	02	7/1/2005	AC	SHOULDER-RD	7/1/2021	76	Satisfactory	82	0	18
EVERETT	STAPF	03	10/31/2010	AC	SHOULDER-RD	7/1/2021	84	Satisfactory	31	0	69
EVERETT-WS	TA1PF	01	9/2/2000	PCC	TAXIWAY	5/31/2018	97	Good	32	57	11
EVERETT-WS	TA2PF	01	6/1/2009	AAC	TAXIWAY	5/31/2018	85	Satisfactory	100	0	0
EVERETT-WS	TA2PF	02	6/1/2009	AAC	TAXIWAY	5/31/2018	90	Good	100	0	0
EVERETT-WS	TA3PF	01	8/3/2011	AC	TAXIWAY	5/31/2018	87	Good	100	0	0
EVERETT-WS	TA3PF	02	8/3/2010	AC	TAXIWAY	5/31/2018	86	Good	100	0	0
EVERETT	TA3PF	03	1/1/1900	PCC	TAXIWAY	7/1/2021	78	Satisfactory	7	59	34
EVERETT-WS	TA4PF	01	6/1/2009	AAC	TAXIWAY	6/1/2018	77	Satisfactory	100	0	0
EVERETT-WS	TA4PF	02	6/1/2009	AAC	TAXIWAY	6/1/2018	82	Satisfactory	100	0	0
EVERETT-WS	TA5PF	01	8/8/1995	AC	TAXIWAY	6/1/2018	52	Poor	54	44	2
EVERETT-WS	TA6PF	01	6/1/2009	AAC	TAXIWAY	6/1/2018	90	Good	100	0	0
EVERETT-WS	TA6PF	02	6/1/2009	AAC	TAXIWAY	6/1/2018	89	Good	100	0	0
EVERETT-WS	TA6PF	03	6/1/2009	AAC	TAXIWAY	5/31/2018	90	Good	100	0	0
EVERETT-WS	TA6PF	04	6/1/2009	AAC	TAXIWAY	5/31/2018	87	Good	100	0	0
EVERETT-WS	TA6PF	05	6/1/2009	AAC	TAXIWAY	5/31/2018	87	Good	91	0	9
EVERETT-WS	TA6PF	06	6/1/2009	AAC	TAXIWAY	5/31/2018	90	Good	88	0	12
EVERETT-WS	TA6PF	07	6/1/2009	AAC	TAXIWAY	5/31/2018	79	Satisfactory	50	0	50
EVERETT-WS	TA7PF	01	6/1/2009	AAC	TAXIWAY	6/1/2018	83	Satisfactory	100	0	0
EVERETT-WS	TA7PF	02	6/1/2009	AAC	TAXIWAY	6/1/2018	88	Good	100	0	0
EVERETT-WS	TA8PF	01	6/1/2009	APC	TAXIWAY	6/1/2018	92	Good	88	0	12
EVERETT-WS	TA8PF	02	6/1/2009	APC	TAXIWAY	6/1/2018	92	Good	100	0	0
EVERETT-WS	TA9PF	01	5/1/1996	AAC	TAXIWAY	6/1/2018	62	Fair	98	0	2
EVERETT-WS	TA9PF	02	5/1/1996	AAC	TAXIWAY	6/1/2018	55	Poor	72	24	4
EVERETT-WS	TA9PF	03	5/1/1996	AAC	TAXIWAY	6/1/2018	72	Satisfactory	100	0	0
EVERETT-WS	TA9PF	04	5/1/1996	AAC	TAXIWAY	6/1/2018	77	Satisfactory	97	0	3
EVERETT-WS	TA9PF	05	7/2/1993	AC	TAXIWAY	6/1/2018	54	Poor	98	0	2
EVERETT-WS	TA9PF	06	9/2/2000	AC	TAXIWAY	6/1/2018	63	Fair	96	0	4
EVERETT	TA9PF	07	1/1/1900	PCC	TAXIWAY	7/1/2021	65	Fair	4	82	14
EVERETT-WS	TAAPF	01	1/1/1967	PCC	TAXIWAY	5/31/2018	52	Poor	3	42	55
EVERETT-WS	TAAPF	02	6/1/1994	AAC	TAXIWAY	5/31/2018	41	Poor	63	27	10
EVERETT-WS	TAAPF	03	9/1/1994	AAC	TAXIWAY	5/31/2018	63	Fair	97	0	3
EVERETT-WS	TAPF	01	6/1/2009	AAC	TAXIWAY	5/31/2018	72	Satisfactory	97	0	3
EVERETT-WS	TAPF	02	6/1/2009	AAC	TAXIWAY	5/31/2018	79	Satisfactory	62	35	3
EVERETT-WS	TAPF	03	6/1/2009	AAC	TAXIWAY	5/31/2018	94	Good	100	0	0
EVERETT-WS	TAPF	04	6/1/2011	AAC	TAXIWAY	5/31/2018	80	Satisfactory	91	0	9
EVERETT-WS	TAPF	05	6/1/2011	AAC	TAXIWAY	5/31/2018	82	Satisfactory	100	0	0
EVERETT-WS	TAPF	06	6/1/2011	AAC	TAXIWAY	5/31/2018	82	Satisfactory	94	0	6
EVERETT-WS	TAPF	07	6/1/2011	AAC	TAXIWAY	5/31/2018	82	Satisfactory	100	0	0

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT-WS	TAPF	08	6/1/2011	AAC	TAXIWAY	5/31/2018	87	Good	94	0	6
EVERETT-WS	TAPF	09	6/1/2011	AAC	TAXIWAY	5/31/2018	82	Satisfactory	100	0	0
EVERETT-WS	TAPF	10	6/1/2011	AAC	TAXIWAY	6/1/2018	81	Satisfactory	100	0	0
EVERETT-WS	TAPF	11	6/1/2011	AAC	TAXIWAY	6/1/2018	88	Good	100	0	0
EVERETT-WS	TAPF	12	6/1/2009	AAC	TAXIWAY	6/1/2018	87	Good	95	0	5
EVERETT-WS	TAPF	13	6/1/2009	AAC	TAXIWAY	6/1/2018	75	Satisfactory	98	0	2
EVERETT-WS	TAPF	14	6/1/2009	AAC	TAXIWAY	6/1/2018	74	Satisfactory	97	0	3
EVERETT-WS	TAPF	15	6/1/2009	AAC	TAXIWAY	6/1/2018	82	Satisfactory	100	0	0
EVERETT-WS	TAPF	16	6/1/2009	AAC	TAXIWAY	6/1/2018	88	Good	94	0	6
EVERETT-WS	TAPF	21	6/2/2000	AC	TAXIWAY	6/1/2018	55	Poor	53	41	6
EVERETT-WS	TAPF	22	6/1/2009	AAC	TAXIWAY	6/1/2018	91	Good	100	0	0
EVERETT-WS	TAPF	23	6/1/2009	AAC	TAXIWAY	6/1/2018	80	Satisfactory	95	0	5
EVERETT-WS	TAPF	24	6/1/2009	AAC	TAXIWAY	6/1/2018	82	Satisfactory	100	0	0
EVERETT-WS	TAPF	25	6/1/2009	AAC	TAXIWAY	6/1/2018	89	Good	100	0	0
EVERETT-WS	TAPF	26	6/1/2009	AAC	TAXIWAY	6/1/2018	91	Good	100	0	0
EVERETT-WS	TAPF	27	3/2/1984	AC	TAXIWAY	6/1/2018	46	Poor	60	35	5
EVERETT-WS	TAPF	28	3/2/1984	AC	TAXIWAY	6/1/2018	34	Very Poor	77	23	0
EVERETT-WS	TAPF	10A	6/1/2009	AAC	TAXIWAY	6/1/2018	84	Satisfactory	100	0	0
EVERETT-WS	TAPF	13A	6/1/2009	AAC	TAXIWAY	6/1/2018	73	Satisfactory	100	0	0
EVERETT-WS	TBPF	01	7/4/2018	PCC	TAXIWAY	7/5/2018	100	Good	17	65	18
EVERETT-WS	TCPF	01	6/1/1989	AAC	TAXIWAY	5/30/2018	88	Good	92	0	8
EVERETT-WS	TCPF	02	1/20/2016	AC	TAXIWAY	5/30/2018	100	Good	100	0	0
EVERETT-WS	TCPF	03	1/19/2016	AAC	TAXIWAY	5/30/2018	100	Good	100	0	0
EVERETT-WS	TCPF	04	1/18/2016	AAC	TAXIWAY	5/30/2018	100	Good	71	29	0
EVERETT-WS	TCPF	05	6/1/1989	AAC	TAXIWAY	6/2/2018	79	Satisfactory	100	0	0
EVERETT-WS	TCPF	06	9/1/1985	AAC	TAXIWAY	6/2/2018	15	Serious	45	46	9
EVERETT-WS	TCPF	07	1/19/2016	AAC	TAXIWAY	5/30/2018	100	Good	100	0	0
EVERETT-WS	TD1PF	01	6/1/1989	AAC	TAXIWAY	5/30/2018	89	Good	100	0	0
EVERETT	TD1PF	02	1/1/1900	AC	TAXIWAY	7/1/2021	79	Satisfactory	100	0	0
EVERETT	TD2PF	01	1/1/1900	AC	TAXIWAY	7/1/2021	67	Fair	100	0	0
EVERETT-WS	TDPF	01	1/19/2016	AAC	TAXIWAY	5/30/2018	100	Good	89	0	11
EVERETT-WS	TDPF	02	1/19/2016	AAC	TAXIWAY	5/30/2018	100	Good	100	0	0
EVERETT-WS	TDPF	03	6/1/1989	AAC	TAXIWAY	5/30/2018	89	Good	100	0	0
EVERETT-WS	TDPF	04	6/2/1962	AC	TAXIWAY	5/30/2018	10	Failed	49	51	0
EVERETT-WS	TDPF	05	5/1/1985	AAC	TAXIWAY	5/30/2018	61	Fair	41	59	0
EVERETT-WS	TDPF	06	6/2/1962	AC	TAXIWAY	5/30/2018	14	Serious	31	69	0
EVERETT-WS	TDPF	07	2/1/2014	AAC	TAXIWAY	5/30/2018	97	Good	100	0	0
EVERETT-WS	TDPF	08	1/19/2016	AAC	TAXIWAY	5/30/2018	100	Good	71	29	0
EVERETT-WS	TEPF	02	6/1/2009	AAC	TAXIWAY	6/1/2018	92	Good	100	0	0
EVERETT	TEPF	03	1/1/1900	AC	TAXIWAY	7/1/2021	72	Satisfactory	100	0	0
EVERETT-WS	TEPF	01A	6/1/1989	AAC	TAXIWAY	5/30/2018	55	Poor	40	54	6
EVERETT-WS	TEPF	01B	6/1/1989	AAC	TAXIWAY	5/30/2018	55	Poor	55	44	1
EVERETT-WS	TF2PF	01	2/3/2014	AC	TAXIWAY	5/30/2018	97	Good	100	0	0
EVERETT-WS	TF3PF	01	2/3/2014	AC	TAXIWAY	5/30/2018	96	Good	100	0	0

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT-WS	TFPF	01	2/4/1991	AC	TAXIWAY	5/30/2018	60	Fair	48	52	0
EVERETT-WS	TFPF	02	2/4/1991	AC	TAXIWAY	5/30/2018	63	Fair	36	64	0
EVERETT-WS	TFPF	03	2/3/2014	AC	TAXIWAY	5/30/2018	88	Good	100	0	0
EVERETT-WS	TFPF	04	2/26/1995	AC	TAXIWAY	5/30/2018	85	Satisfactory	100	0	0
EVERETT-WS	TFPF	05	2/3/2014	AC	TAXIWAY	5/30/2018	95	Good	100	0	0
EVERETT-WS	TFPF	06	9/1/2012	AC	TAXIWAY	5/30/2018	97	Good	100	0	0
EVERETT-WS	TG1PF	01	2/3/2014	AC	TAXIWAY	5/30/2018	96	Good	100	0	0
EVERETT-WS	TG2PF	01	2/3/2014	AC	TAXIWAY	5/30/2018	85	Satisfactory	100	0	0
EVERETT-WS	TG3PF	01	2/3/2014	AC	TAXIWAY	5/30/2018	91	Good	100	0	0
EVERETT-WS	TG4PF	01	2/3/2014	AC	TAXIWAY	5/30/2018	87	Good	100	0	0
EVERETT-WS	TG5PF	01	2/3/2014	AC	TAXIWAY	5/30/2018	93	Good	100	0	0
EVERETT-WS	TGPF	01	2/3/1985	AC	TAXIWAY	5/30/2018	54	Poor	48	36	16
EVERETT-WS	TGPF	02	2/1/2014	AAC	TAXIWAY	5/30/2018	97	Good	92	0	8
EVERETT-WS	TGPF	03	2/1/2014	AAC	TAXIWAY	5/30/2018	95	Good	100	0	0
EVERETT-WS	TGPF	04	2/3/1985	AC	TAXIWAY	5/30/2018	15	Serious	14	86	0
EVERETT-WS	TH1PF	01	1/20/2016	AC	TAXIWAY	5/31/2018	100	Good	91	0	9
EVERETT-WS	THPF	01	1/19/2016	AAC	TAXIWAY	5/30/2018	100	Good	100	0	0
EVERETT-WS	THPF	02	1/19/2016	AAC	TAXIWAY	6/3/2018	100	Good	57	0	43
EVERETT	THPF	03	1/1/1900	AC	TAXIWAY	7/1/2021	93	Good	100	0	0
EVERETT-WS	TJPF	01	1/20/2016	AC	TAXIWAY	5/30/2018	100	Good	100	0	0
EVERETT-WS	TJPF	02	1/20/2016	AC	TAXIWAY	5/30/2018	100	Good	71	29	0
EVERETT-WS	TJPF	03	1/19/2016	AAC	TAXIWAY	5/30/2018	100	Good	100	0	0
EVERETT-WS	TJPF	04	1/19/2016	AAC	TAXIWAY	5/30/2018	100	Good	100	0	0
EVERETT-WS	TK1PF	01	6/3/2006	PCC	TAXIWAY	6/1/2018	99	Good	0	0	100
EVERETT	TK6PF	01	1/1/1900	AC	TAXIWAY	7/1/2021	42	Poor	100	0	0
EVERETT	TK6PF	02	1/1/1900	AC	TAXIWAY	7/1/2021	38	Very Poor	81	17	2
EVERETT	TK6PF	03	1/1/1900	AC	TAXIWAY	7/1/2021	36	Very Poor	32	68	0
EVERETT	TK6PF	04	1/1/1900	AC	TAXIWAY	7/1/2021	34	Very Poor	68	22	10
EVERETT-WS	TK7PF	01	6/3/2009	AC	TAXIWAY	6/2/2018	86	Good	100	0	0
EVERETT	TK7PF	02	1/1/1900	AC	TAXIWAY	7/1/2021	94	Good	100	0	0
EVERETT-WS	TKPF	01	9/3/2009	PCC	TAXIWAY	6/1/2018	99	Good	0	0	100
EVERETT-WS	TLPF	01	9/1/1958	AAC	TAXIWAY	5/30/2018	30	Very Poor	49	46	5
EVERETT-WS	TW11PF	01	8/8/1995	AC	TAXIWAY	6/1/2018	87	Good	100	0	0
EVERETT	TW1PF	01	1/1/1900	AC	TAXIWAY	7/1/2021	76	Satisfactory	100	0	0
EVERETT	TWPF	01	1/1/1900	AC	TAXIWAY	7/1/2021	81	Satisfactory	100	0	0
EVERETT	TWPF	02	1/1/1900	AC	TAXIWAY	7/1/2021	78	Satisfactory	100	0	0
EVERETT	TWPF	03	1/1/1900	AC	TAXIWAY	7/1/2021	75	Satisfactory	100	0	0

AIRSIDE PAVEMENTS NOT MANAGED BY PAE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	AATSPF	01B	1/1/1900	PCC	APRON	7/1/2021	58	Fair	11	57	32
EVERETT-WS	AERPF	01B	1/2/1986	AC	APRON	6/2/2018	65	Fair	61	0	39

Table 3B - PAE GRI/WSDOT PAVEMENT CONDITION INDEX SURVEY RESULTS - AIRSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT-WS	AITRPF	02B	6/1/1989	AAC	APRON	6/2/2018	77	Satisfactory	78	22	0
EVERETT-WS	AITRPF	05B	6/1/2005	AC	APRON	6/2/2018	82	Satisfactory	100	0	0
EVERETT-WS	ANRPF	02	9/2/1979	AC	APRON	6/2/2018	32	Very Poor	37	52	11
EVERETT-WS	ANRPF	03B	11/2/2017	AAC	APRON	6/2/2018	100	Good	25	24	51
EVERETT-WS	ANRPF	04B	9/2/1994	AC	APRON	6/2/2018	55	Poor	21	43	36
EVERETT-WS	ANRPF	15B	7/2/2018	APC	APRON	7/3/2018	100	Good	72	28	0
EVERETT-WS	AOTRPF	01B	1/19/2016	AAC	APRON	6/2/2018	98	Good	100	0	0
EVERETT-WS	AOTRPF	01BB	7/2/2018	AAC	APRON	7/3/2018	100	Good	95	0	5

AC = Asphalt Cement Concrete, AAC = AC overlaid AC, PCC = Portland Cement Concrete, APC = Asphalt overlaid PCC, PCI = Pavement Condition Index

APPENDIX C

Pavement Condition Analysis

APPENDIX C

PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

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

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

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

C.2 PREDICTION MODELS

We developed separate condition prediction models for each pavement "family" at PAE. The delineation is based on branch use, surface type, section rank, and structural design life. We developed separate models for pavements surveyed by GRI and pavements surveyed by WSDOT. For each model, we reviewed the data in order to filter out any suspicious or inaccurate data or any data that fall outside boundary values set by PAVER. After outliers are removed and the data is checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a fourth-order, polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" are provided on Figures 1C through 16C below.

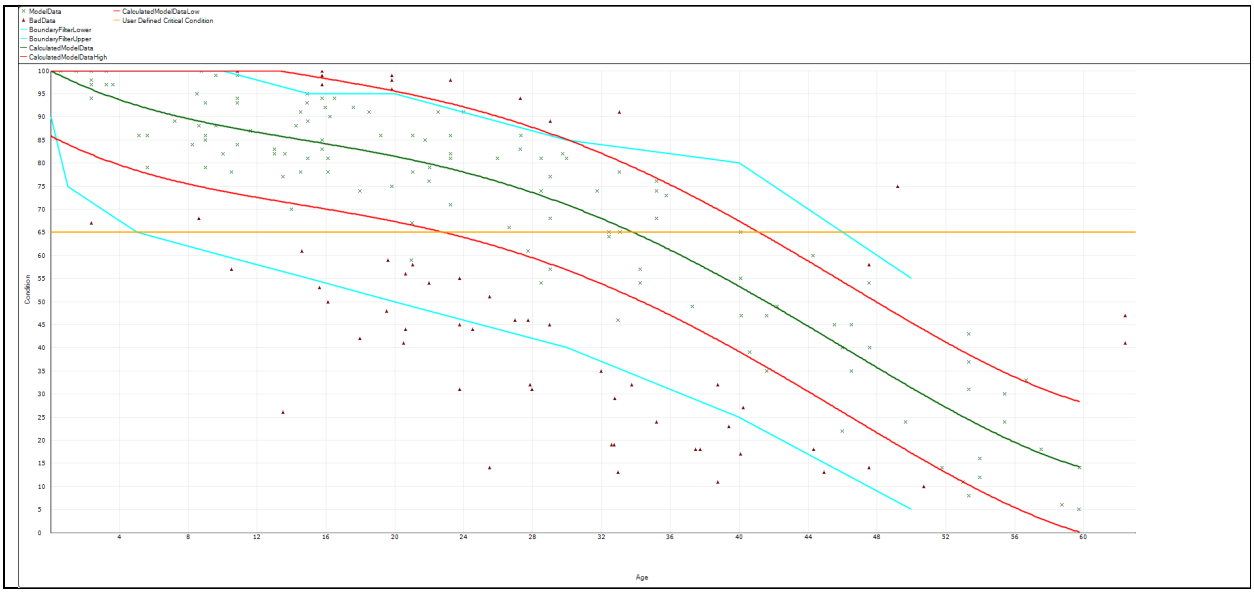


Figure 1C – CONDITION PREDICTION MODEL FOR AC/AAC/APC APRONS (GRI SURVEY)

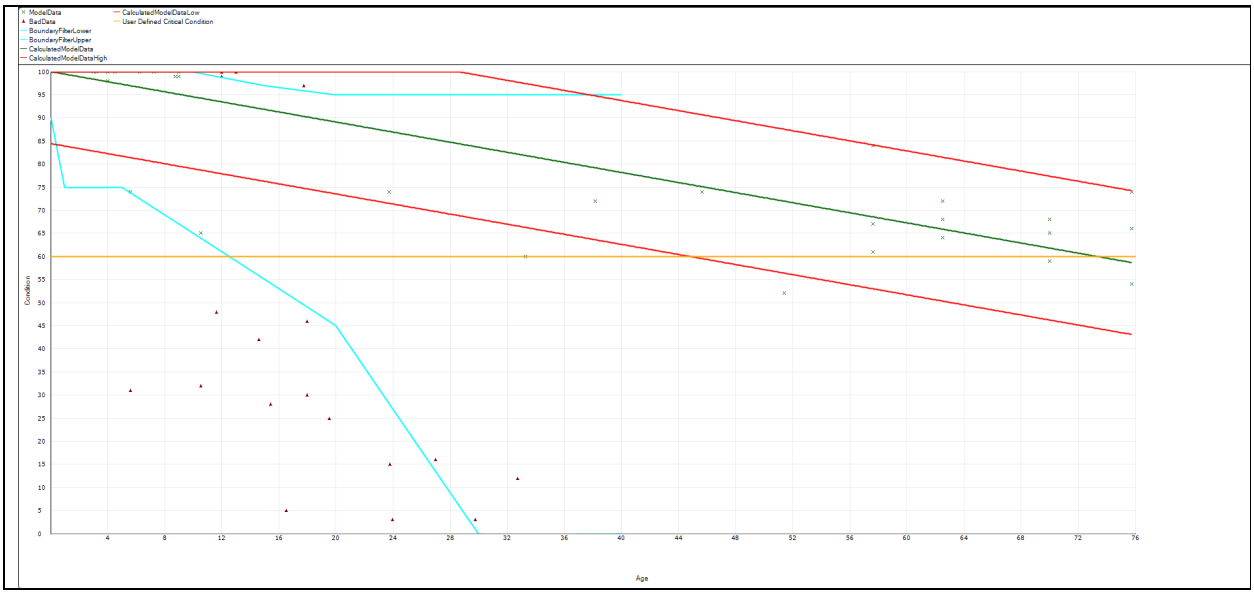


Figure 2C – CONDITION PREDICTION MODEL FOR PCC APRONS (GRI SURVEY)

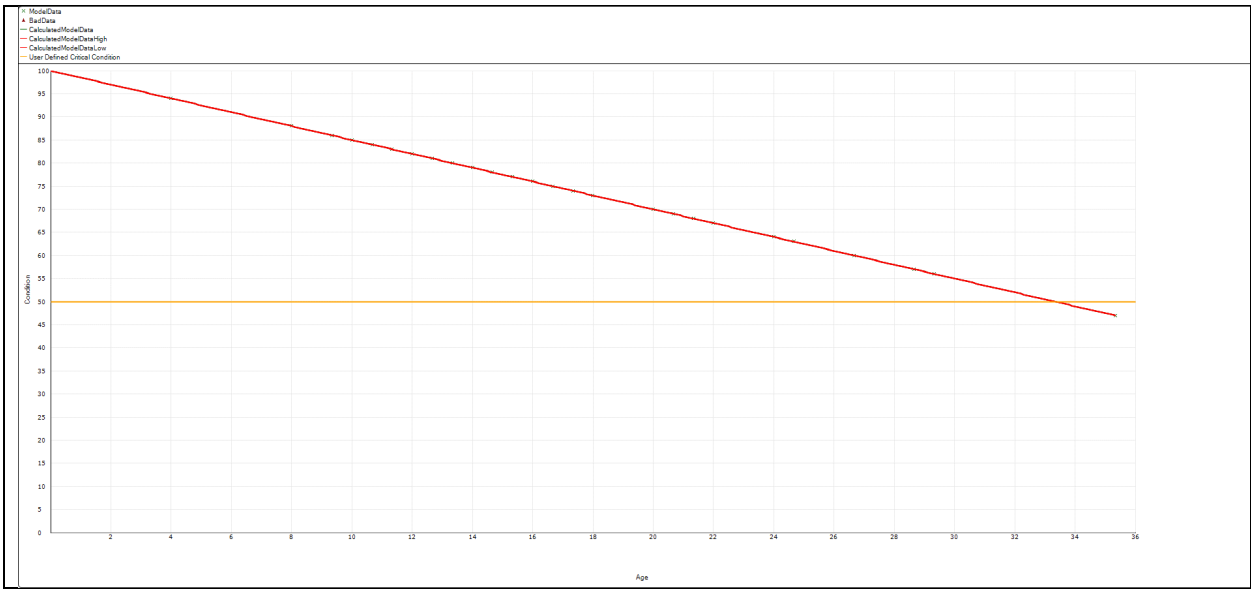


Figure 3C - CONDITION PREDICTION MODEL FOR AC OVERRUNS AND ROADWAY SHOULDER (GRI SURVEY)

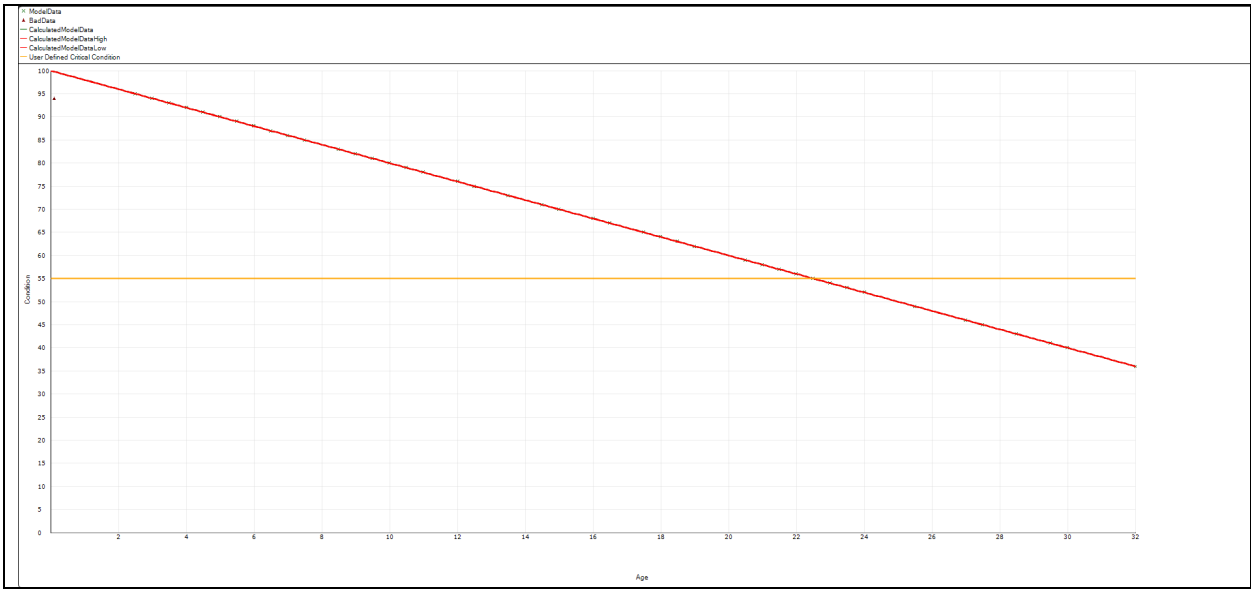


Figure 4C - CONDITION PREDICTION MODEL FOR AC PARKING LOTS (GRI SURVEY)

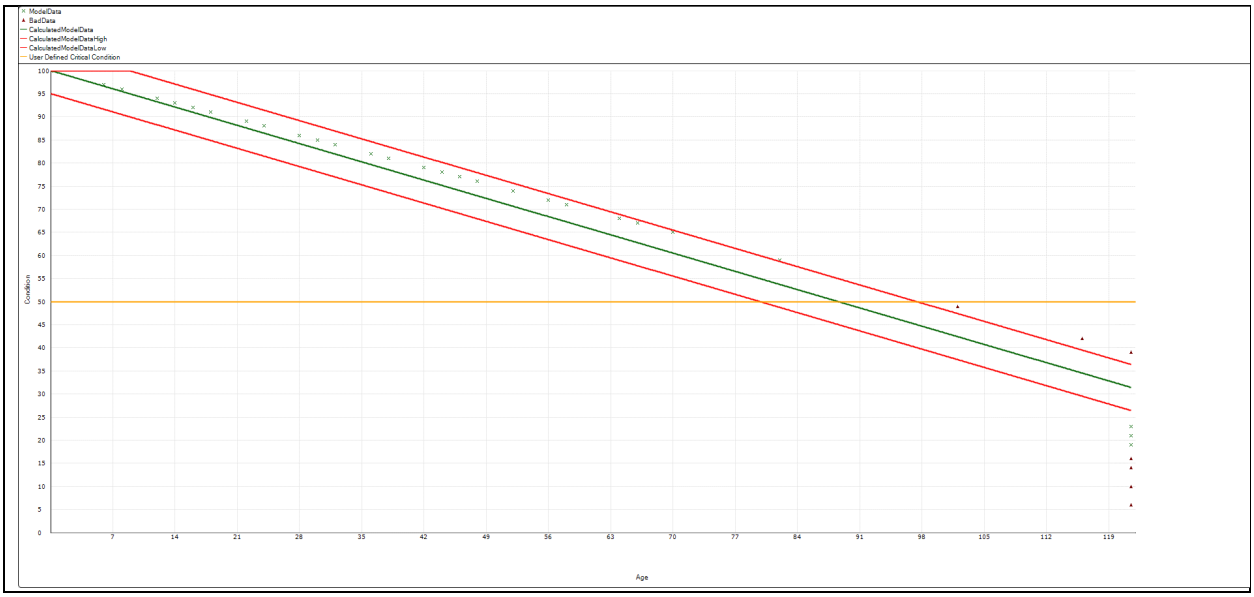


Figure 5C - CONDITION PREDICTION MODEL FOR PCC PARKING LOTS, ROADWAYS, AND AIRFIELD SHOULDERS (GRI SURVEY)

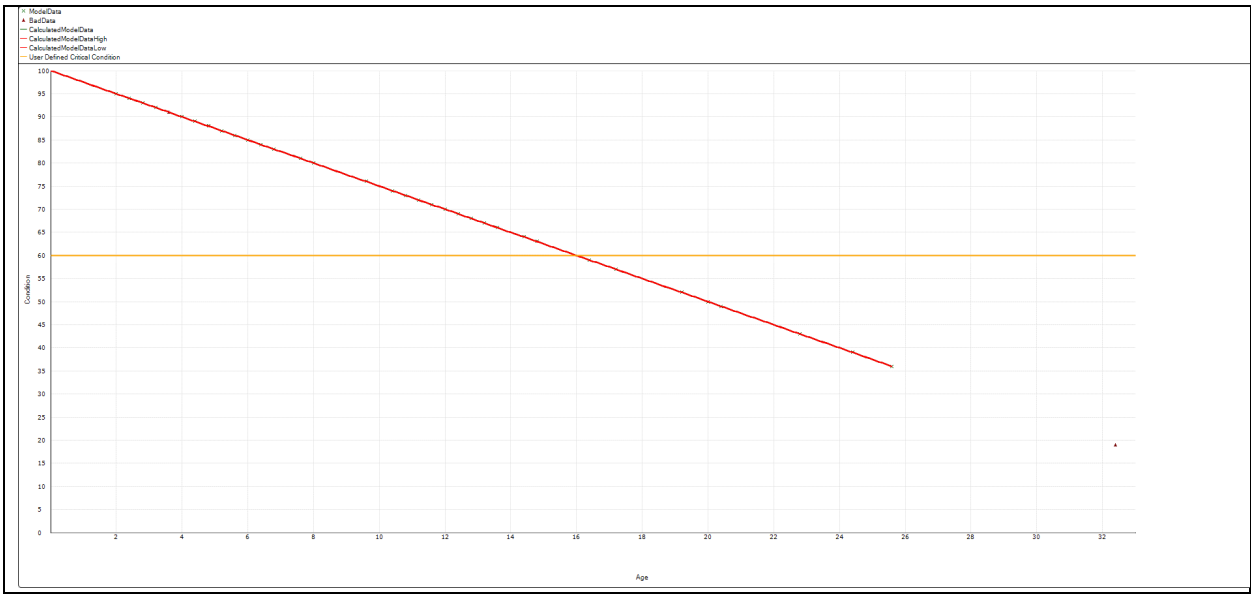


Figure 6C - CONDITION PREDICTION MODEL FOR AC ROADWAYS (GRI SURVEY)

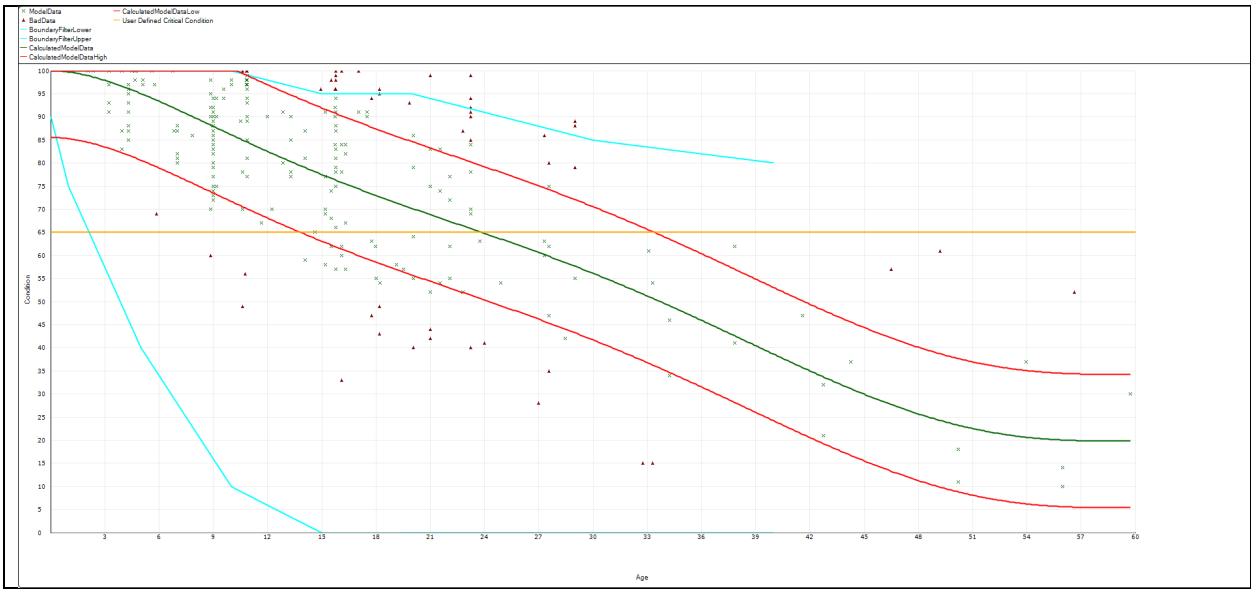


Figure 7C - CONDITION PREDICTION MODEL FOR AC/AAC/APC SECONDARY TAXIWAYS (GRI SURVEY)

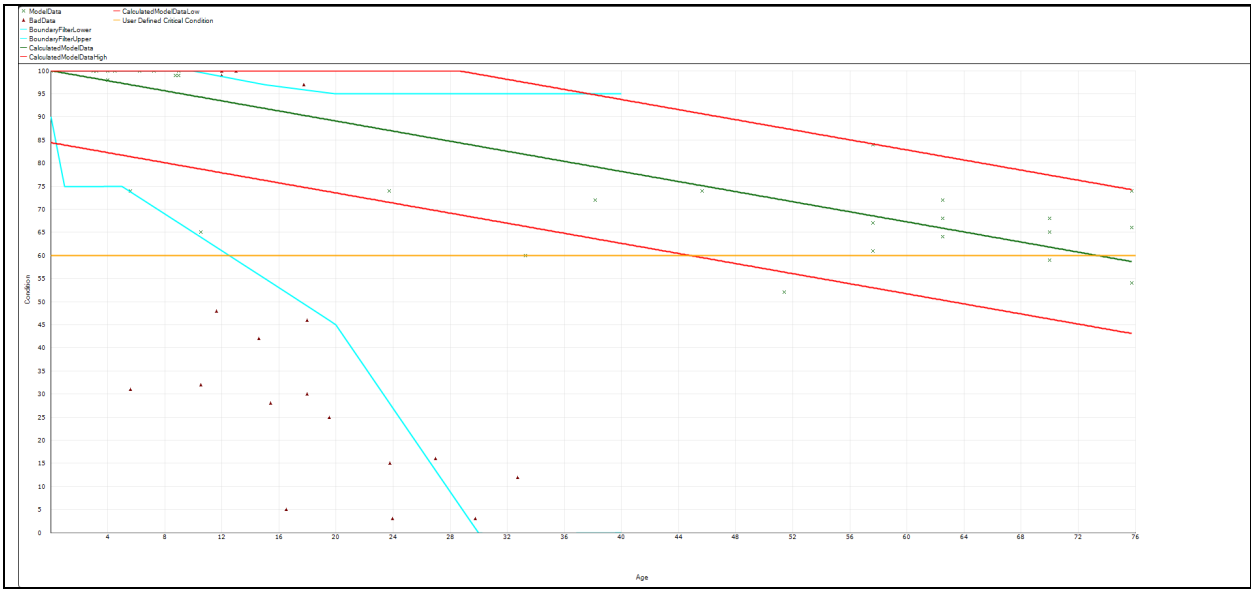


Figure 8C - CONDITION PREDICTION MODEL FOR PCC SECONDARY TAXIWAYS (GRI SURVEY)

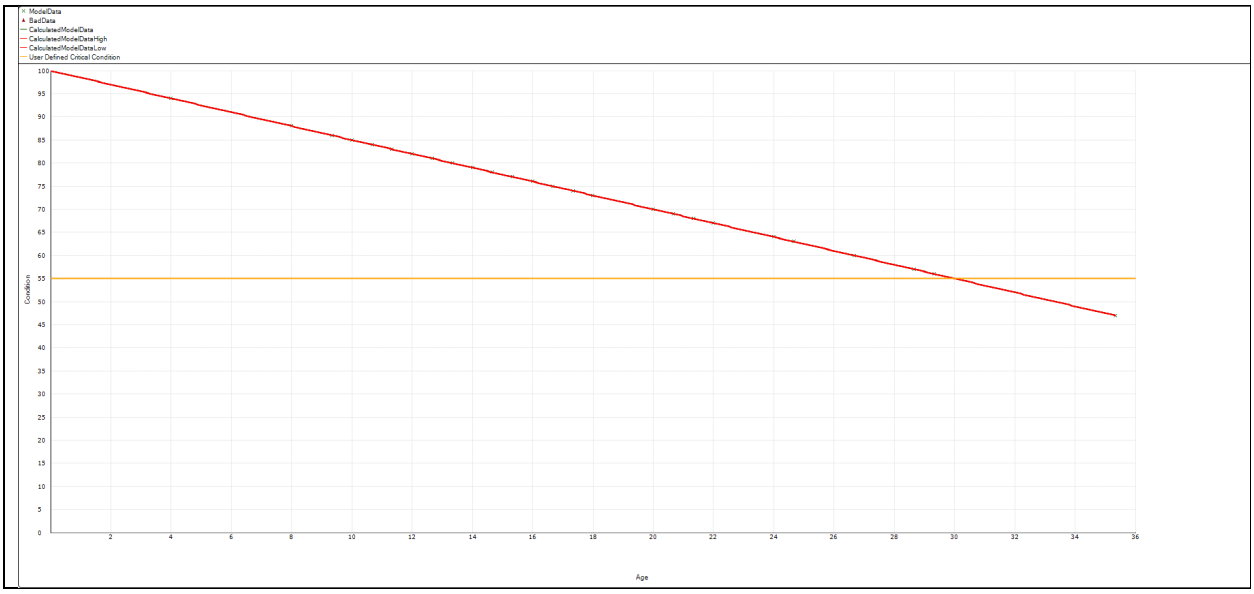


Figure 9C - CONDITION PREDICTION MODEL FOR AC AIRFIELD SHOULDERS (GRI SURVEY)

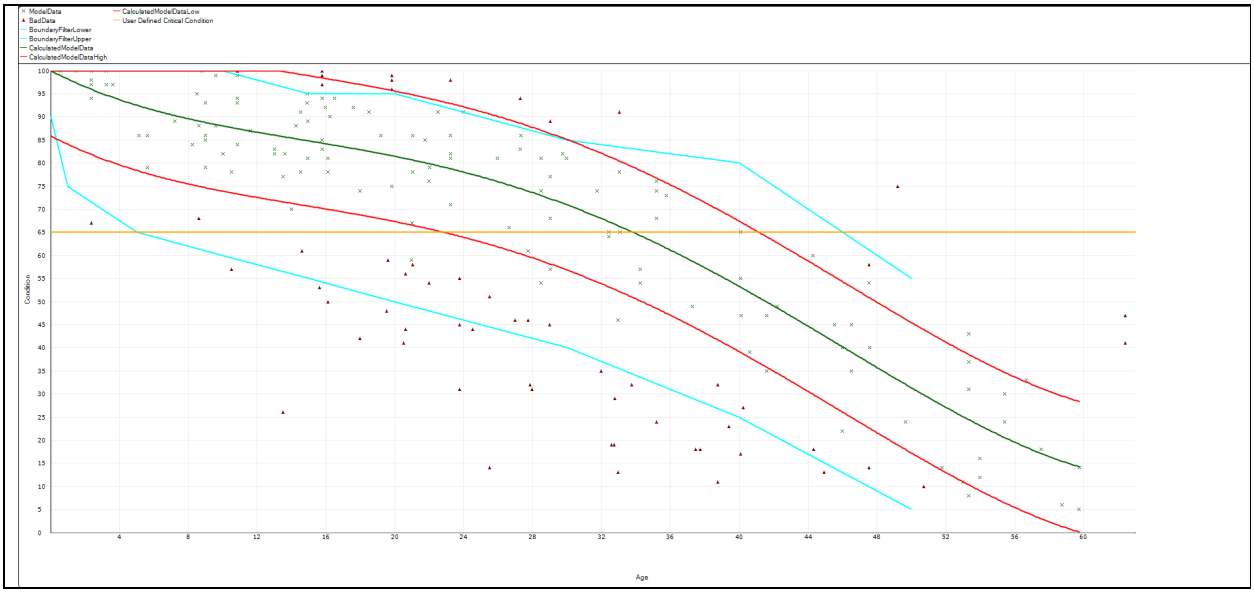


Figure 10C - CONDITION PREDICTION MODEL FOR AC/AAC/APC APRONS (WSDOT SURVEY)

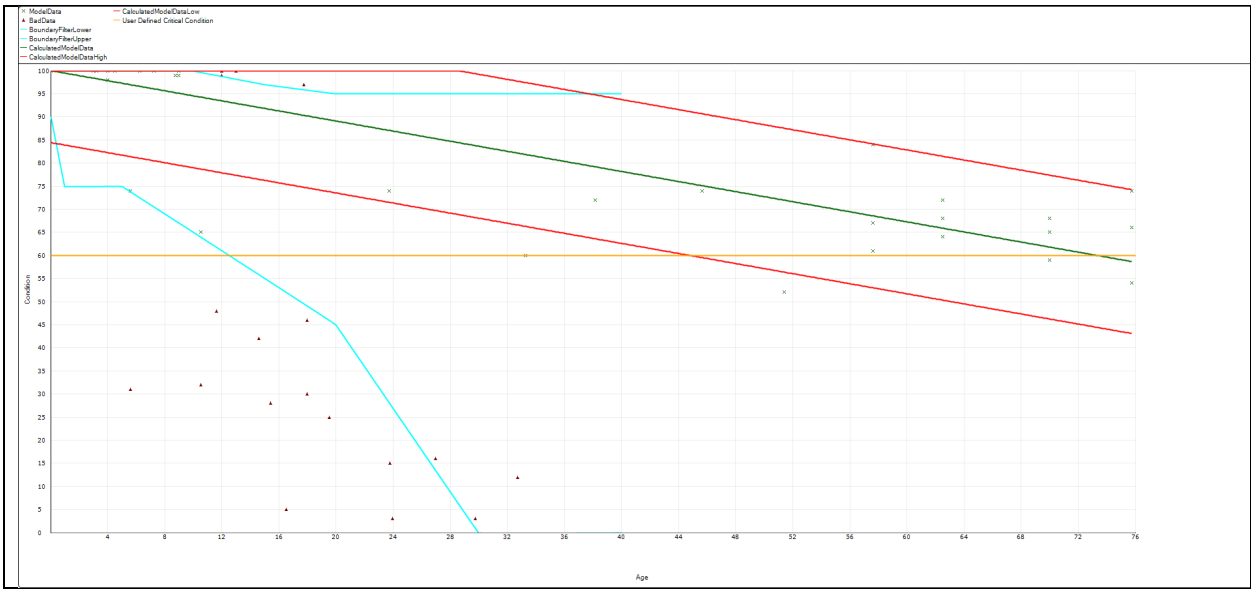


Figure 11C - CONDITION PREDICTION MODEL FOR PCC APRONS (WSDOT SURVEY)

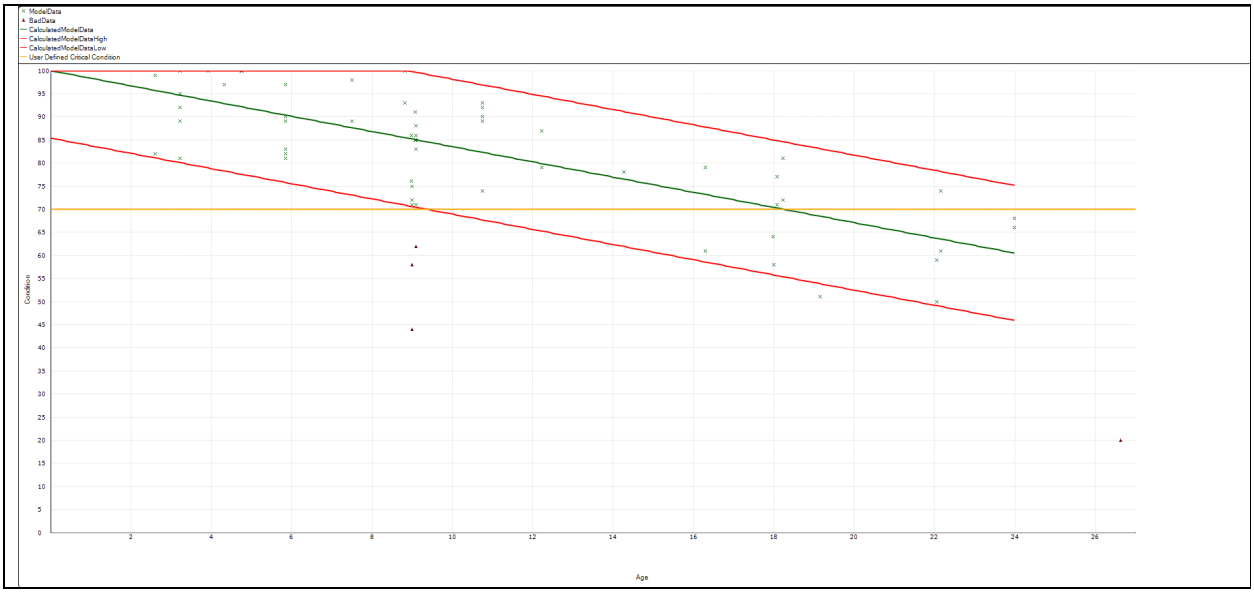


Figure 12C - CONDITION PREDICTION MODEL FOR AC/AAC PRIMARY RUNWAYS (WSDOT SURVEY)

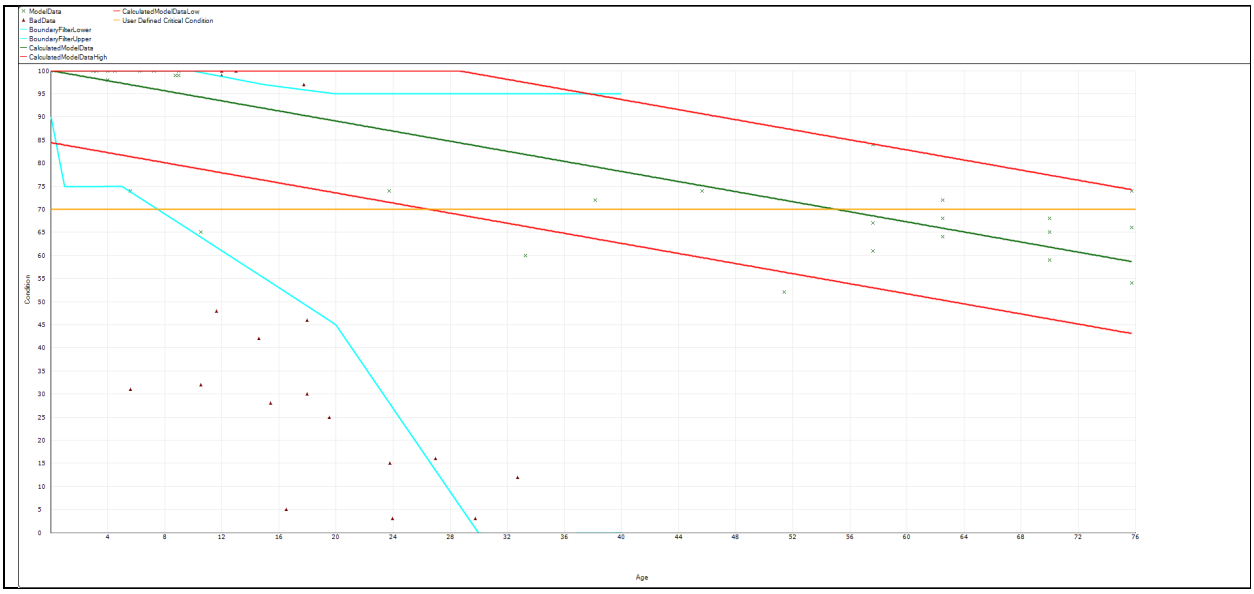


Figure 13C - CONDITION PREDICTION MODEL FOR PCC PRIMARY RUNWAYS (WSDOT SURVEY)

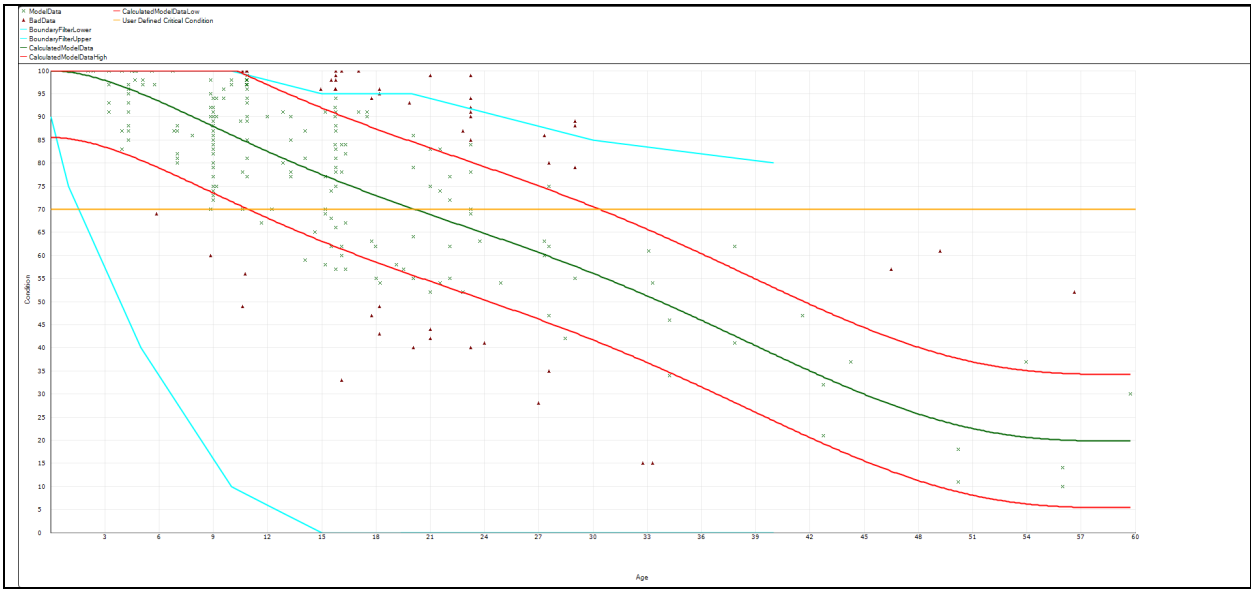


Figure 14C - CONDITION PREDICTION MODEL FOR AC/AAC/APC PRIMARY TAXIWAYS (WSDOT SURVEY)

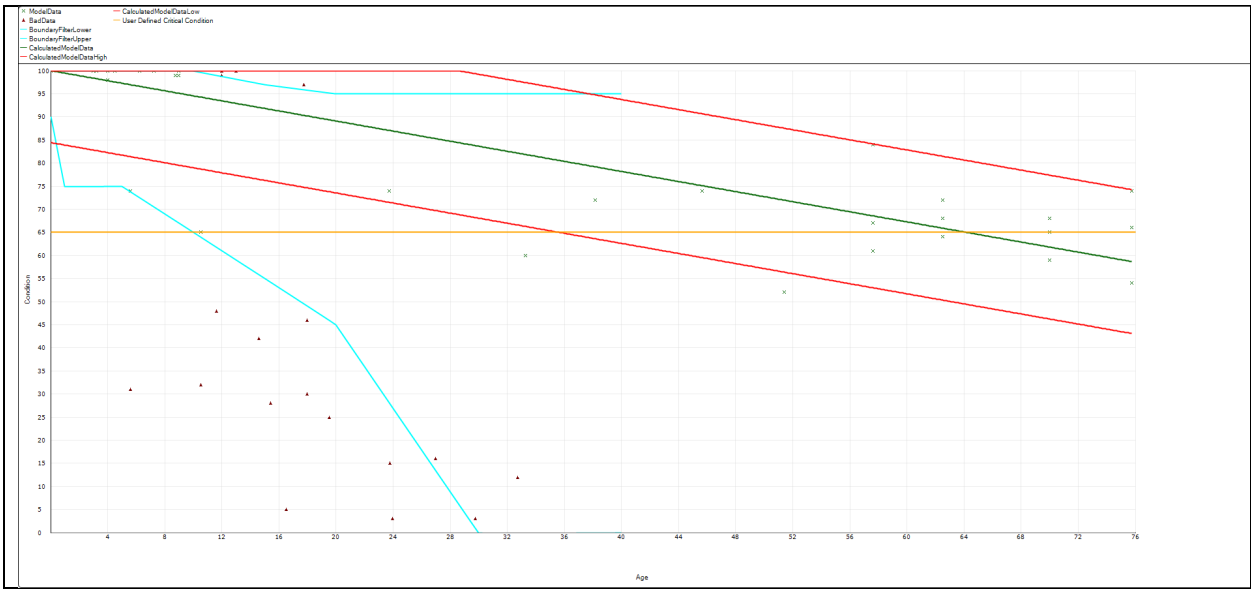


Figure 15C - CONDITION PREDICTION MODEL FOR PCC PRIMARY TAXIWAYS (WSDOT SURVEY)

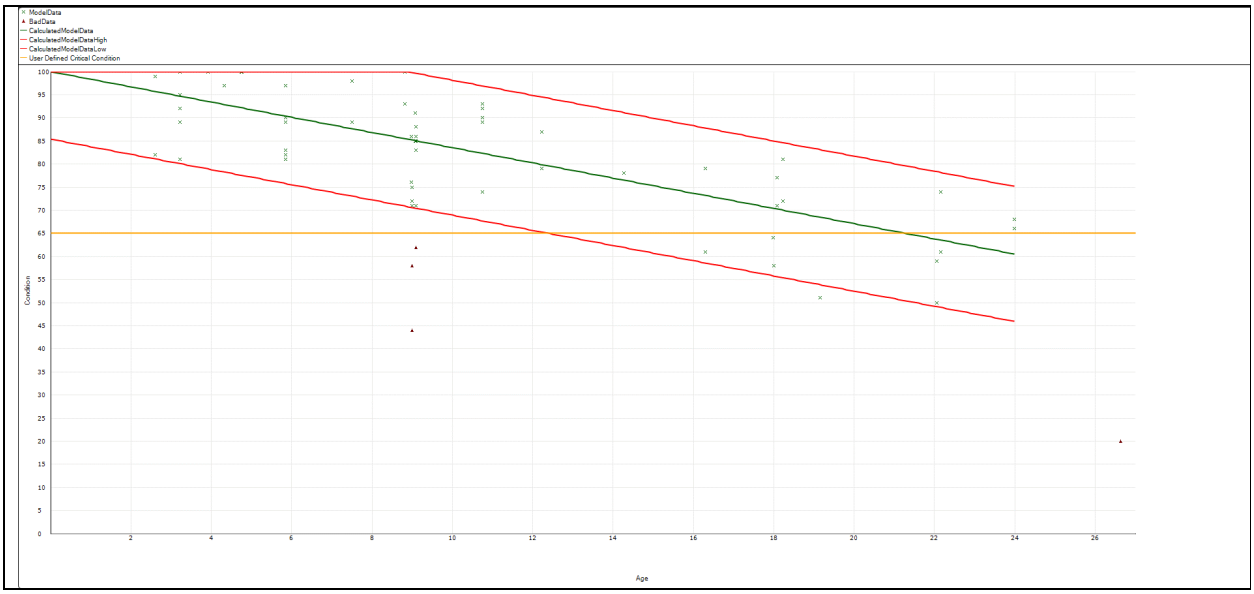


Figure 16C - CONDITION PREDICTION MODEL FOR AC/AAC UTILITY RUNWAYS (WSDOT SURVEY)

C.3 CRITICAL PCI

Each of the condition-prediction models have an assigned critical PCI. The critical PCI is the point at which the pavement condition begins to deteriorate more quickly over time. As the condition deteriorates to a worse state, major M&R is triggered because the cost to apply localized M&R increases significantly. Pavement sections with PCI above the critical value are given a higher priority for funding during budget analysis in order to

prevent them from deteriorating to the point where more costly rehabilitation is necessary. We used the following critical PCI values at PAE:

- Primary Runway (AC/AAC) – 70
- Primary Runway (PCC) – 70
- Primary Taxiway (AC/AAC/APC) – 70
- Primary Taxiway (PCC) – 65
- Secondary Taxiway (AC) – 65
- Secondary Taxiway (PCC) - 60
- Utility Runway (AC) - 65
- Aprons (AC/AAC/APC) – 65
- Aprons (PCC) – 60
- Overrun (AC) – 50
- Roadway Shoulder (AC) – 50
- Airfield Shoulder (AC) – 55
- Parking (AC) – 55
- Roadway (AC) – 60
- Airfield Shoulder, Parking, Roadway (PCC) - 50

C.4 FUTURE CONDITION ANALYSIS

As previously discussed, the projected condition of each pavement section was determined for five- and ten-year periods. The projected pavement conditions in five years and ten years for each airside pavement section at PAE are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

As mentioned above, functional remaining life is the practical amount of time a pavement is in service before requiring rehabilitation, as estimated based solely on visual condition. This is not to be confused with structural remaining life, which requires analysis of the structural capacity of pavement.

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

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - AIRSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
A219PF	01	54	Poor	45	Poor	34	Very Poor
AARFFPF	01	73	Satisfactory	67	Fair	58	Fair
AARFFPF	02	95	Good	92	Good	90	Good
AARFFPF	03	99	Good	96	Good	94	Good
AARFFPF	04	56	Fair	48	Poor	37	Very Poor
AARFFPF	05	83	Satisfactory	81	Satisfactory	76	Satisfactory
AARMYPF	02	55	Poor	52	Poor	50	Poor
AARMYPF	03	60	Fair	57	Fair	55	Poor
AARMYPF	04	27	Very Poor	24	Serious	22	Serious
AARMYPF	07	51	Poor	42	Poor	31	Very Poor
AARMYPF	08	39	Very Poor	31	Very Poor	21	Serious
AARMYPF	06A	39	Very Poor	36	Very Poor	34	Very Poor
AARMYPF	06B	21	Serious	15	Serious	8	Failed
AATSPF	02	35	Very Poor	27	Very Poor	18	Serious
AATSPF	04	41	Poor	33	Very Poor	22	Serious
AATSPF	05	91	Good	88	Good	85	Satisfactory
AATSPF	06	50	Poor	41	Poor	30	Very Poor
AATSPF	07	60	Fair	57	Fair	55	Poor
AATSPF	08	13	Serious	10	Failed	8	Failed
AATSPF	09	10	Failed	7	Failed	5	Failed
AATSPF	01A	82	Satisfactory	79	Satisfactory	74	Satisfactory
ABTRPF	01	71	Satisfactory	68	Fair	66	Fair
ABTRPF	02	99	Good	96	Good	94	Good
ABTRPF	03	78	Satisfactory	73	Satisfactory	66	Fair
ABTRPF	04	95	Good	92	Good	90	Good
AC73PF	01	86	Good	84	Satisfactory	80	Satisfactory
AC77PF	01	85	Satisfactory	82	Satisfactory	80	Satisfactory
AC78PF	01	91	Good	88	Good	85	Satisfactory
AC81PF	01	91	Good	88	Good	85	Satisfactory
AC84PF	01	63	Fair	55	Poor	44	Poor
AC84PF	02	91	Good	88	Good	85	Satisfactory
ACENTPF	03	91	Good	88	Good	85	Satisfactory
ACENTPF	04	67	Fair	60	Fair	50	Poor
ACENTPF	05	43	Poor	40	Very Poor	38	Very Poor
ACENTPF	01A	98	Good	95	Good	93	Good
ACENTPF	02A	98	Good	95	Good	93	Good
ACHPF	01	91	Good	88	Good	85	Satisfactory
ACHPF	02	88	Good	85	Satisfactory	82	Satisfactory
ACHPF	03	70	Fair	63	Fair	53	Poor
ACHPF	04	82	Satisfactory	74	Satisfactory	64	Fair
ACHPF	05	62	Fair	54	Poor	44	Poor
ACHPF	06	31	Very Poor	23	Serious	13	Serious
ACTPF	01	54	Poor	46	Poor	36	Very Poor
AEHPF	01	36	Very Poor	28	Very Poor	18	Serious
AERPF	01A	60	Fair	52	Poor	42	Poor
AFLIGHTPF	01	74	Satisfactory	66	Fair	56	Fair
AFLIGHTPF	02	68	Fair	60	Fair	50	Poor
AFLIGHTPF	03	58	Fair	50	Poor	40	Very Poor
AFLIGHTPF	04	91	Good	88	Good	85	Satisfactory
AFLIGHTPF	05	90	Good	87	Good	84	Satisfactory
AFLIGHTPF	06	72	Satisfactory	66	Fair	57	Fair
AFLIGHTPF	07	52	Poor	46	Poor	39	Very Poor
AFLIGHTPF	08	73	Satisfactory	67	Fair	60	Fair
AFLIGHTPF	09	88	Good	78	Satisfactory	65	Fair
AFLIGHTPF	10	79	Satisfactory	69	Fair	56	Fair
AFUELPF	01	86	Good	76	Satisfactory	63	Fair
AFUELPF	01	85	Satisfactory	75	Satisfactory	62	Fair

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - AIRSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
AFUELPF	02	81	Satisfactory	71	Satisfactory	58	Fair
AFUELPF	03	99	Good	96	Good	94	Good
AFUELPF	04	88	Good	78	Satisfactory	65	Fair
AH16LPF	01	67	Fair	57	Fair	44	Poor
AH34RPF	01	86	Good	76	Satisfactory	63	Fair
AH34RPF	02	87	Good	77	Satisfactory	64	Fair
AHA4PF	01	85	Satisfactory	75	Satisfactory	62	Fair
AITRPF	03	87	Good	77	Satisfactory	64	Fair
AITRPF	04	89	Good	79	Satisfactory	66	Fair
AITRPF	06	81	Satisfactory	71	Satisfactory	58	Fair
AITRPF	07	44	Poor	34	Very Poor	21	Serious
AITRPF	02A	70	Fair	60	Fair	47	Poor
AITRPF	05A	51	Poor	41	Poor	28	Very Poor
AK7PF	01	81	Satisfactory	71	Satisfactory	58	Fair
AK7PF	02	87	Good	77	Satisfactory	64	Fair
AK7PF	03	81	Satisfactory	71	Satisfactory	58	Fair
AMESSPF	01	81	Satisfactory	71	Satisfactory	58	Fair
AMESSPF	02	85	Satisfactory	75	Satisfactory	62	Fair
AMESSPF	03	82	Satisfactory	72	Satisfactory	59	Fair
ANRPF	01	63	Fair	53	Poor	40	Very Poor
ANRPF	05	78	Satisfactory	68	Fair	55	Poor
ANRPF	06	58	Fair	48	Poor	35	Very Poor
ANRPF	08	46	Poor	36	Very Poor	23	Serious
ANRPF	10	68	Fair	58	Fair	45	Poor
ANRPF	11	59	Fair	53	Poor	46	Poor
ANRPF	13	53	Poor	47	Poor	40	Very Poor
ANRPF	17	81	Satisfactory	75	Satisfactory	68	Fair
ANRPF	18	71	Satisfactory	65	Fair	58	Fair
ANRPF	19	79	Satisfactory	73	Satisfactory	66	Fair
ANRPF	20	80	Satisfactory	74	Satisfactory	67	Fair
ANRPF	03A	82	Satisfactory	76	Satisfactory	69	Fair
ANRPF	04A	43	Poor	37	Very Poor	30	Very Poor
ANRPF	15A	81	Satisfactory	75	Satisfactory	68	Fair
AOTRPF	02	78	Satisfactory	72	Satisfactory	65	Fair
AOTRPF	03	70	Fair	64	Fair	57	Fair
AOTRPF	01A	84	Satisfactory	78	Satisfactory	71	Satisfactory
AOTRPF	01AA	66	Fair	60	Fair	53	Poor
ASRPF	01	65	Fair	59	Fair	52	Poor
ATBPF	01	81	Satisfactory	75	Satisfactory	68	Fair
ATRPF	01	81	Satisfactory	75	Satisfactory	68	Fair
ATRPF	01A	65	Fair	59	Fair	52	Poor
AWASHEPF	01	79	Satisfactory	73	Satisfactory	66	Fair
AWASHWPF	01	82	Satisfactory	76	Satisfactory	69	Fair
AWRPF	01	82	Satisfactory	76	Satisfactory	69	Fair
AWRPF	02	67	Fair	64	Fair	62	Fair
AWRPF	03	66	Fair	60	Fair	53	Poor
AWRPF	04	63	Fair	57	Fair	50	Poor
AWRPF	05	66	Fair	60	Fair	53	Poor
AWRPF	06	75	Satisfactory	69	Fair	62	Fair
AWRPF	07A	73	Satisfactory	67	Fair	60	Fair
AWRPF	07B	79	Satisfactory	73	Satisfactory	66	Fair
P1105PF	01	76	Satisfactory	70	Fair	63	Fair
P1116PF	01	74	Satisfactory	68	Fair	61	Fair
PATSPF	03	79	Satisfactory	73	Satisfactory	66	Fair
PC1PF	01	81	Satisfactory	75	Satisfactory	68	Fair
PC1PF	02	76	Satisfactory	70	Fair	63	Fair
PC81PF	01	71	Satisfactory	65	Fair	58	Fair

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - AIRSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
PFLIGHTPF	01	78	Satisfactory	72	Satisfactory	65	Fair
PITRPF	01	90	Good	84	Satisfactory	77	Satisfactory
PNRPF	01	70	Fair	64	Fair	57	Fair
R12PF	01	90	Good	84	Satisfactory	77	Satisfactory
R12PF	02	66	Fair	60	Fair	53	Poor
R12PF	03	77	Satisfactory	71	Satisfactory	64	Fair
R16LPF	01	77	Satisfactory	71	Satisfactory	64	Fair
R16RORNPF	01	76	Satisfactory	70	Fair	63	Fair
R16RORSPF	01	75	Satisfactory	69	Fair	62	Fair
R16RPF	01A	60	Fair	54	Poor	47	Poor
R16RPF	01B	75	Satisfactory	69	Fair	62	Fair
R16RPF	02A	64	Fair	58	Fair	51	Poor
R16RPF	02B	56	Fair	50	Poor	43	Poor
R16RPF	03A	95	Good	92	Good	90	Good
R16RPF	03B	96	Good	93	Good	91	Good
R16RPF	04A	90	Good	84	Satisfactory	77	Satisfactory
R16RPF	04B	90	Good	84	Satisfactory	77	Satisfactory
R16RPF	04D	56	Fair	50	Poor	43	Poor
R16RPF	05A	90	Good	84	Satisfactory	77	Satisfactory
R16RPF	05B	73	Satisfactory	67	Fair	60	Fair
R16RPF	05D	73	Satisfactory	67	Fair	60	Fair
R16RPF	06A	69	Fair	63	Fair	56	Fair
R16RPF	06B	80	Satisfactory	74	Satisfactory	67	Fair
R16RPF	06D	77	Satisfactory	71	Satisfactory	64	Fair
R16RPF	07A	72	Satisfactory	66	Fair	59	Fair
R16RPF	07B	80	Satisfactory	74	Satisfactory	67	Fair
RDALSPF	01	77	Satisfactory	74	Satisfactory	72	Satisfactory
RDARFFPF	01	64	Fair	61	Fair	59	Fair
RDASOSPF	01	75	Satisfactory	69	Fair	63	Fair
RDATSPF	01	64	Fair	58	Fair	50	Poor
RDATSPF	02	69	Fair	63	Fair	56	Fair
RDATSPF	03	88	Good	81	Satisfactory	73	Satisfactory
RDCHPF	01	37	Very Poor	30	Very Poor	24	Serious
RDCHPF	02	34	Very Poor	27	Very Poor	22	Serious
RDGSPF	01	32	Very Poor	26	Very Poor	21	Serious
RDK7PF	01	30	Very Poor	24	Serious	21	Serious
RDLOCPF	01	90	Good	82	Satisfactory	74	Satisfactory
RDLOCPF	02	72	Satisfactory	67	Fair	60	Fair
RDNRPF	01	77	Satisfactory	71	Satisfactory	64	Fair
RDNRPF	02	74	Satisfactory	69	Fair	62	Fair
RDNRPF	03	71	Satisfactory	66	Fair	59	Fair
RDPERNPF	01	71	Satisfactory	69	Fair	66	Fair
RDPERNPF	02	0	Failed	0	Failed	0	Failed
RDPERNPF	03	50	Poor	41	Poor	30	Very Poor
RDPERSPF	03	15	Serious	10	Failed	3	Failed
RDPERSPF	04	19	Serious	14	Serious	7	Failed
RDPERWPF	01	34	Very Poor	25	Serious	16	Serious
RDPERWPF	02	51	Poor	49	Poor	46	Poor
RDPERWPF	03	85	Satisfactory	83	Satisfactory	79	Satisfactory
RDPERWPF	04	0	Failed	0	Failed	0	Failed
RDPERWPF	05	42	Poor	33	Very Poor	23	Serious
RDTAPF	01	45	Poor	36	Very Poor	26	Very Poor
RDTAPF	02	71	Satisfactory	65	Fair	56	Fair
RDTWRPF	01	87	Good	84	Satisfactory	81	Satisfactory
S16RPF	S10E	25	Serious	18	Serious	11	Serious
S16RPF	S11E	66	Fair	59	Fair	49	Poor
S16RPF	S1E	14	Serious	8	Failed	1	Failed

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - AIRSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
S16RPF	S1W	10	Failed	5	Failed	0	Failed
S16RPF	S2E	0	Failed	0	Failed	0	Failed
S16RPF	S2W	2	Failed	0	Failed	0	Failed
S16RPF	S3E	28	Very Poor	20	Serious	13	Serious
S16RPF	S3W	33	Very Poor	24	Serious	16	Serious
S16RPF	S4E	77	Satisfactory	73	Satisfactory	65	Fair
S16RPF	S4W	53	Poor	45	Poor	34	Very Poor
S16RPF	S5E	97	Good	95	Good	92	Good
S16RPF	S5W	95	Good	93	Good	90	Good
S16RPF	S6E	97	Good	95	Good	92	Good
S16RPF	S6W	97	Good	95	Good	92	Good
S16RPF	S7E	97	Good	95	Good	92	Good
S16RPF	S8E	71	Satisfactory	69	Fair	66	Fair
S16RPF	S9E	54	Poor	46	Poor	35	Very Poor
SA1PF	S1N	73	Satisfactory	67	Fair	58	Fair
SA1PF	S1S	82	Satisfactory	79	Satisfactory	74	Satisfactory
SA1PF	S2N	81	Satisfactory	78	Satisfactory	72	Satisfactory
SA1PF	S2S	58	Fair	50	Poor	39	Very Poor
SA3PF	S1N	45	Poor	36	Very Poor	26	Very Poor
SA3PF	S1S	97	Good	95	Good	92	Good
SA6PF	S1S	79	Satisfactory	74	Satisfactory	67	Fair
SA8PF	S1N	31	Very Poor	23	Serious	15	Serious
SAAPF	S1N	20	Serious	14	Serious	7	Failed
SAAPF	S1S	63	Fair	61	Fair	58	Fair
SAAPF	S2S	3	Failed	0	Failed	0	Failed
SAPF	S1E	92	Good	88	Good	85	Satisfactory
SAPF	S1W	33	Very Poor	24	Serious	16	Serious
SAPF	S2E	92	Good	88	Good	85	Satisfactory
SAPF	S2W	10	Failed	5	Failed	0	Failed
SAPF	S3E	11	Serious	6	Failed	0	Failed
SAPF	S3W	92	Good	88	Good	85	Satisfactory
SAPF	S4E	20	Serious	14	Serious	7	Failed
SAPF	S4W	9	Failed	7	Failed	4	Failed
SAPF	S5E	92	Good	88	Good	85	Satisfactory
SAPF	S5W	92	Good	88	Good	85	Satisfactory
SAPF	S6E	88	Good	86	Good	83	Satisfactory
SAPF	S6W	92	Good	88	Good	85	Satisfactory
SAPF	S7E	90	Good	87	Good	84	Satisfactory
SAPF	S7W	92	Good	88	Good	85	Satisfactory
SAPF	S8E	6	Failed	1	Failed	0	Failed
SAPF	S8W	92	Good	88	Good	85	Satisfactory
SAPF	S9E	61	Fair	53	Poor	42	Poor
SAPF	S9W	57	Fair	49	Poor	38	Very Poor
SBPF	S1N	0	Failed	0	Failed	0	Failed
SBPF	S1S	25	Serious	23	Serious	20	Serious
SCPF	S1N	65	Fair	57	Fair	47	Poor
SCPF	S2N	12	Serious	10	Failed	7	Failed
SHPF	S1N	81	Satisfactory	78	Satisfactory	72	Satisfactory
SJPF	S1N	73	Satisfactory	67	Fair	58	Fair
SK1PF	S1N	21	Serious	15	Serious	8	Failed
SK1PF	S1S	92	Good	88	Good	85	Satisfactory
SK1PF	S2N	35	Very Poor	26	Very Poor	17	Serious
SK1PF	S2S	29	Very Poor	21	Serious	14	Serious
STAPF	01	88	Good	81	Satisfactory	73	Satisfactory
STAPF	02	59	Fair	52	Poor	44	Poor
STAPF	03	57	Fair	50	Poor	42	Poor
TA1PF	01	96	Good	94	Good	91	Good

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - AIRSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
TA2PF	01	97	Good	95	Good	92	Good
TA2PF	02	76	Satisfactory	69	Fair	61	Fair
TA3PF	01	82	Satisfactory	75	Satisfactory	67	Fair
TA3PF	02	79	Satisfactory	72	Satisfactory	64	Fair
TA3PF	03	74	Satisfactory	67	Fair	59	Fair
TA4PF	01	62	Fair	55	Poor	47	Poor
TA4PF	02	76	Satisfactory	69	Fair	61	Fair
TA5PF	01	77	Satisfactory	70	Fair	62	Fair
TA6PF	01	53	Poor	46	Poor	38	Very Poor
TA6PF	02	65	Fair	58	Fair	50	Poor
TA6PF	03	52	Poor	45	Poor	37	Very Poor
TA6PF	04	62	Fair	55	Poor	47	Poor
TA6PF	05	68	Fair	61	Fair	53	Poor
TA6PF	06	68	Fair	61	Fair	53	Poor
TA6PF	07	94	Good	92	Good	89	Good
TA7PF	01	76	Satisfactory	70	Fair	63	Fair
TA7PF	02	80	Satisfactory	74	Satisfactory	67	Fair
TA8PF	01	77	Satisfactory	71	Satisfactory	65	Fair
TA8PF	02	77	Satisfactory	71	Satisfactory	64	Fair
TA9PF	01	69	Fair	64	Fair	56	Fair
TA9PF	02	73	Satisfactory	68	Fair	61	Fair
TA9PF	03	42	Poor	35	Very Poor	27	Very Poor
TA9PF	04	80	Satisfactory	74	Satisfactory	67	Fair
TA9PF	05	79	Satisfactory	73	Satisfactory	66	Fair
TA9PF	06	80	Satisfactory	74	Satisfactory	67	Fair
TA9PF	07	77	Satisfactory	71	Satisfactory	65	Fair
TAAPF	01	77	Satisfactory	71	Satisfactory	65	Fair
TAAPF	02	80	Satisfactory	74	Satisfactory	67	Fair
TAAPF	03	71	Satisfactory	65	Fair	58	Fair
TAPF	01	74	Satisfactory	68	Fair	62	Fair
TAPF	02	78	Satisfactory	72	Satisfactory	65	Fair
TAPF	03	82	Satisfactory	75	Satisfactory	68	Fair
TAPF	04	82	Satisfactory	75	Satisfactory	68	Fair
TAPF	05	54	Poor	47	Poor	38	Very Poor
TAPF	06	45	Poor	38	Very Poor	29	Very Poor
TAPF	07	64	Fair	59	Fair	51	Poor
TAPF	08	69	Fair	64	Fair	56	Fair
TAPF	09	44	Poor	37	Very Poor	29	Very Poor
TAPF	10	55	Poor	48	Poor	39	Very Poor
TAPF	11	49	Poor	47	Poor	44	Poor
TAPF	12	31	Very Poor	25	Serious	21	Serious
TAPF	13	55	Poor	48	Poor	39	Very Poor
TAPF	14	64	Fair	59	Fair	51	Poor
TAPF	15	71	Satisfactory	65	Fair	58	Fair
TAPF	16	84	Satisfactory	77	Satisfactory	70	Fair
TAPF	21	71	Satisfactory	66	Fair	59	Fair
TAPF	22	73	Satisfactory	68	Fair	61	Fair
TAPF	23	73	Satisfactory	68	Fair	61	Fair
TAPF	24	73	Satisfactory	68	Fair	61	Fair
TAPF	25	77	Satisfactory	71	Satisfactory	65	Fair
TAPF	26	73	Satisfactory	68	Fair	61	Fair
TAPF	27	72	Satisfactory	67	Fair	60	Fair
TAPF	28	75	Satisfactory	69	Fair	62	Fair
TAPF	10A	78	Satisfactory	72	Satisfactory	65	Fair
TAPF	13A	77	Satisfactory	71	Satisfactory	65	Fair
TBPF	01	67	Fair	62	Fair	54	Poor
TCPF	01	65	Fair	60	Fair	52	Poor

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - AIRSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
TCPF	02	66	Fair	61	Fair	53	Poor
TCPF	03	73	Satisfactory	68	Fair	61	Fair
TCPF	04	78	Satisfactory	72	Satisfactory	65	Fair
TCPF	05	45	Poor	38	Very Poor	29	Very Poor
TCPF	06	81	Satisfactory	75	Satisfactory	68	Fair
TCPF	07	72	Satisfactory	66	Fair	59	Fair
TD1PF	01	73	Satisfactory	68	Fair	61	Fair
TD1PF	02	79	Satisfactory	73	Satisfactory	66	Fair
TD2PF	01	81	Satisfactory	75	Satisfactory	68	Fair
TDPF	01	36	Very Poor	29	Very Poor	23	Serious
TDPF	02	26	Serious	22	Serious	20	Serious
TDPF	03	97	Good	95	Good	92	Good
TDPF	04	78	Satisfactory	72	Satisfactory	65	Fair
TDPF	05	94	Good	87	Good	78	Satisfactory
TDPF	06	94	Good	87	Good	78	Satisfactory
TDPF	07	94	Good	87	Good	78	Satisfactory
TDPF	08	71	Satisfactory	65	Fair	58	Fair
TEPF	02	15	Serious	15	Serious	15	Serious
TEPF	03	94	Good	87	Good	78	Satisfactory
TEPF	01A	79	Satisfactory	73	Satisfactory	66	Fair
TEPF	01B	94	Good	87	Good	78	Satisfactory
TF2PF	01	94	Good	87	Good	78	Satisfactory
TF3PF	01	79	Satisfactory	73	Satisfactory	66	Fair
TFPF	01	10	Failed	10	Failed	10	Failed
TFPF	02	52	Poor	45	Poor	36	Very Poor
TFPF	03	14	Serious	14	Serious	14	Serious
TFPF	04	87	Good	80	Satisfactory	73	Satisfactory
TFPF	05	94	Good	87	Good	78	Satisfactory
TFPF	06	45	Poor	38	Very Poor	29	Very Poor
TG1PF	01	45	Poor	38	Very Poor	29	Very Poor
TG2PF	01	82	Satisfactory	75	Satisfactory	68	Fair
TG3PF	01	87	Good	80	Satisfactory	73	Satisfactory
TG4PF	01	86	Good	79	Satisfactory	72	Satisfactory
TG5PF	01	51	Poor	44	Poor	35	Very Poor
TGPF	01	55	Poor	48	Poor	39	Very Poor
TGPF	02	78	Satisfactory	72	Satisfactory	65	Fair
TGPF	03	76	Satisfactory	70	Fair	63	Fair
TGPF	04	85	Satisfactory	78	Satisfactory	71	Satisfactory
TH1PF	01	87	Good	80	Satisfactory	73	Satisfactory
THPF	01	86	Good	79	Satisfactory	72	Satisfactory
THPF	02	76	Satisfactory	70	Fair	63	Fair
THPF	03	81	Satisfactory	75	Satisfactory	68	Fair
TJPF	01	77	Satisfactory	71	Satisfactory	65	Fair
TJPF	02	83	Satisfactory	76	Satisfactory	69	Fair
TJPF	03	44	Poor	37	Very Poor	29	Very Poor
TJPF	04	87	Good	80	Satisfactory	73	Satisfactory
TK1PF	01	85	Satisfactory	78	Satisfactory	71	Satisfactory
TK6PF	01	15	Serious	15	Serious	15	Serious
TK6PF	02	94	Good	87	Good	78	Satisfactory
TK6PF	03	94	Good	87	Good	78	Satisfactory
TK6PF	04	94	Good	87	Good	78	Satisfactory
TK7PF	01	94	Good	87	Good	78	Satisfactory
TK7PF	02	94	Good	87	Good	78	Satisfactory
TKPF	01	94	Good	87	Good	78	Satisfactory
TLPF	01	94	Good	87	Good	78	Satisfactory
TW11PF	01	96	Good	94	Good	91	Good
TW1PF	01	77	Satisfactory	71	Satisfactory	64	Fair

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - AIRSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
TWPF	01	96	Good	94	Good	91	Good
TWPF	02	23	Serious	20	Serious	20	Serious
TWPF	03	77	Satisfactory	71	Satisfactory	65	Fair

AIRSIDE PAVEMENTS NOT MANAGED BY PAE							
Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
AATSPF	01B	56	Fair	54	Poor	51	Poor
AERPF	01B	53	Poor	45	Poor	34	Very Poor
AITRPF	02B	69	Fair	63	Fair	53	Poor
AITRPF	05B	77	Satisfactory	72	Satisfactory	64	Fair
ANRPF	02	20	Serious	14	Serious	7	Failed
ANRPF	03B	91	Good	88	Good	85	Satisfactory
ANRPF	04B	42	Poor	33	Very Poor	23	Serious
ANRPF	15B	91	Good	88	Good	85	Satisfactory
AOTRPF	01B	90	Good	87	Good	84	Satisfactory
AOTRPF	01BB	91	Good	88	Good	85	Satisfactory

1) 2024 is the first year in the budget analysis period

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - AIRSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
A219PF	01	AC	59	0 - 5	65	6 - 10
AARFFPF	01	AC	76	6 - 10	65	16 - 20
AARFFPF	02	PCC	96	16 - 20	60	16 - 20
AARFFPF	03	PCC	100	16 - 20	60	16 - 20
AARFFPF	04	AC	61	0 - 5	65	6 - 10
AARFFPF	05	AC	85	16 - 20	65	16 - 20
AARMYPF	02	PCC	72	16 - 20	60	16 - 20
AARMYPF	03	AC	1	0 - 5	65	0 - 5
AARMYPF	04	AC	55	0 - 5	65	6 - 10
AARMYPF	07	APC	39	0 - 5	65	0 - 5
AARMYPF	08	PCC	52	0 - 5	60	16 - 20
AARMYPF	06A	AAC	18	0 - 5	65	0 - 5
AARMYPF	06B	AAC	24	0 - 5	65	0 - 5
AATSPF	02	PCC	61	0 - 5	60	16 - 20
AATSPF	04	PCC	28	0 - 5	60	0 - 5
AATSPF	05	AC	56	0 - 5	65	6 - 10
AATSPF	06	AC	45	0 - 5	65	0 - 5
AATSPF	07	PCC	40	0 - 5	60	0 - 5
AATSPF	08	AC	26	0 - 5	65	0 - 5
AATSPF	09	AC	41	0 - 5	65	0 - 5
AATSPF	01A	PCC	56	0 - 5	60	16 - 20
ABTRPF	01	AAC	87	16 - 20	65	16 - 20
ABTRPF	02	AC	2	0 - 5	65	0 - 5
ABTRPF	03	AC	47	0 - 5	65	0 - 5
ABTRPF	04	AC	94	16 - 20	65	16 - 20
AC73PF	01	AC	55	0 - 5	65	6 - 10
AC77PF	01	PCC	61	0 - 5	60	16 - 20
AC78PF	01	PCC	14	0 - 5	60	0 - 5
AC81PF	01	PCC	11	0 - 5	60	0 - 5
AC84PF	01	AC	84	16 - 20	65	16 - 20
AC84PF	02	PCC	72	16 - 20	60	16 - 20
ACENTPF	03	AAC	75	6 - 10	65	16 - 20
ACENTPF	04	AAC	88	16 - 20	65	16 - 20
ACENTPF	05	AC	30	0 - 5	65	0 - 5
ACENTPF	01A	AC	47	0 - 5	65	0 - 5
ACENTPF	02A	AC	50	0 - 5	65	0 - 5
ACHPF	01	AC	70	0 - 5	65	16 - 20
ACHPF	02	AC	17	0 - 5	65	0 - 5
ACHPF	03	AC	14	0 - 5	65	0 - 5
ACHPF	04	AC	4	0 - 5	65	0 - 5
ACHPF	05	AC	6	0 - 5	65	0 - 5
ACHPF	06	AC	33	0 - 5	65	0 - 5
ACTPF	01	AAC	38	0 - 5	65	0 - 5
AEHPF	01	AC	80	11 - 15	65	16 - 20
AERPF	01A	AC	58	0 - 5	65	6 - 10
AFLIGHTPF	01	PCC	98	16 - 20	60	16 - 20
AFLIGHTPF	02	PCC	96	16 - 20	60	16 - 20
AFLIGHTPF	03	PCC	98	16 - 20	60	16 - 20
AFLIGHTPF	04	PCC	98	16 - 20	60	16 - 20
AFLIGHTPF	05	PCC	98	16 - 20	60	16 - 20
AFLIGHTPF	06	PCC	100	16 - 20	60	16 - 20
AFLIGHTPF	07	AC	80	11 - 15	65	16 - 20
AFLIGHTPF	08	PCC	96	16 - 20	60	16 - 20
AFLIGHTPF	09	AC	88	16 - 20	65	16 - 20
AFLIGHTPF	10	PCC	86	16 - 20	60	16 - 20

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - AIRSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
AFUELPF	01	AC	94	16 - 20	65	16 - 20
AFUELPF	01	AC	72	16 - 20	65	16 - 20
AFUELPF	02	AC	94	16 - 20	65	16 - 20
AFUELPF	03	AC	67	0 - 5	65	11 - 15
AFUELPF	04	AC	94	16 - 20	65	16 - 20
AH16LPF	01	AC	59	0 - 5	65	6 - 10
AH34RPF	01	AAC	76	6 - 10	65	16 - 20
AH34RPF	02	AAC	84	16 - 20	65	16 - 20
AHA4PF	01	AAC	83	16 - 20	65	16 - 20
AITRPF	03	AAC	50	0 - 5	65	0 - 5
AITRPF	04	PCC	98	16 - 20	60	16 - 20
AITRPF	06	AC	94	16 - 20	65	16 - 20
AITRPF	07	AC	71	0 - 5	65	16 - 20
AITRPF	02A	AAC	63	0 - 5	65	11 - 15
AITRPF	05A	AC	81	11 - 15	65	16 - 20
AK7PF	01	PCC	44	0 - 5	60	6 - 10
AK7PF	02	PCC	99	16 - 20	60	16 - 20
AK7PF	03	PCC	99	16 - 20	60	16 - 20
AMESSPF	01	AC	36	0 - 5	65	0 - 5
AMESSPF	02	APC	24	0 - 5	65	0 - 5
AMESSPF	03	PCC	64	6 - 10	60	16 - 20
ANRPF	01	AC	7	0 - 5	65	0 - 5
ANRPF	05	AC	95	16 - 20	65	16 - 20
ANRPF	06	AC	14	0 - 5	65	0 - 5
ANRPF	08	AC	15	0 - 5	65	0 - 5
ANRPF	10	AAC	95	16 - 20	65	16 - 20
ANRPF	11	AC	24	0 - 5	65	0 - 5
ANRPF	13	PCC	10	0 - 5	60	0 - 5
ANRPF	17	AAC	95	16 - 20	65	16 - 20
ANRPF	18	AC	94	16 - 20	65	16 - 20
ANRPF	19	AC	90	16 - 20	65	16 - 20
ANRPF	20	AC	73	6 - 10	65	16 - 20
ANRPF	03A	AAC	95	16 - 20	65	16 - 20
ANRPF	04A	AC	38	0 - 5	65	0 - 5
ANRPF	15A	APC	95	16 - 20	65	16 - 20
AOTRPF	02	AAC	93	16 - 20	65	16 - 20
AOTRPF	03	AAC	95	16 - 20	65	16 - 20
AOTRPF	01A	AAC	91	16 - 20	65	16 - 20
AOTRPF	01AA	AAC	95	16 - 20	65	16 - 20
ASRPF	01	AAC	10	0 - 5	65	0 - 5
ATBPF	01	AC	95	16 - 20	65	16 - 20
ATRPF	01	AC	65	0 - 5	65	11 - 15
ATRPF	01A	AC	62	0 - 5	65	11 - 15
AWASHEPF	01	PCC	1	0 - 5	60	0 - 5
AWASHWPF	01	PCC	26	0 - 5	60	0 - 5
AWRPF	01	AC	69	0 - 5	65	11 - 15
AWRPF	02	PCC	13	0 - 5	60	0 - 5
AWRPF	03	AC	83	16 - 20	65	16 - 20
AWRPF	04	AC	76	6 - 10	65	16 - 20
AWRPF	05	AC	25	0 - 5	65	0 - 5
AWRPF	06	AAC	95	16 - 20	65	16 - 20
AWRPF	07A	AAC	40	0 - 5	65	0 - 5
AWRPF	07B	AAC	34	0 - 5	65	0 - 5
P1105PF	01	AC	87	16 - 20	55	16 - 20
P1116PF	01	AC	67	6 - 10	55	11 - 15

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - AIRSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
PATSPF	03	AC	36	0 - 5	55	0 - 5
PC1PF	01	AC	59	0 - 5	55	6 - 10
PC1PF	02	AC	41	0 - 5	55	0 - 5
PC81PF	01	AC	65	0 - 5	55	11 - 15
PFLIGHTPF	01	AC	79	11 - 15	55	16 - 20
PITRPF	01	AC	73	6 - 10	55	16 - 20
PNRPF	01	AC	63	0 - 5	55	11 - 15
R12PF	01	AC	94	16 - 20	65	16 - 20
R12PF	02	AC	92	16 - 20	65	16 - 20
R12PF	03	AC	75	6 - 10	65	16 - 20
R16LPF	01	AC	92	16 - 20	65	16 - 20
R16RORNPF	01	AC	56	0 - 5	50	11 - 15
R16RORSPF	01	AC	77	16 - 20	50	16 - 20
R16RPF	01A	AAC	63	0 - 5	70	11 - 15
R16RPF	01B	AAC	61	0 - 5	70	11 - 15
R16RPF	02A	PCC	97	16 - 20	70	16 - 20
R16RPF	02B	PCC	98	16 - 20	70	16 - 20
R16RPF	03A	AC	80	6 - 10	70	16 - 20
R16RPF	03B	AC	86	6 - 10	70	16 - 20
R16RPF	04A	AAC	83	6 - 10	70	16 - 20
R16RPF	04B	AAC	78	0 - 5	70	16 - 20
R16RPF	04D	AAC	66	0 - 5	70	16 - 20
R16RPF	05A	AAC	80	6 - 10	70	16 - 20
R16RPF	05B	AAC	81	6 - 10	70	16 - 20
R16RPF	05D	AAC	57	0 - 5	70	11 - 15
R16RPF	06A	AC	69	0 - 5	70	16 - 20
R16RPF	06B	AC	56	0 - 5	70	6 - 10
R16RPF	06D	AAC	66	0 - 5	70	16 - 20
R16RPF	07A	AC	72	0 - 5	70	16 - 20
R16RPF	07B	AC	72	0 - 5	70	16 - 20
RDALSPF	01	AC	94	11 - 15	60	16 - 20
RDARFFPF	01	AC	85	6 - 10	60	16 - 20
RDASOSPF	01	AC	92	11 - 15	60	16 - 20
RDATSPF	01	AC	91	11 - 15	60	16 - 20
RDATSPF	02	AC	87	11 - 15	60	16 - 20
RDATSPF	03	PCC	100	0 - 5	50	0 - 5
RDCHPF	01	AC	94	11 - 15	60	16 - 20
RDCHPF	02	AC	73	0 - 5	60	11 - 15
RDGSPF	01	AC	92	11 - 15	60	16 - 20
RDK7PF	01	AC	93	11 - 15	60	16 - 20
RDLOCPF	01	AC	91	11 - 15	60	16 - 20
RDLOCPF	02	AC	93	11 - 15	60	16 - 20
RDNRPF	01	AC	95	11 - 15	60	16 - 20
RDNRPF	02	AC	87	11 - 15	60	16 - 20
RDNRPF	03	AC	50	0 - 5	60	0 - 5
RDPERNPF	01	AC	76	6 - 10	60	11 - 15
RDPERNPF	02	AC	57	0 - 5	60	6 - 10
RDPERNPF	03	AC	87	11 - 15	60	16 - 20
RDPERSPF	03	AC	93	11 - 15	60	16 - 20
RDPERSPF	04	AC	87	11 - 15	60	16 - 20
RDPERWPF	01	AC	87	11 - 15	60	16 - 20
RDPERWPF	02	AC	91	11 - 15	60	16 - 20
RDPERWPF	03	AC	88	11 - 15	60	16 - 20
RDPERWPF	04	AC	69	0 - 5	60	11 - 15
RDPERWPF	05	AC	84	6 - 10	60	16 - 20

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - AIRSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
RDTAPF	01	AC	64	0 - 5	60	6 - 10
RDTAPF	02	AC	52	0 - 5	60	0 - 5
RDTWRPF	01	AC	74	6 - 10	60	11 - 15
S16RPF	S10E	AC	63	6 - 10	55	16 - 20
S16RPF	S11E	AC	57	0 - 5	55	11 - 15
S16RPF	S1E	AC	85	16 - 20	55	16 - 20
S16RPF	S1W	AC	75	11 - 15	55	16 - 20
S16RPF	S2E	AC	83	16 - 20	55	16 - 20
S16RPF	S2W	AC	84	16 - 20	55	16 - 20
S16RPF	S3E	AC	86	16 - 20	55	16 - 20
S16RPF	S3W	AC	47	0 - 5	55	0 - 5
S16RPF	S4E	AC	85	16 - 20	55	16 - 20
S16RPF	S4W	AC	82	16 - 20	55	16 - 20
S16RPF	S5E	AC	74	11 - 15	55	16 - 20
S16RPF	S5W	AC	88	16 - 20	55	16 - 20
S16RPF	S6E	AC	70	6 - 10	55	16 - 20
S16RPF	S6W	AC	69	6 - 10	55	16 - 20
S16RPF	S7E	AC	85	16 - 20	55	16 - 20
S16RPF	S8E	AC	85	16 - 20	55	16 - 20
S16RPF	S9E	AC	69	6 - 10	55	16 - 20
SA1PF	S1N	AC	83	16 - 20	55	16 - 20
SA1PF	S1S	AC	86	16 - 20	55	16 - 20
SA1PF	S2N	AC	86	16 - 20	55	16 - 20
SA1PF	S2S	PCC	68	16 - 20	50	16 - 20
SA3PF	S1N	AC	70	6 - 10	55	16 - 20
SA3PF	S1S	AC	67	6 - 10	55	16 - 20
SA6PF	S1S	AC	70	6 - 10	55	16 - 20
SA8PF	S1N	AC	79	16 - 20	55	16 - 20
SAAPF	S1N	AC	77	11 - 15	55	16 - 20
SAAPF	S1S	AC	83	16 - 20	55	16 - 20
SAAPF	S2S	AC	80	16 - 20	55	16 - 20
SAPF	S1E	AC	78	16 - 20	55	16 - 20
SAPF	S1W	AC	83	16 - 20	55	16 - 20
SAPF	S2E	AC	85	16 - 20	55	16 - 20
SAPF	S2W	AC	80	16 - 20	55	16 - 20
SAPF	S3E	AC	75	11 - 15	55	16 - 20
SAPF	S3W	AC	82	16 - 20	55	16 - 20
SAPF	S4E	AC	94	16 - 20	55	16 - 20
SAPF	S4W	AC	74	11 - 15	55	16 - 20
SAPF	S5E	AC	94	16 - 20	55	16 - 20
SAPF	S5W	AC	70	6 - 10	55	16 - 20
SAPF	S6E	AC	81	16 - 20	55	16 - 20
SAPF	S6W	AC	81	16 - 20	55	16 - 20
SAPF	S7E	AC	80	16 - 20	55	16 - 20
SAPF	S7W	AC	79	16 - 20	55	16 - 20
SAPF	S8E	AC	64	6 - 10	55	16 - 20
SAPF	S8W	AC	79	16 - 20	55	16 - 20
SAPF	S9E	AC	68	6 - 10	55	16 - 20
SAPF	S9W	AC	60	0 - 5	55	11 - 15
SBPF	S1N	PCC	96	16 - 20	50	16 - 20
SBPF	S1S	PCC	97	16 - 20	50	16 - 20
SCPF	S1N	AC	94	16 - 20	55	16 - 20
SCPF	S2N	AC	94	16 - 20	55	16 - 20
SHPF	S1N	AC	60	0 - 5	55	11 - 15
SJPF	S1N	AC	94	16 - 20	55	16 - 20

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - AIRSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
SK1PF	S1N	AC	77	11 - 15	55	16 - 20
SK1PF	S1S	AC	77	11 - 15	55	16 - 20
SK1PF	S2N	AC	73	11 - 15	55	16 - 20
SK1PF	S2S	AC	84	16 - 20	55	16 - 20
STAPF	01	AC	81	16 - 20	50	16 - 20
STAPF	02	AC	76	16 - 20	50	16 - 20
STAPF	03	AC	84	16 - 20	50	16 - 20
TA1PF	01	PCC	95	16 - 20	65	16 - 20
TA2PF	01	AAC	79	6 - 10	70	16 - 20
TA2PF	02	AAC	84	6 - 10	70	16 - 20
TA3PF	01	AC	81	6 - 10	70	16 - 20
TA3PF	02	AC	80	6 - 10	70	16 - 20
TA3PF	03	PCC	78	16 - 20	60	16 - 20
TA4PF	01	AAC	72	0 - 5	70	16 - 20
TA4PF	02	AAC	77	0 - 5	70	16 - 20
TA5PF	01	AC	46	0 - 5	70	0 - 5
TA6PF	01	AAC	84	6 - 10	70	16 - 20
TA6PF	02	AAC	83	6 - 10	70	16 - 20
TA6PF	03	AAC	84	6 - 10	70	16 - 20
TA6PF	04	AAC	81	6 - 10	70	16 - 20
TA6PF	05	AAC	81	6 - 10	70	16 - 20
TA6PF	06	AAC	84	6 - 10	70	16 - 20
TA6PF	07	AAC	74	0 - 5	70	16 - 20
TA7PF	01	AAC	78	6 - 10	70	16 - 20
TA7PF	02	AAC	82	6 - 10	70	16 - 20
TA8PF	01	APC	86	11 - 15	70	16 - 20
TA8PF	02	APC	86	11 - 15	70	16 - 20
TA9PF	01	AAC	57	0 - 5	70	6 - 10
TA9PF	02	AAC	50	0 - 5	70	6 - 10
TA9PF	03	AAC	68	0 - 5	70	16 - 20
TA9PF	04	AAC	72	0 - 5	70	16 - 20
TA9PF	05	AC	49	0 - 5	70	0 - 5
TA9PF	06	AC	58	0 - 5	70	11 - 15
TA9PF	07	PCC	65	6 - 10	60	16 - 20
TAAPF	01	PCC	50	0 - 5	65	16 - 20
TAAPF	02	AAC	35	0 - 5	70	0 - 5
TAAPF	03	AAC	58	0 - 5	70	11 - 15
TAPF	01	AAC	68	0 - 5	70	16 - 20
TAPF	02	AAC	74	0 - 5	70	16 - 20
TAPF	03	AAC	88	11 - 15	70	16 - 20
TAPF	04	AAC	75	0 - 5	70	16 - 20
TAPF	05	AAC	77	0 - 5	70	16 - 20
TAPF	06	AAC	77	0 - 5	70	16 - 20
TAPF	07	AAC	77	0 - 5	70	16 - 20
TAPF	08	AAC	81	6 - 10	70	16 - 20
TAPF	09	AAC	77	0 - 5	70	16 - 20
TAPF	10	AAC	76	0 - 5	70	16 - 20
TAPF	11	AAC	82	6 - 10	70	16 - 20
TAPF	12	AAC	81	6 - 10	70	16 - 20
TAPF	13	AAC	70	0 - 5	70	16 - 20
TAPF	14	AAC	70	0 - 5	70	16 - 20
TAPF	15	AAC	77	0 - 5	70	16 - 20
TAPF	16	AAC	82	6 - 10	70	16 - 20
TAPF	21	AC	50	0 - 5	70	6 - 10
TAPF	22	AAC	85	6 - 10	70	16 - 20

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - AIRSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
TAPF	23	AAC	75	0 - 5	70	16 - 20
TAPF	24	AAC	77	0 - 5	70	16 - 20
TAPF	25	AAC	83	6 - 10	70	16 - 20
TAPF	26	AAC	85	6 - 10	70	16 - 20
TAPF	27	AC	40	0 - 5	70	0 - 5
TAPF	28	AC	29	0 - 5	70	0 - 5
TAPF	10A	AAC	79	6 - 10	70	16 - 20
TAPF	13A	AAC	69	0 - 5	70	16 - 20
TBPF	01	PCC	98	16 - 20	65	16 - 20
TCPF	01	AAC	82	6 - 10	70	16 - 20
TCPF	02	AC	98	16 - 20	70	16 - 20
TCPF	03	AAC	98	16 - 20	70	16 - 20
TCPF	04	AAC	98	16 - 20	70	16 - 20
TCPF	05	AAC	74	0 - 5	70	16 - 20
TCPF	06	AAC	15	0 - 5	70	0 - 5
TCPF	07	AAC	98	16 - 20	70	16 - 20
TD1PF	01	AAC	83	6 - 10	70	16 - 20
TD1PF	02	AC	79	6 - 10	65	16 - 20
TD2PF	01	AC	67	0 - 5	65	16 - 20
TDPF	01	AAC	98	16 - 20	70	16 - 20
TDPF	02	AAC	98	16 - 20	70	16 - 20
TDPF	03	AAC	83	6 - 10	70	16 - 20
TDPF	04	AC	10	0 - 5	70	0 - 5
TDPF	05	AAC	56	0 - 5	70	6 - 10
TDPF	06	AC	14	0 - 5	70	0 - 5
TDPF	07	AAC	92	11 - 15	70	16 - 20
TDPF	08	AAC	98	16 - 20	70	16 - 20
TEPF	02	AAC	86	11 - 15	70	16 - 20
TEPF	03	AC	72	6 - 10	65	16 - 20
TEPF	01A	AAC	50	0 - 5	70	6 - 10
TEPF	01B	AAC	50	0 - 5	70	6 - 10
TF2PF	01	AC	92	11 - 15	70	16 - 20
TF3PF	01	AC	91	11 - 15	70	16 - 20
TFPF	01	AC	55	0 - 5	70	6 - 10
TFPF	02	AC	58	0 - 5	70	11 - 15
TFPF	03	AC	82	6 - 10	70	16 - 20
TFPF	04	AC	79	6 - 10	70	16 - 20
TFPF	05	AC	89	11 - 15	70	16 - 20
TFPF	06	AC	92	11 - 15	70	16 - 20
TG1PF	01	AC	91	11 - 15	70	16 - 20
TG2PF	01	AC	79	6 - 10	70	16 - 20
TG3PF	01	AC	85	6 - 10	70	16 - 20
TG4PF	01	AC	81	6 - 10	70	16 - 20
TG5PF	01	AC	87	11 - 15	70	16 - 20
TGPF	01	AC	49	0 - 5	70	0 - 5
TGPF	02	AAC	92	11 - 15	70	16 - 20
TGPF	03	AAC	89	11 - 15	70	16 - 20
TGPF	04	AC	15	0 - 5	70	0 - 5
TH1PF	01	AC	98	16 - 20	70	16 - 20
THPF	01	AAC	98	16 - 20	70	16 - 20
THPF	02	AAC	98	16 - 20	70	16 - 20
THPF	03	AC	93	16 - 20	65	16 - 20
TJPF	01	AC	98	16 - 20	70	16 - 20
TJPF	02	AC	98	16 - 20	70	16 - 20
TJPF	03	AAC	98	16 - 20	70	16 - 20

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - AIRSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
TJPF	04	AAC	98	16 - 20	70	16 - 20
TK1PF	01	PCC	97	16 - 20	65	16 - 20
TK6PF	01	AC	42	0 - 5	65	0 - 5
TK6PF	02	AC	38	0 - 5	65	0 - 5
TK6PF	03	AC	36	0 - 5	65	0 - 5
TK6PF	04	AC	34	0 - 5	65	0 - 5
TK7PF	01	AC	80	6 - 10	70	16 - 20
TK7PF	02	AC	94	16 - 20	65	16 - 20
TKPF	01	PCC	97	16 - 20	65	16 - 20
TLPF	01	AAC	26	0 - 5	70	0 - 5
TW11PF	01	AC	81	6 - 10	70	16 - 20
TW1PF	01	AC	76	6 - 10	65	16 - 20
TWPF	01	AC	81	11 - 15	65	16 - 20
TWPF	02	AC	78	6 - 10	65	16 - 20
TWPF	03	AC	75	6 - 10	65	16 - 20

Abbreviations: AC = Asphalt Concrete; AAC = Asphalt over Asphalt Concrete;
APC = Asphalt over Portland Cement Concrete; PCC = Portland Cement Concrete

APPENDIX D

Unit Cost Data and Maintenance and Rehabilitation Plan

APPENDIX D

UNIT COST DATA AND MAINTENANCE AND REHABILITATION PLAN

D.1 ANALYSIS METHODOLOGY

We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop project recommendations for the next five years. The purpose of this analysis is to determine the M&R needs of the PAE pavement network condition over time. We used PAVER v7.0.8 software to develop network-level project recommendations for the next five years.

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

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

D.1.1 Pavement Rank and Use Prioritization

Pavement sections are assigned a rank to establish their relative importance in the overall pavement network, which is most commonly defined by their use (e.g., Taxiway, Apron, Runway, Roadway, Parking). The PAVER analysis uses the combination of the section rank and the branch use to define the priority of each section during the M&R analysis. Table 1D displays the branch use and section rank prioritization schema we used for analysis.

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

Branch Use	Section Rank		
	Primary	Secondary	Tertiary
RUNWAY / ROADWAY	1	2	3
TAXIWAY	3	5	7
APRON / SHOULDER / PARKING	7	8	9

D.2 MAINTENANCE POLICIES AND UNIT COSTS

The distress-maintenance policies are policies that determine what type of work should be applied to a specific distress type and severity. For example, on an AC pavement, a medium-severity longitudinal/transverse crack would be repaired by crack sealing. Policies for all the distress types and severities are established by ASTM D5340/D4633.

We assigned costs to the maintenance work associated with each of the distress-maintenance policies. The anticipated cost of performing M&R is based on cost tables that relate M&R work type cost to PCI. We worked with Century West Engineering to develop unit costs by reviewing bid tabulations for recent projects at airports within Washington and information provided by the project team. The costs for reconstruction are based on the existing pavement section thicknesses present within each branch use at PAE or FAA minimum requirements, whichever is thicker. The costs represent the fully-loaded costs and include aspects of the project such as administration, contingencies, mobilization, striping, and nighttime or standby differential. The cost tables used in the analysis are presented in Table 2D below.

Table 2D: PAE UNIT COST DATA

Type of M&R	Work Type	Unit Cost	Work Unit
Major M&R	Complete Reconstruction with AC -		Sq Ft
	Runway (Primary)	$28.10	
	Runway (Secondary)	$14.70	
	Taxiway	$18.30	
	Taxilane/GA Apron	$11.60	
	Apron	$15.60	
	Shoulder/ Overrun	$8.50	
	Roadway	$13.60	
	Parking Lot	$9.40	
	Complete Reconstruction with PCC -	$54.00	Sq Ft
	Runway (Primary)	$44.30	
	Taxiway	$27.00	
	Apron	$22.20	

Table 2D: PAE UNIT COST DATA

Type of M&R	Work Type	Unit Cost	Work Unit
Major M&R	Roadway	$10.10	Sq Ft
	Parking Lot		
	Cold Mill and Overlay (2 Inches) -		
	Runway (Primary)	$4.00	
	Runway (Secondary)	$4.00	
	Taxiway	$4.00	
	Taxilane/GA Apron	$4.00	
	Apron	$4.00	
	Shoulder/ Overrun	$4.00	
	Roadway	$3.60	
	Parking Lot	$3.60	
	Cold Mill and Overlay (4 Inches) –		
	Runway (Primary)	$6.30	
	Runway (Secondary)	$6.30	
	Taxiway	$6.30	
	Taxilane/GA Apron	$6.30	
	Apron	$6.30	
	Shoulder/ Overrun	$6.30	
	Roadway	$6.00	
	Parking Lot	$6.00	
Global M&R	Surface Treatment - Slurry Seal and Crack Seal (Airside and Landside)	$1.60	Sq Ft
	Surface Treatment – Slurry Seal, Crack Seal, and Patching (Airside)	$3.60	Sq Ft
Localized Preventive M&R (Airside)	Crack Sealing - AC	$3.60	Ft
	Crack Sealing - PCC	$10.80	Ft
	Crack Sealing – Wide Cracks	$37.70	Ft
	Joint Seal (Localized)	$10.80	Ft
	AC Patching – Full Depth	$17.60	Sq Ft
	AC Patching – Partial Depth	$8.20	Sq Ft
	PCC Patching – Full Depth	$100.00	Sq Ft
	Slab Replacement - PCC	$34.10	Sq Ft

APPENDIX E

Detailed M&R Budget Analysis and Network-Level Project Recommendations

APPENDIX E

DETAILED M&R BUDGET ANALYSIS AND NETWORK-LEVEL PROJECT RECOMMENDATIONS

E.1 BUDGET SCENARIO ANALYSIS RESULTS

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal to determine the budget required to meet the goal. The following four budget scenarios were analyzed for a five-year period beginning in 2024:

Eliminate M&R Backlog

Maintain Current M&R Budget

Maintain Current Network PCI

Safety Maintenance Only

Detailed graphical and tabular information regarding the comparison of the budgets and the effects on the PCI are given in Table 1E and on Figures 1E through 7E of this appendix.

E.2 FIVE-YEAR NETWORK-LEVEL GLOBAL MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

Global maintenance projects refer to activities such as fog seals and slurry seals, and rehabilitation projects refer to AC overlays and reconstruction. As presented earlier we developed a five-year plan for network-level global maintenance and rehabilitation projects. We utilized an annual budget of approximately $4.675 million assuming in most years about $175,000 is spent on global maintenance like crack sealing and surface treatments.

A list of recommended global M&R activities is provided in Table 2E and shown spatially on Figure 8E of this appendix.

E.3 RECOMMENDED LOCALIZED MAINTENANCE

In order to properly maintain aging pavements, localized M&R activities such as crack sealing and patching should be performed on a routine basis. A list of recommended localized maintenance activities is provided in Table 3E of this appendix. This list encompasses sections that were not included in the five-year plan.

Table 1E - PAE DETAILED BUDGET ANALYSIS RESULTS - AIRSIDE

Eliminate Backlog						
			Unfunded M&R Cost			
Year	PCI Before Repair	Funded M&R Cost[1]	Major Below Critical[2]	Sustainment[3]	Total[4]	PCI After Repair
2024	66	$15,386,085	$52,569,784	$0	$52,569,784	70
2025	68	$15,388,682	$40,166,996	$0	$40,166,996	74
2026	72	$15,397,491	$26,231,589	$0	$26,231,589	78
2027	77	$15,218,836	$13,600,076	$0	$13,600,076	82
2028	80	$14,709,534	$0	$0	$0	86
	Total Funded:	$76,100,629			Total Cost[5]:	$76,100,629

Maintain Current Budget						
			Unfunded M&R Cost			
Year	PCI Before Repair	Funded M&R Cost[1]	Major Below Critical[2]	Sustainment[3]	Total[4]	PCI After Repair
2024	66	$4,665,480	$59,319,362	$3,971,027	$63,290,389	68
2025	66	$4,673,470	$57,021,770	$4,798,432	$61,820,202	67
2026	66	$4,674,731	$54,298,911	$4,733,548	$59,032,460	67
2027	65	$4,661,353	$53,541,173	$3,859,057	$57,400,229	67
2028	66	$4,652,522	$51,446,036	$3,458,744	$54,904,780	68
	Total Funded:	$23,327,555			Total Cost[5]:	$78,232,335

Maintain Current PCI						
			Unfunded M&R Cost			
Year	PCI Before Repair	Funded M&R Cost[1]	Major Below Critical[2]	Sustainment[3]	Total[4]	PCI After Repair
2024	66	$4,314,602	$63,251,339	$389,928	$63,641,267	67
2025	65	$4,305,040	$62,996,168	$0	$62,996,168	67
2026	65	$4,305,499	$61,283,490	$0	$61,283,490	67
2027	65	$4,305,089	$60,350,181	$0	$60,350,181	66
2028	65	$4,311,965	$58,632,129	$0	$58,632,129	66
	Total Funded:	$21,542,195			Total Cost[5]:	$80,174,324

Safety Maintenance Only						
			Unfunded M&R Cost			
Year	PCI Before Repair	Funded M&R Cost[1]	Major Below Critical[2]	Sustainment[3]	Total[4]	PCI After Repair
2024	66	$1,530,977	$63,251,339	$559,286	$63,810,625	66
2025	64	$1,663,523	$66,359,700	$598,143	$66,957,844	64
2026	63	$1,805,842	$69,310,269	$601,890	$69,912,159	63
2027	61	$1,950,560	$74,596,386	$568,884	$75,165,270	61
2028	60	$2,125,212	$78,139,793	$93,583	$78,233,376	60
	Total Funded:	$9,076,115			Total Cost[5]:	$87,309,491

Notes: [1]Total Funding for the M&R budget scenarios. [2]Any major M&R under critical PCI. [3]Sustainment includes stopgap, preventive, global, and major above critical M&R unfunded values. [4]The sum of the major below critical and sustainment unfunded values. [5]The sum of the total funded and the total unfunded in the last year.

Table 2E - PAE FIVE-YEAR NETWORK-LEVEL M&R PROJECT RECOMMENDATIONS - AIRSIDE PAVEMENTS

Year	Branch Name	BranchID	SectionID	Surface Type	Approximate Area, square feet	PCI Before	PCI After	Recommended Network-Level Work*	Unit Cost, $/square foot	Estimated Project Cost
2024	RUNWAY 16R/34L	R16RPF	01A	AAC	30,000	59	100	Mill and Overlay (4-inch-thick)	$ 7.60	$ 227,907
2024	RUNWAY 16R/34L	R16RPF	01B	AAC	15,000	57	100	Mill and Overlay (4-inch-thick)	$ 9.78	$ 146,654
2024	SHOULDER TAXIWAY A3	SA3PF	S1N	AC	17,044	66	100	Mill and Overlay (4-inch-thick)	$ 6.30	$ 107,378
2024	TAXIWAY A3	TA3PF	03	PCC	34,870	77	100	PCC Panel Replacement & Localized Repairs	$ 3.41	$ 118,906
2024	TAXIWAY AA	TAAPF	01	PCC	64,985	48	100	Reconstruction (PCC)	$ 44.30	$ 2,878,828
2024	TAXIWAY AA	TAAPF	02	AAC	2,790	31	100	Reconstruction (AC)	$ 18.30	$ 51,057
2024	TAXIWAY AA	TAAPF	03	AAC	5,156	55	100	Mill and Overlay (4-inch-thick)	$ 9.47	$ 48,817
2024	TAXIWAY A	TAPF	01	AAC	31,408	64	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.79	$ 181,968
2024	TAXIWAY A	TAPF	02	AAC	106,940	71	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 427,760
2024	TAXIWAY A	TAPF	04	AAC	9,607	71	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 38,428
2024	TAXIWAY A	TAPF	05	AAC	4,804	73	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 19,216
2024	TAXIWAY A	TAPF	06	AAC	32,529	73	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 130,116
2024	TAXIWAY A	TAPF	07	AAC	16,250	73	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 65,000
2024	TAXIWAY E	TEPF	03	AC	3,866	69	75	Slurry Seal + Crack Seal	$ 1.60	$ 3,112
2024	TAXIWAY W	TWPF	01	AC	81,962	77	82	Slurry Seal + Crack Seal	$ 1.60	$ 131,140
2024	TAXIWAY W	TWPF	02	AC	1,945	74	79	Slurry Seal + Crack Seal	$ 1.60	$ 3,112
2025	APRON CTRL.	ACENTPF	01A	AC	38,946	40	100	Reconstruction (AC)	$ 15.60	$ 607,550
2025	APRON CTRL.	ACENTPF	02A	AC	10,937	43	100	Thick Inlay/Partial-Depth Reconstruction	$ 14.21	$ 155,420
2025	APRON CTRL.	ACENTPF	03	AAC	161,271	70	75	Fog Seal + Crack Seal	$ 1.00	$ 161,271
2025	APRON CTRL.	ACENTPF	04	AAC	37,725	86	91	Fog Seal + Crack Seal	$ 1.00	$ 37,725
2025	APRON FUEL FARM	AFUELPF	01	AC	2,943	90	95	Fog Seal + Crack Seal	$ 1.00	$ 2,943
2025	ROADWAY PERIMETER ROAD NORTH	RDPERNPF	01	AC	46,699	67	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 186,797
2025	ROADWAY PERIMETER ROAD NORTH	RDPERNPF	02	AC	72,926	48	100	Thick Inlay/Partial-Depth Reconstruction	$ 7.52	$ 548,402
2025	TAXIWAY C	TCPF	06	AAC	10,682	15	100	Reconstruction (AC)	$ 18.30	$ 195,481
2025	TAXIWAY D	TDPF	04	AC	6,600	10	100	Reconstruction (AC)	$ 18.30	$ 120,780
2025	TAXIWAY D	TDPF	05	AAC	28,490	51	100	Thick Inlay/Partial-Depth Reconstruction	$ 11.89	$ 338,812
2025	TAXIWAY D	TDPF	06	AC	28,640	14	100	Reconstruction (AC)	$ 18.30	$ 524,113
2025	TAXIWAY F	TFPF	01	AC	35,540	49	100	Thick Inlay/Partial-Depth Reconstruction	$ 12.61	$ 448,243
2025	TAXIWAY F	TFPF	02	AC	33,701	53	100	Thick Inlay/Partial-Depth Reconstruction	$ 10.45	$ 352,249
2025	TAXIWAY G	TGPF	01	AC	25,283	41	100	Reconstruction (AC)	$ 17.95	$ 453,730
2025	TAXIWAY G	TGPF	04	AC	7,435	15	100	Reconstruction (AC)	$ 18.30	$ 136,061
2025	TAXIWAY L	TLPF	01	AAC	27,363	21	100	Reconstruction (AC)	$ 18.30	$ 500,744
2026	SHOULDER TAXIWAY A3	SA3PF	S1S	AC	15,955	60	100	Mill and Overlay (4-inch-thick)	$ 6.30	$ 100,514
2026	TAXIWAY A4	TA4PF	01	AAC	10,665	66	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.61	$ 56,209
2026	TAXIWAY A4	TA4PF	02	AAC	12,939	70	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 51,756
2026	TAXIWAY A5	TA5PF	01	AC	45,129	37	100	Reconstruction (AC)	$ 18.30	$ 825,863
2026	TAXIWAY A7	TA7PF	01	AAC	21,309	70	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.18	$ 110,321

Table 2E - PAE FIVE-YEAR NETWORK-LEVEL M&R PROJECT RECOMMENDATIONS - AIRSIDE PAVEMENTS

Year	Branch Name	BranchID	SectionID	Surface Type	Approximate Area, square feet	PCI Before	PCI After	Recommended Network-Level Work*	Unit Cost, $/square foot	Estimated Project Cost
2026	TAXIWAY A7	TA7PF	02	AAC	39,091	75	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 156,364
2026	TAXIWAY A9	TA9PF	01	AAC	15,295	52	100	Thick Inlay/Partial-Depth Reconstruction	$ 11.17	$ 170,788
2026	TAXIWAY A9	TA9PF	02	AAC	14,053	42	100	Reconstruction (AC)	$ 17.26	$ 242,500
2026	TAXIWAY A9	TA9PF	03	AAC	14,589	64	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.79	$ 84,524
2026	TAXIWAY A9	TA9PF	04	AAC	14,800	69	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.27	$ 78,002
2026	TAXIWAY A9	TA9PF	05	AC	4,981	42	100	Reconstruction (AC)	$ 16.84	$ 83,861
2026	TAXIWAY A9	TA9PF	06	AC	16,256	55	100	Mill and Overlay (4-inch-thick)	$ 9.47	$ 153,913
2026	TAXIWAY A	TAPF	08	AAC	33,679	74	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 134,716
2026	TAXIWAY A	TAPF	09	AAC	16,337	70	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 65,348
2026	TAXIWAY A	TAPF	10	AAC	46,658	70	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 186,632
2026	TAXIWAY A	TAPF	10A	AAC	6,884	72	76	Mill and Overlay (2-inch-thick)	$ 4.00	$ 27,536
2026	TAXIWAY A	TAPF	11	AAC	17,748	75	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 70,992
2026	TAXIWAY A	TAPF	12	AAC	82,588	74	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 330,352
2026	TAXIWAY A	TAPF	13	AAC	35,448	64	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.84	$ 194,000
2026	TAXIWAY A	TAPF	13A	AAC	6,886	63	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.68	$ 39,143
2026	TAXIWAY A	TAPF	14	AAC	7,228	64	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.58	$ 40,314
2026	TAXIWAY A	TAPF	15	AAC	120,049	69	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.27	$ 632,152
2026	TAXIWAY A	TAPF	16	AAC	50,569	75	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 202,276
2026	TAXIWAY A	TAPF	22	AAC	16,125	78	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 64,500
2026	TAXIWAY A	TAPF	23	AAC	32,225	70	74	Mill and Overlay (2-inch-thick)	$ 4.00	$ 128,900
2026	TAXIWAY A	TAPF	24	AAC	22,011	70	75	Mill and Overlay (2-inch-thick)	$ 4.00	$ 88,044
2026	TAXIWAY A	TAPF	25	AAC	15,215	74	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 60,860
2026	TAXIWAY A	TAPF	26	AAC	4,063	79	84	Mill and Overlay (2-inch-thick)	$ 4.00	$ 16,252
2026	TAXIWAY A	TAPF	27	AC	4,076	34	100	Reconstruction (AC)	$ 18.30	$ 74,591
2026	TAXIWAY A	TAPF	28	AC	4,133	23	100	Reconstruction (AC)	$ 18.30	$ 75,634
2026	TAXIWAY C	TCPF	01	AAC	23,723	75	80	Slurry Seal + Crack Seal	$ 1.60	$ 37,957
2026	TAXIWAY C	TCPF	05	AAC	7,000	68	75	Slurry Seal + Crack Seal	$ 1.60	$ 11,200
2026	TAXIWAY D1	TD1PF	01	AAC	6,432	76	81	Slurry Seal + Crack Seal	$ 1.60	$ 10,291
2026	TAXIWAY D1	TD1PF	02	AC	2,060	74	79	Slurry Seal + Crack Seal	$ 1.60	$ 3,296
2026	TAXIWAY D	TDPF	03	AAC	36,348	76	81	Slurry Seal + Crack Seal	$ 1.60	$ 58,157
2027	RUNWAY 16R/34L	R16RPF	05A	AAC	41,499	69	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.22	$ 216,663
2027	RUNWAY 16R/34L	R16RPF	05B	AAC	16,184	72	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.15	$ 83,348
2027	RUNWAY 16R/34L	R16RPF	05D	AAC	4,565	53	100	Partial-Depth Reconstruction	$ 13.97	$ 63,789
2027	RUNWAY 16R/34L	R16RPF	06A	AC	103,683	60	100	Mill and Overlay (4-inch-thick)	$ 6.30	$ 653,203
2027	RUNWAY 16R/34L	R16RPF	06B	AC	34,125	47	100	Thick Inlay/Partial-Depth Reconstruction	$ 20.47	$ 698,539
2027	RUNWAY 16R/34L	R16RPF	06D	AAC	47,410	57	100	Mill and Overlay (4-inch-thick)	$ 9.57	$ 453,714
2027	RUNWAY 16R/34L	R16RPF	07A	AC	42,600	63	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.96	$ 253,896
2027	RUNWAY 16R/34L	R16RPF	07B	AC	21,312	63	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.96	$ 127,020

Table 2E - PAE FIVE-YEAR NETWORK-LEVEL M&R PROJECT RECOMMENDATIONS - AIRSIDE PAVEMENTS

Year	Branch Name	BranchID	SectionID	Surface Type	Approximate Area, square feet	PCI Before	PCI After	Recommended Network-Level Work*	Unit Cost, $/square foot	Estimated Project Cost
2027	TAXIWAY A	TAPF	21	AC	115,573	40	100	Reconstruction (AC)	$ 18.30	$ 2,114,986
2028	APRON EAST HANGAR	AEHPF	01	AC	173,788	73	78	Fog Seal + Crack Seal	$ 1.00	$ 173,788
2028	RUNWAY 16R/34L	R16RPF	03A	AC	14,500	69	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.22	$ 75,703
2028	RUNWAY 16R/34L	R16RPF	03B	AC	7,250	69	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.22	$ 37,845
2028	RUNWAY 16R/34L	R16RPF	04A	AAC	587,450	75	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 2,349,800
2028	RUNWAY 16R/34L	R16RPF	04B	AAC	229,096	69	100	Mill and Overlay (2- to 3-inch-thick)	$ 5.22	$ 1,195,881
2028	RUNWAY 16R/34L	R16RPF	04D	AAC	64,621	57	100	Mill and Overlay (4-inch-thick)	$ 9.57	$ 618,423
2028	SHOULDER RUNWAY 16R/34L	S16RPF	S3W	AC	7,538	37	100	Reconstruction (AC)	$ 8.50	$ 64,070
2028	TAXIWAY A2	TA2PF	01	AAC	15,036	70	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 60,144
2028	TAXIWAY A2	TA2PF	02	AAC	24,309	74	100	Mill and Overlay (2-inch-thick)	$ 4.00	$ 97,236

Notes: *Pavement thickness values were used for estimating purposes. A project-level evaluation should be performed to determine the actual pavement thickness needed to meet a desired structural design life.

Year	Surface Treatments	Rehabilitation	Reconstruction
2024	$ 137,365	$ 1,512,151	$ 2,929,885
2025	$ 201,939	$ 2,029,923	$ 2,538,459
2026	$ 120,901	$ 3,244,408	$ 1,302,448
2027	$ -	$ 2,550,171	$ 2,114,986
2028	$ 173,788	$ 4,435,033	$ 64,070

Table 3E - PAE RECOMMENDED ROUTINE/LOCALIZED MAINTENANCE - AIRSIDE PAVEMENTS

BranchID	SectionID	Distress Repair Description	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Approximate Total Cost
AARMYPF	02	LINEAR CR	Medium	Crack Sealing - PCC	71	Ft	$10.80	$766.58
AARMYPF	02	JT SEAL DMG	High	Joint Seal (Localized)	19,349	Ft	$10.80	$208,967.62
AARMYPF	02	JOINT SPALL	Medium	Patching - PCC Full Depth	99	SqFt	$100.00	$9,911.58
AARMYPF	02	LARGE PATCH	High	Patching - PCC Full Depth	699	SqFt	$100.00	$69,861.80
AARMYPF	02	CORNER SPALL	Medium	Patching - PCC Full Depth	11	SqFt	$100.00	$1,032.46
AARMYPF	02	SMALL PATCH	High	Patching - PCC Full Depth	20	SqFt	$100.00	$2,064.91
AARMYPF	02	CORNER SPALL	High	Patching - PCC Full Depth	20	SqFt	$100.00	$2,064.91
AATSPF	02	LINEAR CR	Medium	Crack Sealing - PCC	1,030	Ft	$10.80	$11,119.10
AATSPF	02	CORNER BREAK	Medium	Crack Sealing - PCC	17	Ft	$10.80	$182.40
AATSPF	02	CORNER SPALL	Medium	Patching - PCC Full Depth	111	SqFt	$100.00	$11,081.93
AATSPF	02	JOINT SPALL	Medium	Patching - PCC Full Depth	133	SqFt	$100.00	$13,298.32
AATSPF	02	JOINT SPALL	High	Patching - PCC Full Depth	16	SqFt	$100.00	$1,662.29
AATSPF	02	CORNER SPALL	High	Patching - PCC Full Depth	28	SqFt	$100.00	$2,770.48
AATSPF	02	SHAT. SLAB	Medium	Slab Replacement - PCC	823	SqFt	$34.10	$28,086.00
ABTRPF	01	L & T CR	Medium	Crack Sealing - AC	66	Ft	$3.60	$237.13
AC84PF	02	SMALL PATCH	High	Patching - PCC Full Depth	5	SqFt	$100.00	$538.20
AC84PF	02	JOINT SPALL	High	Patching - PCC Full Depth	9	SqFt	$100.00	$807.29
AC84PF	02	CORNER SPALL	High	Patching - PCC Full Depth	2	SqFt	$100.00	$269.10
ACHPF	01	L & T CR	Medium	Crack Sealing - AC	76	Ft	$3.60	$273.18
ACHPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	91	SqFt	$17.60	$1,619.29
ACHPF	01	OIL SPILLAGE	N/A	Patching - AC Partial Depth	107	SqFt	$8.20	$872.61
AFLIGHTPF	07	L & T CR	Medium	Crack Sealing - AC	192	Ft	$3.60	$691.20
AFUELPF	03	ALLIGATOR CR	Medium	Patching - AC Deep	518	SqFt	$17.60	$9,114.21
AFUELPF	03	RAVELING	High	Patching - AC Partial Depth	27	SqFt	$8.20	$217.16
AH34RPF	02	L & T CR	Medium	Crack Sealing - AC	5	Ft	$3.60	$18.00
AHA4PF	01	L & T CR	Medium	Crack Sealing - AC	60	Ft	$3.60	$216.00
AITRPF	02A	L & T CR	Medium	Crack Sealing - AC	1,011	Ft	$3.60	$3,638.73
AITRPF	07	L & T CR	Medium	Crack Sealing - AC	7	Ft	$3.60	$25.21
AMESSPF	03	LINEAR CR	Medium	Crack Sealing - PCC	19	Ft	$10.80	$200.99
AMESSPF	03	JT SEAL DMG	High	Joint Seal (Localized)	3,139	Ft	$10.80	$33,903.72
AMESSPF	03	CORNER SPALL	High	Patching - PCC Full Depth	8	SqFt	$100.00	$770.47

Table 3E - PAE RECOMMENDED ROUTINE/LOCALIZED MAINTENANCE - AIRSIDE PAVEMENTS

BranchID	SectionID	Distress Repair Description	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Approximate Total Cost
AMESSPF	03	JOINT SPALL	Medium	Patching - PCC Full Depth	83	SqFt	$100.00	$8,321.07
ATRPF	01	L & T CR	Medium	Crack Sealing - AC	883	Ft	$3.60	$3,179.89
ATRPF	01A	RUTTING	High	Patching - AC Deep	19	SqFt	$17.60	$334.40
AWRPF	01	L & T CR	Medium	Crack Sealing - AC	3,854	Ft	$3.60	$13,873.05
AWRPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	144	SqFt	$17.60	$2,538.78
AWRPF	03	L & T CR	Medium	Crack Sealing - AC	103	Ft	$3.60	$369.99
AWRPF	03	RAVELING	High	Patching - AC Partial Depth	4	SqFt	$8.20	$38.31
AWRPF	04	L & T CR	Medium	Crack Sealing - AC	555	Ft	$3.60	$1,998.91
P1105PF	01	L & T CR	Medium	Crack Sealing - AC	24	Ft	$1.80	$43.21
PC1PF	01	PATCH/UT CUT	High	Patching - AC Deep	183	SqFt	$10.10	$1,849.48
PC1PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	1,829	SqFt	$10.10	$18,468.54
PC81PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	298	SqFt	$10.10	$3,014.51
PFLIGHTPF	01	L & T CR	Medium	Crack Sealing - AC	24	Ft	$1.80	$43.88
PFLIGHTPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	55	SqFt	$10.10	$552.52
PNRPF	01	DEPRESSION	Medium	Patching - AC Deep	50	SqFt	$10.10	$496.33
PNRPF	01	ALLIGATOR CR	High	Patching - AC Deep	70	SqFt	$10.10	$701.76
R12PF	03	L & T CR	Medium	Crack Sealing - AC	1,139	Ft	$3.60	$4,100.29
R16RORNPF	01	L & T CR	Medium	Crack Sealing - AC	294	Ft	$3.60	$1,057.54
R16RORSPF	01	L & T CR	Medium	Crack Sealing - AC	326	Ft	$3.60	$1,172.60
RDATSPF	02	L & T CR	Medium	Crack Sealing - AC	17	Ft	$1.80	$30.62
RDCHPF	02	L & T CR	Medium	Crack Sealing - AC	8	Ft	$1.80	$14.40
RDCHPF	02	ALLIGATOR CR	Medium	Patching - AC Deep	39	SqFt	$10.10	$394.70
RDLOCPF	01	L & T CR	Medium	Crack Sealing - AC	9	Ft	$1.80	$16.45
RDPERNPF	03	L & T CR	Medium	Crack Sealing - AC	251	Ft	$1.80	$452.23
RDPERNPF	03	ALLIGATOR CR	Medium	Patching - AC Deep	123	SqFt	$10.10	$1,242.11
RDPERSPF	03	L & T CR	Medium	Crack Sealing - AC	13	Ft	$1.80	$24.40
RDPERSPF	03	LANE SH DROP	Medium	Patching - AC Partial Depth	156	SqFt	$3.90	$606.99
RDPERSPF	04	L & T CR	Medium	Crack Sealing - AC	58	Ft	$1.80	$104.14
RDPERWPF	01	L & T CR	Medium	Crack Sealing - AC	65	Ft	$1.80	$117.25
RDPERWPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	625	SqFt	$10.10	$6,321.14
RDPERWPF	05	L & T CR	Medium	Crack Sealing - AC	33	Ft	$1.80	$58.83

Table 3E - PAE RECOMMENDED ROUTINE/LOCALIZED MAINTENANCE - AIRSIDE PAVEMENTS

BranchID	SectionID	Distress Repair Description	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Approximate Total Cost
RDPERWPF	05	ALLIGATOR CR	Medium	Patching - AC Deep	181	SqFt	$10.10	$1,825.58
S16RPF	S1E	L & T CR	Medium	Crack Sealing - AC	34	Ft	$3.60	$121.32
S16RPF	S1W	L & T CR	Medium	Crack Sealing - AC	119	Ft	$3.60	$428.42
S16RPF	S2E	L & T CR	Medium	Crack Sealing - AC	66	Ft	$3.60	$238.54
S16RPF	S2W	L & T CR	Medium	Crack Sealing - AC	54	Ft	$3.60	$193.98
S16RPF	S4W	L & T CR	Medium	Crack Sealing - AC	26	Ft	$3.60	$93.17
S16RPF	S5E	L & T CR	Medium	Crack Sealing - AC	54	Ft	$3.60	$194.42
S16RPF	S6E	L & T CR	Medium	Crack Sealing - AC	26	Ft	$3.60	$93.61
S16RPF	S6W	L & T CR	Medium	Crack Sealing - AC	24	Ft	$3.60	$86.63
S16RPF	S7E	L & T CR	Medium	Crack Sealing - AC	6	Ft	$3.60	$21.60
S16RPF	S8E	L & T CR	Medium	Crack Sealing - AC	10	Ft	$3.60	$36.49
S16RPF	S9E	L & T CR	Medium	Crack Sealing - AC	11	Ft	$3.60	$40.67
SA1PF	S1N	L & T CR	Medium	Crack Sealing - AC	12	Ft	$3.60	$43.21
SA1PF	S1S	L & T CR	Medium	Crack Sealing - AC	11	Ft	$3.60	$39.60
SA1PF	S2N	L & T CR	Medium	Crack Sealing - AC	20	Ft	$3.60	$72.00
SAAPF	S1S	L & T CR	Medium	Crack Sealing - AC	11	Ft	$3.60	$41.16
SAAPF	S2S	L & T CR	Medium	Crack Sealing - AC	18	Ft	$3.60	$64.82
SAPF	S1E	L & T CR	Medium	Crack Sealing - AC	496	Ft	$3.60	$1,786.36
SAPF	S1W	L & T CR	Medium	Crack Sealing - AC	310	Ft	$3.60	$1,117.59
SAPF	S2W	L & T CR	Medium	Crack Sealing - AC	63	Ft	$3.60	$226.80
SAPF	S4W	L & T CR	Medium	Crack Sealing - AC	31	Ft	$3.60	$109.53
SAPF	S5W	L & T CR	Medium	Crack Sealing - AC	107	Ft	$3.60	$383.51
SAPF	S7E	L & T CR	Medium	Crack Sealing - AC	24	Ft	$3.60	$86.40
SAPF	S7W	L & T CR	Medium	Crack Sealing - AC	59	Ft	$3.60	$212.41
SAPF	S8E	L & T CR	Medium	Crack Sealing - AC	22	Ft	$3.60	$78.73
SAPF	S8E	ALLIGATOR CR	Medium	Patching - AC Deep	383	SqFt	$17.60	$6,748.67
SAPF	S8W	L & T CR	Medium	Crack Sealing - AC	48	Ft	$3.60	$171.16
SAPF	S9E	L & T CR	Medium	Crack Sealing - AC	26	Ft	$3.60	$93.36
SAPF	S9W	L & T CR	High	Crack Sealing - AC	6	Ft	$3.60	$21.60
SHPF	S1N	L & T CR	Medium	Crack Sealing - AC	78	Ft	$3.60	$280.89
SK1PF	S1N	L & T CR	Medium	Crack Sealing - AC	75	Ft	$3.60	$270.01

Table 3E - PAE RECOMMENDED ROUTINE/LOCALIZED MAINTENANCE - AIRSIDE PAVEMENTS

BranchID	SectionID	Distress Repair Description	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Approximate Total Cost
SK1PF	S2N	L & T CR	Medium	Crack Sealing - AC	321	Ft	$3.60	$1,155.13
STAPF	02	L & T CR	Medium	Crack Sealing - AC	34	Ft	$1.80	$61.24
TA1PF	01	LINEAR CR	Medium	Crack Sealing - PCC	38	Ft	$10.80	$405.98
TA3PF	01	L & T CR	Medium	Crack Sealing - AC	29	Ft	$3.60	$104.55
TA3PF	02	L & T CR	Medium	Crack Sealing - AC	254	Ft	$3.60	$914.34
TA6PF	04	L & T CR	Medium	Crack Sealing - AC	37	Ft	$3.60	$133.20
TA6PF	05	L & T CR	Medium	Crack Sealing - AC	7	Ft	$3.60	$25.20
TA6PF	07	L & T CR	Medium	Crack Sealing - AC	98	Ft	$3.60	$354.05
TA9PF	07	LINEAR CR	Medium	Crack Sealing - PCC	45	Ft	$10.80	$486.00
TD2PF	01	L & T CR	Medium	Crack Sealing - AC	13	Ft	$3.60	$46.80
TFPF	03	L & T CR	Medium	Crack Sealing - AC	20	Ft	$3.60	$72.00
TFPF	04	L & T CR	Medium	Crack Sealing - AC	15	Ft	$3.60	$54.00

Abbreviations: JT SEAL DMG = Joint Seal Damage; L & T CR = Longitudinal & Transverse Cracking; CR = Cracking; AC = Asphalt Concrete; PCC = Portland Cement Concrete; SqFt = Square Feet; Ft = Feet

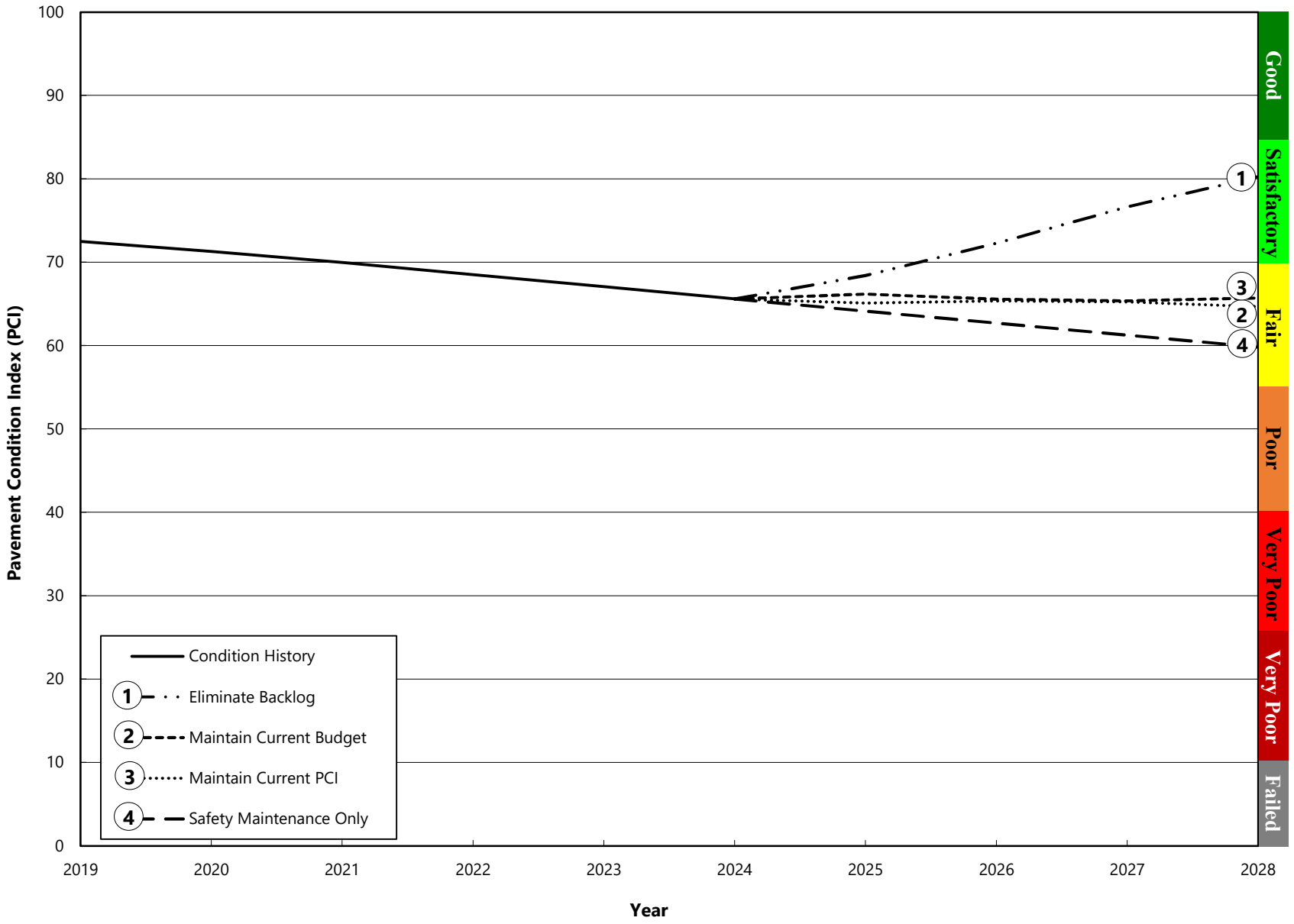


FIGURE 1E - EFFECT OF M&R BUDGET SCENARIOS ON PCI

GRI

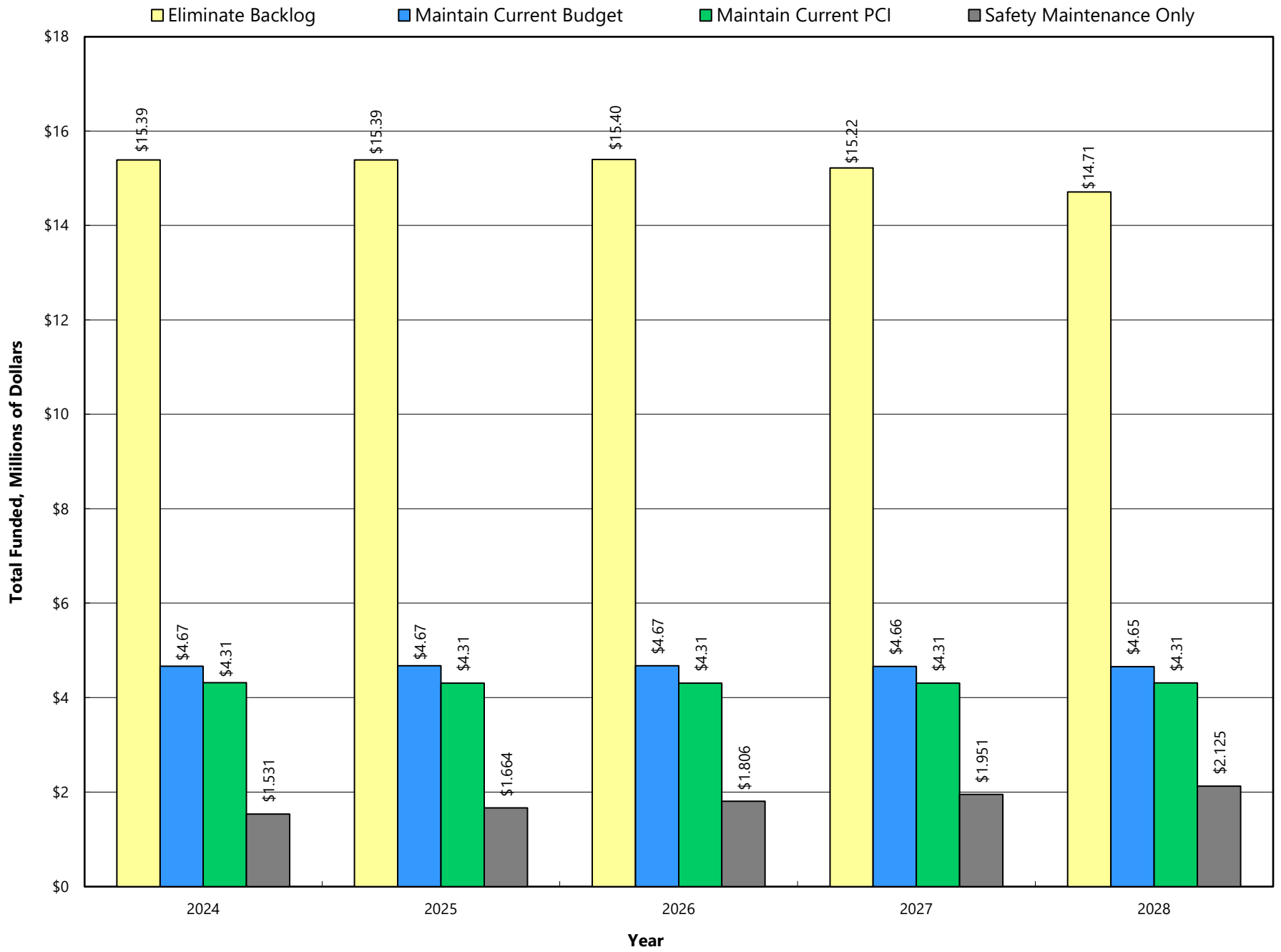


FIGURE 2E - ANNUAL FUNDED BUDGET AMOUNT FOR EACH M&R SCENARIO

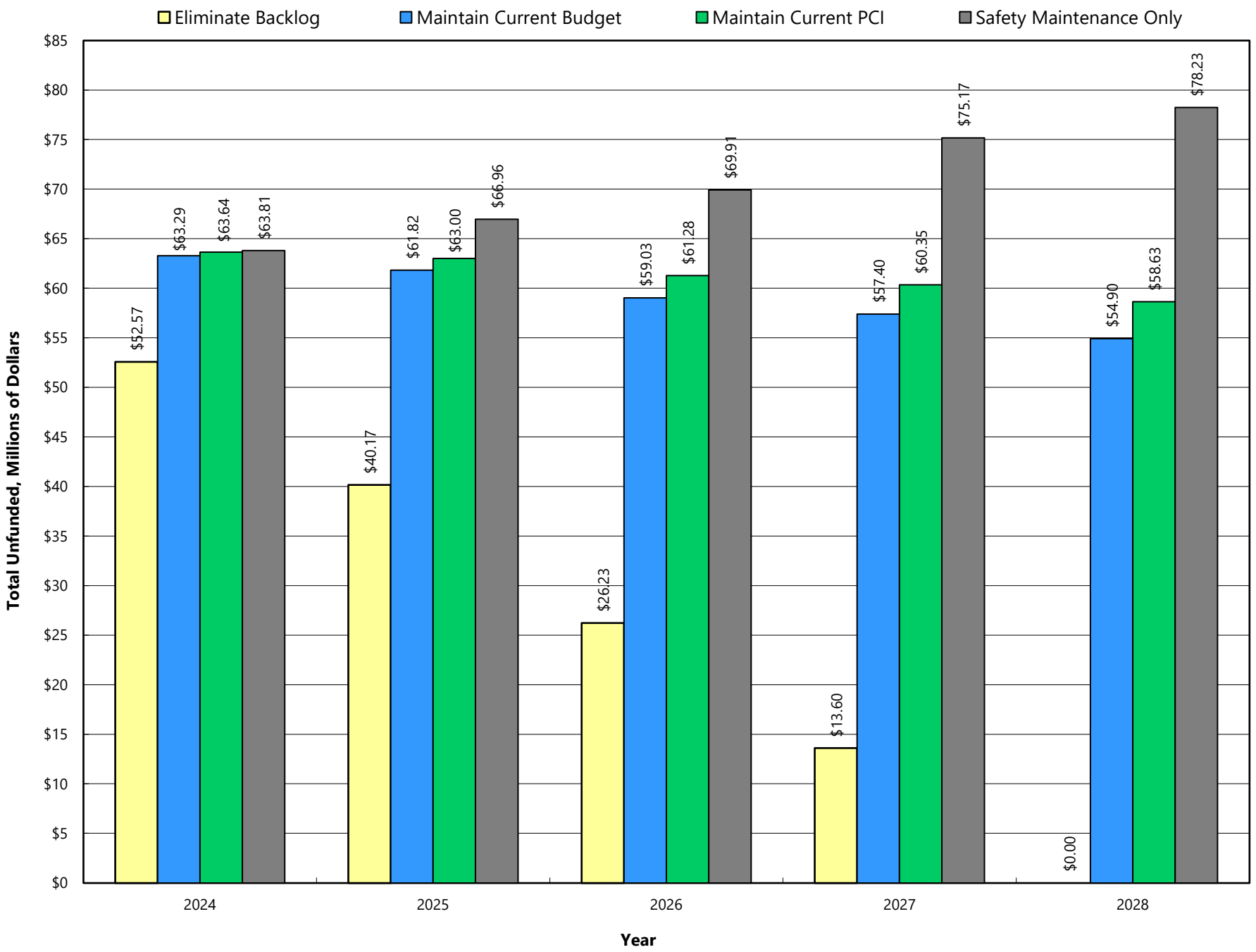


FIGURE 3E - TOTAL UNFUNDED M&R FOR EACH BUDGET SCENARIO

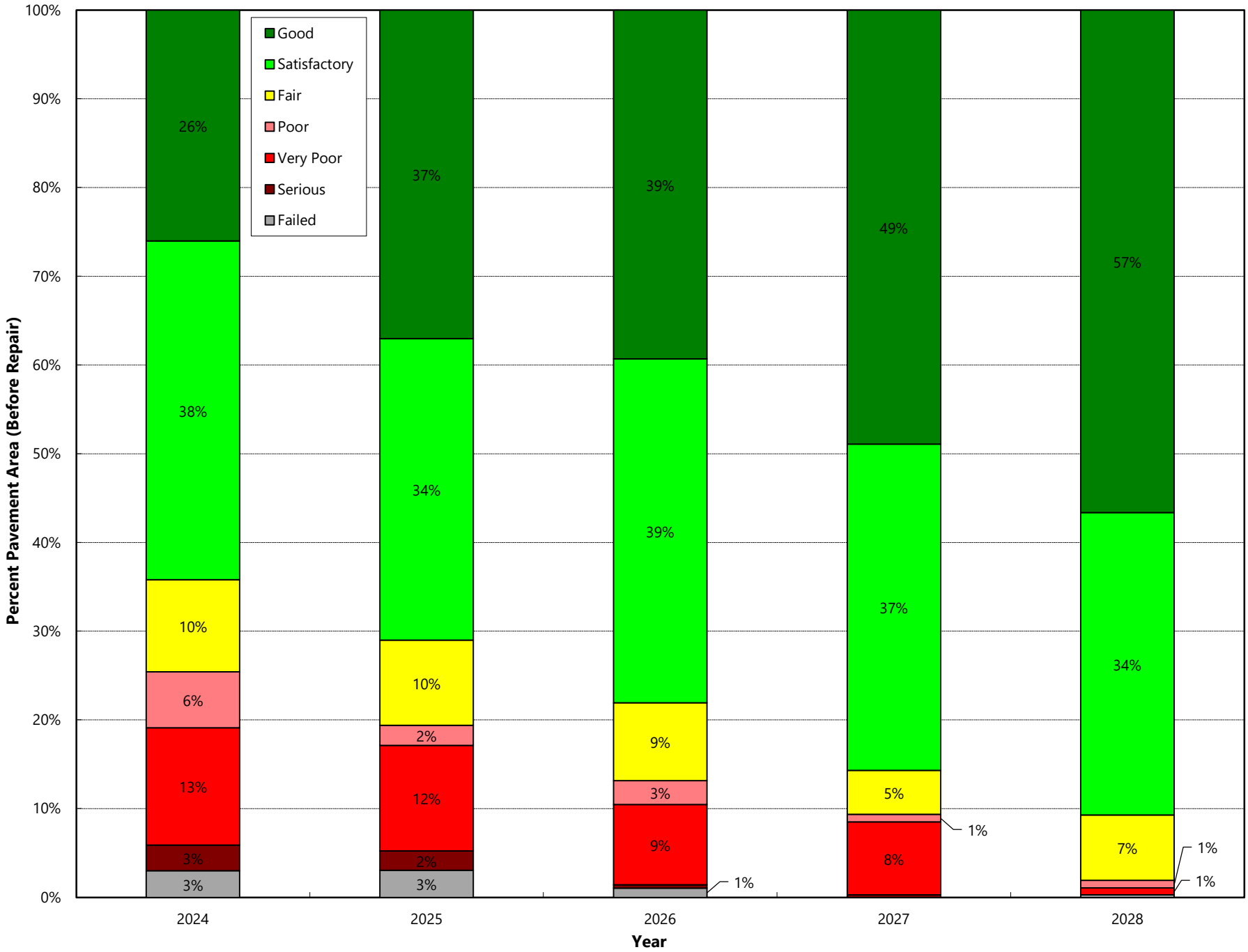


FIGURE 4E - ELIMINATE BACKLOG: ANNUAL PCI RATING DISTRIBUTION

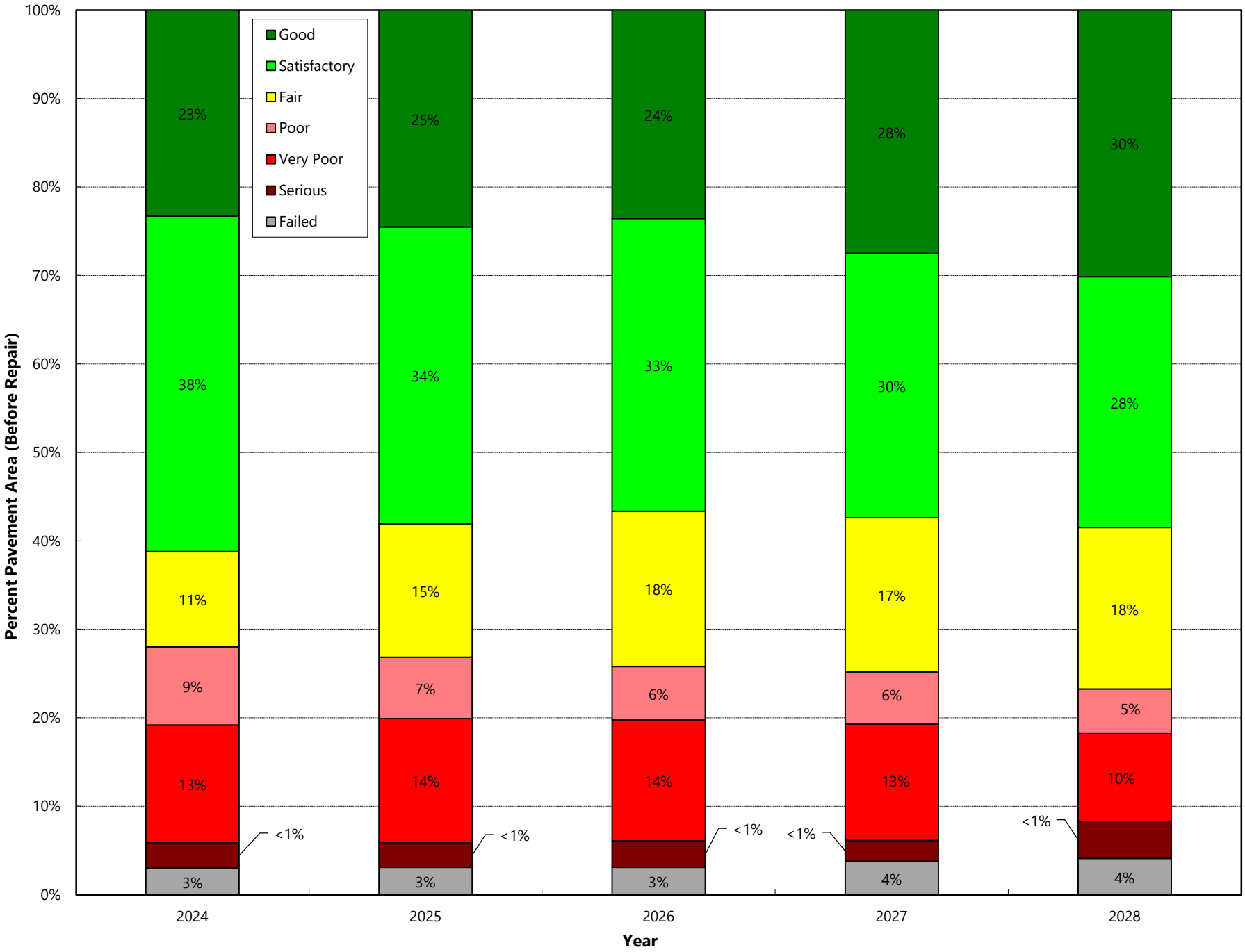


FIGURE 5E - MAINTAIN CURRENT BUDGET: ANNUAL PCI RATING DISTRIBUTION

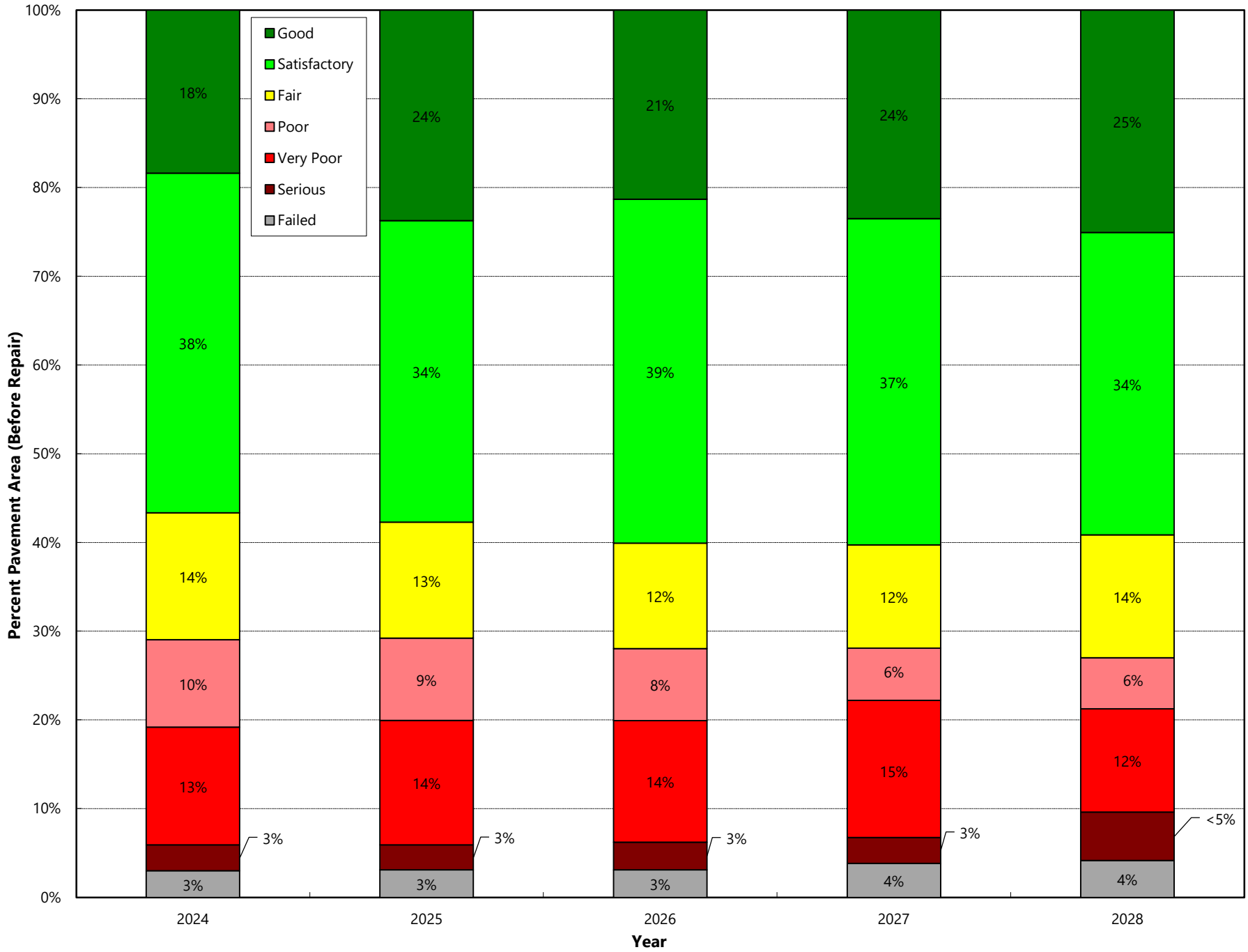


FIGURE 6E - MAINTAIN CURRENT PCI: ANNUAL PCI RATING DISTRIBUTION

GRI

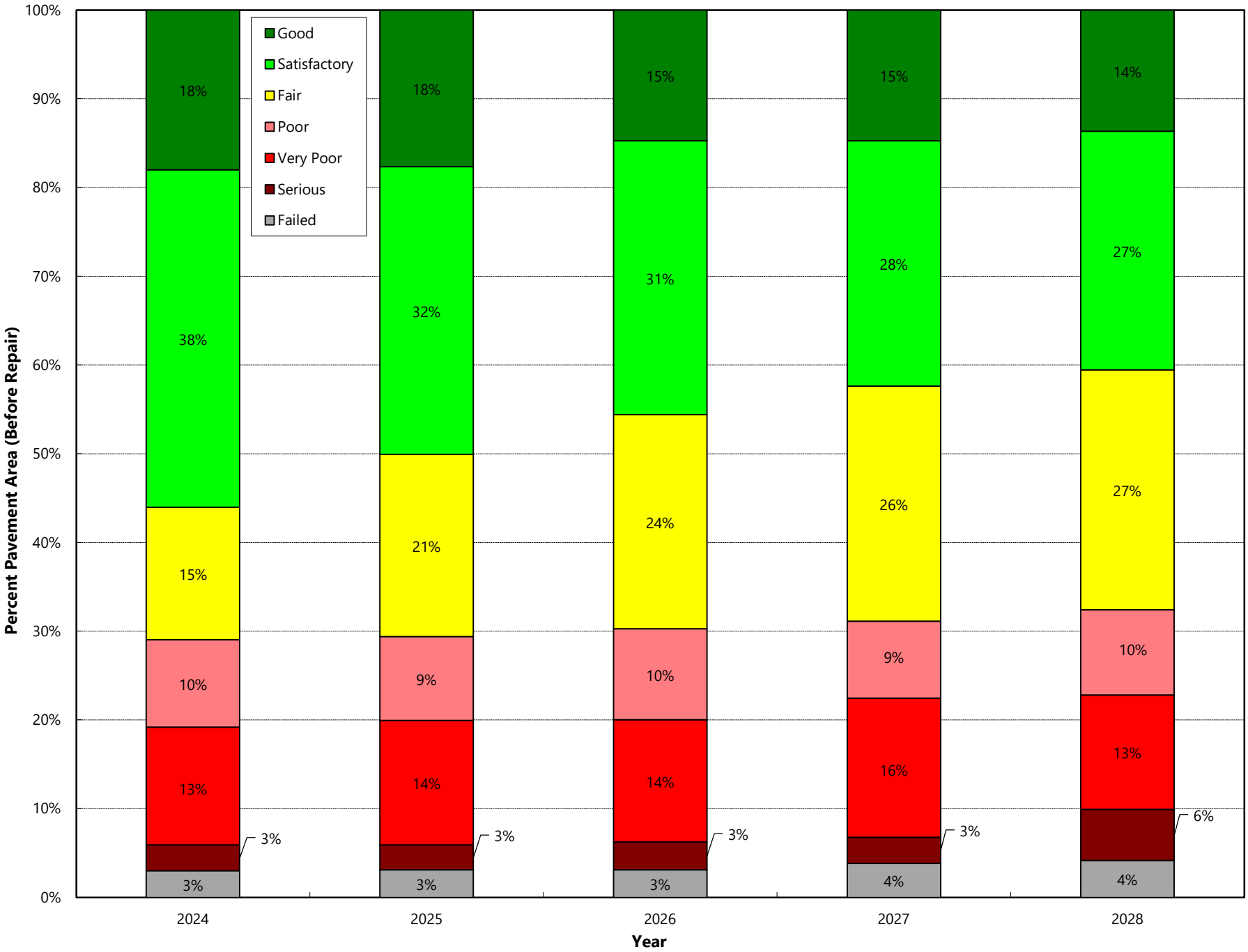
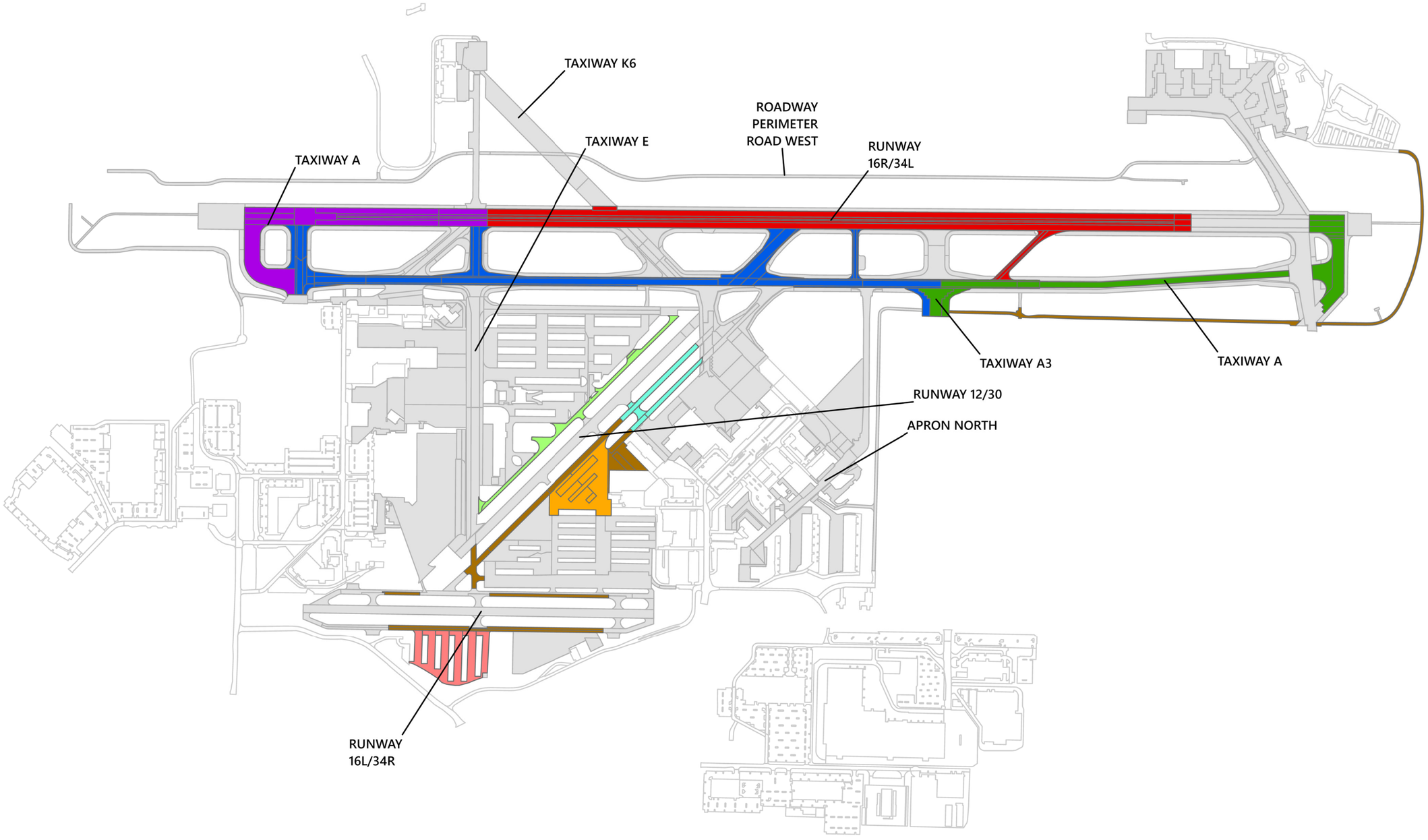


FIGURE 7E - SAFETY MAINTENANCE ONLY: ANNUAL PCI RATING DISTRIBUTION

GRI



MAJOR AND GLOBAL M&R PROJECT RECOMMENDATIONS BY YEAR

- 2024 GLOBAL M&R
- 2024 MAJOR M&R
- 2025 GLOBAL M&R
- 2025 MAJOR M&R
- 2026 GLOBAL M&R
- 2026 MAJOR M&R
- 2027 GLOBAL M&R
- 2027 MAJOR M&R
- 2028 GLOBAL M&R
- 2028 MAJOR M&R

N

0 500 1,000 2,000 FEET

GRI CENTURY WEST ENGINEERING
PAINE FIELD PMP

5-YEAR PROJECT RECOMMENDATIONS - AIRSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 8E

APPENDIX F

Inspection Report

Re-Inspection Report

PAE_Combined_11-11-2021_LAH
Generated Date 11/12/2021

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: A219PF **Name:** APRON BUILDING 219 **Use:** APRON **Area:** 29,120 SqFt

Section: 01 of 1 **From:** AMESSPF **To:** RD109PF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 29,120 SqFt **Length:** 485 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 5

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3251.00 SqFt **PCI:** 70

Sample Comments:

50	PATCHING	L	350.00	SqFt
48	L & T CR	L	83.00	Ft
48	L & T CR	L	25.00	Ft
43	BLOCK CR	L	100.00	SqFt
57	WEATHERING	L	2901.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6727.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	145.00	Ft
48	L & T CR	L	198.00	Ft
57	WEATHERING	L	6727.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4989.00 SqFt **PCI:** 73

Sample Comments:

43	BLOCK CR	L	460.00	SqFt
57	WEATHERING	L	4989.00	SqFt
48	L & T CR	L	174.00	Ft

Sample Number: 04 **Type:** R **Area:** 4988.00 SqFt **PCI:** 41

Sample Comments:

48	L & T CR	L	126.00	Ft
57	WEATHERING	L	4888.00	SqFt
43	BLOCK CR	L	690.00	SqFt
50	PATCHING	L	100.00	SqFt
41	ALLIGATOR CR	M	125.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4990.00 SqFt **PCI:** 29

Sample Comments:

48	L & T CR	L	201.00	Ft
57	WEATHERING	L	4990.00	SqFt
41	ALLIGATOR CR	M	700.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARFFPF **Name:** APRON ARFF **Use:** APRON **Area:** 46,735 SqFt

Section: 01 of 6 **From:** TAPF **To:** TEPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 24,152 SqFt **Length:** 345 Ft **Width:** 235 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 9 **Surveyed:** 6

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2503.00 SqFt **PCI:** 61

Sample Comments:

57	WEATHERING	M	120.00	SqFt
43	BLOCK CR	L	910.00	SqFt
48	L & T CR	L	30.00	Ft
57	WEATHERING	L	2383.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2012.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	2012.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2726.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	2726.00	SqFt
48	L & T CR	L	346.00	Ft

Sample Number: 05 **Type:** R **Area:** 2547.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2547.00	SqFt

Sample Number: 07 **Type:** R **Area:** 3213.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	M	1600.00	SqFt
57	WEATHERING	L	1613.00	SqFt
48	L & T CR	L	13.00	Ft

Sample Number: 08 **Type:** R **Area:** 3308.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	M	1650.00	SqFt
48	L & T CR	L	36.00	Ft
57	WEATHERING	L	1658.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARFFPF **Name:** APRON ARFF **Use:** APRON **Area:** 46,735 SqFt

Section: 03 of 6 **From:** ARFF BLDG **To:** RDARFFPF **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 3,380 SqFt **Length:** 80 Ft **Width:** 53 Ft

Slabs: 31 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 675 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 18.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 13.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARFFPF **Name:** APRON ARFF **Use:** APRON **Area:** 46,735 SqFt

Section: 02 of 6 **From:** RDARFFPF **To:** ARFF BLDG **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 5,958 SqFt **Length:** 100 Ft **Width:** 90 Ft

Slabs: 34 **Slab Length:** 10 Ft **Slab Width:** 16 Ft **Joint Length:** 1,213 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 21.00 Slabs **PCI:** 96

Sample Comments:

74	JOINT SPALL	L	3.00	Slabs

Sample Number: 02 **Type:** R **Area:** 13.00 Slabs **PCI:** 98

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARFFPF **Name:** APRON ARFF **Use:** APRON **Area:** 46,735 SqFt

Section: 05 of 6 **From:** RDARFFPF **To:** AARMYPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 7,385 SqFt **Length:** 209 Ft **Width:** 82 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3118.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	3118.00	SqFt
48	L & T CR	L	68.00	Ft

Sample Number: 02 **Type:** R **Area:** 2254.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2254.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2012.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	225.00	Ft
57	WEATHERING	L	2012.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARFFPF **Name:** APRON ARFF **Use:** APRON **Area:** 46,735 SqFt

Section: 04 of 6 **From:** RDARFFPF **To:** TEPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 2,849 SqFt **Length:** 231 Ft **Width:** 66 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2831.00 SqFt **PCI:** 61

Sample Comments:

57	WEATHERING	L	2831.00	SqFt
43	BLOCK CR	L	1431.00	SqFt
48	L & T CR	L	47.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARMYPF **Name:** APRON ARMY **Use:** APRON **Area:** 593,038 SqFt

Section: 04 of 7 **From:** AARMYPF-03 **To:** AARMYPF-07 **Last Const.:** 9/2/1990

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 163,561 SqFt **Length:** 527 Ft **Width:** 320 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1990 **Work Type:** Base Course - Bituminous **Code:** BA-BI **Is Major M&R:** False

Work Date: 9/2/1990 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 33 **Surveyed:** 6

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

41	ALLIGATOR CRACKING	M	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	432.00	Ft
57	WEATHERING	L	4995.00	SqFt
52	RAVELING	H	5.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	350.00	Ft

Sample Number: 12 **Type:** A **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments:

52	RAVELING	M	40.00	SqFt
52	RAVELING	H	20.00	SqFt
41	ALLIGATOR CRACKING	M	160.00	SqFt
45	DEPRESSION	L	60.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00	Ft
45	DEPRESSION	H	30.00	SqFt
45	DEPRESSION	M	60.00	SqFt

Sample Number: 16 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

57	WEATHERING	L	4970.00	SqFt
41	ALLIGATOR CRACKING	M	7.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft
52	RAVELING	M	30.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	267.00	Ft

Sample Number: 18 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	196.00	Ft
52	RAVELING	M	20.00	SqFt
57	WEATHERING	L	4980.00	SqFt

Sample Number: 20 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

52	RAVELING	M	30.00	SqFt
52	RAVELING	H	2.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	267.00	Ft
57	WEATHERING	L	4968.00	SqFt

41	ALLIGATOR CRACKING	M	12.00	SqFt

Sample Number: 33 **Type:** R **Area:** 4500.00 SqFt **PCI:** 64

Sample Comments:

45	DEPRESSION	L	20.00	SqFt
50	PATCHING	L	302.00	SqFt
57	WEATHERING	M	100.00	SqFt
57	WEATHERING	L	4098.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARMYPF **Name:** APRON ARMY **Use:** APRON **Area:** 593,038 SqFt

Section: 07 of 7 **From:** AARMYPF-04 **To:** END **Last Const.:** 9/3/1990

Surface: APC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 95,233 SqFt **Length:** 530 Ft **Width:** 190 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1942	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1942	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/3/1990	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 18 **Surveyed:** 5

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3000.00 SqFt **PCI:** 34

Sample Comments:

57	WEATHERING	M	2950.00	SqFt
47	JOINT REFLECTION CRACKING	L	97.00	Ft
41	ALLIGATOR CRACKING	M	39.00	SqFt
53	RUTTING	M	35.00	SqFt
53	RUTTING	H	30.00	SqFt
52	RAVELING	M	50.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

41	ALLIGATOR CRACKING	M	40.00	SqFt
45	DEPRESSION	L	15.00	SqFt
52	RAVELING	H	100.00	SqFt
57	WEATHERING	M	4900.00	SqFt
47	JOINT REFLECTION CRACKING	M	265.00	Ft

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

50	PATCHING	L	770.00	SqFt
52	RAVELING	H	30.00	SqFt
41	ALLIGATOR CRACKING	H	2.00	SqFt
47	JOINT REFLECTION CRACKING	M	284.00	Ft
41	ALLIGATOR CRACKING	M	80.00	SqFt
49	OIL SPILLAGE	N	2.00	SqFt
57	WEATHERING	M	4198.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

52	RAVELING	H	100.00	SqFt
47	JOINT REFLECTION CRACKING	M	163.00	Ft
57	WEATHERING	M	3900.00	SqFt
50	PATCHING	L	1000.00	SqFt
47	JOINT REFLECTION CRACKING	L	70.00	Ft

Sample Number: 15 **Type:** R **Area:** 6115.00 SqFt **PCI:** 59

Sample Comments:

50	PATCHING	L	1300.00	SqFt
49	OIL SPILLAGE	N	3.00	SqFt
48	LONGITUDINAL/TRANSVERSE	L	33.00	Ft

	CRACKING			
52	RAVELING	H	90.00	SqFt
57	WEATHERING	M	4722.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARMYPF **Name:** APRON ARMY **Use:** APRON **Area:** 593,038 SqFt

Section: 08 of 7 **From:** AARMYPF-02 **To:** END **Last Const.:** 9/2/1942

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 46,344 SqFt **Length:** 275 Ft **Width:** 150 Ft

Slabs: 237 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 6,175 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1942 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1942 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 15.00 Slabs **PCI:** 59

Sample Comments:

66	SMALL PATCH	L	2.00	Slabs
63	LINEAR CRACKING	L	5.00	Slabs
65	JOINT SEAL DAMAGE	H	15.00	Slabs
74	JOINT SPALLING	L	1.00	Slabs
72	SHATTERED SLAB	L	1.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs
75	CORNER SPALLING	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 15.00 Slabs **PCI:** 29

Sample Comments:

63	LINEAR CRACKING	M	8.00	Slabs
63	LINEAR CRACKING	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
65	JOINT SEAL DAMAGE	H	15.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs
75	CORNER SPALLING	L	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
75	CORNER SPALLING	M	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 18.00 Slabs **PCI:** 66

Sample Comments:

74	JOINT SPALLING	M	1.00	Slabs
63	LINEAR CRACKING	L	8.00	Slabs
65	JOINT SEAL DAMAGE	H	18.00	Slabs
75	CORNER SPALLING	H	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 18.00 Slabs **PCI:** 59

Sample Comments:

63	LINEAR CRACKING	M	3.00	Slabs
65	JOINT SEAL DAMAGE	H	18.00	Slabs
74	JOINT SPALLING	M	2.00	Slabs
63	LINEAR CRACKING	L	3.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARMYPF **Name:** APRON ARMY **Use:** APRON **Area:** 593,038 SqFt

Section: 03 of 7 **From:** AARMYPF-02 **To:** AARMYPF-04 **Last Const.:** 9/2/1958

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 32,703 SqFt **Length:** 247 Ft **Width:** 115 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/2/1958	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/3/1992	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/4/1992	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 5

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5750.00 SqFt **PCI:** 4

Sample Comments:

41	ALLIGATOR CRACKING	M	3750.00	SqFt
52	RAVELING	H	2000.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5750.00 SqFt **PCI:** 4

Sample Comments:

41	ALLIGATOR CRACKING	M	3075.00	SqFt
52	RAVELING	H	1500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft
57	WEATHERING	M	4250.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5750.00 SqFt **PCI:** 7

Sample Comments:

57	WEATHERING	M	4610.00	SqFt
41	ALLIGATOR CRACKING	M	3075.00	SqFt
52	RAVELING	H	1000.00	SqFt
50	PATCHING	L	140.00	SqFt
45	DEPRESSION	L	50.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARMYPF **Name:** APRON ARMY **Use:** APRON **Area:** 593,038 SqFt

Section: 02 of 7 **From:** AARMYPF-06 **To:** AARMYPF-05 **Last Const.:** 9/2/1942

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 173,451 SqFt **Length:** 924 Ft **Width:** 205 Ft

Slabs: 564 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 19,349 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1942 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1942 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 28 **Surveyed:** 10

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 12.00 Slabs **PCI:** 42

Sample Comments:

67	LARGE PATCH/UTILITY	M	4.00	Slabs
67	LARGE PATCH/UTILITY	H	1.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs
65	JOINT SEAL DAMAGE	H	12.00	Slabs
66	SMALL PATCH	L	2.00	Slabs

Sample Number: 04 **Type:** R **Area:** 16.00 Slabs **PCI:** 59

Sample Comments:

72	SHATTERED SLAB	L	1.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs
67	LARGE PATCH/UTILITY	H	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
65	JOINT SEAL DAMAGE	H	16.00	Slabs
73	SHRINKAGE CRACKING	N	1.00	Slabs

Sample Number: 07 **Type:** R **Area:** 16.00 Slabs **PCI:** 75

Sample Comments:

63	LINEAR CRACKING	L	2.00	Slabs
65	JOINT SEAL DAMAGE	H	16.00	Slabs
75	CORNER SPALLING	M	1.00	Slabs
66	SMALL PATCH	L	3.00	Slabs

Sample Number: 10 **Type:** R **Area:** 16.00 Slabs **PCI:** 83

Sample Comments:

65	JOINT SEAL DAMAGE	H	16.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs

Sample Number: 12 **Type:** R **Area:** 16.00 Slabs **PCI:** 80

Sample Comments:

65	JOINT SEAL DAMAGE	H	16.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALLING	H	2.00	Slabs

Sample Number: 15 **Type:** R **Area:** 20.00 Slabs **PCI:** 80

Sample Comments:

65	JOINT SEAL DAMAGE	H	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALLING	L	1.00	Slabs
67	LARGE PATCH/UTILITY	L	2.00	Slabs

Sample Number: 17 **Type:** R **Area:** 12.00 Slabs **PCI:** 88

Sample Comments:

65	JOINT SEAL DAMAGE	H	12.00	Slabs

Sample Number: 22 **Type:** R **Area:** 15.00 Slabs **PCI:** 83

Sample Comments:

74	JOINT SPALLING	M	1.00	Slabs
65	JOINT SEAL DAMAGE	H	15.00	Slabs

Sample Number: 24 **Type:** R **Area:** 12.00 Slabs **PCI:** 73

Sample Comments:

74	JOINT SPALLING	L	2.00	Slabs
63	LINEAR CRACKING	M	1.00	Slabs
65	JOINT SEAL DAMAGE	H	12.00	Slabs

Sample Number: 27 **Type:** R **Area:** 12.00 Slabs **PCI:** 64

Sample Comments:

66	SMALL PATCH	M	1.00	Slabs
67	LARGE PATCH/UTILITY	L	4.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
65	JOINT SEAL DAMAGE	H	12.00	Slabs
66	SMALL PATCH	H	2.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARMYPF **Name:** APRON ARMY **Use:** APRON **Area:** 593,038 SqFt

Section: 06A of 7 **From:** AARMYPF-01 **To:** R29 END **Last Const.:** 1/1/1963

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 38,266 SqFt **Length:** 900 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1963 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 24

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 6000.00 SqFt **PCI:** 37

Sample Comments:

48	L & T CR	L	230.00	Ft
52	RAVELING	H	350.00	SqFt
50	PATCHING	L	80.00	SqFt
41	ALLIGATOR CR	M	50.00	SqFt
52	RAVELING	M	300.00	SqFt

Sample Number: 12 **Type:** R **Area:** 6000.00 SqFt **PCI:** 11

Sample Comments:

57	WEATHERING	L	2250.00	SqFt
52	RAVELING	H	1000.00	SqFt
43	BLOCK CR	M	3750.00	SqFt
41	ALLIGATOR CR	M	300.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARMYPF **Name:** APRON ARMY **Use:** APRON **Area:** 593,038 SqFt

Section: 06B of 7 **From:** AARMYPF-01 **To:** R29 END **Last Const.:** 1/1/1963

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 43,480 SqFt **Length:** 1,125 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1963 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 30

Inspection Comments:

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 28

Sample Comments:

48	L & T CR	L	208.00	Ft
52	RAVELING	M	325.00	SqFt
41	ALLIGATOR CR	M	425.00	SqFt
41	ALLIGATOR CR	L	20.00	SqFt
43	BLOCK CR	L	1500.00	SqFt
52	RAVELING	H	175.00	SqFt

Sample Number: 10 **Type:** R **Area:** 6000.00 SqFt **PCI:** 33

Sample Comments:

48	L & T CR	L	194.00	Ft
48	L & T CR	M	30.00	Ft
41	ALLIGATOR CR	M	90.00	SqFt
52	RAVELING	M	600.00	SqFt
52	RAVELING	H	350.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 06 of 9 **From:** AARMYPF **To:** AATSPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 11,145 SqFt **Length:** 255 Ft **Width:** 44 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5903.00 SqFt **PCI:** 36

Sample Comments:

41	ALLIGATOR CR	H	27.00	SqFt
41	ALLIGATOR CR	M	314.00	SqFt
57	WEATHERING	M	5903.00	SqFt
48	L & T CR	L	145.00	Ft

Sample Number: 02 **Type:** R **Area:** 5241.00 SqFt **PCI:** 55

Sample Comments:

45	DEPRESSION	L	30.00	SqFt
48	L & T CR	M	38.00	Ft
50	PATCHING	H	3.00	SqFt
48	L & T CR	L	230.00	Ft
48	L & T CR	L	405.00	Ft
57	WEATHERING	M	5241.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 01B of 9 **From:** AARMYPF **To:** AATSPF **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 33,294 SqFt **Length:** 674 Ft **Width:** 51 Ft

Slabs: 98 **Slab Length:** 20 Ft **Slab Width:** 17 Ft **Joint Length:** 2,921 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 7

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 14.00 Slabs **PCI:** 61

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs
65	JT SEAL DMG	M	14.00	Slabs
63	LINEAR CR	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	L	4.00	Slabs
63	LINEAR CR	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 49

Sample Comments:

62	CORNER BREAK	H	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
63	LINEAR CR	L	2.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 41

Sample Comments:

63	LINEAR CR	M	2.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
63	LINEAR CR	M	2.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	3.00	Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 55

Sample Comments:

74	JOINT SPALL	M	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

75	CORNER SPALL	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
75	CORNER SPALL	M	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 20.00 Slabs **PCI:** 63

Sample Comments:

74	JOINT SPALL	H	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs

Sample Number: 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 61

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
75	CORNER SPALL	L	3.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
63	LINEAR CR	L	3.00	Slabs
74	JOINT SPALL	M	2.00	Slabs

Sample Number: 07 **Type:** R **Area:** 20.00 Slabs **PCI:** 78

Sample Comments:

74	JOINT SPALL	M	2.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
63	LINEAR CR	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 08 of 9 **From:** AATSPF-07 **To:** ATS BLDG **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 6,150 SqFt **Length:** 160 Ft **Width:** 46 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 26

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6150.00 SqFt **PCI:** 26

Sample Comments:

57	WEATHERING	M	5658.00	SqFt
41	ALLIGATOR CR	H	121.00	SqFt
41	ALLIGATOR CR	M	241.00	SqFt
45	DEPRESSION	L	30.00	SqFt
50	PATCHING	M	112.00	SqFt
50	PATCHING	L	30.00	SqFt
48	L & T CR	L	208.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 05 of 9 **From:** AARMYPF **To:** AATSPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 9,021 SqFt **Length:** 295 Ft **Width:** 33 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4495.00 SqFt **PCI:** 47

Sample Comments:

41	ALLIGATOR CR	M	135.00	SqFt
48	L & T CR	L	445.00	Ft
57	WEATHERING	M	4495.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4526.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	75.00	Ft
48	L & T CR	L	639.00	Ft
57	WEATHERING	L	4526.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 01A of 9 **From:** AARMYPF **To:** AATSPF **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 21,472 SqFt **Length:** 674 Ft **Width:** 35 Ft

Slabs: 200 **Slab Length:** 20 Ft **Slab Width:** 17 Ft **Joint Length:** 1,691 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 7

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6.00 Slabs **PCI:** 59

Sample Comments:

63	LINEAR CR	M	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
65	JT SEAL DMG	M	6.00	Slabs

Sample Number: 02 **Type:** R **Area:** 8.00 Slabs **PCI:** 46

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs
65	JT SEAL DMG	M	8.00	Slabs
62	CORNER BREAK	H	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 8.00 Slabs **PCI:** 41

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
65	JT SEAL DMG	M	8.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 8.00 Slabs **PCI:** 55

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
65	JT SEAL DMG	M	8.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 8.00 Slabs **PCI:** 57

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
65	JT SEAL DMG	M	8.00	Slabs

Sample Number: 06 **Type:** R **Area:** 8.00 Slabs **PCI:** 59

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
65	JT SEAL DMG	M	8.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 07 **Type:** R **Area:** 8.00 Slabs **PCI:** 76

Sample Comments:

65	JT SEAL DMG	M	8.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 09 of 9 **From:** AATSPF-07 **To:** ATS BLDG **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 3,032 SqFt **Length:** 135 Ft **Width:** 78 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3032.00 SqFt **PCI:** 41

Sample Comments:

48	L & T CR	L	24.00	Ft
41	ALLIGATOR CR	M	81.00	SqFt
48	L & T CR	L	106.00	Ft
57	WEATHERING	M	3032.00	SqFt
41	ALLIGATOR CR	M	40.00	SqFt
50	PATCHING	L	140.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 07 of 9 **From:** AARMYPF **To:** BLDG 201 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 105,696 SqFt **Length:** 488 Ft **Width:** 450 Ft

Slabs: 813 **Slab Length:** 10 Ft **Slab Width:** 13 Ft **Joint Length:** 37,914 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 37 **Surveyed:** 18

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 26.00 Slabs **PCI:** 56

Sample Comments:

75	CORNER SPALL	M	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
63	LINEAR CR	M	2.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
75	CORNER SPALL	M	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
67	LARGE PATCH	L	3.00	Slabs

Sample Number: 02 **Type:** R **Area:** 14.00 Slabs **PCI:** 65

Sample Comments:

65	JT SEAL DMG	H	14.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
66	SMALL PATCH	H	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs

Sample Number: 04 **Type:** R **Area:** 15.00 Slabs **PCI:** 57

Sample Comments:

65	JT SEAL DMG	H	15.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	H	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
63	LINEAR CR	L	5.00	Slabs
74	JOINT SPALL	L	4.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 52

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
67	LARGE PATCH	M	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs

Sample Number: 07 **Type:** R **Area:** 20.00 Slabs **PCI:** 45

Sample Comments:

63	LINEAR CR	L	2.00	Slabs

75	CORNER SPALL	M	1.00	Slabs
67	LARGE PATCH	L	3.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	L	3.00	Slabs
67	LARGE PATCH	L	3.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
67	LARGE PATCH	M	1.00	Slabs

Sample Number: 09 **Type:** R **Area:** 20.00 Slabs **PCI:** 49

Sample Comments:

75	CORNER SPALL	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
63	LINEAR CR	L	5.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
71	FAULTING	L	2.00	Slabs
63	LINEAR CR	L	4.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
66	SMALL PATCH	H	1.00	Slabs

Sample Number: 11 **Type:** R **Area:** 15.00 Slabs **PCI:** 26

Sample Comments:

62	CORNER BREAK	M	2.00	Slabs
63	LINEAR CR	L	3.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
65	JT SEAL DMG	H	15.00	Slabs
67	LARGE PATCH	L	4.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs

Sample Number: 12 **Type:** R **Area:** 20.00 Slabs **PCI:** 49

Sample Comments:

72	SHAT. SLAB	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
63	LINEAR CR	L	5.00	Slabs
67	LARGE PATCH	M	5.00	Slabs

Sample Number: 16 **Type:** R **Area:** 25.00 Slabs **PCI:** 7

Sample Comments:

71	FAULTING	L	2.00	Slabs
72	SHAT. SLAB	H	8.00	Slabs
65	JT SEAL DMG	H	25.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
71	FAULTING	M	5.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
72	SHAT. SLAB	L	7.00	Slabs
71	FAULTING	L	1.00	Slabs

Sample Number: 17 **Type:** R **Area:** 19.00 Slabs **PCI:** 5

Sample Comments:

72	SHAT. SLAB	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	H	19.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
67	LARGE PATCH	L	3.00	Slabs
63	LINEAR CR	L	2.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	H	5.00	Slabs
72	SHAT. SLAB	H	5.00	Slabs
66	SMALL PATCH	M	4.00	Slabs

Sample Number: 18 **Type:** R **Area:** 20.00 Slabs **PCI:** 43

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
67	LARGE PATCH	L	10.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
66	SMALL PATCH	H	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs

Sample Number: 19 **Type:** R **Area:** 20.00 Slabs **PCI:** 50

Sample Comments:

63	LINEAR CR	L	6.00	Slabs
63	LINEAR CR	L	6.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
66	SMALL PATCH	M	2.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
66	SMALL PATCH	H	2.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs

Sample Number: 21 **Type:** R **Area:** 20.00 Slabs **PCI:** 30

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
67	LARGE PATCH	L	5.00	Slabs
63	LINEAR CR	L	3.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
72	SHAT. SLAB	L	4.00	Slabs

Sample Number: 23 **Type:** R **Area:** 15.00 Slabs **PCI:** 76

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
65	JT SEAL DMG	H	15.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs

Sample Number: 25 **Type:** R **Area:** 24.00 Slabs **PCI:** 23

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
72	SHAT. SLAB	H	4.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
65	JT SEAL DMG	H	24.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
66	SMALL PATCH	L	3.00	Slabs

Sample Number: 27 **Type:** R **Area:** 15.00 Slabs **PCI:** 40

Sample Comments:

72	SHAT. SLAB	M	3.00	Slabs
65	JT SEAL DMG	H	15.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
63	LINEAR CR	L	4.00	Slabs
63	LINEAR CR	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Sample Number: 28 **Type:** R **Area:** 18.00 Slabs **PCI:** 23

Sample Comments:

74	JOINT SPALL	M	2.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
65	JT SEAL DMG	H	18.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
72	SHAT. SLAB	L	5.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 29 **Type:** R **Area:** 18.00 Slabs **PCI:** 51

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
65	JT SEAL DMG	H	18.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 04 of 9 **From:** ATS BLDG **To:** PATSPF **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 12,746 SqFt **Length:** 245 Ft **Width:** 129 Ft

Slabs: 54 **Slab Length:** 20 Ft **Slab Width:** 16 Ft **Joint Length:** 1,283 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 28

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 13.00 Slabs **PCI:** 36

Sample Comments:

72	SHAT. SLAB	H	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	L	13.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 26

Sample Comments:

72	SHAT. SLAB	M	2.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	H	2.00	Slabs

Sample Number: 03 **Type:** R **Area:** 21.00 Slabs **PCI:** 24

Sample Comments:

65	JT SEAL DMG	L	21.00	Slabs
63	LINEAR CR	L	5.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
71	FAULTING	L	1.00	Slabs
72	SHAT. SLAB	M	3.00	Slabs
63	LINEAR CR	L	3.00	Slabs
71	FAULTING	M	1.00	Slabs
72	SHAT. SLAB	H	2.00	Slabs
71	FAULTING	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AATSPF **Name:** APRON ATS HANGAR **Use:** APRON **Area:** 641,923 SqFt

Section: 02 of 9 **From:** AARMYPF **To:** ATS BLDG **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 439,367 SqFt **Length:** 1,167 Ft **Width:** 436 Ft

Slabs: 906 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 35,110 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 54 **Surveyed:** 23

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 22.00 Slabs **PCI:** 75

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 88

Sample Comments:

66	SMALL PATCH	L	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 05 **Type:** R **Area:** 20.00 Slabs **PCI:** 46

Sample Comments:

63	LINEAR CR	M	2.00	Slabs
75	CORNER SPALL	L	3.00	Slabs
63	LINEAR CR	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs

Sample Number: 07 **Type:** R **Area:** 20.00 Slabs **PCI:** 59

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
63	LINEAR CR	L	5.00	Slabs
66	SMALL PATCH	L	3.00	Slabs

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs

Sample Number: 09 **Type:** R **Area:** 20.00 Slabs **PCI:** 62

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
63	LINEAR CR	L	3.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
63	LINEAR CR	L	3.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
63	LINEAR CR	L	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 69

Sample Comments:

75	CORNER SPALL	H	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
63	LINEAR CR	L	3.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 11 **Type:** R **Area:** 20.00 Slabs **PCI:** 53

Sample Comments:

63	LINEAR CR	L	4.00	Slabs
75	CORNER SPALL	H	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
75	CORNER SPALL	M	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
62	CORNER BREAK	L	4.00	Slabs
63	LINEAR CR	L	2.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 14 **Type:** R **Area:** 20.00 Slabs **PCI:** 66

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	4.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
66	SMALL PATCH	M	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 16 **Type:** R **Area:** 20.00 Slabs **PCI:** 55

Sample Comments:

74	JOINT SPALL	L	3.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	L	7.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
67	LARGE PATCH	L	2.00	Slabs
75	CORNER SPALL	L	4.00	Slabs

75	CORNER SPALL	L	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs

Sample Number: 18 **Type:** R **Area:** 20.00 Slabs **PCI:** 50

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs
63	LINEAR CR	M	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
63	LINEAR CR	L	3.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
63	LINEAR CR	M	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	M	2.00	Slabs
66	SMALL PATCH	M	1.00	Slabs

Sample Number: 20 **Type:** R **Area:** 20.00 Slabs **PCI:** 63

Sample Comments:

66	SMALL PATCH	L	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
63	LINEAR CR	M	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 24 **Type:** R **Area:** 20.00 Slabs **PCI:** 68

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
63	LINEAR CR	L	5.00	Slabs
66	SMALL PATCH	M	1.00	Slabs

Sample Number: 25 **Type:** R **Area:** 16.00 Slabs **PCI:** 92

Sample Comments:

65	JT SEAL DMG	L	16.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Sample Number: 27 **Type:** R **Area:** 16.00 Slabs **PCI:** 71

Sample Comments:

75	CORNER SPALL	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
66	SMALL PATCH	M	1.00	Slabs

Sample Number: 29 **Type:** R **Area:** 16.00 Slabs **PCI:** 47

Sample Comments:

63	LINEAR CR	M	2.00	Slabs
63	LINEAR CR	L	5.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	6.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

74	JOINT SPALL	L	3.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 31 **Type:** R **Area:** 16.00 Slabs **PCI:** 35

Sample Comments:

66	SMALL PATCH	L	2.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
63	LINEAR CR	M	4.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
74	JOINT SPALL	M	3.00	Slabs

Sample Number: 33 **Type:** R **Area:** 20.00 Slabs **PCI:** 81

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 35 **Type:** R **Area:** 20.00 Slabs **PCI:** 53

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
63	LINEAR CR	M	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs

Sample Number: 40 **Type:** R **Area:** 29.00 Slabs **PCI:** 45

Sample Comments:

67	LARGE PATCH	L	2.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	H	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	M	1.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
63	LINEAR CR	L	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
63	LINEAR CR	M	2.00	Slabs
62	CORNER BREAK	L	2.00	Slabs

Sample Number: 41 **Type:** R **Area:** 16.00 Slabs **PCI:** 43

Sample Comments:

63	LINEAR CR	M	1.00	Slabs
75	CORNER SPALL	M	4.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
63	LINEAR CR	L	3.00	Slabs
63	LINEAR CR	L	2.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	L	50.00	Slabs

Sample Number: 42 **Type:** R **Area:** 15.00 Slabs **PCI:** 60

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
65	JT SEAL DMG	L	15.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
75	CORNER SPALL	M	3.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs

Sample Number: 46 **Type:** R **Area:** 14.00 Slabs **PCI:** 69

Sample Comments:

65	JT SEAL DMG	L	14.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	M	4.00	Slabs
74	JOINT SPALL	L	4.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Sample Number: 48 **Type:** R **Area:** 20.00 Slabs **PCI:** 53

Sample Comments:

74	JOINT SPALL	H	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	H	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
66	SMALL PATCH	M	2.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ABTRPF **Name:** APRON BACK TERMINAL **Use:** APRON **Area:** 84,845 SqFt

Section: 02 of 2 **From:** ABTRPF-01 **To:** END **Last Const.:** 9/2/1959

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 17,973 SqFt **Length:** 365 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1959 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 9/2/1959 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 6

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5500.00 SqFt **PCI:** 6

Sample Comments:

52	RAVELING	L	5000.00	SqFt
52	RAVELING	M	500.00	SqFt
41	ALLIGATOR CRACKING	M	5500.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4850.00 SqFt **PCI:** 6

Sample Comments:

52	RAVELING	L	4450.00	SqFt
52	RAVELING	M	400.00	SqFt
41	ALLIGATOR CRACKING	M	4850.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5435.00 SqFt **PCI:** 6

Sample Comments:

52	RAVELING	M	435.00	SqFt
52	RAVELING	L	5000.00	SqFt
41	ALLIGATOR CRACKING	M	5435.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ABTRPF **Name:** APRON BACK TERMINAL **Use:** APRON **Area:** 84,845 SqFt

Section: 01 of 2 **From:** AITRPF-02 **To:** ABTRPF-03 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 66,872 SqFt **Length:** 227 Ft **Width:** 237 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1959	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1959	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/1995	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 6030.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	6030.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	78.00	Ft

Sample Number: 05 **Type:** R **Area:** 5750.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	43.00	Ft
57	WEATHERING	L	5750.00	SqFt

Sample Number: 07 **Type:** R **Area:** 6835.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6835.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5750.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft
57	WEATHERING	L	5750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	24.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ABTRPF **Name:** APRON BACK TERMINAL **Use:** APRON **Area:** 18,963 SqFt

Section: 04 of 2 **From:** ABTRPF **To:** Bldg C1 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 1,875 SqFt **Length:** 75 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1875.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	1875.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ABTRPF **Name:** APRON BACK TERMINAL **Use:** APRON **Area:** 18,963 SqFt

Section: 03 of 2 **From:** AITRPF **To:** ABTRPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 17,088 SqFt **Length:** 206 Ft **Width:** 86 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 6

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	1750.00	SqFt
48	L & T CR	L	130.00	Ft
57	WEATHERING	M	750.00	SqFt
50	PATCHING	L	12.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	M	1250.00	SqFt
48	L & T CR	L	56.00	Ft
48	L & T CR	L	63.00	Ft
57	WEATHERING	L	1250.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 70

Sample Comments:

50	PATCHING	L	25.00	SqFt
57	WEATHERING	L	750.00	SqFt
50	PATCHING	M	75.00	SqFt
48	L & T CR	L	121.00	Ft
57	WEATHERING	M	1750.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 23

Sample Comments:

57	WEATHERING	L	1250.00	SqFt
41	ALLIGATOR CR	M	276.00	SqFt
48	L & T CR	L	78.00	Ft
50	PATCHING	L	125.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 21

Sample Comments:

41	ALLIGATOR CR	M	275.00	SqFt
57	WEATHERING	M	1250.00	SqFt
41	ALLIGATOR CR	M	232.00	SqFt
48	L & T CR	L	47.00	Ft
41	ALLIGATOR CR	M	125.00	SqFt
57	WEATHERING	L	1250.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 20

Sample Comments:

41	ALLIGATOR CR	M	505.00	SqFt
48	L & T CR	L	32.00	Ft
57	WEATHERING	M	1250.00	SqFt
57	WEATHERING	L	1250.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AC73PF **Name:** APRON BUILDING C-73 **Use:** APRON **Area:** 17,926 SqFt

Section: 01 of 1 **From:** ANRPF **To:** BLDG C-73 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 17,926 SqFt **Length:** 235 Ft **Width:** 140 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 6

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2177.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	90.00	Ft
57	WEATHERING	M	2177.00	SqFt
41	ALLIGATOR CR	M	30.00	SqFt
52	RAVELING	H	3.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2278.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	212.00	Ft
57	WEATHERING	M	2278.00	SqFt
50	PATCHING	H	17.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2494.00 SqFt **PCI:** 46

Sample Comments:

57	WEATHERING	M	2494.00	SqFt
48	L & T CR	L	214.00	Ft
41	ALLIGATOR CR	M	60.00	SqFt
50	PATCHING	H	12.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2458.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	M	8.00	Ft
57	WEATHERING	M	2458.00	SqFt
50	PATCHING	H	3.00	SqFt
48	L & T CR	L	213.00	Ft

Sample Number: 05 **Type:** R **Area:** 2495.00 SqFt **PCI:** 43

Sample Comments:

41	ALLIGATOR CR	M	125.00	SqFt
48	L & T CR	L	132.00	Ft
57	WEATHERING	M	2495.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2153.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CR	M	12.00	SqFt
57	WEATHERING	M	2153.00	SqFt
48	L & T CR	L	106.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AC77PF **Name:** APRON BUILDING C-77 **Use:** APRON **Area:** 13,765 SqFt

Section: 01 of 1 **From:** ANRPF **To:** BLDG C-77 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 13,765 SqFt **Length:** 196 Ft **Width:** 190 Ft

Slabs: 28 **Slab Length:** 20 Ft **Slab Width:** 25 Ft **Joint Length:** 1,096 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 28.00 Slabs **PCI:** 61

Sample Comments:

72	SHAT. SLAB	L	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs
63	LINEAR CR	L	4.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	5.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AC78PF **Name:** APRON BUILDING C-78 **Use:** APRON **Area:** 5,766 SqFt

Section: 01 of 1 **From:** ANRPF **To:** BLDG C-78 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 5,766 SqFt **Length:** 196 Ft **Width:** 31 Ft

Slabs: 8 **Slab Length:** 25 Ft **Slab Width:** 30 Ft **Joint Length:** 219 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 14

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 8.00 Slabs **PCI:** 14

Sample Comments:

67	LARGE PATCH	L	2.00	Slabs
72	SHAT. SLAB	L	6.00	Slabs
65	JT SEAL DMG	L	8.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AC81PF **Name:** APRON BUILDING C-81 **Use:** APRON **Area:** 7,684 SqFt

Section: 01 of 1 **From:** ANRPF **To:** BLDG C-81 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 7,684 SqFt **Length:** 140 Ft **Width:** 59 Ft

Slabs: 21 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 627 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 11

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 21.00 Slabs **PCI:** 11

Sample Comments:

72	SHAT. SLAB	L	4.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
63	LINEAR CR	M	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
72	SHAT. SLAB	M	3.00	Slabs
72	SHAT. SLAB	L	6.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AC84PF **Name:** APRON BUILDING C-84 **Use:** APRON **Area:** 19,905 SqFt

Section: 02 of 2 **From:** AOTRPF **To:** BLDG C-84 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 14,359 SqFt **Length:** 197 Ft **Width:** 71 Ft

Slabs: 78 **Slab Length:** 15 Ft **Slab Width:** 12 Ft **Joint Length:** 1,783 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 18.00 Slabs **PCI:** 77

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 02 **Type:** R **Area:** 18.00 Slabs **PCI:** 66

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs
63	LINEAR CR	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs

Sample Number: 03 **Type:** R **Area:** 18.00 Slabs **PCI:** 72

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALL	H	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs

Sample Number: 04 **Type:** R **Area:** 24.00 Slabs **PCI:** 72

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
66	SMALL PATCH	H	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AC84PF **Name:** APRON BUILDING C-84 **Use:** APRON **Area:** 19,905 SqFt

Section: 01 of 2 **From:** AOTRPF **To:** BLDG C-84 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 5,546 SqFt **Length:** 175 Ft **Width:** 61 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3005.00 SqFt **PCI:** 75

Sample Comments:

50	PATCHING	L	56.00	SqFt
57	WEATHERING	M	3005.00	SqFt
50	PATCHING	L	220.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2541.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2541.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACENTPF **Name:** APRON CTRL. **Use:** APRON **Area:** 331,099 SqFt

Section: 04 of 5 **From:** ACENTPF-03 **To:** ACENTPF-03 **Last Const.:** 5/18/1985

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 37,725 SqFt **Length:** 760 Ft **Width:** 60 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1964	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 3/2/1964	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 3/3/1964	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/18/1985	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1997	**Work Type:** Surface Seal - Coal Tar	**Code:** SS-CT	**Is Major M&R:** False
Work Date: 1/1/2015	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 82

Sample Comments:

49	OIL SPILLAGE	N	1.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	83.00	Ft
50	PATCHING	L	120.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	18.00	Ft

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 95

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	49.00	Ft

Sample Number: 06 **Type:** R **Area:** 5250.00 SqFt **PCI:** 89

Sample Comments:

52	RAVELING	L	15.00	SqFt
49	OIL SPILLAGE	N	96.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.00	Ft

Sample Number: 07 **Type:** R **Area:** 5920.00 SqFt **PCI:** 97

Sample Comments:

49	OIL SPILLAGE	N	50.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACENTPF **Name:** APRON CTRL. **Use:** APRON **Area:** 331,099 SqFt

Section: 05 of 5 **From:** ACENTPF-03 **To:** TDPF-06 **Last Const.:** 2/3/1965

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 82,220 SqFt **Length:** 400 Ft **Width:** 300 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1965	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1965	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1990	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 15 **Surveyed:** 5

Conditions: **PCI:** 37

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 26

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	259.00	Ft
53	RUTTING	L	400.00	SqFt
45	DEPRESSION	L	45.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	72.00	Ft
56	SWELLING	L	70.00	SqFt
41	ALLIGATOR CRACKING	M	280.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	34.00	Ft
57	WEATHERING	L	4890.00	SqFt
45	DEPRESSION	L	20.00	SqFt
53	RUTTING	L	280.00	SqFt
49	OIL SPILLAGE	N	10.00	SqFt
57	WEATHERING	H	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	196.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	81.00	Ft

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 22

Sample Comments:

45	DEPRESSION	M	80.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	328.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	M	4440.00	SqFt
50	PATCHING	L	125.00	SqFt
52	RAVELING	H	225.00	SqFt
41	ALLIGATOR CRACKING	M	150.00	SqFt
49	OIL SPILLAGE	N	10.00	SqFt
45	DEPRESSION	L	30.00	SqFt
52	RAVELING	M	200.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 22

Sample Comments:

52	RAVELING	L	1000.00	SqFt

48	LONGITUDINAL/TRANSVERSE CRACKING	L	456.00	Ft
52	RAVELING	M	60.00	SqFt
57	WEATHERING	M	4930.00	SqFt
45	DEPRESSION	L	400.00	SqFt
50	PATCHING	H	10.00	SqFt
41	ALLIGATOR CRACKING	M	400.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	138.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft
57	WEATHERING	M	5000.00	SqFt
45	DEPRESSION	L	45.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACENTPF **Name:** APRON CTRL. **Use:** APRON **Area:** 331,099 SqFt

Section: 03 of 5 **From:** ACENTPF-01 **To:** ACENTPF-05 **Last Const.:** 5/18/1985

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 161,271 SqFt **Length:** 1,700 Ft **Width:** 100 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1964	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1964	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1964	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/18/1985	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/1997	**Work Type:** Surface Seal - Coal Tar	**Code:** SS-CT	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 32 **Surveyed:** 5

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	M	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	167.00	Ft
50	PATCHING	L	20.00	SqFt
57	WEATHERING	L	4876.00	SqFt
49	OIL SPILLAGE	N	4.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft
57	WEATHERING	L	4650.00	SqFt
57	WEATHERING	M	350.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft
57	WEATHERING	L	4650.00	SqFt
57	WEATHERING	M	350.00	SqFt

Sample Number: 20 **Type:** R **Area:** 4918.00 SqFt **PCI:** 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	177.00	Ft
57	WEATHERING	L	4840.00	SqFt
57	WEATHERING	M	78.00	SqFt
53	RUTTING	L	150.00	SqFt

Sample Number: 28 **Type:** R **Area:** 6000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6000.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACENTPF **Name:** APRON CTRL. **Use:** APRON **Area:** 331,099 SqFt

Section: 01A of 5 **From:** START **To:** ACENTPF-03 **Last Const.:** 3/3/1984

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 38,946 SqFt **Length:** 195 Ft **Width:** 255 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/3/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 21 **Surveyed:** 2

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4750.00 SqFt **PCI:** 55

Sample Comments:

49	OIL SPILLAGE	N	15.00	SqFt
48	L & T CR	L	30.00	Ft
48	L & T CR	M	126.00	Ft
57	WEATHERING	M	4735.00	SqFt
48	L & T CR	L	30.00	Ft
43	BLOCK CR	L	2000.00	SqFt

Sample Number: 19 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	M	403.00	Ft
49	OIL SPILLAGE	N	16.00	SqFt
41	ALLIGATOR CR	M	15.00	SqFt
57	WEATHERING	M	4984.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACENTPF **Name:** APRON CTRL. **Use:** APRON **Area:** 331,099 SqFt

Section: 02A of 5 **From:** ACENTPF-01 **To:** ACENTPF-01 **Last Const.:** 3/3/1984

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,937 SqFt **Length:** 199 Ft **Width:** 55 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/3/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5500.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	M	250.00	Ft
53	RUTTING	L	13.00	SqFt
48	L & T CR	L	223.00	Ft
49	OIL SPILLAGE	N	48.00	SqFt
48	L & T CR	L	40.00	Ft
41	ALLIGATOR CR	M	8.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACHPF **Name:** APRON CTRL. HANGAR **Use:** APRON **Area:** 432,797 SqFt

Section: 03 of 6 **From:** ACTPF-01 **To:** ACENTPF-03 **Last Const.:** 11/17/1960

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 189,286 SqFt **Length:** 2,635 Ft **Width:** 65 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 11/15/1960	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 11/16/1960	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 11/17/1960	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2014	**Work Type:** Patching - AC Partial Depth	**Code:** PA-PD	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 34 **Surveyed:** 5

Conditions: **PCI:** 18

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 6500.00 SqFt **PCI:** 16

Sample Comments:

41	ALLIGATOR CRACKING	H	35.00	SqFt
53	RUTTING	L	100.00	SqFt
56	SWELLING	M	50.00	SqFt
57	WEATHERING	M	500.00	SqFt
41	ALLIGATOR CRACKING	M	500.00	SqFt
50	PATCHING	M	2000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft
52	RAVELING	H	50.00	SqFt

Sample Number: 10 **Type:** R **Area:** 6500.00 SqFt **PCI:** 11

Sample Comments:

52	RAVELING	H	40.00	SqFt
41	ALLIGATOR CRACKING	L	200.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft
50	PATCHING	M	300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	210.00	Ft
52	RAVELING	L	4000.00	SqFt
41	ALLIGATOR CRACKING	M	2300.00	SqFt
50	PATCHING	L	1220.00	SqFt

Sample Number: 15 **Type:** R **Area:** 6500.00 SqFt **PCI:** 21

Sample Comments:

41	ALLIGATOR CRACKING	M	250.00	SqFt
57	WEATHERING	M	500.00	SqFt
53	RUTTING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft
50	PATCHING	H	240.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	115.00	Ft
50	PATCHING	M	1760.00	SqFt

Sample Number: 18 **Type:** R **Area:** 6500.00 SqFt **PCI:** 14

Sample Comments:

57	WEATHERING	M	2000.00	SqFt
57	WEATHERING	L	2500.00	SqFt

52	RAVELING	M	2000.00	SqFt
53	RUTTING	L	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	274.00	Ft
41	ALLIGATOR CRACKING	M	2000.00	SqFt
52	RAVELING	L	2000.00	SqFt

Sample Number: 25 **Type:** R **Area:** 6500.00 SqFt **PCI:** 31

Sample Comments:

53	RUTTING	L	400.00	SqFt
57	WEATHERING	M	6500.00	SqFt
41	ALLIGATOR CRACKING	M	400.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	523.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACHPF **Name:** APRON CTRL. HANGAR **Use:** APRON **Area:** 432,797 SqFt

Section: 05 of 6 **From:** ACHPF-04 **To:** ACENTPF-05 **Last Const.:** 9/17/1967

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 64,385 SqFt **Length:** 485 Ft **Width:** 180 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/15/1967 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 9/16/1967 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/17/1967 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 9/1/1997 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 10

Inspection Comments:

Sample Number: 07 **Type:** R **Area:** 6500.00 SqFt **PCI:** 10

Sample Comments:

57	WEATHERING	M	4000.00	SqFt
52	RAVELING	M	1500.00	SqFt
45	DEPRESSION	L	100.00	SqFt
50	PATCHING	L	320.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft
41	ALLIGATOR CRACKING	M	3250.00	SqFt

Sample Number: 08 **Type:** R **Area:** 6500.00 SqFt **PCI:** 9

Sample Comments:

57	WEATHERING	M	6500.00	SqFt
41	ALLIGATOR CRACKING	M	3250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	282.00	Ft
53	RUTTING	L	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft

Sample Number: 09 **Type:** R **Area:** 6500.00 SqFt **PCI:** 10

Sample Comments:

57	WEATHERING	M	6500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	140.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	210.00	Ft
45	DEPRESSION	L	35.00	SqFt
41	ALLIGATOR CRACKING	M	3250.00	SqFt
53	RUTTING	L	63.00	SqFt

Sample Number: 10 **Type:** R **Area:** 4075.00 SqFt **PCI:** 8

Sample Comments:

57	WEATHERING	M	2300.00	SqFt
50	PATCHING	L	1575.00	SqFt
41	ALLIGATOR CRACKING	M	2000.00	SqFt
52	RAVELING	L	500.00	SqFt
52	RAVELING	H	200.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	131.00	Ft
53	RUTTING	L	320.00	SqFt

48	LONGITUDINAL/TRANSVERSE CRACKING	M	97.00	Ft
53	RUTTING	M	190.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACHPF **Name:** APRON CTRL. HANGAR **Use:** APRON **Area:** 432,797 SqFt

Section: 02 of 6 **From:** ACHPF-01 **To:** ACTPF-01 **Last Const.:** 6/3/1972

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 62,022 SqFt **Length:** 1,090 Ft **Width:** 64 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1972	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1972	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1972	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2016	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 22

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5250.00 SqFt **PCI:** 11

Sample Comments:

53	RUTTING	L	60.00	SqFt
41	ALLIGATOR CRACKING	H	20.00	SqFt
52	RAVELING	M	500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft
41	ALLIGATOR CRACKING	M	2050.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5250.00 SqFt **PCI:** 15

Sample Comments:

41	ALLIGATOR CRACKING	H	25.00	SqFt
53	RUTTING	M	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	258.00	Ft
41	ALLIGATOR CRACKING	M	1500.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5250.00 SqFt **PCI:** 37

Sample Comments:

53	RUTTING	M	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
52	RAVELING	H	5.00	SqFt
53	RUTTING	L	400.00	SqFt
41	ALLIGATOR CRACKING	M	100.00	SqFt

Sample Number: 11 **Type:** R **Area:** 7000.00 SqFt **PCI:** 26

Sample Comments:

41	ALLIGATOR CRACKING	M	900.00	SqFt
45	DEPRESSION	L	70.00	SqFt
52	RAVELING	M	15.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	548.00	Ft
45	DEPRESSION	H	130.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACHPF **Name:** APRON CTRL. HANGAR **Use:** APRON **Area:** 432,797 SqFt

Section: 04 of 6 **From:** ACTPF-01 **To:** ACHPF-05 **Last Const.:** 2/3/1965

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 48,994 SqFt **Length:** 480 Ft **Width:** 115 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1965 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 2/2/1965 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 2/3/1965 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 9/1/1997 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 10 **Surveyed:** 4

Conditions: **PCI:** 8

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6345.00 SqFt **PCI:** 10

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	90.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
50	PATCHING	L	740.00	SqFt
50	PATCHING	M	80.00	SqFt
52	RAVELING	L	2345.00	SqFt
41	ALLIGATOR CRACKING	M	4000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6291.00 SqFt **PCI:** 2

Sample Comments:

57	WEATHERING	L	1139.00	SqFt
50	PATCHING	H	62.00	SqFt
50	PATCHING	M	50.00	SqFt
41	ALLIGATOR CRACKING	M	4000.00	SqFt
50	PATCHING	L	1040.00	SqFt
52	RAVELING	L	2291.00	SqFt
52	RAVELING	M	3000.00	SqFt
52	RAVELING	H	1000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 7000.00 SqFt **PCI:** 10

Sample Comments:

53	RUTTING	L	150.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft
52	RAVELING	L	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
41	ALLIGATOR CRACKING	M	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt
41	ALLIGATOR CRACKING	H	50.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6050.00 SqFt **PCI:** 11

Sample Comments:

53	RUTTING	L	300.00	SqFt
41	ALLIGATOR CRACKING	L	320.00	SqFt
41	ALLIGATOR CRACKING	M	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft

52	RAVELING	L	2050.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACHPF **Name:** APRON CTRL. HANGAR **Use:** APRON **Area:** 432,797 SqFt

Section: 01 of 6 **From:** START **To:** ACHPF-02 **Last Const.:** 9/3/1986

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 43,783 SqFt **Length:** 860 Ft **Width:** 53 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1986	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1986	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 79

Sample Comments:

52	RAVELING	L	480.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	33.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	111.00	Ft

Sample Number: 04 **Type:** R **Area:** 3840.00 SqFt **PCI:** 61

Sample Comments:

41	ALLIGATOR CRACKING	M	25.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	215.00	Ft
45	DEPRESSION	L	20.00	SqFt
50	PATCHING	L	200.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5200.00 SqFt **PCI:** 77

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	183.00	Ft
45	DEPRESSION	L	225.00	SqFt

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

Sample Comments:

49	OIL SPILLAGE	N	30.00	SqFt
50	PATCHING	L	355.00	SqFt
45	DEPRESSION	M	35.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	230.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACHPF **Name:** APRON CTRL. HANGAR **Use:** APRON **Area:** 432,797 SqFt

Section: 06 of 6 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 6/3/1972

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 24,327 SqFt **Length:** 380 Ft **Width:** 60 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1972	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1972	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1972	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/2/2014	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4500.00 SqFt **PCI:** 49

Sample Comments:

52	RAVELING	M	150.00	SqFt
52	RAVELING	L	2000.00	SqFt
52	RAVELING	H	225.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4500.00 SqFt **PCI:** 44

Sample Comments:

52	RAVELING	H	225.00	SqFt
52	RAVELING	L	2000.00	SqFt
53	RUTTING	L	150.00	SqFt
52	RAVELING	M	150.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4500.00 SqFt **PCI:** 27

Sample Comments:

52	RAVELING	H	600.00	SqFt
52	RAVELING	L	2000.00	SqFt
52	RAVELING	M	150.00	SqFt
45	DEPRESSION	L	74.00	SqFt
53	RUTTING	L	150.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ACTPF **Name:** APRON CTRL. TIEDOWN **Use:** APRON **Area:** 185,542 SqFt

Section: 01 of 1 **From:** START - R16L END **To:** ASRPF-01 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 185,542 SqFt **Length:** 1,575 Ft **Width:** 115 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/4/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 35 **Surveyed:** 5

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5750.00 SqFt **PCI:** 49

Sample Comments:

41	ALLIGATOR CRACKING	M	114.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	183.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft
57	WEATHERING	M	5750.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5750.00 SqFt **PCI:** 34

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft
41	ALLIGATOR CRACKING	M	400.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	H	65.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft
57	WEATHERING	M	5750.00	SqFt

Sample Number: 13 **Type:** R **Area:** 5750.00 SqFt **PCI:** 64

Sample Comments:

57	WEATHERING	M	5600.00	SqFt
50	PATCHING	L	150.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	192.00	Ft

Sample Number: 18 **Type:** R **Area:** 7300.00 SqFt **PCI:** 39

Sample Comments:

50	PATCHING	L	100.00	SqFt
41	ALLIGATOR CRACKING	M	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	653.00	Ft
57	WEATHERING	M	7200.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	50.00	Ft

Sample Number: 23 **Type:** R **Area:** 5500.00 SqFt **PCI:** 42

Sample Comments:

41	ALLIGATOR CRACKING	M	130.00	SqFt
57	WEATHERING	M	5380.00	SqFt
50	PATCHING	L	120.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AEHPF **Name:** APRON EAST HANGAR **Use:** APRON **Area:** 173,788 SqFt

Section: 01 of 1 **From:** TFPF-01 **To:** END **Last Const.:** 9/2/1988

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 173,788 SqFt **Length:** 600 Ft **Width:** 400 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1988	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1988	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2000	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False
Work Date: 3/1/2014	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 38 **Surveyed:** 6

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5395.00 SqFt **PCI:** 84

Sample Comments:

50	PATCHING	L	40.00	SqFt
50	PATCHING	M	65.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft

Sample Number: 06 **Type:** R **Area:** 4430.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft
50	PATCHING	L	80.00	SqFt
57	WEATHERING	L	443.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	76.00	Ft

Sample Number: 17 **Type:** R **Area:** 4875.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00	Ft
57	WEATHERING	L	100.00	SqFt

Sample Number: 23 **Type:** R **Area:** 4875.00 SqFt **PCI:** 83

Sample Comments:

50	PATCHING	L	210.00	SqFt
45	DEPRESSION	L	48.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft

Sample Number: 31 **Type:** R **Area:** 4700.00 SqFt **PCI:** 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft
45	DEPRESSION	L	15.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft
50	PATCHING	L	225.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	18.00	Ft
45	DEPRESSION	H	4.00	SqFt

53	RUTTING	L	20.00	SqFt

Sample Number: 36 **Type:** R **Area:** 4750.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft
50	PATCHING	L	27.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft
52	RAVELING	L	100.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AERPF **Name:** APRON EAST **Use:** APRON **Area:** 172,884 SqFt

Section: 01B of 2 **From:** TFPF-01 **To:** END **Last Const.:** 1/2/1986

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 11,500 SqFt **Length:** 98 Ft **Width:** 117 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/2/1986 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 36 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 09 **Type:** R **Area:** 4950.00 SqFt **PCI:** 65

Sample Comments:

57	WEATHERING	L	4946.00	SqFt
49	OIL SPILLAGE	N	4.00	SqFt
45	DEPRESSION	L	90.00	SqFt
48	L & T CR	L	63.00	Ft
48	L & T CR	M	70.00	Ft
45	DEPRESSION	M	16.00	SqFt
48	L & T CR	L	140.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AERPF **Name:** APRON EAST **Use:** APRON **Area:** 172,884 SqFt

Section: 01A of 2 **From:** TFPF-01 **To:** END **Last Const.:** 1/2/1986

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 161,384 SqFt **Length:** 300 Ft **Width:** 750 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/2/1986 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 36 **Surveyed:** 4

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 13 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

45	DEPRESSION	L	80.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	M	64.00	Ft
48	L & T CR	L	23.00	Ft
45	DEPRESSION	H	64.00	SqFt
48	L & T CR	H	14.00	Ft

Sample Number: 18 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

57	WEATHERING	L	4992.00	SqFt
48	L & T CR	M	218.00	Ft
49	OIL SPILLAGE	N	8.00	SqFt
48	L & T CR	L	33.00	Ft

Sample Number: 21 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	M	130.00	Ft
45	DEPRESSION	L	10.00	SqFt
49	OIL SPILLAGE	N	5.00	SqFt
45	DEPRESSION	M	50.00	SqFt
48	L & T CR	L	33.00	Ft
48	L & T CR	L	50.00	Ft
57	WEATHERING	L	4995.00	SqFt

Sample Number: 27 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	4995.00	SqFt
48	L & T CR	M	136.00	Ft
45	DEPRESSION	L	10.00	SqFt
49	OIL SPILLAGE	N	5.00	SqFt
48	L & T CR	L	20.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 70,890 SqFt

Section: 10 of 5 **From:** AFLIGHTPF **To:** AFLIGHTPF **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 1,026 SqFt **Length:** 58 Ft **Width:** 18 Ft

Slabs: 16 **Slab Length:** 9 Ft **Slab Width:** 7 Ft **Joint Length:** 189 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 16.00 Slabs **PCI:** 86

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 70,890 SqFt

Section: 06 of 5 **From:** TK1PF **To:** END **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 38,225 SqFt **Length:** 240 Ft **Width:** 160 Ft

Slabs: 149 **Slab Length:** 16 Ft **Slab Width:** 16 Ft **Joint Length:** 4,380 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 15.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 15.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 70,890 SqFt

Section: 07 of 5 **From:** AFLIGHTPF **To:** FOF BLDG **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 22,216 SqFt **Length:** 430 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5634.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	5634.00	SqFt
48	L & T CR	L	40.00	Ft

Sample Number: 02 **Type:** R **Area:** 5771.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	15.00	Ft
48	L & T CR	M	12.00	Ft
48	L & T CR	L	21.00	Ft
57	WEATHERING	L	5771.00	SqFt
48	L & T CR	M	63.00	Ft

Sample Number: 03 **Type:** R **Area:** 6030.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	28.00	Ft
57	WEATHERING	M	6030.00	SqFt
48	L & T CR	M	54.00	Ft

Sample Number: 04 **Type:** R **Area:** 4781.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	82.00	Ft
48	L & T CR	M	63.00	Ft
57	WEATHERING	L	4781.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 70,890 SqFt

Section: 09 of 5 **From:** AFLIGHTPF **To:** PFLIGHTPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 7,582 SqFt **Length:** 157 Ft **Width:** 147 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3268.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	3268.00	SqFt
48	L & T CR	L	25.00	Ft

Sample Number: 02 **Type:** R **Area:** 4313.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	4313.00	SqFt
48	L & T CR	L	23.00	Ft
50	PATCHING	L	50.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 70,890 SqFt

Section: 08 of 5 **From:** AFLIGHTPF **To:** FOF BLDG **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 1,841 SqFt **Length:** 102 Ft **Width:** 21 Ft

Slabs: 37 **Slab Length:** 10 Ft **Slab Width:** 5 Ft **Joint Length:** 447 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 15.00 Slabs **PCI:** 92

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 15.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 410,516 SqFt

Section: 02 of 5 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 6/2/2014

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 161,248 SqFt **Length:** 1,040 Ft **Width:** 130 Ft

Slabs: 385 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 13,251 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2014 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/2/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 25 **Surveyed:** 9

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 18.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 18.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 11 **Type:** R **Area:** 23.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 12 **Type:** R **Area:** 22.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 16 **Type:** R **Area:** 20.00 Slabs **PCI:** 92

Sample Comments:

71 FAULTING L 2.00 Slabs

Sample Number: 18 **Type:** R **Area:** 22.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 24 **Type:** R **Area:** 16.00 Slabs **PCI:** 90

Sample Comments:

71 FAULTING L 2.00 Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 410,516 SqFt

Section: 01 of 5 **From:** TK1 **To:** RUNWAY 16R **Last Const.:** 6/3/2006

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 46,732 SqFt **Length:** 440 Ft **Width:** 60 Ft

Slabs: 166 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 2,140 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2006 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 6/2/2006 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/3/2006 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 21.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 21.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 21.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 410,516 SqFt

Section: 04 of 5 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 6/2/2014

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 134,113 SqFt **Length:** 1,710 Ft **Width:** 75 Ft

Slabs: 365 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 11,895 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2014 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/2/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 19 **Surveyed:** 8

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 18.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 23.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 08 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 12 **Type:** R **Area:** 23.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 15 **Type:** R **Area:** 17.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 16 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 19 **Type:** R **Area:** 22.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 410,516 SqFt

Section: 03 of 5 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 6/1/2014

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,000 SqFt **Length:** 100 Ft **Width:** 100 Ft

Slabs: 25 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 800 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFLIGHTPF **Name:** APRON FLIGHT PARKING APRON **Use:** APRON **Area:** 410,516 SqFt

Section: 05 of 5 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 6/2/2014

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 58,423 SqFt **Length:** 500 Ft **Width:** 93 Ft

Slabs: 132 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 4,367 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2014 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/2/2014 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 9 **Surveyed:** 6

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 17.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 17.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 17.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 22.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 22.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 09 **Type:** R **Area:** 19.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFUELPF **Name:** APRON FUEL ISLAND **Use:** APRON **Area:** 3,600 SqFt

Section: 01 of 1 **From:** ACENTPF-03 **To:** ACENTPF-03 **Last Const.:** 9/2/1994

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 3,600 SqFt **Length:** 90 Ft **Width:** 40 Ft

Slabs: 8 **Slab Length:** 23 Ft **Slab Width:** 20 Ft **Joint Length:** 210 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1994 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1994 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 8.00 Slabs **PCI:** 74

Sample Comments:

75	CORNER SPALLING	M	1.00	Slabs
65	JOINT SEAL DAMAGE	H	8.00	Slabs
73	SHRINKAGE CRACKING	N	8.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFUELPF **Name:** APRON FUEL FARM **Use:** APRON **Area:** 35,895 SqFt

Section: 04 of 4 **From:** ANRPF **To:** AFUELPF-03 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 2,147 SqFt **Length:** 98 Ft **Width:** 23 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2147.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2147.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFUELPF **Name:** APRON FUEL FARM **Use:** APRON **Area:** 35,895 SqFt

Section: 03 of 4 **From:** AFUELPF-02 **To:** BLDG C-92 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 28,264 SqFt **Length:** 375 Ft **Width:** 216 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 7

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 1962.00 SqFt **PCI:** 70

Sample Comments:

42	BLEEDING	N	20.00	SqFt
48	L & T CR	L	18.00	Ft
48	L & T CR	L	60.00	Ft
57	WEATHERING	M	1942.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	M	2500.00	SqFt
48	L & T CR	L	12.00	Ft

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	H	16.00	SqFt
48	L & T CR	L	13.00	Ft
57	WEATHERING	M	2484.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	M	2500.00	SqFt
48	L & T CR	L	5.00	Ft

Sample Number: 07 **Type:** R **Area:** 3123.00 SqFt **PCI:** 36

Sample Comments:

57	WEATHERING	M	3123.00	SqFt
41	ALLIGATOR CR	M	260.00	SqFt
48	L & T CR	L	50.00	Ft

Sample Number: 08 **Type:** R **Area:** 2422.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	M	2422.00	SqFt
48	L & T CR	L	4.00	Ft

Sample Number: 11 **Type:** R **Area:** 2069.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	M	1269.00	SqFt
48	L & T CR	L	62.00	Ft
57	WEATHERING	L	800.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFUELPF **Name:** APRON FUEL FARM **Use:** APRON **Area:** 35,895 SqFt

Section: 01 of 4 **From:** ANRPF **To:** AFUELPF-02 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 2,943 SqFt **Length:** 155 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2942.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2942.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AFUELPF **Name:** APRON FUEL FARM **Use:** APRON **Area:** 35,895 SqFt

Section: 02 of 4 **From:** AFUELPF-01 **To:** AFUELPF-03 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 2,541 SqFt **Length:** 136 Ft **Width:** 27 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2541.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2541.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AH16LPF **Name:** HOLD APRON R16L **Use:** APRON **Area:** 5,261 SqFt

Section: 01 of 1 **From:** START **To:** TFPF-01 **Last Const.:** 5/3/1985

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,261 SqFt **Length:** 100 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 5/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 5/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5261.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CRACKING	L	5.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft
45	DEPRESSION	L	160.00	SqFt
57	WEATHERING	L	5261.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AH34RPF **Name:** HOLD APRON R34R **Use:** APRON **Area:** 10,660 SqFt

Section: 02 of 2 **From:** START **To:** TG6PF-01 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,193 SqFt **Length:** 100 Ft **Width:** 55 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 5/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 5/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 5/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5193.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft
57	WEATHERING	L	5193.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AH34RPF **Name:** HOLD APRON R34R **Use:** APRON **Area:** 10,660 SqFt

Section: 01 of 2 **From:** START **To:** TFPF-03 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,467 SqFt **Length:** 110 Ft **Width:** 46 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/24/1995	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/25/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/26/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5467.00 SqFt **PCI:** 79

Sample Comments:

52	RAVELING	M	10.00	SqFt
52	RAVELING	L	350.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00	Ft
57	WEATHERING	L	5107.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AHA4PF **Name:** HOLD APRON A4 **Use:** APRON **Area:** 7,200 SqFt

Section: 01 of 1 **From:** START **To:** TA3PF-02 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,200 SqFt **Length:** 120 Ft **Width:** 60 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3000.00 SqFt **PCI:** 79

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft
57	WEATHERING	L	3000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4200.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4200.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AITRPF **Name:** APRON INNER TERMINAL **Use:** APRON **Area:** 333,169 SqFt

Section: 03 of 6 **From:** AITRPF-02 **To:** TCPF-03 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 8,350 SqFt **Length:** 115 Ft **Width:** 53 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6027.00 SqFt **PCI:** 58

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	192.00	Ft
50	PATCHING	L	180.00	SqFt
57	WEATHERING	M	350.00	SqFt
41	ALLIGATOR CRACKING	M	40.00	SqFt
57	WEATHERING	L	1000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2323.00 SqFt **PCI:** 55

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	35.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00	Ft
50	PATCHING	L	105.00	SqFt
41	ALLIGATOR CRACKING	L	6.00	SqFt
57	WEATHERING	M	954.00	SqFt
41	ALLIGATOR CRACKING	M	9.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AITRPF **Name:** APRON INNER TERMINAL **Use:** APRON **Area:** 7,191 SqFt

Section: 06 of 2 **From:** AITRPF **To:** TERMINAL BLDG **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 5,010 SqFt **Length:** 122 Ft **Width:** 87 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2725.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2725.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2284.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2284.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AITRPF **Name:** APRON INNER TERMINAL **Use:** APRON **Area:** 333,169 SqFt

Section: 02A of 6 **From:** AITRPF-01 **To:** AITRPF-03 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 114,682 SqFt **Length:** 350 Ft **Width:** 285 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 36 **Surveyed:** 3

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

57	WEATHERING	L	4970.00	SqFt
41	ALLIGATOR CR	L	15.00	SqFt
52	RAVELING	M	10.00	SqFt
42	BLEEDING	N	20.00	SqFt
56	SWELLING	L	20.00	SqFt
48	L & T CR	L	88.00	Ft
48	L & T CR	M	100.00	Ft

Sample Number: 18 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

56	SWELLING	L	5.00	SqFt
42	BLEEDING	N	5.00	SqFt
48	L & T CR	L	516.00	Ft
48	L & T CR	M	30.00	Ft
57	WEATHERING	L	4995.00	SqFt

Sample Number: 21 **Type:** R **Area:** 4750.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	94.00	Ft
50	PATCHING	L	300.00	SqFt
48	L & T CR	L	50.00	Ft
57	WEATHERING	L	4450.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AITRPF **Name:** APRON INNER TERMINAL **Use:** APRON **Area:** 7,191 SqFt

Section: 07 of 2 **From:** AITRPF **To:** TERMINAL BLDG **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 2,181 SqFt **Length:** 75 Ft **Width:** 57 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2180.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	116.00	Ft
48	L & T CR	M	7.00	Ft
57	WEATHERING	L	2180.00	SqFt
48	L & T CR	L	40.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AITRPF **Name:** APRON INNER TERMINAL **Use:** APRON **Area:** 333,169 SqFt

Section: 02B of 6 **From:** AITRPF-01 **To:** AITRPF-03 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 52,294 SqFt **Length:** 210 Ft **Width:** 235 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 36 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 30 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	112.00	Ft
48	L & T CR	M	50.00	Ft

Sample Number: 32 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	265.00	Ft
41	ALLIGATOR CR	L	15.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AITRPF **Name:** APRON INNER TERMINAL **Use:** APRON **Area:** 333,169 SqFt

Section: 05A of 6 **From:** AITRPF-02 **To:** AITRPF-03 **Last Const.:** 6/1/2005

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 45,610 SqFt **Length:** 146 Ft **Width:** 290 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 23 **Surveyed:** 2

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 14 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4980.00	SqFt
57	WEATHERING	M	20.00	SqFt
53	RUTTING	L	8.00	SqFt

Sample Number: 18 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

50	PATCHING	L	33.00	SqFt
57	WEATHERING	L	4892.00	SqFt
57	WEATHERING	M	75.00	SqFt
53	RUTTING	L	2.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AITRPF **Name:** APRON INNER TERMINAL **Use:** APRON **Area:** 333,169 SqFt

Section: 05B of 6 **From:** AITRPF-02 **To:** AITRPF-03 **Last Const.:** 6/1/2005

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 65,899 SqFt **Length:** 233 Ft **Width:** 290 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 23 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 4500.00 SqFt **PCI:** 72

Sample Comments:

50	PATCHING	L	570.00	SqFt
57	WEATHERING	L	3880.00	SqFt
57	WEATHERING	M	50.00	SqFt
48	L & T CR	L	230.00	Ft

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	M	35.00	SqFt
50	PATCHING	L	350.00	SqFt
57	WEATHERING	L	4615.00	SqFt
48	L & T CR	L	70.00	Ft
48	L & T CR	L	12.00	Ft

Sample Number: 12 **Type:** R **Area:** 6500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6500.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AITRPF **Name:** APRON INNER TERMINAL **Use:** APRON **Area:** 333,169 SqFt

Section: 04 of 6 **From:** AITRPF-02 **To:** TCPF-03 **Last Const.:** 6/1/2005

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 46,334 SqFt **Length:** 180 Ft **Width:** 240 Ft

Slabs: 126 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 3,900 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2005 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 16.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 16.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 99

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AK7PF **Name:** APRON K7 **Use:** APRON **Area:** 94,778 SqFt

Section: 01 of 3 **From:** TK7PF **To:** END **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 46,648 SqFt **Length:** 250 Ft **Width:** 160 Ft

Slabs: 241 **Slab Length:** 15 Ft **Slab Width:** 12 Ft **Joint Length:** 5,371 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 13 **Surveyed:** 10

Conditions: **PCI:** 44

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 11

Sample Comments:

72	SHAT. SLAB	L	7.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
72	SHAT. SLAB	M	6.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 40

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
63	LINEAR CR	L	6.00	Slabs
63	LINEAR CR	L	1.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 32

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	H	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
72	SHAT. SLAB	M	4.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
62	CORNER BREAK	L	2.00	Slabs

Sample Number: 05 **Type:** R **Area:** 20.00 Slabs **PCI:** 41

Sample Comments:

72	SHAT. SLAB	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
63	LINEAR CR	L	2.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
72	SHAT. SLAB	L	3.00	Slabs

Sample Number: 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 41

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs

63	LINEAR CR	L	6.00	Slabs
63	LINEAR CR	L	4.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
72	SHAT. SLAB	L	4.00	Slabs

Sample Number: 07 **Type:** R **Area:** 20.00 Slabs **PCI:** 45

Sample Comments:

63	LINEAR CR	L	6.00	Slabs
62	CORNER BREAK	L	4.00	Slabs
63	LINEAR CR	L	5.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
67	LARGE PATCH	L	1.00	Slabs

Sample Number: 08 **Type:** R **Area:** 20.00 Slabs **PCI:** 65

Sample Comments:

67	LARGE PATCH	M	1.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs

Sample Number: 09 **Type:** R **Area:** 20.00 Slabs **PCI:** 73

Sample Comments:

66	SMALL PATCH	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
62	CORNER BREAK	L	3.00	Slabs

Sample Number: 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 28

Sample Comments:

62	CORNER BREAK	L	2.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs

Sample Number: 12 **Type:** R **Area:** 19.00 Slabs **PCI:** 70

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
62	CORNER BREAK	L	3.00	Slabs
63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AK7PF **Name:** APRON K7 **Use:** APRON **Area:** 94,778 SqFt

Section: 02 of 3 **From:** AK7PF-01 **To:** AK7PF-02 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 4,648 SqFt **Length:** 190 Ft **Width:** 105 Ft

Slabs: 75 **Slab Length:** 15 Ft **Slab Width:** 12 Ft **Joint Length:** 603 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 18.00 Slabs **PCI:** 97

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 17.00 Slabs **PCI:** 98

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AK7PF **Name:** APRON K7 **Use:** APRON **Area:** 94,778 SqFt

Section: 03 of 3 **From:** AK7PF-02 **To:** BLDG LOT 12 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Apron_PCC **Zone:** **Category:** **Rank:** T

Area: 43,482 SqFt **Length:** 315 Ft **Width:** 105 Ft

Slabs: 162 **Slab Length:** 12 Ft **Slab Width:** 15 Ft **Joint Length:** 5,732 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 6

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 21.00 Slabs **PCI:** 98

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 21.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 21.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 21.00 Slabs **PCI:** 98

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 21.00 Slabs **PCI:** 96

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 06 **Type:** R **Area:** 21.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AMESSPF **Name:** APRON MESS **Use:** APRON **Area:** 62,081 SqFt

Section: 03 of 3 **From:** AMESSPF-02 **To:** END **Last Const.:** 9/2/1942

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 22,945 SqFt **Length:** 305 Ft **Width:** 75 Ft

Slabs: 136 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 3,139 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1942 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1942 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 7 **Surveyed:** 5

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 15.00 Slabs **PCI:** 66

Sample Comments:

63	LINEAR CRACKING	M	1.00	Slabs
75	CORNER SPALLING	H	2.00	Slabs
65	JOINT SEAL DAMAGE	H	15.00	Slabs
67	LARGE PATCH/UTILITY	L	3.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 69

Sample Comments:

67	LARGE PATCH/UTILITY	L	6.00	Slabs
74	JOINT SPALLING	M	4.00	Slabs
65	JOINT SEAL DAMAGE	H	20.00	Slabs
75	CORNER SPALLING	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 66

Sample Comments:

74	JOINT SPALLING	M	1.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs
75	CORNER SPALLING	L	2.00	Slabs
63	LINEAR CRACKING	L	1.00	Slabs
65	JOINT SEAL DAMAGE	H	20.00	Slabs
67	LARGE PATCH/UTILITY	L	7.00	Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 63

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALLING	L	1.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs
74	JOINT SPALLING	L	1.00	Slabs
67	LARGE PATCH/UTILITY	M	2.00	Slabs
67	LARGE PATCH/UTILITY	L	3.00	Slabs
65	JOINT SEAL DAMAGE	H	20.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 20.00 Slabs **PCI:** 64

Sample Comments:

66	SMALL PATCH	L	2.00	Slabs
74	JOINT SPALLING	M	1.00	Slabs
65	JOINT SEAL DAMAGE	H	20.00	Slabs
67	LARGE PATCH/UTILITY	L	6.00	Slabs
67	LARGE PATCH/UTILITY	M	2.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AMESSPF **Name:** APRON MESS **Use:** APRON **Area:** 62,081 SqFt

Section: 01 of 3 **From:** TAPF-19 **To:** AMESSPF-02 **Last Const.:** 2/3/1965

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 23,987 SqFt **Length:** 325 Ft **Width:** 70 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1965	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1965	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/3/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6066.00 SqFt **PCI:** 37

Sample Comments:

53	RUTTING	L	20.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	600.00	Ft
56	SWELLING	L	20.00	SqFt
57	WEATHERING	H	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	241.00	Ft
52	RAVELING	H	3.00	SqFt
57	WEATHERING	M	6013.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6638.00 SqFt **PCI:** 46

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	256.00	Ft
57	WEATHERING	M	6636.00	SqFt
56	SWELLING	L	10.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	700.00	Ft
52	RAVELING	H	2.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6471.00 SqFt **PCI:** 45

Sample Comments:

52	RAVELING	H	4.00	SqFt
57	WEATHERING	M	6467.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	633.00	Ft
45	DEPRESSION	L	8.00	SqFt
56	SWELLING	L	20.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	703.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AMESSPF **Name:** APRON MESS **Use:** APRON **Area:** 62,081 SqFt

Section: 02 of 3 **From:** AMESSPF-01 **To:** AMESSPF-03 **Last Const.:** 2/1/1965

Surface: APC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 15,149 SqFt **Length:** 387 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1942	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1942	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 2/1/1965	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 31

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5900.00 SqFt **PCI:** 30

Sample Comments:

52	RAVELING	H	50.00	SqFt
41	ALLIGATOR CRACKING	M	40.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00	Ft
57	WEATHERING	M	5440.00	SqFt
52	RAVELING	H	10.00	SqFt
47	JOINT REFLECTION CRACKING	M	730.00	Ft
57	WEATHERING	H	400.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft

Sample Number: 02 **Type:** R **Area:** 5950.00 SqFt **PCI:** 34

Sample Comments:

52	RAVELING	H	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	65.00	Ft
57	WEATHERING	H	400.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	85.00	Ft
47	JOINT REFLECTION CRACKING	M	750.00	Ft
57	WEATHERING	M	5500.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3299.00 SqFt **PCI:** 29

Sample Comments:

41	ALLIGATOR CRACKING	M	230.00	SqFt
45	DEPRESSION	H	4.00	SqFt
47	JOINT REFLECTION CRACKING	L	4.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft
57	WEATHERING	M	1332.00	SqFt
50	PATCHING	L	1967.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 08 of 15 **From:** ANRPF-05 **To:** END **Last Const.:** 9/2/1985

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 12,875 SqFt **Length:** 265 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1985 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1985 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 19

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4235.00 SqFt **PCI:** 10

Sample Comments:

41	ALLIGATOR CRACKING	M	2100.00	SqFt
57	WEATHERING	M	3065.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	140.00	Ft
50	PATCHING	L	1170.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4368.00 SqFt **PCI:** 22

Sample Comments:

57	WEATHERING	M	3493.00	SqFt
45	DEPRESSION	H	20.00	SqFt
52	RAVELING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	160.00	Ft
52	RAVELING	M	400.00	SqFt
50	PATCHING	L	475.00	SqFt
41	ALLIGATOR CRACKING	M	500.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4272.00 SqFt **PCI:** 24

Sample Comments:

41	ALLIGATOR CRACKING	H	15.00	SqFt
50	PATCHING	L	480.00	SqFt
53	RUTTING	L	115.00	SqFt
41	ALLIGATOR CRACKING	L	15.00	SqFt
52	RAVELING	L	1000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	42.00	Ft
41	ALLIGATOR CRACKING	M	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft
45	DEPRESSION	H	100.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 02 of 15 **From:** ANRPF-01 **To:** END **Last Const.:** 9/2/1979

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 11,977 SqFt **Length:** 145 Ft **Width:** 80 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1979 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 32

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 22

Sample Comments:

57	WEATHERING	M	5990.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	121.00	Ft
45	DEPRESSION	L	500.00	SqFt
52	RAVELING	H	10.00	SqFt
53	RUTTING	L	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft
52	RAVELING	L	1000.00	SqFt
41	ALLIGATOR CRACKING	M	550.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5977.00 SqFt **PCI:** 42

Sample Comments:

41	ALLIGATOR CRACKING	M	125.00	SqFt
53	RUTTING	H	10.00	SqFt
57	WEATHERING	M	5977.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	143.00	Ft
52	RAVELING	L	1000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 11 of 15 **From:** START **To:** ANRPF-04 **Last Const.:** 9/2/1994

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 3,000 SqFt **Length:** 75 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1994 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1994 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 31

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3000.00 SqFt **PCI:** 31

Sample Comments:

49	OIL SPILLAGE	N	15.00	SqFt
45	DEPRESSION	M	30.00	SqFt
53	RUTTING	M	50.00	SqFt
45	DEPRESSION	L	330.00	SqFt
57	WEATHERING	M	2770.00	SqFt
50	PATCHING	M	140.00	SqFt
52	RAVELING	H	75.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 05 of 15 **From:** ANRPF-07 **To:** ANRPF-03 **Last Const.:** 11/2/2017

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 52,730 SqFt **Length:** 792 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1943	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 11/1/2017	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 11/2/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

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

Sample Comments:

<No Distress>

Sample Number: 11 **Type:** R **Area:** 4985.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 10 of 15 **From:** ANRPF-07 **To:** AOTRPF-01 **Last Const.:** 7/2/2018

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,388 SqFt **Length:** 163 Ft **Width:** 35 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1991	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1991	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 7/1/2018	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/3/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5388.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 06 of 15 **From:** ANRPF-05 **To:** END **Last Const.:** 9/2/1980

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,318 SqFt **Length:** 175 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1980	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1980	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 11/1/2017	**Work Type:** Patching - Asphalt	**Code:** PA-AP	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 18

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7318.00 SqFt **PCI:** 18

Sample Comments:

49	OIL SPILLAGE	N	5.00	SqFt
52	RAVELING	H	18.00	SqFt
45	DEPRESSION	M	30.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	78.00	Ft
53	RUTTING	H	150.00	SqFt
45	DEPRESSION	H	40.00	SqFt
53	RUTTING	M	50.00	SqFt
50	PATCHING	L	240.00	SqFt
41	ALLIGATOR CRACKING	M	800.00	SqFt
57	WEATHERING	M	7055.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 13 of 15 **From:** ANRPF-06 **To:** ANRPF-08 **Last Const.:** 9/2/1985

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 2,767 SqFt **Length:** 80 Ft **Width:** 50 Ft

Slabs: 7 **Slab Length:** 25 Ft **Slab Width:** 20 Ft **Joint Length:** 230 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1985 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1985 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 12

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7.00 Slabs **PCI:** 12

Sample Comments:

72	SHATTERED SLAB	M	4.00	Slabs
65	JOINT SEAL DAMAGE	H	7.00	Slabs
72	SHATTERED SLAB	L	2.00	Slabs
63	LINEAR CRACKING	M	1.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 01 of 15 **From:** START **To:** ANRPF-02 **Last Const.:** 9/2/1979

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,335 SqFt **Length:** 117 Ft **Width:** 83 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1979 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1979 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 11

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5646.00 SqFt **PCI:** 8

Sample Comments:

52	RAVELING	H	500.00	SqFt
57	WEATHERING	M	4646.00	SqFt
53	RUTTING	L	100.00	SqFt
52	RAVELING	L	4646.00	SqFt
41	ALLIGATOR CRACKING	H	30.00	SqFt
52	RAVELING	M	500.00	SqFt
41	ALLIGATOR CRACKING	M	450.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3689.00 SqFt **PCI:** 16

Sample Comments:

41	ALLIGATOR CRACKING	H	14.00	SqFt
53	RUTTING	L	500.00	SqFt
52	RAVELING	H	20.00	SqFt
52	RAVELING	M	1000.00	SqFt
52	RAVELING	L	2669.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	38.00	Ft
41	ALLIGATOR CRACKING	M	1000.00	SqFt
57	WEATHERING	M	2669.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 122,867 SqFt

Section: 20 of 3 **From:** BLDG C-86 **To:** BLDG C-85 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 51,564 SqFt **Length:** 550 Ft **Width:** 180 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 7

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6243.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	43.00	Ft
43	BLOCK CR	L	2530.00	SqFt
57	WEATHERING	L	6243.00	SqFt
48	L & T CR	L	83.00	Ft

Sample Number: 02 **Type:** R **Area:** 5379.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	5379.00	SqFt
43	BLOCK CR	L	300.00	SqFt
48	L & T CR	L	294.00	Ft

Sample Number: 04 **Type:** R **Area:** 4988.00 SqFt **PCI:** 65

Sample Comments:

50	PATCHING	L	40.00	SqFt
48	L & T CR	L	260.00	Ft
50	PATCHING	M	5.00	SqFt
57	WEATHERING	M	4988.00	SqFt
43	BLOCK CR	L	440.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6578.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	6578.00	SqFt
48	L & T CR	L	256.00	Ft

Sample Number: 07 **Type:** R **Area:** 4714.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	4714.00	SqFt
48	L & T CR	L	395.00	Ft

Sample Number: 08 **Type:** R **Area:** 4806.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	471.00	Ft
57	WEATHERING	L	4806.00	SqFt

Sample Number: 10 **Type:** R **Area:** 4438.00 SqFt **PCI:** 76

Sample Comments:

50	PATCHING	L	342.00	SqFt
48	L & T CR	L	208.00	Ft
57	WEATHERING	L	4438.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 03A of 15 **From:** START **To:** ANRPF-02 **Last Const.:** 11/2/2017

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,242 SqFt **Length:** 95 Ft **Width:** 160 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 11/2/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5100.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 4180.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 04A of 15 **From:** ANRPF-05 **To:** END **Last Const.:** 9/2/1994

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 20,608 SqFt **Length:** 289 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/2/1994 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 9 **Surveyed:** 3

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 03 **Type:** A **Area:** 5430.00 SqFt **PCI:** 30

Sample Comments:

54	SHOVING	L	6.00	SqFt
41	ALLIGATOR CR	M	175.00	SqFt
57	WEATHERING	L	4980.00	SqFt
48	L & T CR	L	140.00	Ft
45	DEPRESSION	M	50.00	SqFt
50	PATCHING	L	450.00	SqFt
45	DEPRESSION	L	230.00	SqFt
45	DEPRESSION	H	70.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5070.00 SqFt **PCI:** 50

Sample Comments:

57	WEATHERING	L	5060.00	SqFt
54	SHOVING	L	20.00	SqFt
48	L & T CR	L	83.00	Ft
52	RAVELING	M	10.00	SqFt
45	DEPRESSION	M	250.00	SqFt

Sample Number: 06 **Type:** R **Area:** 3445.00 SqFt **PCI:** 51

Sample Comments:

52	RAVELING	H	10.00	SqFt
45	DEPRESSION	M	210.00	SqFt
48	L & T CR	L	70.00	Ft
57	WEATHERING	L	3435.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 03B of 15 **From:** START **To:** ANRPF-02 **Last Const.:** 11/2/2017

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 3,044 SqFt **Length:** 24 Ft **Width:** 160 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 11/2/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 3044.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 15B of 15 **From:** ANRPF-14 **To:** AOTRPF-01 **Last Const.:** 7/2/2018

Surface: APC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 3,601 SqFt **Length:** 48 Ft **Width:** 38 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/3/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3601.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 122,867 SqFt

Section: 19 of 3 **From:** BLDG C-88 **To:** BLDG C-77 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 68,737 SqFt **Length:** 650 Ft **Width:** 121 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 14 **Surveyed:** 8

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5726.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5726.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5371.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	34.00	Ft
57	WEATHERING	L	5371.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4350.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4350.00	SqFt
48	L & T CR	L	51.00	Ft

Sample Number: 06 **Type:** R **Area:** 4500.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	4500.00	SqFt

Sample Number: 08 **Type:** R **Area:** 4660.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	4660.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5965.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	40.00	Ft
57	WEATHERING	L	5965.00	SqFt

Sample Number: 11 **Type:** R **Area:** 4988.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4988.00	SqFt
48	L & T CR	L	78.00	Ft

Sample Number: 13 **Type:** R **Area:** 4988.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	78.00	Ft
57	WEATHERING	L	4988.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 04B of 15 **From:** ANRPF-05 **To:** END **Last Const.:** 9/2/1994

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 22,144 SqFt **Length:** 272 Ft **Width:** 55 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/2/1994 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

41	ALLIGATOR CR	M	40.00	SqFt
57	WEATHERING	L	2500.00	SqFt
41	ALLIGATOR CR	L	40.00	SqFt
45	DEPRESSION	H	200.00	SqFt
45	DEPRESSION	M	20.00	SqFt
52	RAVELING	M	100.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	31.00	Ft
57	WEATHERING	L	2500.00	SqFt
53	RUTTING	L	45.00	SqFt
52	RAVELING	L	500.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 15A of 15 **From:** ANRPF-14 **To:** AOTRPF-01 **Last Const.:** 7/2/2018

Surface: APC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,597 SqFt **Length:** 112 Ft **Width:** 38 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/3/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5365.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 122,867 SqFt

Section: 18 of 3 **From:** ANRPF **To:** RDNRPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 2,566 SqFt **Length:** 100 Ft **Width:** 33 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2566.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2566.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ANRPF **Name:** APRON NORTH **Use:** APRON **Area:** 191,997 SqFt

Section: 17 of 15 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 11/2/2017

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 20,371 SqFt **Length:** 350 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1943	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 11/1/2017	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 11/2/2017	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 100

Inspection Comments:

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

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AOTRPF **Name:** APRON OUTER TERMINAL **Use:** APRON **Area:** 119,514 SqFt

Section: 03 of 6 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 7/2/2018

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 35,000 SqFt **Length:** 315 Ft **Width:** 90 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1964	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1964	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1964	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1985	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2003	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/3/2018 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5540.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 4455.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AOTRPF **Name:** APRON OUTER TERMINAL **Use:** APRON **Area:** 119,514 SqFt

Section: 02 of 6 **From:** AOTRPF-01 **To:** TCPF-01 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,306 SqFt **Length:** 55 Ft **Width:** 130 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/4/1964	**Work Type:** Surface Treatment - Single Bitum.	**Code:** ST-SB	**Is Major M&R:** False
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7306.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	M	260.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AOTRPF **Name:** APRON OUTER TERMINAL **Use:** APRON **Area:** 119,514 SqFt

Section: 01B of 6 **From:** ANRPF-15 **To:** AOTRPF-02 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,101 SqFt **Length:** 24 Ft **Width:** 138 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 12 **Surveyed:** 1

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 08 **Type:** R **Area:** 4101.00 SqFt **PCI:** 98

Sample Comments:

57	WEATHERING	M	60.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AOTRPF **Name:** APRON OUTER TERMINAL **Use:** APRON **Area:** 119,514 SqFt

Section: 01A of 6 **From:** ANRPF-15 **To:** AOTRPF-02 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 38,374 SqFt **Length:** 285 Ft **Width:** 138 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	M	27.00	SqFt
50	PATCHING	L	425.00	SqFt

Sample Number: 04 **Type:** R **Area:** 6250.00 SqFt **PCI:** 98

Sample Comments:

57	WEATHERING	M	36.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 98

Sample Comments:

57	WEATHERING	M	50.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AOTRPF **Name:** APRON OUTER TERMINAL **Use:** APRON **Area:** 119,514 SqFt

Section: 01BB of 6 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 7/2/2018

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 25,399 SqFt **Length:** 315 Ft **Width:** 65 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/3/2018 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 17 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AOTRPF **Name:** APRON OUTER TERMINAL **Use:** APRON **Area:** 119,514 SqFt

Section: 01AA of 6 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 7/2/2018

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,334 SqFt **Length:** 83 Ft **Width:** 112 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/3/2018 **TotalSamples:** 19 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

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

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 4334.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ASRPF **Name:** APRON SOUTH **Use:** APRON **Area:** 14,316 SqFt

Section: 01 of 1 **From:** ASRPF-01 **To:** AARMYPF-06 **Last Const.:** 9/1/1958

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 14,316 SqFt **Length:** 174 Ft **Width:** 88 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1940	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1940	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1940	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1956	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1958	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 14

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6562.00 SqFt **PCI:** 14

Sample Comments:

43	BLOCK CRACKING	M	3562.00	SqFt
52	RAVELING	L	6562.00	SqFt
41	ALLIGATOR CRACKING	M	3000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4400.00 SqFt **PCI:** 14

Sample Comments:

41	ALLIGATOR CRACKING	M	2000.00	SqFt
52	RAVELING	L	4400.00	SqFt
43	BLOCK CRACKING	M	2400.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3354.00 SqFt **PCI:** 14

Sample Comments:

52	RAVELING	L	3354.00	SqFt
41	ALLIGATOR CRACKING	M	1500.00	SqFt
43	BLOCK CRACKING	M	1854.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ATBPF **Name:** APRON TB **Use:** APRON **Area:** 158,380 SqFt

Section: 01 of 1 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 7/2/2018

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 158,380 SqFt **Length:** 375 Ft **Width:** 570 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/1/2018 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 7/2/2018 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/3/2018 **TotalSamples:** 34 **Surveyed:** 5

Conditions: **PCI:** 100

Inspection Comments:

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

Sample Comments:

<No Distress>

Sample Number: 13 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 17 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 23 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ATRPF **Name:** APRON NORTH OF TAXIWAY E **Use:** APRON **Area:** 57,303 SqFt

Section: 01 of 2 **From:** TAXIWAY E **To:** AWRPF-04 **Last Const.:** 6/1/2004

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 52,857 SqFt **Length:** 540 Ft **Width:** 120 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 13 **Surveyed:** 4

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4440.00 SqFt **PCI:** 70

Sample Comments:

52	RAVELING	L	1110.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft
57	WEATHERING	L	4440.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	95.00	Ft
57	WEATHERING	L	6000.00	SqFt
52	RAVELING	L	1500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft

Sample Number: 05 **Type:** R **Area:** 6000.00 SqFt **PCI:** 70

Sample Comments:

52	RAVELING	L	1500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	70.00	Ft
57	WEATHERING	L	6000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	132.00	Ft

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	6000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft
52	RAVELING	L	1500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: ATRPF **Name:** APRON NORTH OF TAXIWAY E **Use:** APRON **Area:** 57,303 SqFt

Section: 01A of 2 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/20/2016

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,446 SqFt **Length:** 121 Ft **Width:** 32 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/18/2016	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/20/2016	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4446.00 SqFt **PCI:** 67

Sample Comments:

53	RUTTING	H	19.00	SqFt
53	RUTTING	M	10.00	SqFt
53	RUTTING	L	15.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWASHEPF **Name:** APRON E WASH BAY **Use:** APRON **Area:** 1,600 SqFt

Section: 01 of 1 **From:** START **To:** AEHPF-01 **Last Const.:** 9/2/1988

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 1,600 SqFt **Length:** 40 Ft **Width:** 40 Ft

Slabs: 4 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 80 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1988 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1988 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 3

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4.00 Slabs **PCI:** 3

Sample Comments:

72	SHATTERED SLAB	H	1.00	Slabs
65	JOINT SEAL DAMAGE	H	4.00	Slabs
72	SHATTERED SLAB	L	1.00	Slabs
72	SHATTERED SLAB	M	2.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWASHWPF **Name:** W WASH APRON **Use:** APRON **Area:** 3,827 SqFt

Section: 01 of 1 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/1/2003

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 3,827 SqFt **Length:** 60 Ft **Width:** 60 Ft

Slabs: 8 **Slab Length:** 15 Ft **Slab Width:** 30 Ft **Joint Length:** 240 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2003 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 28

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7.00 Slabs **PCI:** 28

Sample Comments:

65	JOINT SEAL DAMAGE	H	8.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
73	SHRINKAGE CRACKING	N	3.00	Slabs
62	CORNER BREAK	M	4.00	Slabs
63	LINEAR CRACKING	L	3.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWRPF **Name:** APRON WEST **Use:** APRON **Area:** 728,149 SqFt

Section: 02 of 8 **From:** AWRPF-01 **To:** AWRPF-03 **Last Const.:** 9/2/1994

Surface: PCC **Family:** WSDOT_Apron_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 36,943 SqFt **Length:** 1,625 Ft **Width:** 22 Ft

Slabs: 100 **Slab Length:** 20 Ft **Slab Width:** 17 Ft **Joint Length:** 2,256 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1994 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1994 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 15

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 19.00 Slabs **PCI:** 31

Sample Comments:

72	SHATTERED SLAB	M	5.00	Slabs
65	JOINT SEAL DAMAGE	H	19.00	Slabs
63	LINEAR CRACKING	L	5.00	Slabs
72	SHATTERED SLAB	L	4.00	Slabs

Sample Number: 02 **Type:** R **Area:** 14.00 Slabs **PCI:** 1

Sample Comments:

72	SHATTERED SLAB	M	9.00	Slabs
72	SHATTERED SLAB	H	2.00	Slabs
63	LINEAR CRACKING	M	3.00	Slabs
65	JOINT SEAL DAMAGE	H	14.00	Slabs
73	SHRINKAGE CRACKING	N	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 12

Sample Comments:

62	CORNER BREAK	M	2.00	Slabs
67	LARGE PATCH/UTILITY	M	1.00	Slabs
65	JOINT SEAL DAMAGE	H	20.00	Slabs
72	SHATTERED SLAB	L	2.00	Slabs
63	LINEAR CRACKING	M	4.00	Slabs
63	LINEAR CRACKING	L	3.00	Slabs
72	SHATTERED SLAB	M	9.00	Slabs

Sample Number: 05 **Type:** R **Area:** 24.00 Slabs **PCI:** 14

Sample Comments:

63	LINEAR CRACKING	L	5.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
65	JOINT SEAL DAMAGE	H	24.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CRACKING	M	6.00	Slabs
72	SHATTERED SLAB	L	3.00	Slabs
73	SHRINKAGE CRACKING	N	4.00	Slabs
72	SHATTERED SLAB	M	7.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWRPF **Name:** APRON WEST **Use:** APRON **Area:** 728,149 SqFt

Section: 01 of 8 **From:** AWRPF-07 **To:** AWRPF-03 **Last Const.:** 9/2/1982

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 322,739 SqFt **Length:** 1,745 Ft **Width:** 110 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1982 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1982 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 9/1/1996 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 6/3/2018 **TotalSamples:** 64 **Surveyed:** 7

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 11 **Type:** R **Area:** 6040.00 SqFt **PCI:** 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.00	Ft
56	SWELLING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	205.00	Ft
57	WEATHERING	L	6040.00	SqFt

Sample Number: 22 **Type:** A **Area:** 5667.00 SqFt **PCI:** 45

Sample Comments:

41	ALLIGATOR CRACKING	M	100.00	SqFt
57	WEATHERING	M	5547.00	SqFt
50	PATCHING	L	120.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	112.00	Ft
43	BLOCK CRACKING	L	500.00	SqFt

Sample Number: 31 **Type:** R **Area:** 4125.00 SqFt **PCI:** 75

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft
57	WEATHERING	M	4125.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft

Sample Number: 40 **Type:** R **Area:** 4500.00 SqFt **PCI:** 74

Sample Comments:

45	DEPRESSION	L	8.00	SqFt
57	WEATHERING	M	4500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	49.00	Ft

Sample Number: 57 **Type:** R **Area:** 4940.00 SqFt **PCI:** 72

Sample Comments:

50	PATCHING	L	750.00	SqFt

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft
57	WEATHERING	M	4190.00	SqFt

Sample Number: 60 **Type:** R **Area:** 3275.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	M	3275.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWRPF **Name:** APRON WEST **Use:** APRON **Area:** 728,149 SqFt

Section: 04 of 8 **From:** AWRPF-03 **To:** AWRPF-06 **Last Const.:** 6/2/1996

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 137,703 SqFt **Length:** 800 Ft **Width:** 500 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1996 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/2/1996 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 26 **Surveyed:** 5

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 3920.00 SqFt **PCI:** 85

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	113.00	Ft
57	WEATHERING	L	3920.00	SqFt

Sample Number: 08 **Type:** R **Area:** 4330.00 SqFt **PCI:** 75

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	164.00	Ft
57	WEATHERING	M	4330.00	SqFt

Sample Number: 13 **Type:** R **Area:** 5160.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	M	5160.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft

Sample Number: 18 **Type:** R **Area:** 5890.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	261.00	Ft
57	WEATHERING	L	5890.00	SqFt

Sample Number: 23 **Type:** R **Area:** 5500.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	265.00	Ft
57	WEATHERING	L	5500.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWRPF **Name:** APRON WEST **Use:** APRON **Area:** 728,149 SqFt

Section: 05 of 8 **From:** AWRPF-04 **To:** AWRPF-06 **Last Const.:** 9/2/1984

Surface: AC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,203 SqFt **Length:** 98 Ft **Width:** 98 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1984 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1984 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 32

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5203.00 SqFt **PCI:** 32

Sample Comments:

56	SWELLING	L	75.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	112.00	Ft
57	WEATHERING	L	5203.00	SqFt
41	ALLIGATOR CRACKING	M	300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft
53	RUTTING	L	100.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWRPF **Name:** APRON WEST **Use:** APRON **Area:** 728,149 SqFt

Section: 06 of 8 **From:** TINTPF-02 **To:** AWRPF-07 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 57,017 SqFt **Length:** 1,515 Ft **Width:** 35 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1965	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1965	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 3/1/1984	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1996	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5250.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 5250.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 5250.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 09 **Type:** R **Area:** 5250.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWRPF **Name:** APRON WEST **Use:** APRON **Area:** 728,149 SqFt

Section: 03 of 8 **From:** AWRPF-01 **To:** AWRPF-04 **Last Const.:** 9/2/1996

Surface: AC **Family:** WSDOT_Apron_AC/AAC /APC **Zone:** WEST **Category:** G **Rank:** P

Area: 123,167 SqFt **Length:** 490 Ft **Width:** 340 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1996 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1996 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 23 **Surveyed:** 5

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4550.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4550.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft

Sample Number: 04 **Type:** R **Area:** 4940.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	22.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft
57	WEATHERING	L	4940.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5625.00 SqFt **PCI:** 75

Sample Comments:

45	DEPRESSION	M	40.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft
57	WEATHERING	L	5624.00	SqFt
52	RAVELING	H	1.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5625.00 SqFt **PCI:** 86

Sample Comments:

45	DEPRESSION	L	30.00	SqFt
57	WEATHERING	L	5625.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft

Sample Number: 13 **Type:** R **Area:** 5625.00 SqFt **PCI:** 89

Sample Comments:

50	PATCHING	L	100.00	SqFt
57	WEATHERING	L	5525.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWRPF **Name:** APRON WEST **Use:** APRON **Area:** 728,149 SqFt

Section: 07A of 8 **From:** R11PF-06 **To:** THPF-02 **Last Const.:** 1/1/1956

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 26,491 SqFt **Length:** 805 Ft **Width:** 35 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1956 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 5250.00 SqFt **PCI:** 51

Sample Comments:

52	RAVELING	M	100.00	SqFt
48	L & T CR	L	250.00	Ft
52	RAVELING	H	50.00	SqFt
52	RAVELING	L	525.00	SqFt
48	L & T CR	L	317.00	Ft
41	ALLIGATOR CR	L	40.00	SqFt
57	WEATHERING	M	420.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5250.00 SqFt **PCI:** 44

Sample Comments:

50	PATCHING	L	72.00	SqFt
48	L & T CR	L	308.00	Ft
52	RAVELING	L	525.00	SqFt
48	L & T CR	L	200.00	Ft
52	RAVELING	M	25.00	SqFt
52	RAVELING	H	250.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AWRPF **Name:** APRON WEST **Use:** APRON **Area:** 728,149 SqFt

Section: 07B of 8 **From:** R11PF-06 **To:** THPF-02 **Last Const.:** 1/1/1956

Surface: AAC **Family:** WSDOT_Apron_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 18,886 SqFt **Length:** 665 Ft **Width:** 35 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1956 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5250.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	M	340.00	Ft
57	WEATHERING	L	3700.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	M	300.00	SqFt
48	L & T CR	L	161.00	Ft

Sample Number: 09 **Type:** R **Area:** 5250.00 SqFt **PCI:** 31

Sample Comments:

43	BLOCK CR	L	2125.00	SqFt
52	RAVELING	H	150.00	SqFt
52	RAVELING	L	525.00	SqFt
53	RUTTING	L	450.00	SqFt
57	WEATHERING	M	405.00	SqFt
52	RAVELING	M	800.00	SqFt
48	L & T CR	L	357.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P1105PF **Name:** PARKING BUILDING 1105 **Use:** PARKING **Area:** 18,992 SqFt

Section: 01 of 1 **From:** AWRPF **To:** BLDG 1105 **Last Const.:** 12/31/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 18,992 SqFt **Length:** 197 Ft **Width:** 190 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4452.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	L	25.00	Ft
10	L & T CR	L	124.00	Ft
10	L & T CR	M	24.00	Ft
20	WEATHERING	L	4452.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5415.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	L	5415.00	SqFt
10	L & T CR	L	133.00	Ft
10	L & T CR	L	125.00	Ft
10	L & T CR	L	31.00	Ft

Sample Number: 03 **Type:** R **Area:** 4137.00 SqFt **PCI:** 85

Sample Comments:

10	L & T CR	L	168.00	Ft
20	WEATHERING	L	4137.00	SqFt
10	L & T CR	L	112.00	Ft

Sample Number: 04 **Type:** R **Area:** 4985.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	4985.00	SqFt
10	L & T CR	L	67.00	Ft
10	L & T CR	L	136.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P1116PF **Name:** PARKING BUILDING 1116 **Use:** PARKING **Area:** 7,689 SqFt

Section: 01 of 1 **From:** AWRPF **To:** BLDG 1116 **Last Const.:** 12/31/2004

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 7,689 SqFt **Length:** 135 Ft **Width:** 118 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3936.00 SqFt **PCI:** 44

Sample Comments:

17	SLIPPAGE CR	L	3936.00	SqFt
10	L & T CR	L	173.00	Ft

Sample Number: 02 **Type:** R **Area:** 3752.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	102.00	Ft
20	WEATHERING	L	3752.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PATSPF **Name:** PARKING ATS HANGAR **Use:** PARKING **Area:** 177,681 SqFt

Section: 03 of 3 **From:** PATSPF **To:** AATSPF **Last Const.:** 7/1/1989

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 32,934 SqFt **Length:** 347 Ft **Width:** 223 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 14 **Surveyed:** 8

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1903.00 SqFt **PCI:** 64

Sample Comments:

3	BLOCK CR	L	1142.00	SqFt
10	L & T CR	M	20.00	Ft
1	ALLIGATOR CR	M	15.00	SqFt
20	WEATHERING	L	1903.00	SqFt
10	L & T CR	L	113.00	Ft

Sample Number: 03 **Type:** R **Area:** 2175.00 SqFt **PCI:** 13

Sample Comments:

10	L & T CR	L	69.00	Ft
1	ALLIGATOR CR	H	464.00	SqFt
1	ALLIGATOR CR	M	700.00	SqFt
20	WEATHERING	L	2175.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2376.00 SqFt **PCI:** 59

Sample Comments:

1	ALLIGATOR CR	M	60.00	SqFt
6	DEPRESSION	L	12.00	SqFt
20	WEATHERING	H	270.00	SqFt
20	WEATHERING	L	2106.00	SqFt
10	L & T CR	L	62.00	Ft
10	L & T CR	H	15.00	Ft

Sample Number: 06 **Type:** R **Area:** 2263.00 SqFt **PCI:** 17

Sample Comments:

11	PATCH/UT CUT	M	84.00	SqFt
20	WEATHERING	M	2263.00	SqFt
1	ALLIGATOR CR	H	310.00	SqFt
11	PATCH/UT CUT	H	200.00	SqFt
1	ALLIGATOR CR	M	120.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2011.00 SqFt **PCI:** 38

Sample Comments:

20	WEATHERING	M	2011.00	SqFt
1	ALLIGATOR CR	M	476.00	SqFt
1	ALLIGATOR CR	M	96.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2038.00 SqFt **PCI:** 29

Sample Comments:

10	L & T CR	L	37.00	Ft
20	WEATHERING	L	2038.00	SqFt
18	SWELL	M	10.00	SqFt
1	ALLIGATOR CR	M	112.00	SqFt
10	L & T CR	L	48.00	Ft
1	ALLIGATOR CR	H	70.00	SqFt
1	ALLIGATOR CR	M	50.00	SqFt

10	L & T CR	H	18.00	Ft

Sample Number: 11 **Type:** R **Area:** 3128.00 SqFt **PCI:** 21

Sample Comments:

20	WEATHERING	L	3128.00	SqFt
10	L & T CR	L	44.00	Ft
1	ALLIGATOR CR	M	392.00	SqFt
11	PATCH/UT CUT	M	75.00	SqFt
1	ALLIGATOR CR	H	380.00	SqFt
1	ALLIGATOR CR	M	58.00	SqFt

Sample Number: 14 **Type:** R **Area:** 3269.00 SqFt **PCI:** 52

Sample Comments:

10	L & T CR	L	98.00	Ft
20	WEATHERING	L	98.00	SqFt
1	ALLIGATOR CR	M	294.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC1PF **Name:** PARKING BUILDING C-1 **Use:** PARKING **Area:** 1,027,864 SqFt

Section: 02 of 2 **From:** X **To:** X **Last Const.:** 1/1/1992

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 1,000,000 SqFt **Length:** 1,000 Ft **Width:** 1,000 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/1992 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 5

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2170.00 SqFt **PCI:** 48

Sample Comments:

11	PATCH/UT CUT	L	72.00	SqFt
10	L & T CR	L	110.00	Ft
1	ALLIGATOR CR	M	209.00	SqFt
10	L & T CR	L	8.00	Ft
20	WEATHERING	L	2170.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2375.00 SqFt **PCI:** 24

Sample Comments:

1	ALLIGATOR CR	M	1475.00	SqFt
11	PATCH/UT CUT	L	148.00	SqFt
20	WEATHERING	M	2108.00	SqFt
10	L & T CR	L	68.00	Ft
11	PATCH/UT CUT	M	64.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2876.00 SqFt **PCI:** 31

Sample Comments:

11	PATCH/UT CUT	L	359.00	SqFt
20	WEATHERING	M	2418.00	SqFt
1	ALLIGATOR CR	H	362.00	SqFt
11	PATCH/UT CUT	L	99.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2029.00 SqFt **PCI:** 39

Sample Comments:

1	ALLIGATOR CR	M	62.00	SqFt
1	ALLIGATOR CR	M	15.00	SqFt
20	WEATHERING	L	1629.00	SqFt
10	L & T CR	L	32.00	Ft
20	WEATHERING	H	400.00	SqFt
1	ALLIGATOR CR	H	35.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2630.00 SqFt **PCI:** 64

Sample Comments:

10	L & T CR	L	28.00	Ft
20	WEATHERING	H	40.00	SqFt
10	L & T CR	L	102.00	Ft
20	WEATHERING	M	400.00	SqFt
10	L & T CR	L	99.00	Ft
6	DEPRESSION	L	24.00	SqFt
1	ALLIGATOR CR	M	40.00	SqFt
20	WEATHERING	L	2190.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC1PF **Name:** PARKING BUILDING C-1 **Use:** PARKING **Area:** 1,027,864 SqFt

Section: 01 of 2 **From:** 33RD AVE W **To:** BLDG C-1 **Last Const.:** 12/31/2000

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 27,864 SqFt **Length:** 227 Ft **Width:** 197 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2094.00 SqFt **PCI:** 27

Sample Comments:

11	PATCH/UT CUT	M	30.00	SqFt
1	ALLIGATOR CR	L	210.00	SqFt
11	PATCH/UT CUT	H	12.00	SqFt
1	ALLIGATOR CR	M	620.00	SqFt
11	PATCH/UT CUT	M	300.00	SqFt
20	WEATHERING	M	1764.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 73

Sample Comments:

3	BLOCK CR	L	1125.00	SqFt
10	L & T CR	L	75.00	Ft
20	WEATHERING	M	2500.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 69

Sample Comments:

20	WEATHERING	M	2500.00	SqFt
10	L & T CR	L	117.00	Ft
6	DEPRESSION	L	80.00	SqFt
11	PATCH/UT CUT	H	3.00	SqFt
3	BLOCK CR	L	1200.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 77

Sample Comments:

10	L & T CR	L	121.00	Ft
20	WEATHERING	M	2500.00	SqFt
3	BLOCK CR	L	375.00	SqFt
11	PATCH/UT CUT	M	3.00	SqFt

Sample Number: 06 **Type:** R **Area:** 1531.00 SqFt **PCI:** 35

Sample Comments:

10	L & T CR	L	129.00	Ft
20	WEATHERING	M	1233.00	SqFt
1	ALLIGATOR CR	M	13.00	SqFt
11	PATCH/UT CUT	M	210.00	SqFt
1	ALLIGATOR CR	M	30.00	SqFt
6	DEPRESSION	L	5.00	SqFt
11	PATCH/UT CUT	H	8.00	SqFt
11	PATCH/UT CUT	H	30.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC81PF **Name:** PARKING BUILDING C-81 **Use:** PARKING **Area:** 9,308 SqFt

Section: 01 of 1 **From:** P3 **To:** BLDG C-81 **Last Const.:** 1/1/2004

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 9,308 SqFt **Length:** 200 Ft **Width:** 93 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3360.00 SqFt **PCI:** 70

Sample Comments:

2	BLEEDING	L	24.00	SqFt
20	WEATHERING	L	3360.00	SqFt
1	ALLIGATOR CR	M	45.00	SqFt
11	PATCH/UT CUT	M	56.00	SqFt
10	L & T CR	L	57.00	Ft

Sample Number: 02 **Type:** R **Area:** 2909.00 SqFt **PCI:** 64

Sample Comments:

20	WEATHERING	L	2909.00	SqFt
1	ALLIGATOR CR	M	84.00	SqFt
10	L & T CR	L	54.00	Ft

Sample Number: 03 **Type:** R **Area:** 3038.00 SqFt **PCI:** 60

Sample Comments:

10	L & T CR	L	69.00	Ft
10	L & T CR	L	54.00	Ft
1	ALLIGATOR CR	M	8.00	SqFt
1	ALLIGATOR CR	M	96.00	SqFt
20	WEATHERING	L	3038.00	SqFt
6	DEPRESSION	L	90.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFLIGHTPF **Name:** PARKING FLIGHT PARKING APRON **Use:** PARKING **Area:** 62,735 SqFt

Section: 01 of 7 **From:** 84TH ST SW **To:** SECURITY GATE W3 **Last Const.:** 12/31/2010

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 12,907 SqFt **Length:** 209 Ft **Width:** 118 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 5

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2533.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	83.00	Ft
20	WEATHERING	M	2533.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2245.00 SqFt **PCI:** 81

Sample Comments:

20	WEATHERING	M	2230.00	SqFt
10	L & T CR	L	28.00	Ft
20	WEATHERING	H	15.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2395.00 SqFt **PCI:** 62

Sample Comments:

10	L & T CR	L	56.00	Ft
1	ALLIGATOR CR	M	25.00	SqFt
10	L & T CR	L	12.00	Ft
11	PATCH/UT CUT	M	104.00	SqFt
20	WEATHERING	M	2395.00	SqFt

Sample Number: 05 **Type:** R **Area:** 1888.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	1888.00	SqFt
10	L & T CR	L	70.00	Ft

Sample Number: 06 **Type:** R **Area:** 2057.00 SqFt **PCI:** 85

Sample Comments:

10	L & T CR	M	21.00	Ft
20	WEATHERING	L	2057.00	SqFt
11	PATCH/UT CUT	L	54.00	SqFt
10	L & T CR	L	28.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PITRPF **Name:** PARKING INNER TERMINAL **Use:** PARKING **Area:** 4,747 SqFt

Section: 01 of 1 **From:** AITRPF **To:** TRMINAL BLDG **Last Const.:** 1/1/2008

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 4,747 SqFt **Length:** 157 Ft **Width:** 27 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2484.00 SqFt **PCI:** 64

Sample Comments:

11	PATCH/UT CUT	L	255.00	SqFt
3	BLOCK CR	L	2134.00	SqFt
20	WEATHERING	M	2134.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2262.00 SqFt **PCI:** 83

Sample Comments:

3	BLOCK CR	L	110.00	SqFt
20	WEATHERING	M	110.00	SqFt
20	WEATHERING	L	2152.00	SqFt
10	L & T CR	L	120.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PNRPF **Name:** PARKING NORTH APRON **Use:** PARKING **Area:** 4,324 SqFt

Section: 01 of 1 **From:** P3 PARKING **To:** ANRPF **Last Const.:** 12/31/2002

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 4,324 SqFt **Length:** 108 Ft **Width:** 41 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2161.00 SqFt **PCI:** 71

Sample Comments:

6	DEPRESSION	M	25.00	SqFt
20	WEATHERING	L	2161.00	SqFt
10	L & T CR	L	101.00	Ft
11	PATCH/UT CUT	M	110.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2161.00 SqFt **PCI:** 54

Sample Comments:

20	WEATHERING	L	2161.00	SqFt
1	ALLIGATOR CR	H	40.00	SqFt
10	L & T CR	L	258.00	Ft
11	PATCH/UT CUT	M	40.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R12PF **Name:** RUNWAY 12/30 **Use:** APRON **Area:** 210,603 SqFt

Section: 01 of 3 **From:** TJPF **To:** R12PF-02 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 6,588 SqFt **Length:** 123 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6587.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6587.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R12PF **Name:** RUNWAY 12/30 **Use:** APRON **Area:** 210,603 SqFt

Section: 02 of 3 **From:** R12PF-01 **To:** R12PF-03 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 7,640 SqFt **Length:** 103 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3838.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	3838.00	SqFt
48	L & T CR	L	12.00	Ft

Sample Number: 02 **Type:** R **Area:** 3800.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3800.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R12PF **Name:** RUNWAY 12/30 **Use:** APRON **Area:** 210,603 SqFt

Section: 03 of 3 **From:** R12PF-02 **To:** TW11PF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 196,375 SqFt **Length:** 2,535 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 40 **Surveyed:** 12

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	23.00	Ft
48	L & T CR	L	45.00	Ft
48	L & T CR	L	134.00	Ft
48	L & T CR	L	163.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	12.00	Ft
57	WEATHERING	L	5000.00	SqFt
41	ALLIGATOR CR	L	16.00	SqFt
48	L & T CR	L	67.00	Ft
48	L & T CR	L	53.00	Ft
48	L & T CR	L	72.00	Ft

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	134.00	Ft
48	L & T CR	L	112.00	Ft

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	M	58.00	Ft
48	L & T CR	L	124.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 13 **Type:** R **Area:** 5583.00 SqFt **PCI:** 64

Sample Comments:

50	PATCHING	L	38.00	SqFt
57	WEATHERING	H	120.00	SqFt
57	WEATHERING	L	5427.00	SqFt
48	L & T CR	L	313.00	Ft
48	L & T CR	M	55.00	Ft
48	L & T CR	M	92.00	Ft

Sample Number: 17 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	43.00	Ft
48	L & T CR	L	76.00	Ft
48	L & T CR	M	48.00	Ft

Sample Number: 18 **Type:** R **Area:** 3038.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	2972.00	SqFt
57	WEATHERING	M	56.00	SqFt
48	L & T CR	L	90.00	Ft
48	L & T CR	M	87.00	Ft

Sample Number: 20 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	71.00	Ft
48	L & T CR	L	152.00	Ft

Sample Number: 25 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	84.00	Ft
48	L & T CR	L	96.00	Ft
45	DEPRESSION	L	8.00	SqFt

Sample Number: 27 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	112.00	Ft
48	L & T CR	L	121.00	Ft

Sample Number: 33 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

50	PATCHING	L	900.00	SqFt
45	DEPRESSION	L	2.00	SqFt
57	WEATHERING	L	4100.00	SqFt
48	L & T CR	L	64.00	Ft
48	L & T CR	L	121.00	Ft

Sample Number: 35 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
41	ALLIGATOR CR	L	52.00	SqFt
48	L & T CR	L	67.00	Ft
45	DEPRESSION	L	6.00	SqFt
48	L & T CR	L	37.00	Ft
48	L & T CR	L	78.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16LPF **Name:** RUNWAY 16L/34R **Use:** RUNWAY **Area:** 225,000 SqFt

Section: 01 of 1 **From:** NORTH R16L END **To:** R34R END **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_UtilityRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 225,000 SqFt **Length:** 3,000 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1986	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1986	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1986	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 40 **Surveyed:** 6

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments:

57 WEATHERING L 1250.00 SqFt

Sample Number: 09 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments:

57 WEATHERING L 1250.00 SqFt

Sample Number: 16 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments:

57 WEATHERING L 1250.00 SqFt

Sample Number: 23 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments:

57 WEATHERING L 1250.00 SqFt

Sample Number: 30 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments:

57 WEATHERING L 1250.00 SqFt

Sample Number: 37 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments:

57 WEATHERING L 1250.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RORNPF **Name:** OVERRUN RUNWAY 16R/34L NORTH **Use:** OVERRUN **Area:** 38,628 SqFt

Section: 01 of 1 **From:** R16RPF **To:** NORTH EDGE **Last Const.:** 3/1/1992

Surface: AC **Family:** GRI_Overrun-ShoulderRD_AC **Zone:** **Category:** **Rank:** T

Area: 38,628 SqFt **Length:** 205 Ft **Width:** 190 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/1992 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 6

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4320.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	310.00	Ft
57	WEATHERING	L	3680.00	SqFt
48	L & T CR	M	33.00	Ft
57	WEATHERING	H	640.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4325.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	M	39.00	Ft
57	WEATHERING	H	264.00	SqFt
48	L & T CR	L	140.00	Ft
48	L & T CR	M	98.00	Ft
57	WEATHERING	H	252.00	SqFt
57	WEATHERING	L	3809.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5593.00 SqFt **PCI:** 58

Sample Comments:

57	WEATHERING	L	4593.00	SqFt
57	WEATHERING	M	1000.00	SqFt
48	L & T CR	L	882.00	Ft
56	SWELLING	L	42.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5249.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	M	27.00	Ft
56	SWELLING	L	40.00	SqFt
57	WEATHERING	H	840.00	SqFt
48	L & T CR	L	469.00	Ft
50	PATCHING	L	58.00	SqFt
57	WEATHERING	L	4409.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5249.00 SqFt **PCI:** 47

Sample Comments:

57	WEATHERING	M	800.00	SqFt
50	PATCHING	L	32.00	SqFt
48	L & T CR	L	362.00	Ft
50	PATCHING	L	4449.00	SqFt
48	L & T CR	M	31.00	Ft
56	SWELLING	L	27.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5245.00 SqFt **PCI:** 57

Sample Comments:

57	WEATHERING	M	280.00	SqFt
43	BLOCK CR	L	1935.00	SqFt

48	L & T CR	L	168.00	Ft
57	WEATHERING	H	424.00	SqFt
57	WEATHERING	L	4541.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RORSPF **Name:** OVERRUN RUNWAY 16R/34L SOUTH **Use:** OVERRUN **Area:** 89,035 SqFt

Section: 01 of 1 **From:** R16RPF **To:** SOUTH EDGE **Last Const.:** 3/2/2006

Surface: AC **Family:** GRI_Overrun-ShoulderRD_AC **Zone:** **Category:** **Rank:** T

Area: 89,035 SqFt **Length:** 405 Ft **Width:** 221 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 16 **Surveyed:** 9

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5404.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	418.00	Ft
57	WEATHERING	L	5404.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5593.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	5593.00	SqFt
48	L & T CR	L	364.00	Ft

Sample Number: 04 **Type:** R **Area:** 5605.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	292.00	Ft
57	WEATHERING	L	5605.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5604.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	M	8.00	Ft
57	WEATHERING	L	5604.00	SqFt
48	L & T CR	L	225.00	Ft

Sample Number: 08 **Type:** R **Area:** 5593.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	5593.00	SqFt
48	L & T CR	L	364.00	Ft

Sample Number: 09 **Type:** R **Area:** 5704.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	311.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	5704.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5420.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	119.00	Ft
57	WEATHERING	L	5420.00	SqFt
48	L & T CR	M	125.00	Ft

Sample Number: 14 **Type:** R **Area:** 5593.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	5593.00	SqFt
48	L & T CR	L	349.00	Ft

Sample Number: 16 **Type:** R **Area:** 5506.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	226.00	Ft
57	WEATHERING	L	5506.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 01B of 17 **From:** R16R END **To:** R16RPF-02B **Last Const.:** 6/2/1994

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 15,000 SqFt **Length:** 300 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1962	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/1/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/2/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
41	ALLIGATOR CRACKING	L	114.00	SqFt
56	SWELLING	L	64.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	4946.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	58.00	Ft
50	PATCHING	M	54.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

50	PATCHING	L	1150.00	SqFt
57	WEATHERING	L	3850.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	135.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	78.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 07B of 17 **From:** R16R-10D **To:** 34-END **Last Const.:** 6/2/2000

Surface: AC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 21,312 SqFt **Length:** 425 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2000	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	M	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
50	PATCHING	L	1.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00	Ft
56	SWELLING	L	4.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	173.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	73.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	74.00	Ft

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
50	PATCHING	L	1.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft
57	WEATHERING	M	500.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 04D of 17 **From:** R16R-03D **To:** R16R-05D **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 64,621 SqFt **Length:** 5,900 Ft **Width:** 11 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1955	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 6/2/1969	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/1/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2000	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5500.00 SqFt **PCI:** 75

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	424.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	197.00	Ft

Sample Number: 05 **Type:** R **Area:** 5500.00 SqFt **PCI:** 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft
57	WEATHERING	M	500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	35.00	Ft
41	ALLIGATOR CRACKING	M	35.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5500.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	495.00	Ft
57	WEATHERING	M	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft
41	ALLIGATOR CRACKING	M	5.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5500.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	416.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 01A of 17 **From:** R16R END **To:** R16RPF-02A **Last Const.:** 6/2/1994

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 30,000 SqFt **Length:** 300 Ft **Width:** 100 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1962	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/1/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/2/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	401.00	Ft

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	323.00	Ft
50	PATCHING	M	90.00	SqFt
57	WEATHERING	L	4910.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

57	WEATHERING	L	3850.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	226.00	Ft
50	PATCHING	L	1150.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 05B of 17 **From:** R16RPF-04B **To:** R16RPF-06B **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 16,184 SqFt **Length:** 400 Ft **Width:** 39 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/2/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/3/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3900.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	9.00	Ft
57	WEATHERING	M	400.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	57.00	Ft

Sample Number: 02 **Type:** R **Area:** 3900.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft

Sample Number: 03 **Type:** R **Area:** 3900.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 06D of 17 **From:** R16R-09D **To:** R16R-11 **Last Const.:** 6/1/2000

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 47,410 SqFt **Length:** 1,250 Ft **Width:** 11 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1957	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 6/1/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/2000	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 10 **Surveyed:** 4

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4950.00 SqFt **PCI:** 62

Sample Comments:

52	RAVELING	L	495.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	550.00	Ft
57	WEATHERING	M	700.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4800.00 SqFt **PCI:** 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00	Ft
57	WEATHERING	M	400.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft
41	ALLIGATOR CRACKING	L	100.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	600.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft

Sample Number: 10 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	43.00	Ft
52	RAVELING	L	500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft

48	LONGITUDINAL/TRANSVERSE CRACKING	L	87.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 05A of 17 **From:** R16RPF-04A **To:** R16RPF-06A **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 41,499 SqFt **Length:** 400 Ft **Width:** 100 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/2/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/3/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	101.00	Ft

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft
56	SWELLING	L	5.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00	Ft
56	SWELLING	M	10.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE	L	136.00	Ft

	CRACKING			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	81.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 03A of 17 **From:** R16RPF-02A **To:** R16RPF-04A **Last Const.:** 6/5/2009

Surface: AC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 14,500 SqFt **Length:** 145 Ft **Width:** 100 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 1/1/1952	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1952	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1952	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/1/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/2/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 6/2/2009	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/4/2009	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/5/2009	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3625.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.00	Ft

Sample Number: 02 **Type:** R **Area:** 3625.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	114.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft

Sample Number: 03 **Type:** R **Area:** 3625.00 SqFt **PCI:** 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00	Ft

48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 02B of 17 **From:** R16RPF-01B **To:** R16RPF-03B **Last Const.:** 6/3/2009

Surface: PCC **Family:** WSDOT_PrimaryRunway_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 76,125 SqFt **Length:** 1,015 Ft **Width:** 75 Ft

Slabs: 240 **Slab Length:** 17 Ft **Slab Width:** 19 Ft **Joint Length:** 7,474 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1952	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1952	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1952	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/1/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/2/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2009	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/2009	**Work Type:** Complete Reconstruction - PCC	**Code:** CR-PC	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 12 **Surveyed:** 7

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 08 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 12 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 06A of 17 **From:** R16RPF-09A **To:** R34L END **Last Const.:** 5/8/1996

Surface: AC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 103,683 SqFt **Length:** 1,130 Ft **Width:** 100 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1957	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 1/2/1957	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/3/1957	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 5/7/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 5/8/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 22 **Surveyed:** 5

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.00	Ft

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	M	30.00	SqFt
56	SWELLING	L	20.00	SqFt
52	RAVELING	M	10.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	477.00	Ft

Sample Number: 10 **Type:** R **Area:** 4750.00 SqFt **PCI:** 74

Sample Comments:

56	SWELLING	L	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00	Ft
50	PATCHING	L	20.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.00	Ft

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	98.00	Ft
56	SWELLING	L	40.00	SqFt
52	RAVELING	L	1000.00	SqFt

Sample Number: 19 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft
56	SWELLING	L	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	267.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 04B of 17 **From:** R16RPF-03B **To:** R16RPF-05B **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 229,096 SqFt **Length:** 5,900 Ft **Width:** 39 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1955	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1960	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/3/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 59 **Surveyed:** 6

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 06 **Type:** R **Area:** 3900.00 SqFt **PCI:** 76

Sample Comments:

52	RAVELING	L	1700.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	173.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Sample Number: 16 **Type:** R **Area:** 3900.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft

Sample Number: 26 **Type:** R **Area:** 3900.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft

Sample Number: 36 **Type:** R **Area:** 3900.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	111.00	Ft

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Sample Number: 46 **Type:** R **Area:** 3900.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.00	Ft

Sample Number: 56 **Type:** R **Area:** 3900.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 03B of 17 **From:** R16RPF-02B **To:** R16RPF-04B **Last Const.:** 6/5/2009

Surface: AC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,250 SqFt **Length:** 145 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1952	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1952	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1952	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/1/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/2/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 6/2/2009	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/2009	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/4/2009	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/5/2009	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3625.00 SqFt **PCI:** 91

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft

Sample Number: 02 **Type:** R **Area:** 3625.00 SqFt **PCI:** 92

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 07A of 17 **From:** R16R-10D **To:** 34-END **Last Const.:** 6/2/2000

Surface: AC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 42,600 SqFt **Length:** 850 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2000	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
57	WEATHERING	M	500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Sample Number: 04 **Type:** R **Area:** 6250.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	M	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	240.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	306.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	63.00	Ft
50	PATCHING	L	190.00	SqFt

Sample Number: 08 **Type:** R **Area:** 6250.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	M	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	190.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 04A of 17 **From:** R16RPF-03A **To:** R16RPF-05A **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 587,450 SqFt **Length:** 5,900 Ft **Width:** 100 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1955	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1960	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/3/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 118 **Surveyed:** 6

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Sample Number: 25 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	84.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft

Sample Number: 45 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft
48	LONGITUDINAL/TRANSVERSE	L	40.00	Ft

	CRACKING			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft

Sample Number: 76 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 96 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 06B of 17 **From:** R16RPF-09B **To:** R34L END **Last Const.:** 5/8/1996

Surface: AC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 34,125 SqFt **Length:** 950 Ft **Width:** 39 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1957	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/1/1957	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1957	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 5/7/1996	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 5/8/1996	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3900.00 SqFt **PCI:** 45

Sample Comments:

41	ALLIGATOR CRACKING	L	75.00	SqFt
52	RAVELING	M	300.00	SqFt
52	RAVELING	L	3600.00	SqFt
53	RUTTING	L	75.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	235.00	Ft

Sample Number: 04 **Type:** R **Area:** 3900.00 SqFt **PCI:** 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00	Ft
56	SWELLING	L	30.00	SqFt
52	RAVELING	L	3900.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	187.00	Ft

Sample Number: 07 **Type:** R **Area:** 3900.00 SqFt **PCI:** 57

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	280.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft
56	SWELLING	L	100.00	SqFt
53	RUTTING	L	15.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft
41	ALLIGATOR CRACKING	M	10.00	SqFt
52	RAVELING	L	2000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5850.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft
53	RUTTING	L	20.00	SqFt
48	LONGITUDINAL/TRANSVERSE	L	70.00	Ft

	CRACKING			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
52	RAVELING	L	2850.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 05D of 17 **From:** R16R-08D **To:** R16R-10D **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryRunway_AC/AAC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,565 SqFt **Length:** 400 Ft **Width:** 11 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 6/2/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/1/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1997	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2000	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 7/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/3/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4565.00 SqFt **PCI:** 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft
41	ALLIGATOR CRACKING	L	10.00	SqFt
57	WEATHERING	M	800.00	SqFt
57	WEATHERING	H	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	430.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: R16RPF **Name:** RUNWAY 16R/34L **Use:** RUNWAY **Area:** 1,411,545 SqFt

Section: 02A of 17 **From:** R16RPF-01A **To:** R16RPF-03A **Last Const.:** 6/3/2009

Surface: PCC **Family:** WSDOT_PrimaryRunway_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 76,125 SqFt **Length:** 1,015 Ft **Width:** 75 Ft

Slabs: 240 **Slab Length:** 17 Ft **Slab Width:** 19 Ft **Joint Length:** 7,474 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1952	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1952	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1952	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/1/1969	**Work Type:** AC Surface Recycling - Hot	**Code:** AR-HO	**Is Major M&R:** True
Work Date: 5/2/1969	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1977	**Work Type:** Surface Course - Porous Friction	**Code:** SU-PF	**Is Major M&R:** True
Work Date: 6/2/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/2009	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/2009	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/2009	**Work Type:** Complete Reconstruction - PCC	**Code:** CR-PC	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 12 **Surveyed:** 7

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 99

Sample Comments:

66 SMALL PATCH L 1.00 Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 97

Sample Comments:

66 SMALL PATCH M 1.00 Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 09 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDALSPF **Name:** ROADWAY ALS **Use:** ROADWAY **Area:** 7,086 SqFt

Section: 01 of 1 **From:** PERIMETER RD N **To:** R16RORNPF **Last Const.:** 2/6/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 7,086 SqFt **Length:** 443 Ft **Width:** 16 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3748.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3748.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3338.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	39.00	Ft
20	WEATHERING	L	3338.00	SqFt
10	L & T CR	L	15.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDARFFPF **Name:** ROADWAY ARFF **Use:** ROADWAY **Area:** 15,821 SqFt

Section: 01 of 1 **From:** TEPF **To:** AARMYPF **Last Const.:** 7/2/2015

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 15,821 SqFt **Length:** 658 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2771.00 SqFt **PCI:** 79

Sample Comments:

10	L & T CR	L	60.00	Ft
20	WEATHERING	L	2771.00	SqFt
10	L & T CR	L	278.00	Ft

Sample Number: 04 **Type:** R **Area:** 2453.00 SqFt **PCI:** 90

Sample Comments:

10	L & T CR	L	87.00	Ft
20	WEATHERING	L	2453.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2363.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	2363.00	SqFt
10	L & T CR	L	112.00	Ft

Sample Number: 06 **Type:** R **Area:** 2205.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	L	2205.00	SqFt
10	L & T CR	L	141.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDASOSPF **Name:** ROADWAY ASOS **Use:** ROADWAY **Area:** 1,939 SqFt

Section: 01 of 1 **From:** PERIMETER RD N **To:** END **Last Const.:** 4/20/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 1,939 SqFt **Length:** 114 Ft **Width:** 44 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1939.00 SqFt **PCI:** 92

Sample Comments:

11	PATCH/UT CUT	L	42.00	SqFt
10	L & T CR	L	10.00	Ft
20	WEATHERING	L	1939.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDATSPF **Name:** ROADWAY ATS HANGAR **Use:** ROADWAY **Area:** 5,014 SqFt

Section: 03 of 3 **From:** PATSPF **To:** PATSPF **Last Const.:** 6/30/2021

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** T

Area: 794 SqFt **Length:** 31 Ft **Width:** 25 Ft

Slabs: 2 **Slab Length:** 25 Ft **Slab Width:** 15 Ft **Joint Length:** 27 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/30/2021 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDATSPF **Name:** ROADWAY ATS HANGAR **Use:** ROADWAY **Area:** 5,014 SqFt

Section: 01 of 3 **From:** AARMYPF **To:** AATSPF **Last Const.:** 11/25/2017

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 2,228 SqFt **Length:** 63 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2228.00 SqFt **PCI:** 91

Sample Comments:

20	WEATHERING	L	2228.00	SqFt
10	L & T CR	L	65.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDATSPF **Name:** ROADWAY ATS HANGAR **Use:** ROADWAY **Area:** 5,014 SqFt

Section: 02 of 3 **From:** AATSPF **To:** TGPF **Last Const.:** 4/19/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 1,991 SqFt **Length:** 115 Ft **Width:** 53 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1990.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	M	45.00	SqFt
20	WEATHERING	L	1945.00	SqFt
10	L & T CR	L	44.00	Ft
10	L & T CR	L	16.00	Ft
10	L & T CR	M	17.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDCHPF **Name:** ROADWAY CTRL. HANGAR **Use:** ROADWAY **Area:** 5,917 SqFt

Section: 01 of 2 **From:** 29TH AVE W **To:** SECURITY GATE N-1 **Last Const.:** 2/6/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 3,476 SqFt **Length:** 139 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3476.00 SqFt **PCI:** 94

Sample Comments:

10	L & T CR	L	15.00	Ft
20	WEATHERING	L	3476.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDCHPF **Name:** ROADWAY CTRL. HANGAR **Use:** ROADWAY **Area:** 5,917 SqFt

Section: 02 of 2 **From:** SECURITY GATE N-1 **To:** ACTPF **Last Const.:** 9/13/2010

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 2,441 SqFt **Length:** 97 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2441.00 SqFt **PCI:** 73

Sample Comments:

1	ALLIGATOR CR	M	18.00	SqFt
20	WEATHERING	L	2441.00	SqFt
10	L & T CR	M	8.00	Ft
10	L & T CR	L	189.00	Ft
10	L & T CR	L	15.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDGSPF **Name:** ROADWAY GS CRITICAL AREA **Use:** ROADWAY **Area:** 7,421 SqFt

Section: 01 of 1 **From:** PERIMETER RD W **To:** END **Last Const.:** 4/20/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 7,421 SqFt **Length:** 582 Ft **Width:** 12 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2151.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	93.00	Ft
20	WEATHERING	L	2151.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2093.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	31.00	Ft
20	WEATHERING	L	2093.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3176.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	3176.00	SqFt
10	L & T CR	L	62.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDK7PF **Name:** ROADWAY K7 **Use:** ROADWAY **Area:** 1,810 SqFt

Section: 01 of 1 **From:** BERNIE WEBBER DR **To:** AK7PF PCC **Last Const.:** 9/13/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 1,810 SqFt **Length:** 73 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1809.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	1809.00	SqFt
10	L & T CR	L	24.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDLOCPF **Name:** ROADWAY LOCALIZER CRITICAL AREA **Use:** ROADWAY **Area:** 19,677 SqFt

Section: 02 of 2 **From:** RDLOCPF-01 **To:** END **Last Const.:** 9/13/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 3,317 SqFt **Length:** 170 Ft **Width:** 13 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1598.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	14.00	Ft
20	WEATHERING	L	1598.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDLOCPF **Name:** ROADWAY LOCALIZER CRITICAL AREA **Use:** ROADWAY **Area:** 19,677 SqFt

Section: 01 of 2 **From:** PERIMETER RD S **To:** R16RORSPF **Last Const.:** 11/25/2017

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 16,360 SqFt **Length:** 1,169 Ft **Width:** 14 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2494.00 SqFt **PCI:** 95

Sample Comments:

10	L & T CR	L	3.00	Ft
20	WEATHERING	L	2494.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2494.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	29.00	Ft
10	L & T CR	L	12.00	Ft
20	WEATHERING	L	2494.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2467.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	L	2467.00	SqFt
10	L & T CR	L	24.00	Ft
11	PATCH/UT CUT	L	84.00	SqFt
10	L & T CR	M	5.00	Ft

Sample Number: 07 **Type:** R **Area:** 1494.00 SqFt **PCI:** 90

Sample Comments:

10	L & T CR	L	37.00	Ft
20	WEATHERING	L	1494.00	SqFt
10	L & T CR	L	19.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDNRPF **Name:** ROADWAY NORTH APRON **Use:** ROADWAY **Area:** 37,411 SqFt

Section: 03 of 5 **From:** ANRPF **To:** SECURITY GATE N9 **Last Const.:** 7/1/2001

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 1,510 SqFt **Length:** 87 Ft **Width:** 27 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 50

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1509.00 SqFt **PCI:** 50

Sample Comments:

1	ALLIGATOR CR	M	140.00	SqFt
20	WEATHERING	M	1509.00	SqFt
10	L & T CR	L	54.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDNRPF **Name:** ROADWAY NORTH APRON **Use:** ROADWAY **Area:** 37,411 SqFt

Section: 01 of 5 **From:** PERIMETER RD N **To:** RDNRPF-02 **Last Const.:** 7/2/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 8,103 SqFt **Length:** 341 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2495.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2495.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2495.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2495.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3103.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3103.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDNRPF **Name:** ROADWAY NORTH APRON **Use:** ROADWAY **Area:** 37,411 SqFt

Section: 02 of 5 **From:** RDNRPF-01 **To:** ANRPF **Last Const.:** 4/19/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 3,380 SqFt **Length:** 166 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3379.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	184.00	Ft
20	WEATHERING	L	3379.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERNPF **Name:** ROADWAY PERIMETER ROAD NORTH **Use:** ROADWAY **Area:** 181,001 SqFt

Section: 02 of 4 **From:** TA1PF **To:** TBPF **Last Const.:** 4/19/2004

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 72,926 SqFt **Length:** 3,039 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 29 **Surveyed:** 6

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2583.00 SqFt **PCI:** 46

Sample Comments:

20	WEATHERING	L	1293.00	SqFt
10	L & T CR	L	138.00	Ft
6	DEPRESSION	L	90.00	SqFt
1	ALLIGATOR CR	M	56.00	SqFt
1	ALLIGATOR CR	M	185.00	SqFt
20	WEATHERING	M	1290.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2459.00 SqFt **PCI:** 37

Sample Comments:

10	L & T CR	L	12.00	Ft
1	ALLIGATOR CR	M	650.00	SqFt
20	WEATHERING	M	1230.00	SqFt
20	WEATHERING	L	1229.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2498.00 SqFt **PCI:** 81

Sample Comments:

10	L & T CR	L	155.00	Ft
20	WEATHERING	L	1250.00	SqFt
20	WEATHERING	M	1248.00	SqFt

Sample Number: 17 **Type:** R **Area:** 2570.00 SqFt **PCI:** 78

Sample Comments:

10	L & T CR	M	40.00	Ft
20	WEATHERING	L	1295.00	SqFt
10	L & T CR	L	123.00	Ft
20	WEATHERING	M	1275.00	SqFt

Sample Number: 22 **Type:** R **Area:** 2636.00 SqFt **PCI:** 53

Sample Comments:

20	WEATHERING	M	2564.00	SqFt
10	L & T CR	L	96.00	Ft
10	L & T CR	L	35.00	Ft
1	ALLIGATOR CR	M	90.00	SqFt
11	PATCH/UT CUT	L	72.00	SqFt
1	ALLIGATOR CR	L	80.00	SqFt

Sample Number: 27 **Type:** R **Area:** 2463.00 SqFt **PCI:** 48

Sample Comments:

1	ALLIGATOR CR	M	85.00	SqFt
11	PATCH/UT CUT	M	80.00	SqFt
20	WEATHERING	M	2383.00	SqFt
1	ALLIGATOR CR	M	50.00	SqFt
1	ALLIGATOR CR	M	105.00	SqFt
10	L & T CR	L	114.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERNPF **Name:** ROADWAY PERIMETER ROAD NORTH **Use:** ROADWAY **Area:** 181,001 SqFt

Section: 03 of 4 **From:** TBPF **To:** SECURITY GATE N-15 **Last Const.:** 4/19/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 58,754 SqFt **Length:** 2,610 Ft **Width:** 22 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 24 **Surveyed:** 6

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2495.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2495.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2495.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	L	120.00	Ft
20	WEATHERING	L	2495.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2492.00 SqFt **PCI:** 70

Sample Comments:

10	L & T CR	L	105.00	Ft
1	ALLIGATOR CR	M	21.00	SqFt
20	WEATHERING	L	2492.00	SqFt
10	L & T CR	M	64.00	Ft

Sample Number: 14 **Type:** R **Area:** 2495.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	2495.00	SqFt
10	L & T CR	L	95.00	Ft

Sample Number: 18 **Type:** R **Area:** 2495.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2495.00	SqFt

Sample Number: 22 **Type:** R **Area:** 2495.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	L	2435.00	SqFt
10	L & T CR	L	95.00	Ft
10	L & T CR	L	34.00	Ft
11	PATCH/UT CUT	L	60.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERNPF **Name:** ROADWAY PERIMETER ROAD NORTH **Use:** ROADWAY **Area:** 181,001 SqFt

Section: 01 of 4 **From:** SECURITY GATE W2 **To:** TA1PF **Last Const.:** 11/25/2011

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 46,699 SqFt **Length:** 2,224 Ft **Width:** 21 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 22 **Surveyed:** 6

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2425.00 SqFt **PCI:** 82

Sample Comments:

20	WEATHERING	L	2225.00	SqFt
11	PATCH/UT CUT	L	200.00	SqFt
10	L & T CR	L	89.00	Ft

Sample Number: 06 **Type:** R **Area:** 1953.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	23.00	Ft
20	WEATHERING	L	1953.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2020.00 SqFt **PCI:** 79

Sample Comments:

11	PATCH/UT CUT	L	220.00	SqFt
10	L & T CR	L	99.00	Ft
20	WEATHERING	L	2020.00	SqFt

Sample Number: 14 **Type:** R **Area:** 2090.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	2090.00	SqFt
10	L & T CR	L	103.00	Ft

Sample Number: 18 **Type:** R **Area:** 2008.00 SqFt **PCI:** 71

Sample Comments:

10	L & T CR	L	45.00	Ft
20	WEATHERING	L	1346.00	SqFt
11	PATCH/UT CUT	L	462.00	SqFt

Sample Number: 22 **Type:** R **Area:** 3128.00 SqFt **PCI:** 54

Sample Comments:

1	ALLIGATOR CR	M	42.00	SqFt
20	WEATHERING	L	600.00	SqFt
20	WEATHERING	M	2428.00	SqFt
10	L & T CR	L	23.00	Ft
11	PATCH/UT CUT	M	42.00	SqFt
1	ALLIGATOR CR	M	96.00	SqFt
1	ALLIGATOR CR	H	8.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERSPF **Name:** ROADWAY PERIMETER ROAD SOUTH **Use:** ROADWAY **Area:** 71,743 SqFt

Section: 04 of 2 **From:** SECURITY GATE S17 **To:** SECURITY GATE S21 **Last Const.:** 4/19/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 62,005 SqFt **Length:** 2,067 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 24 **Surveyed:** 6

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2494.00 SqFt **PCI:** 87

Sample Comments:

1	ALLIGATOR CR	L	10.00	SqFt
10	L & T CR	L	75.00	Ft
20	WEATHERING	L	2494.00	SqFt
10	L & T CR	M	15.00	Ft

Sample Number: 07 **Type:** R **Area:** 2494.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	100.00	Ft
20	WEATHERING	L	2494.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2494.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	L	2494.00	SqFt
10	L & T CR	L	183.00	Ft

Sample Number: 15 **Type:** R **Area:** 2494.00 SqFt **PCI:** 86

Sample Comments:

10	L & T CR	L	93.00	Ft
1	ALLIGATOR CR	L	15.00	SqFt
20	WEATHERING	L	2494.00	SqFt

Sample Number: 19 **Type:** R **Area:** 3606.00 SqFt **PCI:** 87

Sample Comments:

1	ALLIGATOR CR	L	22.00	SqFt
20	WEATHERING	L	3606.00	SqFt
10	L & T CR	L	95.00	Ft

Sample Number: 23 **Type:** R **Area:** 2494.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	127.00	Ft
20	WEATHERING	L	2494.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERSPF **Name:** ROADWAY PERIMETER ROAD SOUTH **Use:** ROADWAY **Area:** 71,743 SqFt

Section: 03 of 2 **From:** TA9PF **To:** PERIMETER RD S **Last Const.:** 9/13/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 9,738 SqFt **Length:** 395 Ft **Width:** 23 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2395.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2395.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2395.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	2395.00	SqFt
9	LANE SH DROP	M	35.00	Ft

Sample Number: 03 **Type:** R **Area:** 2395.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	M	10.00	Ft
20	WEATHERING	M	180.00	SqFt
10	L & T CR	L	7.00	Ft
20	WEATHERING	L	2215.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERWPF **Name:** ROADWAY PERIMETER ROAD WEST **Use:** ROADWAY **Area:** 234,230 SqFt

Section: 03 of 5 **From:** RDPERWPF-02 **To:** TK7PF **Last Const.:** 9/12/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 2,128 SqFt **Length:** 90 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/12/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2127.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	2127.00	SqFt
10	L & T CR	L	93.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERWPF **Name:** ROADWAY PERIMETER ROAD WEST **Use:** ROADWAY **Area:** 234,230 SqFt

Section: 02 of 5 **From:** TK6PF **To:** RDPERWPF-03 **Last Const.:** 11/25/2017

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 10,256 SqFt **Length:** 428 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2545.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	98.00	Ft
20	WEATHERING	L	2545.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2460.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	68.00	Ft
20	WEATHERING	L	2460.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2451.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	65.00	Ft
20	WEATHERING	L	2451.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERWPF **Name:** ROADWAY PERIMETER ROAD WEST **Use:** ROADWAY **Area:** 234,230 SqFt

Section: 01 of 5 **From:** TK1PF **To:** TK6PF **Last Const.:** 4/19/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 139,423 SqFt **Length:** 5,809 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 57 **Surveyed:** 7

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3401.00 SqFt **PCI:** 91

Sample Comments:

20	WEATHERING	L	3401.00	SqFt
10	L & T CR	L	60.00	Ft
2	BLEEDING	L	520.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2196.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	L	2196.00	SqFt
10	L & T CR	L	12.00	Ft
2	BLEEDING	L	400.00	SqFt
15	RUTTING	L	32.00	SqFt

Sample Number: 20 **Type:** R **Area:** 2538.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2538.00	SqFt

Sample Number: 29 **Type:** R **Area:** 2453.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	2453.00	SqFt
10	L & T CR	L	61.00	Ft

Sample Number: 38 **Type:** R **Area:** 2251.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	40.00	Ft
20	WEATHERING	L	2251.00	SqFt

Sample Number: 47 **Type:** R **Area:** 1991.00 SqFt **PCI:** 55

Sample Comments:

10	L & T CR	M	8.00	Ft
10	L & T CR	L	50.00	Ft
11	PATCH/UT CUT	L	350.00	SqFt
1	ALLIGATOR CR	M	65.00	SqFt
20	WEATHERING	L	1641.00	SqFt

Sample Number: 56 **Type:** R **Area:** 2293.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	91.00	Ft
6	DEPRESSION	L	39.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERWPF **Name:** ROADWAY PERIMETER ROAD WEST **Use:** ROADWAY **Area:** 234,230 SqFt

Section: 04 of 5 **From:** TK7PF **To:** RDPERWPF-05 **Last Const.:** 2/5/2009

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 1,392 SqFt **Length:** 58 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1391.00 SqFt **PCI:** 69

Sample Comments:

20	WEATHERING	L	1391.00	SqFt
10	L & T CR	L	99.00	Ft
1	ALLIGATOR CR	L	79.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERWPF **Name:** ROADWAY PERIMETER ROAD WEST **Use:** ROADWAY **Area:** 234,230 SqFt

Section: 05 of 5 **From:** RDPERWPF-04 **To:** SECURITY GATE W14 **Last Const.:** 2/6/2015

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 81,031 SqFt **Length:** 3,242 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 32 **Surveyed:** 6

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2460.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	125.00	Ft
20	WEATHERING	L	2460.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2450.00 SqFt **PCI:** 80

Sample Comments:

20	WEATHERING	L	2450.00	SqFt
1	ALLIGATOR CR	M	9.00	SqFt
10	L & T CR	L	23.00	Ft
10	L & T CR	L	130.00	Ft

Sample Number: 13 **Type:** R **Area:** 2470.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	2470.00	SqFt
10	L & T CR	L	107.00	Ft

Sample Number: 18 **Type:** R **Area:** 2550.00 SqFt **PCI:** 74

Sample Comments:

10	L & T CR	M	6.00	Ft
10	L & T CR	L	178.00	Ft
6	DEPRESSION	L	41.00	SqFt
1	ALLIGATOR CR	M	15.00	SqFt
6	DEPRESSION	L	24.00	SqFt
20	WEATHERING	L	2550.00	SqFt

Sample Number: 23 **Type:** R **Area:** 2456.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	L	2456.00	SqFt
10	L & T CR	L	127.00	Ft

Sample Number: 28 **Type:** R **Area:** 2490.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	2490.00	SqFt
10	L & T CR	L	112.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDTAPF **Name:** ROADWAY TAXIWAY A **Use:** ROADWAY **Area:** 4,106 SqFt

Section: 01 of 2 **From:** A219PF **To:** TA9PF **Last Const.:** 2/6/2007

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 2,370 SqFt **Length:** 124 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2370.00 SqFt **PCI:** 64

Sample Comments:

15	RUTTING	L	248.00	SqFt
10	L & T CR	L	123.00	Ft
3	BLOCK CR	L	242.00	SqFt
20	WEATHERING	M	2370.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDTAPF **Name:** ROADWAY TAXIWAY A **Use:** ROADWAY **Area:** 4,106 SqFt

Section: 02 of 2 **From:** A219PF **To:** TA9PF **Last Const.:** 4/20/2002

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 1,736 SqFt **Length:** 73 Ft **Width:** 28 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1736.00 SqFt **PCI:** 52

Sample Comments:

3	BLOCK CR	L	1524.00	SqFt
1	ALLIGATOR CR	L	212.00	SqFt
20	WEATHERING	M	1736.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDTWRPF **Name:** ROADWAY FAA TOWER **Use:** ROADWAY **Area:** 6,834 SqFt

Section: 01 of 1 **From:** AITRPF **To:** FAA TWR **Last Const.:** 2/6/2011

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 6,834 SqFt **Length:** 142 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1803.00 SqFt **PCI:** 41

Sample Comments:

11	PATCH/UT CUT	M	1080.00	SqFt
11	PATCH/UT CUT	L	5.00	SqFt
10	L & T CR	L	7.00	Ft
11	PATCH/UT CUT	L	718.00	SqFt

Sample Number: 02 **Type:** R **Area:** 1915.00 SqFt **PCI:** 86

Sample Comments:

11	PATCH/UT CUT	L	5.00	SqFt
19	RAVELING	M	6.00	SqFt
20	WEATHERING	L	1315.00	SqFt
20	WEATHERING	M	600.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3115.00 SqFt **PCI:** 86

Sample Comments:

11	PATCH/UT CUT	L	90.00	SqFt
20	WEATHERING	M	1200.00	SqFt
20	WEATHERING	L	1915.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S7E of 17 **From:** R16RPF-S6E **To:** TA6PF **Last Const.:** 7/2/2011

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 15,205 SqFt **Length:** 434 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4611.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	4611.00	SqFt
48	L & T CR	L	32.00	Ft

Sample Number: 02 **Type:** R **Area:** 5172.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5172.00	SqFt
48	L & T CR	L	48.00	Ft

Sample Number: 03 **Type:** R **Area:** 5420.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	141.00	Ft
57	WEATHERING	L	5420.00	SqFt
48	L & T CR	L	120.00	Ft
48	L & T CR	M	6.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S4W of 17 **From:** R16RPF-S3W **To:** R16RPF-S5W **Last Const.:** 7/1/2009

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 33,209 SqFt **Length:** 922 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 5

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5093.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	75.00	Ft
57	WEATHERING	L	5093.00	SqFt
48	L & T CR	L	49.00	Ft

Sample Number: 02 **Type:** R **Area:** 5081.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	182.00	Ft
57	WEATHERING	L	5081.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5081.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	190.00	Ft
57	WEATHERING	L	5081.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5180.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	5180.00	SqFt
48	L & T CR	L	162.00	Ft
48	L & T CR	M	12.00	Ft

Sample Number: 05 **Type:** R **Area:** 5229.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	5229.00	SqFt
48	L & T CR	L	177.00	Ft
48	L & T CR	M	8.00	Ft
48	L & T CR	L	75.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S5E of 17 **From:** TA5PF **To:** R16RPF-S6E **Last Const.:** 3/1/2004

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 21,789 SqFt **Length:** 623 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5300.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	322.00	Ft
57	WEATHERING	L	4660.00	SqFt
57	WEATHERING	M	640.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4900.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
48	L & T CR	L	184.00	Ft
50	PATCHING	L	70.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5636.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	M	40.00	Ft
48	L & T CR	L	127.00	Ft
57	WEATHERING	L	5636.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5950.00 SqFt **PCI:** 64

Sample Comments:

57	WEATHERING	L	3352.00	SqFt
57	WEATHERING	H	48.00	SqFt
57	WEATHERING	M	2550.00	SqFt
48	L & T CR	L	345.00	Ft
48	L & T CR	M	14.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S11E of 17 **From:** R16RORSPF-01 **To:** TAPF-S9E **Last Const.:** 10/31/1992

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 7,970 SqFt **Length:** 172 Ft **Width:** 48 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/1992 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7970.00 SqFt **PCI:** 57

Sample Comments:

57	WEATHERING	L	7970.00	SqFt
50	PATCHING	L	180.00	SqFt
43	BLOCK CR	L	6370.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S2W of 17 **From:** TK1PF-S2S **To:** R16RPF-S3W **Last Const.:** 10/31/2010

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 206,661 SqFt **Length:** 5,877 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 41 **Surveyed:** 12

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4676.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	4676.00	SqFt
48	L & T CR	L	85.00	Ft

Sample Number: 03 **Type:** R **Area:** 5776.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	220.00	Ft
57	WEATHERING	L	5776.00	SqFt

Sample Number: 06 **Type:** R **Area:** 4983.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	148.00	Ft
48	L & T CR	M	8.00	Ft
57	WEATHERING	L	4983.00	SqFt

Sample Number: 10 **Type:** R **Area:** 4985.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	4985.00	SqFt
48	L & T CR	L	118.00	Ft

Sample Number: 14 **Type:** R **Area:** 4986.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4986.00	SqFt
48	L & T CR	L	70.00	Ft

Sample Number: 18 **Type:** R **Area:** 4991.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	4991.00	SqFt
48	L & T CR	L	128.00	Ft

Sample Number: 22 **Type:** R **Area:** 5020.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5020.00	SqFt
48	L & T CR	L	230.00	Ft

Sample Number: 26 **Type:** R **Area:** 5048.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	152.00	Ft
57	WEATHERING	L	5048.00	SqFt

Sample Number: 30 **Type:** R **Area:** 5076.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	110.00	Ft
50	PATCHING	L	2.00	SqFt

57	WEATHERING	L	5076.00	SqFt

Sample Number: 34 **Type:** R **Area:** 5104.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	5104.00	SqFt
48	L & T CR	L	98.00	Ft

Sample Number: 38 **Type:** R **Area:** 5133.00 SqFt **PCI:** 83

Sample Comments:

50	PATCHING	L	35.00	SqFt
57	WEATHERING	L	5098.00	SqFt
48	L & T CR	L	138.00	Ft

Sample Number: 41 **Type:** R **Area:** 5586.00 SqFt **PCI:** 72

Sample Comments:

50	PATCHING	L	532.00	SqFt
48	L & T CR	M	8.00	Ft
57	WEATHERING	L	5586.00	SqFt
48	L & T CR	L	128.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S5W of 17 **From:** TK7PF **To:** R16RPF-S6W **Last Const.:** 7/1/2013

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 3,842 SqFt **Length:** 107 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3842.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	67.00	Ft
57	WEATHERING	L	3842.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S4E of 17 **From:** TA4PF **To:** TA5PF **Last Const.:** 7/2/2011

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 26,556 SqFt **Length:** 759 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5443.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	111.00	Ft
57	WEATHERING	L	5443.00	SqFt

Sample Number: 02 **Type:** A **Area:** 5055.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	5055.00	SqFt
48	L & T CR	L	102.00	Ft
45	DEPRESSION	L	24.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5004.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	M	80.00	SqFt
57	WEATHERING	L	4924.00	SqFt
48	L & T CR	L	85.00	Ft
48	L & T CR	L	89.00	Ft

Sample Number: 04 **Type:** R **Area:** 5256.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	82.00	Ft
48	L & T CR	L	36.00	Ft
57	WEATHERING	L	5156.00	SqFt
57	WEATHERING	M	100.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S6W of 17 **From:** R16RPF-S5W **To:** R16RORSPF-01 **Last Const.:** 10/31/2000

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 64,391 SqFt **Length:** 1,789 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 8

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5091.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	343.00	Ft
57	WEATHERING	L	4331.00	SqFt
50	PATCHING	L	760.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5115.00 SqFt **PCI:** 72

Sample Comments:

50	PATCHING	L	30.00	SqFt
57	WEATHERING	L	4365.00	SqFt
48	L & T CR	L	349.00	Ft
50	PATCHING	L	720.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5128.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	359.00	Ft
57	WEATHERING	L	4408.00	SqFt
50	PATCHING	L	720.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5140.00 SqFt **PCI:** 67

Sample Comments:

50	PATCHING	L	838.00	SqFt
48	L & T CR	L	305.00	Ft
57	WEATHERING	L	4302.00	SqFt
48	L & T CR	M	8.00	Ft

Sample Number: 08 **Type:** R **Area:** 5164.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	419.00	Ft
57	WEATHERING	L	4444.00	SqFt
50	PATCHING	L	720.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5189.00 SqFt **PCI:** 71

Sample Comments:

50	PATCHING	L	720.00	SqFt
48	L & T CR	L	383.00	Ft
57	WEATHERING	L	4469.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5201.00 SqFt **PCI:** 67

Sample Comments:

57	WEATHERING	L	4417.00	SqFt
48	L & T CR	M	8.00	Ft
48	L & T CR	L	374.00	Ft
50	PATCHING	L	778.00	SqFt

Sample Number: 12 **Type:** R **Area:** 6784.00 SqFt **PCI:** 64

Sample Comments:

50	PATCHING	L	125.00	SqFt
57	WEATHERING	L	6639.00	SqFt
48	L & T CR	L	832.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S3E of 17 **From:** TA3PF **To:** TA4PF **Last Const.:** 3/1/2012

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 24,574 SqFt **Length:** 739 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4550.00 SqFt **PCI:** 82

Sample Comments:

50	PATCHING	L	32.00	SqFt
48	L & T CR	L	32.00	Ft
57	WEATHERING	L	4550.00	SqFt
48	L & T CR	L	100.00	Ft

Sample Number: 03 **Type:** R **Area:** 5550.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5550.00	SqFt
48	L & T CR	L	14.00	Ft
48	L & T CR	L	32.00	Ft

Sample Number: 04 **Type:** R **Area:** 5005.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	5005.00	SqFt
48	L & T CR	L	165.00	Ft

Sample Number: 05 **Type:** R **Area:** 5203.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5203.00	SqFt
48	L & T CR	L	65.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S9E of 17 **From:** TA8PF **To:** TA9PF **Last Const.:** 10/31/2000

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 56,539 SqFt **Length:** 1,615 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 7

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3869.00 SqFt **PCI:** 81

Sample Comments:

50	PATCHING	L	192.00	SqFt
48	L & T CR	L	179.00	Ft

Sample Number: 03 **Type:** R **Area:** 5066.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	200.00	Ft
57	WEATHERING	L	4241.00	SqFt
50	PATCHING	L	825.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5039.00 SqFt **PCI:** 73

Sample Comments:

50	PATCHING	L	700.00	SqFt
57	WEATHERING	L	4339.00	SqFt
48	L & T CR	L	243.00	Ft

Sample Number: 06 **Type:** R **Area:** 4920.00 SqFt **PCI:** 46

Sample Comments:

50	PATCHING	L	700.00	SqFt
48	L & T CR	L	4176.00	Ft
48	L & T CR	L	284.00	Ft
50	PATCHING	L	42.00	SqFt

Sample Number: 07 **Type:** R **Area:** 4900.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	264.00	Ft
50	PATCHING	L	700.00	SqFt
57	WEATHERING	L	4200.00	SqFt

Sample Number: 08 **Type:** R **Area:** 4881.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	252.00	Ft
57	WEATHERING	L	4150.00	SqFt
50	PATCHING	L	736.00	SqFt

Sample Number: 10 **Type:** R **Area:** 6354.00 SqFt **PCI:** 68

Sample Comments:

50	PATCHING	L	1030.00	SqFt
48	L & T CR	M	7.00	Ft
57	WEATHERING	L	5324.00	SqFt
48	L & T CR	L	318.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S2E of 17 **From:** TA2PF **To:** TA3PF **Last Const.:** 3/2/2010

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 31,931 SqFt **Length:** 944 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 6

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5151.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	85.00	Ft
57	WEATHERING	L	5151.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4984.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	83.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	L	4984.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4935.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	M	20.00	Ft
57	WEATHERING	L	4935.00	SqFt
48	L & T CR	L	46.00	Ft

Sample Number: 04 **Type:** R **Area:** 4931.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	63.00	Ft
57	WEATHERING	L	4931.00	SqFt
48	L & T CR	M	22.00	Ft

Sample Number: 05 **Type:** R **Area:** 3286.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	40.00	Ft
48	L & T CR	L	100.00	Ft
48	L & T CR	M	6.00	Ft
57	WEATHERING	L	3286.00	SqFt
56	SWELLING	L	22.00	SqFt

Sample Number: 06 **Type:** R **Area:** 4663.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	189.00	Ft
57	WEATHERING	L	4663.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S8E of 17 **From:** TA6PF **To:** TA7PF **Last Const.:** 7/2/2011

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 49,789 SqFt **Length:** 1,423 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 7

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5006.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	5006.00	SqFt
48	L & T CR	L	110.00	Ft
48	L & T CR	L	68.00	Ft

Sample Number: 03 **Type:** R **Area:** 4973.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	131.00	Ft
57	WEATHERING	L	4973.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5044.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	160.00	Ft
57	WEATHERING	L	5044.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5057.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	M	7.00	Ft
57	WEATHERING	L	5057.00	SqFt
48	L & T CR	L	55.00	Ft
50	PATCHING	L	15.00	SqFt
48	L & T CR	L	147.00	Ft

Sample Number: 06 **Type:** R **Area:** 5033.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	5033.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5033.00 SqFt **PCI:** 96

Sample Comments:

48	L & T CR	L	20.00	Ft

Sample Number: 09 **Type:** R **Area:** 4236.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	81.00	Ft
57	WEATHERING	L	4236.00	SqFt
48	L & T CR	L	25.00	Ft
48	L & T CR	L	83.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S1E of 17 **From:** TA1PF **To:** TA2PF **Last Const.:** 7/2/2011

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 76,865 SqFt **Length:** 2,179 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 16 **Surveyed:** 9

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4488.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	4488.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4431.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	60.00	Ft
57	WEATHERING	L	4381.00	SqFt
50	PATCHING	L	56.00	SqFt
48	L & T CR	M	19.00	Ft

Sample Number: 04 **Type:** R **Area:** 5083.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5083.00	SqFt
48	L & T CR	L	240.00	Ft

Sample Number: 06 **Type:** R **Area:** 5064.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	5064.00	SqFt
48	L & T CR	L	160.00	Ft

Sample Number: 08 **Type:** R **Area:** 5020.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	96.00	Ft
57	WEATHERING	L	5020.00	SqFt

Sample Number: 10 **Type:** R **Area:** 4993.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4993.00	SqFt
48	L & T CR	L	77.00	Ft

Sample Number: 12 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	119.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 14 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	81.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 16 **Type:** R **Area:** 4256.00 SqFt **PCI:** 75

Sample Comments:

50	PATCHING	L	64.00	SqFt

48	L & T CR	L	34.00	Ft
48	L & T CR	L	188.00	Ft
57	WEATHERING	L	4256.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S1W of 17 **From:** TK1PF-S2N **To:** TAAPF-S1N **Last Const.:** 10/31/2004

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 50,425 SqFt **Length:** 1,360 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 7

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5450.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5450.00	SqFt
48	L & T CR	L	8.00	Ft

Sample Number: 03 **Type:** R **Area:** 5328.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	M	68.00	Ft
56	SWELLING	L	8.00	SqFt
57	WEATHERING	M	1800.00	SqFt
57	WEATHERING	L	3528.00	SqFt
48	L & T CR	L	810.00	Ft

Sample Number: 04 **Type:** R **Area:** 6307.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	1190.00	SqFt
57	WEATHERING	M	3000.00	SqFt
57	WEATHERING	L	3307.00	SqFt
48	L & T CR	L	610.00	Ft
56	SWELLING	L	29.00	SqFt

Sample Number: 06 **Type:** R **Area:** 3377.00 SqFt **PCI:** 61

Sample Comments:

57	WEATHERING	L	3217.00	SqFt
48	L & T CR	M	13.00	Ft
57	WEATHERING	M	160.00	SqFt
48	L & T CR	L	290.00	Ft
50	PATCHING	L	12.00	SqFt
56	SWELLING	L	28.00	SqFt

Sample Number: 07 **Type:** R **Area:** 6726.00 SqFt **PCI:** 80

Sample Comments:

50	PATCHING	L	384.00	SqFt
57	WEATHERING	L	6380.00	SqFt
48	L & T CR	L	29.00	Ft

Sample Number: 08 **Type:** R **Area:** 5169.00 SqFt **PCI:** 87

Sample Comments:

56	SWELLING	L	1.00	SqFt
48	L & T CR	M	6.00	Ft
48	L & T CR	L	10.00	Ft
57	WEATHERING	L	5169.00	SqFt

Sample Number: 10 **Type:** R **Area:** 4507.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4507.00	SqFt
48	L & T CR	L	50.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S3W of 17 **From:** R16RPF-S2W **To:** R16RPF-S4W **Last Const.:** 3/2/1986

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 7,538 SqFt **Length:** 208 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/1986 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3611.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CR	L	625.00	SqFt
48	L & T CR	M	150.00	Ft
57	WEATHERING	M	3611.00	SqFt
41	ALLIGATOR CR	L	25.00	SqFt
48	L & T CR	L	277.00	Ft

Sample Number: 02 **Type:** R **Area:** 3926.00 SqFt **PCI:** 47

Sample Comments:

41	ALLIGATOR CR	L	52.00	SqFt
48	L & T CR	H	80.00	Ft
48	L & T CR	M	44.00	Ft
57	WEATHERING	M	3926.00	SqFt
48	L & T CR	L	256.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S10E of 17 **From:** TA9PF **To:** TA10PF **Last Const.:** 10/31/1996

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 20,934 SqFt **Length:** 580 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4960.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	306.00	Ft
43	BLOCK CR	L	900.00	SqFt
48	L & T CR	L	132.00	Ft
57	WEATHERING	L	4960.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5796.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	132.00	Ft
43	BLOCK CR	L	2000.00	SqFt
57	WEATHERING	L	5546.00	SqFt
50	PATCHING	L	250.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5483.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	1750.00	SqFt
57	WEATHERING	L	4823.00	SqFt
50	PATCHING	L	640.00	SqFt
48	L & T CR	L	330.00	Ft

Sample Number: 04 **Type:** R **Area:** 4694.00 SqFt **PCI:** 63

Sample Comments:

57	WEATHERING	L	4694.00	SqFt
43	BLOCK CR	L	3250.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: S16RPF **Name:** SHOULDER RUNWAY 16R/34L **Use:** SHOULDER-AF **Area:** 702,016 SqFt

Section: S6E of 17 **From:** R16RPF-S5E **To:** R16RPF-S7E **Last Const.:** 7/1/2001

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 3,797 SqFt **Length:** 108 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3797.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	M	26.00	Ft
57	WEATHERING	M	3797.00	SqFt
48	L & T CR	L	187.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SA1PF **Name:** SHOULDER TAXIWAY A1 **Use:** SHOULDER-AF **Area:** 32,591 SqFt

Section: S1S of 4 **From:** HOLD LINE W **To:** PERIMETER RD N **Last Const.:** 3/1/2012

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 9,518 SqFt **Length:** 238 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4880.00 SqFt **PCI:** 85

Sample Comments:

50	PATCHING	L	23.00	SqFt
57	WEATHERING	L	4857.00	SqFt
48	L & T CR	L	13.00	Ft
48	L & T CR	M	6.00	Ft

Sample Number: 02 **Type:** R **Area:** 4637.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	M	5.00	Ft
57	WEATHERING	L	4637.00	SqFt
48	L & T CR	L	24.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SA1PF **Name:** SHOULDER TAXIWAY A1 **Use:** SHOULDER-AF **Area:** 32,591 SqFt

Section: S1N of 4 **From:** HOLD LINE W **To:** HOLD LINE N **Last Const.:** 3/2/2010

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 4,923 SqFt **Length:** 114 Ft **Width:** 43 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4922.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	24.00	Ft
57	WEATHERING	L	4922.00	SqFt
48	L & T CR	L	63.00	Ft
48	L & T CR	M	12.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SA1PF **Name:** SHOULDER TAXIWAY A1 **Use:** SHOULDER-AF **Area:** 32,591 SqFt

Section: S2N of 4 **From:** HOLD LINE W **To:** HOLD LINE N **Last Const.:** 3/1/2012

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 15,070 SqFt **Length:** 218 Ft **Width:** 69 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5270.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5270.00	SqFt
48	L & T CR	L	19.00	Ft
48	L & T CR	L	59.00	Ft

Sample Number: 02 **Type:** R **Area:** 6525.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	12.00	Ft
48	L & T CR	M	20.00	Ft
48	L & T CR	L	60.00	Ft
57	WEATHERING	L	6525.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3275.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	3275.00	SqFt
48	L & T CR	L	61.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SA1PF **Name:** SHOULDER TAXIWAY A1 **Use:** SHOULDER-AF **Area:** 32,591 SqFt

Section: S2S of 4 **From:** TA1PF **To:** PERIMETER RD N **Last Const.:** 7/1/1957

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 3,080 SqFt **Length:** 47 Ft **Width:** 65 Ft

Slabs: 5 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 133 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1957 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5.00 Slabs **PCI:** 68

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SA3PF **Name:** SHOULDER TAXIWAY A3 **Use:** SHOULDER-AF **Area:** 32,999 SqFt

Section: S1S of 2 **From:** TAPF **To:** BOEING APRON **Last Const.:** 7/2/1999

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 15,955 SqFt **Length:** 245 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5110.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	174.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	4800.00	SqFt
50	PATCHING	L	310.00	SqFt
48	L & T CR	L	106.00	Ft

Sample Number: 02 **Type:** R **Area:** 4880.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	4580.00	SqFt
57	WEATHERING	M	300.00	SqFt
48	L & T CR	M	120.00	Ft

Sample Number: 03 **Type:** R **Area:** 5948.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	150.00	Ft
41	ALLIGATOR CR	M	15.00	SqFt
57	WEATHERING	L	5738.00	SqFt
57	WEATHERING	M	210.00	SqFt
52	RAVELING	H	2.00	SqFt
48	L & T CR	M	27.00	Ft
48	L & T CR	L	46.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SA3PF **Name:** SHOULDER TAXIWAY A3 **Use:** SHOULDER-AF **Area:** 32,999 SqFt

Section: S1N of 2 **From:** TAPF **To:** BOEING APRON **Last Const.:** 7/1/2001

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 17,044 SqFt **Length:** 262 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6444.00 SqFt **PCI:** 68

Sample Comments:

57	WEATHERING	L	6444.00	SqFt
48	L & T CR	L	250.00	Ft
48	L & T CR	M	45.00	Ft
50	PATCHING	L	30.00	SqFt
41	ALLIGATOR CR	M	12.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4697.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	M	408.00	SqFt
57	WEATHERING	L	4289.00	SqFt
48	L & T CR	M	121.00	Ft

Sample Number: 03 **Type:** R **Area:** 5902.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	M	57.00	Ft
48	L & T CR	M	27.00	Ft
57	WEATHERING	M	210.00	SqFt
48	L & T CR	L	152.00	Ft
57	WEATHERING	L	5692.00	SqFt
48	L & T CR	L	80.00	Ft
45	DEPRESSION	L	27.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SA6PF **Name:** SHOULDER TAXIWAY A6 **Use:** SHOULDER-AF **Area:** 12,684 SqFt

Section: S1S of 1 **From:** R16RPF **To:** TAPF **Last Const.:** 7/1/2001

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 12,684 SqFt **Length:** 317 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5115.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	211.00	Ft
57	WEATHERING	L	5115.00	SqFt
48	L & T CR	L	15.00	Ft

Sample Number: 02 **Type:** R **Area:** 7550.00 SqFt **PCI:** 62

Sample Comments:

57	WEATHERING	M	800.00	SqFt
48	L & T CR	L	404.00	Ft
48	L & T CR	L	210.00	Ft
57	WEATHERING	L	6750.00	SqFt
56	SWELLING	L	37.00	SqFt
43	BLOCK CR	L	1160.00	SqFt
48	L & T CR	L	15.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SA8PF **Name:** SHOULDER TAXIWAY A8 **Use:** SHOULDER-AF **Area:** 17,386 SqFt

Section: S1N of 1 **From:** TA7PF **To:** TA8PF **Last Const.:** 7/2/2007

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 17,386 SqFt **Length:** 497 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6407.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	200.00	Ft
50	PATCHING	L	360.00	SqFt
50	PATCHING	L	32.00	SqFt
57	WEATHERING	L	6047.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5836.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	200.00	Ft
50	PATCHING	L	115.00	SqFt
57	WEATHERING	L	5719.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5143.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	5143.00	SqFt
48	L & T CR	L	71.00	Ft
48	L & T CR	L	156.00	Ft
56	SWELLING	L	35.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAAPF **Name:** SHOULDER TAXIWAY AA **Use:** SHOULDER-AF **Area:** 35,002 SqFt

Section: S2S of 3 **From:** HOLD LINE E **To:** HOLD LINE S **Last Const.:** 3/1/2008

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 2,324 SqFt **Length:** 48 Ft **Width:** 48 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2323.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	2323.00	SqFt
48	L & T CR	L	51.00	Ft
48	L & T CR	M	18.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAAPF **Name:** SHOULDER TAXIWAY AA **Use:** SHOULDER-AF **Area:** 35,002 SqFt

Section: S1S of 3 **From:** HOLD LINE E **To:** HOLD LINE S **Last Const.:** 3/2/2010

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 22,151 SqFt **Length:** 515 Ft **Width:** 43 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4385.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4385.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4501.00 SqFt **PCI:** 78

Sample Comments:

50	PATCHING	L	144.00	SqFt
57	WEATHERING	L	4357.00	SqFt
48	L & T CR	L	34.00	Ft
48	L & T CR	M	9.00	Ft

Sample Number: 03 **Type:** R **Area:** 4394.00 SqFt **PCI:** 71

Sample Comments:

57	WEATHERING	L	4254.00	SqFt
48	L & T CR	L	314.00	Ft
50	PATCHING	L	140.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4157.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	4157.00	SqFt
48	L & T CR	L	26.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAAPF **Name:** SHOULDER TAXIWAY AA **Use:** SHOULDER-AF **Area:** 35,002 SqFt

Section: S1N of 3 **From:** HOLD LINE W **To:** PERIMETER RD N **Last Const.:** 3/2/2006

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 10,527 SqFt **Length:** 285 Ft **Width:** 37 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5098.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	M	1400.00	SqFt
48	L & T CR	L	147.00	Ft
57	WEATHERING	L	3698.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5428.00 SqFt **PCI:** 75

Sample Comments:

50	PATCHING	L	82.00	SqFt
48	L & T CR	L	109.00	Ft
57	WEATHERING	L	4828.00	SqFt
57	WEATHERING	M	600.00	SqFt
48	L & T CR	L	51.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S6W of 18 **From:** TA6PF **To:** TA7PF **Last Const.:** 10/31/2008

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 50,888 SqFt **Length:** 1,414 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 7

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5132.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5132.00	SqFt
48	L & T CR	L	210.00	Ft

Sample Number: 03 **Type:** R **Area:** 5239.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	5089.00	SqFt
48	L & T CR	L	194.00	Ft
50	PATCHING	L	150.00	SqFt

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

Sample Comments:

48	L & T CR	L	150.00	Ft
57	WEATHERING	L	5130.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5133.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	275.00	Ft
57	WEATHERING	L	5133.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5279.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	165.00	Ft
57	WEATHERING	L	5279.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5075.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	5075.00	SqFt
48	L & T CR	L	158.00	Ft

Sample Number: 09 **Type:** R **Area:** 4407.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	4123.00	SqFt
48	L & T CR	L	224.00	Ft
50	PATCHING	L	288.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S1E of 18 **From:** TA1PF **To:** TA3PF-S1N **Last Const.:** 10/31/2006

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 98,216 SqFt **Length:** 2,889 Ft **Width:** 34 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 20 **Surveyed:** 10

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4992.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	M	114.00	Ft
57	WEATHERING	L	4992.00	SqFt
50	PATCHING	L	148.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5074.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	55.00	Ft
57	WEATHERING	L	5074.00	SqFt
48	L & T CR	L	180.00	Ft
48	L & T CR	L	54.00	Ft

Sample Number: 06 **Type:** R **Area:** 5050.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	5050.00	SqFt
48	L & T CR	L	5.00	Ft
48	L & T CR	L	196.00	Ft
48	L & T CR	M	50.00	Ft

Sample Number: 08 **Type:** R **Area:** 4927.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	265.00	Ft
57	WEATHERING	L	4927.00	SqFt
50	PATCHING	L	140.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5039.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	5039.00	SqFt
48	L & T CR	M	80.00	Ft
48	L & T CR	L	161.00	Ft

Sample Number: 12 **Type:** R **Area:** 5167.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	5167.00	SqFt
50	PATCHING	L	140.00	SqFt
48	L & T CR	L	282.00	Ft

Sample Number: 14 **Type:** R **Area:** 4774.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	4774.00	SqFt
48	L & T CR	L	151.00	Ft

Sample Number: 16 **Type:** R **Area:** 4906.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	M	5.00	Ft

45	DEPRESSION	L	6.00	SqFt
48	L & T CR	L	208.00	Ft
57	WEATHERING	L	4906.00	SqFt

Sample Number: 18 **Type:** R **Area:** 5046.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	4976.00	SqFt
50	PATCHING	L	70.00	SqFt
48	L & T CR	L	172.00	Ft

Sample Number: 20 **Type:** R **Area:** 4310.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4310.00	SqFt
48	L & T CR	L	125.00	Ft
48	L & T CR	L	24.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S3E of 18 **From:** TBPF-S1S **To:** TCPF-S1N **Last Const.:** 10/31/2004

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 16,758 SqFt **Length:** 479 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4929.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	35.00	Ft
57	WEATHERING	L	4789.00	SqFt
48	L & T CR	L	224.00	Ft
50	PATCHING	L	140.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4900.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
48	L & T CR	L	280.00	Ft

Sample Number: 03 **Type:** R **Area:** 6928.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	6760.00	SqFt
48	L & T CR	L	89.00	Ft
48	L & T CR	L	375.00	Ft
50	PATCHING	L	164.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S4W of 18 **From:** TA4PF **To:** TA5PF **Last Const.:** 3/1/2004

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 25,076 SqFt **Length:** 697 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6014.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	252.00	Ft
57	WEATHERING	L	5918.00	SqFt
50	PATCHING	L	96.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4820.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	207.00	Ft
57	WEATHERING	L	4820.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4682.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	M	180.00	SqFt
50	PATCHING	L	120.00	SqFt
57	WEATHERING	L	4382.00	SqFt
48	L & T CR	L	152.00	Ft

Sample Number: 05 **Type:** R **Area:** 5088.00 SqFt **PCI:** 61

Sample Comments:

50	PATCHING	L	354.00	SqFt
57	WEATHERING	M	311.00	SqFt
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	4567.00	SqFt
57	WEATHERING	H	210.00	SqFt
48	L & T CR	L	91.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S4E of 18 **From:** TAPF **To:** AITRPF **Last Const.:** 7/1/2017

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 29,218 SqFt **Length:** 835 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 5

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3195.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 3195.00 SqFt

Sample Number: 03 **Type:** R **Area:** 6806.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 6806.00 SqFt

Sample Number: 04 **Type:** R **Area:** 4826.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4826.00 SqFt

Sample Number: 05 **Type:** R **Area:** 6456.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 6456.00 SqFt

Sample Number: 06 **Type:** R **Area:** 5907.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5907.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S9E of 18 **From:** TA9PF **To:** R16RPF-S11E **Last Const.:** 3/1/2000

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 26,594 SqFt **Length:** 633 Ft **Width:** 42 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5137.00 SqFt **PCI:** 71

Sample Comments:

57	WEATHERING	L	5137.00	SqFt
56	SWELLING	L	35.00	SqFt
48	L & T CR	L	100.00	Ft
43	BLOCK CR	L	525.00	SqFt
48	L & T CR	L	121.00	Ft

Sample Number: 03 **Type:** R **Area:** 5228.00 SqFt **PCI:** 75

Sample Comments:

56	SWELLING	L	112.00	SqFt
57	WEATHERING	L	5228.00	SqFt
48	L & T CR	L	240.00	Ft
48	L & T CR	L	15.00	Ft

Sample Number: 04 **Type:** R **Area:** 4903.00 SqFt **PCI:** 61

Sample Comments:

57	WEATHERING	L	4903.00	SqFt
56	SWELLING	L	23.00	SqFt
48	L & T CR	L	69.00	Ft
43	BLOCK CR	L	2200.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6267.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	119.00	Ft
56	SWELLING	L	41.00	SqFt
43	BLOCK CR	L	605.00	SqFt
48	L & T CR	L	100.00	Ft
48	L & T CR	M	21.00	Ft
57	WEATHERING	L	6267.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S5W of 18 **From:** TA5PF **To:** TA6PF **Last Const.:** 7/1/2001

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 29,883 SqFt **Length:** 830 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 5

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4850.00 SqFt **PCI:** 60

Sample Comments:

50	PATCHING	L	278.00	SqFt
57	WEATHERING	L	4183.00	SqFt
57	WEATHERING	M	427.00	SqFt
48	L & T CR	L	59.00	Ft
57	WEATHERING	H	240.00	SqFt
48	L & T CR	M	38.00	Ft

Sample Number: 03 **Type:** R **Area:** 5275.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	M	19.00	Ft
57	WEATHERING	L	4907.00	SqFt
50	PATCHING	L	172.00	SqFt
57	WEATHERING	M	290.00	SqFt
48	L & T CR	L	229.00	Ft

Sample Number: 04 **Type:** R **Area:** 5321.00 SqFt **PCI:** 69

Sample Comments:

50	PATCHING	L	140.00	SqFt
50	PATCHING	L	770.00	SqFt
45	DEPRESSION	L	20.00	SqFt
57	WEATHERING	L	4411.00	SqFt
48	L & T CR	L	40.00	Ft
48	L & T CR	L	70.00	Ft

Sample Number: 05 **Type:** R **Area:** 4669.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	4669.00	SqFt
48	L & T CR	L	173.00	Ft
48	L & T CR	L	78.00	Ft

Sample Number: 06 **Type:** R **Area:** 5131.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	5131.00	SqFt
48	L & T CR	L	161.00	Ft
48	L & T CR	L	104.00	Ft
48	L & T CR	M	33.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S2E of 18 **From:** TA3PF-S1S **To:** TBPF-S1N **Last Const.:** 7/2/2011

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 8,492 SqFt **Length:** 243 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3675.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	3675.00	SqFt
48	L & T CR	L	109.00	Ft

Sample Number: 02 **Type:** R **Area:** 4816.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	136.00	Ft
57	WEATHERING	L	4816.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S9W of 18 **From:** TA9PF **To:** TA10PF **Last Const.:** 10/31/1994

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 18,778 SqFt **Length:** 522 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/1994 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4048.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	534.00	Ft
57	WEATHERING	L	4048.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5399.00 SqFt **PCI:** 45

Sample Comments:

48	L & T CR	H	6.00	Ft
48	L & T CR	L	5399.00	Ft
48	L & T CR	L	603.00	Ft

Sample Number: 03 **Type:** R **Area:** 4707.00 SqFt **PCI:** 68

Sample Comments:

57	WEATHERING	L	4707.00	SqFt
48	L & T CR	L	631.00	Ft

Sample Number: 04 **Type:** R **Area:** 4624.00 SqFt **PCI:** 63

Sample Comments:

57	WEATHERING	L	4584.00	SqFt
48	L & T CR	L	673.00	Ft
50	PATCHING	L	40.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S5E of 18 **From:** TH1PF **To:** TAPF **Last Const.:** 7/1/2017

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 2,455 SqFt **Length:** 70 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2454.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2454.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S7E of 18 **From:** TA7PF **To:** TA8PF **Last Const.:** 3/1/2008

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 13,694 SqFt **Length:** 391 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4245.00 SqFt **PCI:** 73

Sample Comments:

56	SWELLING	L	21.00	SqFt
48	L & T CR	M	24.00	Ft
48	L & T CR	L	211.00	Ft
57	WEATHERING	L	4245.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4964.00 SqFt **PCI:** 82

Sample Comments:

56	SWELLING	L	31.00	SqFt
57	WEATHERING	L	4964.00	SqFt
48	L & T CR	L	171.00	Ft

Sample Number: 03 **Type:** R **Area:** 4484.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4484.00	SqFt
48	L & T CR	L	147.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S6E of 18 **From:** TAPF-S5E **To:** THPF-S1N **Last Const.:** 10/31/2008

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 45,399 SqFt **Length:** 1,297 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 9 **Surveyed:** 6

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4878.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	4878.00	SqFt
48	L & T CR	L	194.00	Ft

Sample Number: 03 **Type:** R **Area:** 4904.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	200.00	Ft
57	WEATHERING	L	4904.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4934.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	210.00	Ft
57	WEATHERING	L	4934.00	SqFt

Sample Number: 06 **Type:** R **Area:** 4989.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	280.00	Ft
57	WEATHERING	L	4989.00	SqFt

Sample Number: 07 **Type:** R **Area:** 4941.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	280.00	Ft
57	WEATHERING	L	4941.00	SqFt

Sample Number: 08 **Type:** R **Area:** 4765.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	164.00	Ft
45	DEPRESSION	L	1.00	SqFt
57	WEATHERING	L	4765.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S2W of 18 **From:** TA2PF **To:** TA3PF **Last Const.:** 3/1/2008

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 20,008 SqFt **Length:** 556 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4151.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	4151.00	SqFt
48	L & T CR	M	63.00	Ft
48	L & T CR	L	270.00	Ft

Sample Number: 02 **Type:** R **Area:** 4871.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	153.00	Ft
57	WEATHERING	L	4871.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5100.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	5100.00	SqFt
48	L & T CR	L	179.00	Ft

Sample Number: 04 **Type:** R **Area:** 5886.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	5886.00	SqFt
48	L & T CR	L	296.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S7W of 18 **From:** TA7PF **To:** TA8PF **Last Const.:** 7/2/2007

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 20,233 SqFt **Length:** 562 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4932.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	M	8.00	Ft
57	WEATHERING	L	4932.00	SqFt
48	L & T CR	L	179.00	Ft

Sample Number: 02 **Type:** R **Area:** 4469.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	4469.00	SqFt
48	L & T CR	L	218.00	Ft

Sample Number: 03 **Type:** R **Area:** 4835.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	189.00	Ft
57	WEATHERING	L	4835.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5996.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	M	51.00	Ft
50	PATCHING	L	100.00	SqFt
57	WEATHERING	L	5896.00	SqFt
48	L & T CR	L	169.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S8W of 18 **From:** TA8PF **To:** TA9PF **Last Const.:** 7/2/2007

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 41,573 SqFt **Length:** 1,155 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 6

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5047.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	5047.00	SqFt
48	L & T CR	L	148.00	Ft
48	L & T CR	L	120.00	Ft

Sample Number: 03 **Type:** R **Area:** 5164.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5164.00	SqFt
48	L & T CR	L	161.00	Ft
48	L & T CR	L	83.00	Ft

Sample Number: 04 **Type:** R **Area:** 4805.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	4805.00	SqFt
48	L & T CR	L	265.00	Ft

Sample Number: 05 **Type:** R **Area:** 5151.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	5151.00	SqFt
48	L & T CR	L	271.00	Ft

Sample Number: 06 **Type:** R **Area:** 5081.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	149.00	Ft
57	WEATHERING	L	5081.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5355.00 SqFt **PCI:** 68

Sample Comments:

50	PATCHING	L	85.00	SqFt
57	WEATHERING	L	5270.00	SqFt
48	L & T CR	M	35.00	Ft
48	L & T CR	L	324.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S1W of 18 **From:** TA1PF **To:** TA2PF **Last Const.:** 3/2/2010

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 89,478 SqFt **Length:** 2,485 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 18 **Surveyed:** 9

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5115.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5115.00	SqFt
48	L & T CR	L	61.00	Ft

Sample Number: 04 **Type:** R **Area:** 4967.00 SqFt **PCI:** 74

Sample Comments:

50	PATCHING	L	125.00	SqFt
57	WEATHERING	L	4842.00	SqFt
48	L & T CR	L	78.00	Ft
48	L & T CR	M	45.00	Ft

Sample Number: 06 **Type:** R **Area:** 5019.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	100.00	Ft
48	L & T CR	M	40.00	Ft
57	WEATHERING	L	5019.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5091.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	5091.00	SqFt
48	L & T CR	L	91.00	Ft
48	L & T CR	M	70.00	Ft

Sample Number: 10 **Type:** R **Area:** 5131.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	134.00	Ft
57	WEATHERING	L	5131.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5168.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	5168.00	SqFt
48	L & T CR	L	145.00	Ft

Sample Number: 14 **Type:** R **Area:** 4980.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	4980.00	SqFt
48	L & T CR	L	140.00	Ft

Sample Number: 16 **Type:** R **Area:** 5139.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	5139.00	SqFt
48	L & T CR	L	148.00	Ft

Sample Number: 18 **Type:** R **Area:** 4065.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	198.00	Ft
57	WEATHERING	L	4065.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S3W of 18 **From:** TA3PF **To:** TA4PF **Last Const.:** 7/1/2009

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 26,265 SqFt **Length:** 730 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5732.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5732.00	SqFt
48	L & T CR	L	230.00	Ft

Sample Number: 03 **Type:** R **Area:** 6048.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	289.00	Ft

Sample Number: 04 **Type:** R **Area:** 4958.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	4958.00	SqFt
48	L & T CR	L	292.00	Ft

Sample Number: 05 **Type:** R **Area:** 4272.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	156.00	Ft
50	PATCHING	L	32.00	SqFt
57	WEATHERING	L	4240.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SAPF **Name:** SHOULDER TAXIWAY A **Use:** SHOULDER-AF **Area:** 589,549 SqFt

Section: S8E of 18 **From:** TA8PF **To:** TA9PF **Last Const.:** 7/1/1997

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 26,542 SqFt **Length:** 758 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5139.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	79.00	Ft
57	WEATHERING	L	5139.00	SqFt
43	BLOCK CR	L	700.00	SqFt
48	L & T CR	L	31.00	Ft

Sample Number: 02 **Type:** R **Area:** 5252.00 SqFt **PCI:** 29

Sample Comments:

57	WEATHERING	M	875.00	SqFt
43	BLOCK CR	L	880.00	SqFt
57	WEATHERING	L	4377.00	SqFt
48	L & T CR	L	74.00	Ft
48	L & T CR	L	18.00	Ft
41	ALLIGATOR CR	M	240.00	SqFt
48	L & T CR	M	17.00	Ft

Sample Number: 03 **Type:** R **Area:** 5545.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	164.00	Ft
57	WEATHERING	M	1000.00	SqFt
57	WEATHERING	L	4545.00	SqFt
43	BLOCK CR	L	360.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4697.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	53.00	Ft
48	L & T CR	L	30.00	Ft
57	WEATHERING	L	4697.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SBPF **Name:** SHOULDER TAXIWAY B **Use:** SHOULDER-AF **Area:** 3,282 SqFt

Section: S1N of 2 **From:** TAPF **To:** TBPF **Last Const.:** 7/1/2013

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,665 SqFt **Length:** 72 Ft **Width:** 23 Ft

Slabs: 15 **Slab Length:** 12 Ft **Slab Width:** 11 Ft **Joint Length:** 189 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 15.00 Slabs **PCI:** 96

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SBPF **Name:** SHOULDER TAXIWAY B **Use:** SHOULDER-AF **Area:** 3,282 SqFt

Section: S1S of 2 **From:** TAPF **To:** TBPF **Last Const.:** 7/2/2015

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,617 SqFt **Length:** 70 Ft **Width:** 23 Ft

Slabs: 15 **Slab Length:** 12 Ft **Slab Width:** 11 Ft **Joint Length:** 183 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 15.00 Slabs **PCI:** 97

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SCPF **Name:** SHOULDER TAXIWAY C **Use:** SHOULDER-AF **Area:** 15,626 SqFt

Section: S1N of 2 **From:** TAPF **To:** TCPF **Last Const.:** 7/1/2017

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 11,493 SqFt **Length:** 522 Ft **Width:** 22 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5946.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5946.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5547.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5547.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SCPF **Name:** SHOULDER TAXIWAY C **Use:** SHOULDER-AF **Area:** 15,626 SqFt

Section: S2N of 2 **From:** TCPF **To:** AOTRPF **Last Const.:** 7/1/2017

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 4,133 SqFt **Length:** 207 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4132.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4132.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SHPF **Name:** SHOULDER TAXIWAY H **Use:** SHOULDER-AF **Area:** 3,235 SqFt

Section: S1N of 1 **From:** TAPF **To:** THPF **Last Const.:** 10/31/1994

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 3,235 SqFt **Length:** 92 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/1994 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3234.00 SqFt **PCI:** 60

Sample Comments:

57	WEATHERING	L	1200.00	SqFt
50	PATCHING	L	126.00	SqFt
57	WEATHERING	M	1838.00	SqFt
57	WEATHERING	H	70.00	SqFt
48	L & T CR	L	51.00	Ft
48	L & T CR	M	78.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SJPF **Name:** SHOULDER TAXIWAY J **Use:** SHOULDER-AF **Area:** 29,464 SqFt

Section: S1N of 1 **From:** TAPF **To:** TJPF **Last Const.:** 7/1/2017

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 29,464 SqFt **Length:** 950 Ft **Width:** 31 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 5

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4394.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4394.00 SqFt

Sample Number: 03 **Type:** R **Area:** 3592.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 3592.00 SqFt

Sample Number: 04 **Type:** R **Area:** 4627.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4627.00 SqFt

Sample Number: 05 **Type:** R **Area:** 6391.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 6391.00 SqFt

Sample Number: 06 **Type:** R **Area:** 5930.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5930.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SK1PF **Name:** SHOULDER TAXIWAY K1 **Use:** SHOULDER-AF **Area:** 69,352 SqFt

Section: S1N of 4 **From:** AFLIGHTPF **To:** MOVEMENT LINE E **Last Const.:** 3/2/2006

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 5,421 SqFt **Length:** 155 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5421.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	M	75.00	Ft
48	L & T CR	L	80.00	Ft
57	WEATHERING	L	5421.00	SqFt
48	L & T CR	L	22.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SK1PF **Name:** SHOULDER TAXIWAY K1 **Use:** SHOULDER-AF **Area:** 69,352 SqFt

Section: S1S of 4 **From:** AFLIGHTPF **To:** MOVEMENT LINE N **Last Const.:** 3/2/2006

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 40,955 SqFt **Length:** 1,170 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/2/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 6

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4472.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	68.00	Ft
57	WEATHERING	L	4472.00	SqFt
48	L & T CR	L	130.00	Ft

Sample Number: 03 **Type:** R **Area:** 4973.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	4973.00	SqFt
48	L & T CR	L	122.00	Ft
48	L & T CR	L	135.00	Ft
48	L & T CR	L	49.00	Ft

Sample Number: 04 **Type:** R **Area:** 5391.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	42.00	Ft
50	PATCHING	L	60.00	SqFt
48	L & T CR	L	114.00	Ft
48	L & T CR	L	117.00	Ft
57	WEATHERING	L	5391.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6935.00 SqFt **PCI:** 78

Sample Comments:

50	PATCHING	L	40.00	SqFt
57	WEATHERING	L	6935.00	SqFt
48	L & T CR	L	350.00	Ft

Sample Number: 06 **Type:** R **Area:** 5070.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	19.00	Ft
48	L & T CR	L	250.00	Ft
50	PATCHING	L	30.00	SqFt
57	WEATHERING	L	5070.00	SqFt

Sample Number: 07 **Type:** R **Area:** 4933.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	250.00	Ft
57	WEATHERING	L	4933.00	SqFt
50	PATCHING	M	4.00	SqFt
50	PATCHING	L	30.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SK1PF **Name:** SHOULDER TAXIWAY K1 **Use:** SHOULDER-AF **Area:** 69,352 SqFt

Section: S2S of 4 **From:** MOVEMENT LINE W **To:** HOLD LINE E **Last Const.:** 10/31/2010

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 11,378 SqFt **Length:** 325 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5846.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	5846.00	SqFt
48	L & T CR	L	185.00	Ft

Sample Number: 02 **Type:** R **Area:** 5531.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	5531.00	SqFt
48	L & T CR	L	184.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: SK1PF **Name:** SHOULDER TAXIWAY K1 **Use:** SHOULDER-AF **Area:** 69,352 SqFt

Section: S2N of 4 **From:** MOVEMENT LINE W **To:** HOLD LINE E **Last Const.:** 7/2/2003

Surface: AC **Family:** GRI_ShoulderAF_AC **Zone:** **Category:** **Rank:** S

Area: 11,597 SqFt **Length:** 331 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5855.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	M	160.00	Ft
48	L & T CR	L	49.00	Ft
57	WEATHERING	L	5855.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5711.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	5711.00	SqFt
48	L & T CR	M	160.00	Ft
48	L & T CR	L	17.00	Ft
48	L & T CR	L	38.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: STAPF **Name:** SHOULDER ROADWAY TAXIWAY A **Use:** SHOULDER-RD **Area:** 5,674 SqFt

Section: 03 of 3 **From:** TAPF **To:** A219PF **Last Const.:** 10/31/2010

Surface: AC **Family:** GRI_Overrun-ShoulderRD_AC **Zone:** **Category:** **Rank:** S

Area: 1,353 SqFt **Length:** 64 Ft **Width:** 21 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1352.00 SqFt **PCI:** 84

Sample Comments:

11	PATCH/UT CUT	L	100.00	SqFt
20	WEATHERING	L	1252.00	SqFt
10	L & T CR	L	8.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: STAPF **Name:** SHOULDER ROADWAY TAXIWAY A **Use:** SHOULDER-RD **Area:** 5,674 SqFt

Section: 02 of 3 **From:** TAPF **To:** A219PF **Last Const.:** 7/1/2005

Surface: AC **Family:** GRI_Overrun-ShoulderRD_AC **Zone:** **Category:** **Rank:** S

Area: 1,568 SqFt **Length:** 65 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1567.00 SqFt **PCI:** 76

Sample Comments:

20	WEATHERING	M	1511.00	SqFt
10	L & T CR	M	34.00	Ft
11	PATCH/UT CUT	L	56.00	SqFt
10	L & T CR	L	50.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: STAPF **Name:** SHOULDER ROADWAY TAXIWAY A **Use:** SHOULDER-RD **Area:** 5,674 SqFt

Section: 01 of 3 **From:** TAPF **To:** PERIMETER RD N **Last Const.:** 10/31/2008

Surface: AC **Family:** GRI_Overrun-ShoulderRD_AC **Zone:** **Category:** **Rank:** S

Area: 2,753 SqFt **Length:** 115 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/31/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2753.00 SqFt **PCI:** 81

Sample Comments:

10	L & T CR	L	70.00	Ft
10	L & T CR	L	39.00	Ft
11	PATCH/UT CUT	L	25.00	SqFt
20	WEATHERING	M	2728.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA1PF **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 127,403 SqFt

Section: 01 of 1 **From:** R16RPF **To:** TAPF **Last Const.:** 9/2/2000

Surface: PCC **Family:** WSDOT_PrimaryTaxiway_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 127,403 SqFt **Length:** 870 Ft **Width:** 130 Ft

Slabs: 312 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 10,310 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2000 **Work Type:** Base Course - Bituminous **Code:** BA-BI **Is Major M&R:** False

Work Date: 9/2/2000 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 16 **Surveyed:** 8

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

73	SHRINKAGE CRACKING	N	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 18.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 21.00 Slabs **PCI:** 83

Sample Comments:

63	LINEAR CRACKING	L	1.00	Slabs
63	LINEAR CRACKING	M	1.00	Slabs
65	JOINT SEAL DAMAGE	L	21.00	Slabs

Sample Number: 07 **Type:** R **Area:** 16.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 09 **Type:** R **Area:** 16.00 Slabs **PCI:** 98

Sample Comments:

65	JOINT SEAL DAMAGE	L	16.00	Slabs

Sample Number: 11 **Type:** R **Area:** 28.00 Slabs **PCI:** 98

Sample Comments:

65	JOINT SEAL DAMAGE	L	28.00	Slabs

Sample Number: 12 **Type:** R **Area:** 22.00 Slabs **PCI:** 96

Sample Comments:

75	CORNER SPALLING	L	1.00	Slabs
65	JOINT SEAL DAMAGE	L	22.00	Slabs

Sample Number: 13 **Type:** R **Area:** 21.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA2PF **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 39,345 SqFt

Section: 01 of 2 **From:** R16RPF-5A **To:** TAPF-06 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 15,036 SqFt **Length:** 600 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/3/1961	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 1/1/1987	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1989	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1989	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Seal - Coal Tar	**Code:** SS-CT	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	196.00	Ft
57	WEATHERING	L	500.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 03 **Type:** R **Area:** 5036.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5036.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	182.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA2PF **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 39,345 SqFt

Section: 02 of 2 **From:** R16RPF-5A **To:** TAPF-06 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 24,309 SqFt **Length:** 600 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1961	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 1/1/1987	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1989	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5186.00 SqFt **PCI:** 98

Sample Comments:

57	WEATHERING	L	519.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5339.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	534.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft

Sample Number: 04 **Type:** R **Area:** 5339.00 SqFt **PCI:** 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	35.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	61.00	Ft
57	WEATHERING	L	5339.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA3PF **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 34,870 SqFt

Section: 03 of 1 **From:** TAPF **To:** BOEING APRON **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_SecondaryTaxiway_PCC **Zone:** **Category:** **Rank:** S

Area: 34,870 SqFt **Length:** 240 Ft **Width:** 298 Ft

Slabs: 60 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 2,527 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 84

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 76

Sample Comments:

63	LINEAR CR	L	3.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 73

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs
63	LINEAR CR	M	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA3PF **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 86,906 SqFt

Section: 02 of 2 **From:** TW-08 **To:** RW16 **Last Const.:** 8/3/2010

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 24,581 SqFt **Length:** 125 Ft **Width:** 140 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/1/2010	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/2010	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/2010	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 3/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/31/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6200.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	M	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft
57	WEATHERING	L	6150.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6670.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6670.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5325.00 SqFt **PCI:** 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	35.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	188.00	Ft
57	WEATHERING	L	5325.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA3PF **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 86,906 SqFt

Section: 01 of 2 **From:** TW-08 **To:** RW16 **Last Const.:** 8/3/2011

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 62,325 SqFt **Length:** 300 Ft **Width:** 150 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/1/2011 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 8/2/2011 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/3/2011 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5625.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5660.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	49.00	Ft
57	WEATHERING	L	5660.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5625.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 12 **Type:** R **Area:** 4550.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft
57	WEATHERING	L	4550.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	73.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA4PF **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 23,604 SqFt

Section: 01 of 2 **From:** R16RPF-6A **To:** TAPF-10 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,665 SqFt **Length:** 425 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/2/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1989	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1989	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	325.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 02 **Type:** R **Area:** 5665.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	5665.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	352.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA4PF **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 23,604 SqFt

Section: 02 of 2 **From:** R16RPF-6A **To:** TAPF-10 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 12,939 SqFt **Length:** 425 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1989	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1989	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1989	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6470.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	6470.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	47.00	Ft

Sample Number: 02 **Type:** R **Area:** 6469.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	213.00	Ft
57	WEATHERING	L	6469.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA5PF **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 45,129 SqFt

Section: 01 of 1 **From:** R16RPF-7A **To:** TAPF-15 **Last Const.:** 8/8/1995

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 45,129 SqFt **Length:** 597 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1958	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/7/1995	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 8/8/1995	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/2/1997	**Work Type:** Surface Seal - Coal Tar	**Code:** SS-CT	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	269.00	Ft
41	ALLIGATOR CRACKING	L	42.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft
57	WEATHERING	H	367.00	SqFt
57	WEATHERING	L	2812.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5625.00 SqFt **PCI:** 39

Sample Comments:

53	RUTTING	L	50.00	SqFt
57	WEATHERING	L	1000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	489.00	Ft
41	ALLIGATOR CRACKING	M	100.00	SqFt
57	WEATHERING	M	2812.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	89.00	Ft
56	SWELLING	L	50.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5625.00 SqFt **PCI:** 41

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft
53	RUTTING	L	75.00	SqFt
41	ALLIGATOR CRACKING	L	100.00	SqFt
57	WEATHERING	L	1000.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	H	1550.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft

Sample Number: 07 **Type:** R **Area:** 5625.00 SqFt **PCI:** 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE	M	243.00	Ft

	CRACKING			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	43.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	H	450.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA6PF **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 91,026 SqFt

Section: 02 of 7 **From:** TAPF-15 **To:** TA5PF-04 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,417 SqFt **Length:** 204 Ft **Width:** 45 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1965	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4038.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft
57	WEATHERING	L	4038.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3975.00 SqFt **PCI:** 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	76.00	Ft
57	WEATHERING	L	3975.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2404.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft
57	WEATHERING	L	2404.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA6PF **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 91,026 SqFt

Section: 01 of 7 **From:** TAPF-15 **To:** TA5PF-03 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 8,966 SqFt **Length:** 173 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1965	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4024.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4024.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft

Sample Number: 02 **Type:** R **Area:** 4942.00 SqFt **PCI:** 91

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft
57	WEATHERING	L	4942.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA6PF **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 91,026 SqFt

Section: 04 of 7 **From:** TA5PF-02 **To:** TA5PF-06 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 15,518 SqFt **Length:** 205 Ft **Width:** 65 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1965	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6157.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	6157.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00	Ft

Sample Number: 02 **Type:** R **Area:** 6511.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	6511.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	37.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	71.00	Ft

Sample Number: 03 **Type:** R **Area:** 2850.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2850.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA6PF **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 91,026 SqFt

Section: 07 of 7 **From:** TA5PF-04 **To:** R16RPF-7A **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 22,027 SqFt **Length:** 130 Ft **Width:** 105 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1965	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3788.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft
45	DEPRESSION	L	25.00	SqFt
57	WEATHERING	L	3788.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	70.00	Ft

Sample Number: 03 **Type:** R **Area:** 5655.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	5655.00	SqFt
45	DEPRESSION	M	150.00	SqFt

Sample Number: 04 **Type:** R **Area:** 6235.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	6235.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA6PF **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 91,026 SqFt

Section: 03 of 7 **From:** TA5PF-01 **To:** TA5PF-05 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,061 SqFt **Length:** 205 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1965	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5061.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	5061.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA6PF **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 91,026 SqFt

Section: 06 of 7 **From:** TA5PF-04 **To:** R16RPF-7A **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 13,406 SqFt **Length:** 80 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1965	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/2/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 3/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/31/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4668.00 SqFt **PCI:** 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	4668.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5558.00 SqFt **PCI:** 90

Sample Comments:

56	SWELLING	L	10.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft
57	WEATHERING	L	5558.00	SqFt
42	BLEEDING	N	5.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3180.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3179.00	SqFt
42	BLEEDING	N	1.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA6PF **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 91,026 SqFt

Section: 05 of 7 **From:** TA5PF-03 **To:** R16RPF-7A **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,631 SqFt **Length:** 217 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1965	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 3/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/31/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

56	SWELLING	L	3.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	42.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	7.00	Ft

Sample Number: 02 **Type:** R **Area:** 5631.00 SqFt **PCI:** 89

Sample Comments:

56	SWELLING	L	14.00	SqFt
57	WEATHERING	L	5631.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA7PF **Name:** TAXIWAY A7 **Use:** TAXIWAY **Area:** 60,400 SqFt

Section: 01 of 2 **From:** TAPF-17 **To:** R16RPF-9A **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 21,309 SqFt **Length:** 425 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1956	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 3/1/1984	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 3/1/2018	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	132.00	Ft
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	108.00	Ft
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA7PF **Name:** TAXIWAY A7 **Use:** TAXIWAY **Area:** 60,400 SqFt

Section: 02 of 2 **From:** TAPF-17 **To:** R16RPF-9A **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 39,091 SqFt **Length:** 425 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1956	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 3/1/1984	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	21.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft
57	WEATHERING	L	4000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3940.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	58.00	Ft
57	WEATHERING	L	3940.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5003.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft
57	WEATHERING	L	5003.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA8PF **Name:** TAXIWAY A8 **Use:** TAXIWAY **Area:** 62,275 SqFt

Section: 01 of 2 **From:** TAPF-19 **To:** R16RPF-9A **Last Const.:** 6/1/2009

Surface: APC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 32,300 SqFt **Length:** 646 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1951	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1951	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 5/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

47	JOINT REFLECTION CRACKING	L	38.00	Ft
47	JOINT REFLECTION CRACKING	L	20.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	4.00	SqFt
47	JOINT REFLECTION CRACKING	L	4.00	Ft

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

47	JOINT REFLECTION CRACKING	L	15.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA8PF **Name:** TAXIWAY A8 **Use:** TAXIWAY **Area:** 62,275 SqFt

Section: 02 of 2 **From:** TAPF-19 **To:** R16RPF-9A **Last Const.:** 6/1/2009

Surface: APC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 29,975 SqFt **Length:** 646 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1951	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/2/1951	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 5/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6925.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	6925.00	SqFt
47	JOINT REFLECTION CRACKING	L	80.00	Ft

Sample Number: 02 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
47	JOINT REFLECTION CRACKING	L	6.00	Ft

Sample Number: 04 **Type:** R **Area:** 6880.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	6880.00	SqFt
47	JOINT REFLECTION CRACKING	L	60.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA9PF **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 79,974 SqFt

Section: 05 of 6 **From:** START **To:** TA8PF-02 **Last Const.:** 7/2/1993

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,981 SqFt **Length:** 90 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 7/1/1993 **Work Type:** Base Course - Bituminous **Code:** BA-BI **Is Major M&R:** False

Work Date: 7/2/1993 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4981.00 SqFt **PCI:** 54

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	279.00	Ft
56	SWELLING	L	2.00	SqFt
50	PATCHING	M	110.00	SqFt
57	WEATHERING	M	200.00	SqFt
57	WEATHERING	L	4671.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA9PF **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 79,974 SqFt

Section: 02 of 6 **From:** START **To:** TA8PF-04 **Last Const.:** 5/1/1996

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 14,053 SqFt **Length:** 300 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1983	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4388.00 SqFt **PCI:** 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft
56	SWELLING	L	24.00	SqFt
57	WEATHERING	L	4388.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	353.00	Ft
41	ALLIGATOR CRACKING	M	35.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3332.00 SqFt **PCI:** 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	225.00	Ft
57	WEATHERING	L	3332.00	SqFt
56	SWELLING	L	2.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft

Sample Number: 03 **Type:** R **Area:** 6333.00 SqFt **PCI:** 56

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	403.00	Ft
56	SWELLING	L	110.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft
57	WEATHERING	L	6333.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA9PF **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 79,974 SqFt

Section: 03 of 6 **From:** TA8PF-01 **To:** R34L END **Last Const.:** 5/1/1996

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 14,589 SqFt **Length:** 305 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1983	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2015	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4589.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	222.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft
57	WEATHERING	L	1000.00	SqFt

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

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	63.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	138.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	81.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	115.00	Ft
57	WEATHERING	L	5000.00	SqFt
52	RAVELING	L	1000.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA9PF **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 79,974 SqFt

Section: 06 of 6 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 9/2/2000

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 16,256 SqFt **Length:** 370 Ft **Width:** 35 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2000 **Work Type:** Base Course - Bituminous **Code:** BA-BI **Is Major M&R:** False

Work Date: 9/2/2000 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5496.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	79.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	482.00	Ft
57	WEATHERING	L	5496.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft

Sample Number: 02 **Type:** R **Area:** 4375.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft
57	WEATHERING	M	200.00	SqFt
57	WEATHERING	L	4175.00	SqFt
56	SWELLING	L	45.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft

Sample Number: 03 **Type:** R **Area:** 6385.00 SqFt **PCI:** 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	275.00	Ft
50	PATCHING	L	25.00	SqFt
57	WEATHERING	L	6110.00	SqFt
56	SWELLING	L	45.00	SqFt
57	WEATHERING	M	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA9PF **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 79,974 SqFt

Section: 01 of 6 **From:** START **To:** TA8PF-03 **Last Const.:** 5/1/1996

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 15,295 SqFt **Length:** 300 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1983	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	228.00	Ft
42	BLEEDING	N	8.00	SqFt
57	WEATHERING	L	2000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

57	WEATHERING	L	2500.00	SqFt
56	SWELLING	L	5.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft

Sample Number: 03 **Type:** R **Area:** 5295.00 SqFt **PCI:** 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	388.00	Ft
57	WEATHERING	L	2640.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA9PF **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 79,974 SqFt

Section: 04 of 6 **From:** TA8PF-02 **To:** R34L END **Last Const.:** 5/1/1996

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 14,800 SqFt **Length:** 305 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1983	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3633.00 SqFt **PCI:** 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	292.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	900.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	136.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6167.00 SqFt **PCI:** 72

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft
57	WEATHERING	H	184.00	SqFt
57	WEATHERING	L	5983.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TA9PF **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 12,063 SqFt

Section: 07 of 1 **From:** TAPF **To:** BOEING APRON S **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_SecondaryTaxiway_PCC **Zone:** **Category:** **Rank:** S

Area: 12,063 SqFt **Length:** 216 Ft **Width:** 73 Ft

Slabs: 49 **Slab Length:** 20 Ft **Slab Width:** 10 Ft **Joint Length:** 1,588 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 21.00 Slabs **PCI:** 71

Sample Comments:

63	LINEAR CR	M	2.00	Slabs
63	LINEAR CR	L	7.00	Slabs

Sample Number: 02 **Type:** R **Area:** 28.00 Slabs **PCI:** 60

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
74	JOINT SPALL	L	4.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
62	CORNER BREAK	L	3.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
65	JT SEAL DMG	L	28.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAAPF **Name:** TAXIWAY AA **Use:** TAXIWAY **Area:** 72,931 SqFt

Section: 01 of 3 **From:** TA1PF-02 **To:** END **Last Const.:** 1/1/1967

Surface: PCC **Family:** WSDOT_PrimaryTaxiway_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 64,985 SqFt **Length:** 680 Ft **Width:** 100 Ft

Slabs: 74 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 4,660 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1967	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 4/1/1999	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False
Work Date: 4/2/1999	**Work Type:** Joint Seal - Silicon	**Code:** JS-SI	**Is Major M&R:** False

Last Insp. Date: 5/31/2018 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 16.00 Slabs **PCI:** 51

Sample Comments:

63	LINEAR CRACKING	L	2.00	Slabs
65	JOINT SEAL DAMAGE	L	16.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
67	LARGE PATCH/UTILITY	M	7.00	Slabs

Sample Number: 04 **Type:** R **Area:** 16.00 Slabs **PCI:** 54

Sample Comments:

73	SHRINKAGE CRACKING	N	2.00	Slabs
65	JOINT SEAL DAMAGE	L	16.00	Slabs
63	LINEAR CRACKING	L	3.00	Slabs
63	LINEAR CRACKING	M	1.00	Slabs
67	LARGE PATCH/UTILITY	M	4.00	Slabs
66	SMALL PATCH	M	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 22.00 Slabs **PCI:** 61

Sample Comments:

66	SMALL PATCH	L	5.00	Slabs
63	LINEAR CRACKING	L	6.00	Slabs
75	CORNER SPALLING	M	1.00	Slabs
67	LARGE PATCH/UTILITY	M	1.00	Slabs
73	SHRINKAGE CRACKING	N	7.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
65	JOINT SEAL DAMAGE	L	22.00	Slabs

Sample Number: 06 **Type:** R **Area:** 23.00 Slabs **PCI:** 43

Sample Comments:

65	JOINT SEAL DAMAGE	L	23.00	Slabs
67	LARGE PATCH/UTILITY	M	7.00	Slabs
71	FAULTING	L	1.00	Slabs
72	SHATTERED SLAB	L	1.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
63	LINEAR CRACKING	L	11.00	Slabs
73	SHRINKAGE CRACKING	N	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAAPF **Name:** TAXIWAY AA **Use:** TAXIWAY **Area:** 72,931 SqFt

Section: 02 of 3 **From:** TA1PF-01 **To:** TA1PF-03 **Last Const.:** 6/1/1994

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 2,790 SqFt **Length:** 20 Ft **Width:** 130 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1962	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 6/1/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/31/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2790.00 SqFt **PCI:** 41

Sample Comments:

41	ALLIGATOR CRACKING	M	30.00	SqFt
57	WEATHERING	M	2790.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft
56	SWELLING	L	150.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	605.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAAPF **Name:** TAXIWAY AA **Use:** TAXIWAY **Area:** 72,931 SqFt

Section: 03 of 3 **From:** TA1PF-02 **To:** R16RPF-01A **Last Const.:** 9/1/1994

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,156 SqFt **Length:** 30 Ft **Width:** 180 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1962	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1994	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/31/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5156.00 SqFt **PCI:** 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	240.00	Ft
57	WEATHERING	M	5156.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft
56	SWELLING	L	25.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	72.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 09 of 26 **From:** TAPF-06 **To:** TAPF-10 **Last Const.:** 6/1/2011

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 16,337 SqFt **Length:** 674 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1987	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 1/2/1987	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00	Ft
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 03 **Type:** R **Area:** 6337.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	275.00	Ft
57	WEATHERING	L	6337.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 02 of 26 **From:** TA1PF-01 **To:** TAPF-03 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 106,940 SqFt **Length:** 2,140 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1987	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/1987	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 21 **Surveyed:** 5

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
53	RUTTING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
53	RUTTING	L	20.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	39.00	Ft
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 20 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 16 of 26 **From:** TAPF-14 **To:** TAPF-17 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 50,569 SqFt **Length:** 2,339 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	2466.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft
57	WEATHERING	M	34.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 04 **Type:** R **Area:** 4400.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft
57	WEATHERING	L	4400.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

56	SWELLING	L	5.00	SqFt
57	WEATHERING	M	5.00	SqFt
57	WEATHERING	L	4995.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 03 of 26 **From:** TA1PF-01 **To:** TAPF-04 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 64,519 SqFt **Length:** 2,140 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1987	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/1987	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5175.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5175.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 06 of 26 **From:** TAPF-03 **To:** TAPF-07 **Last Const.:** 6/1/2011

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 32,529 SqFt **Length:** 650 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1957	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 1/1/1987	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 7 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	3.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	73.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	15.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 21 of 26 **From:** TAPF-20 **To:** R16RPF **Last Const.:** 6/2/2000

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 115,573 SqFt **Length:** 750 Ft **Width:** 134 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2000 **Work Type:** Base Course - Bituminous **Code:** BA-BI **Is Major M&R:** False

Work Date: 6/2/2000 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

53	RUTTING	L	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	419.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	280.00	Ft
41	ALLIGATOR CRACKING	L	100.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 6200.00 SqFt **PCI:** 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
41	ALLIGATOR CRACKING	L	50.00	SqFt
57	WEATHERING	L	6200.00	SqFt
56	SWELLING	L	10.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	231.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft

Sample Number: 06 **Type:** R **Area:** 4725.00 SqFt **PCI:** 60

Sample Comments:

57	WEATHERING	L	4725.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
56	SWELLING	L	115.00	SqFt
41	ALLIGATOR CRACKING	L	75.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	224.00	Ft

Sample Number: 13 **Type:** R **Area:** 6800.00 SqFt **PCI:** 58

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	302.00	Ft
57	WEATHERING	L	6800.00	SqFt
41	ALLIGATOR CRACKING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
56	SWELLING	L	250.00	SqFt

Sample Number: 15 **Type:** R **Area:** 6575.00 SqFt **PCI:** 45

Sample Comments:

57	WEATHERING	M	240.00	SqFt

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
57	WEATHERING	L	6335.00	SqFt
41	ALLIGATOR CRACKING	L	210.00	SqFt
56	SWELLING	L	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	245.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 15 of 26 **From:** TAPF-13 **To:** TAPF-16 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 120,049 SqFt **Length:** 2,339 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 24 **Surveyed:** 5

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5250.00 SqFt **PCI:** 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft
57	WEATHERING	M	400.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	95.00	Ft
57	WEATHERING	L	4850.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 16 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 19 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	190.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 23 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 10A of 26 **From:** TAPF-10 **To:** TAPF-13A **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 6,884 SqFt **Length:** 106 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6884.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	232.00	Ft
57	WEATHERING	L	6884.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 07 of 26 **From:** TAPF-04 **To:** TAPF-08 **Last Const.:** 6/1/2011

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 16,250 SqFt **Length:** 650 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1957	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 1/1/1987	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	196.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6250.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	246.00	Ft
57	WEATHERING	L	6250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 14 of 26 **From:** R11PF-03 **To:** TAPF-14 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,228 SqFt **Length:** 106 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4243.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	3963.00	SqFt
57	WEATHERING	M	280.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	148.00	Ft

Sample Number: 02 **Type:** R **Area:** 2985.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft
56	SWELLING	L	6.00	SqFt
57	WEATHERING	M	445.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft
57	WEATHERING	L	2540.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 01 of 26 **From:** TAAPF **To:** TA1PF **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 31,408 SqFt **Length:** 215 Ft **Width:** 175 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2000 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/2009 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5835.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	5835.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft
56	SWELLING	L	15.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft

Sample Number: 04 **Type:** R **Area:** 4340.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	177.00	Ft
57	WEATHERING	L	4340.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5195.00 SqFt **PCI:** 69

Sample Comments:

56	SWELLING	L	5.00	SqFt
57	WEATHERING	M	5195.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 12 of 26 **From:** TAPF-10 **To:** END **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 82,588 SqFt **Length:** 3,000 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments: Small portions along both sides of taxiway Alfa

Work Date: 9/1/1989	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 9/2/1989	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/2/1999	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 14 **Surveyed:** 5

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5180.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.00	Ft
57	WEATHERING	M	500.00	SqFt
57	WEATHERING	L	4680.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.00	Ft

Sample Number: 05 **Type:** R **Area:** 4589.00 SqFt **PCI:** 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft
56	SWELLING	L	3.00	SqFt
57	WEATHERING	L	4579.00	SqFt
57	WEATHERING	M	10.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5130.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	M	30.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	46.00	Ft
57	WEATHERING	L	5100.00	SqFt
56	SWELLING	L	8.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	34.00	Ft

Sample Number: 12 **Type:** R **Area:** 5809.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5809.00	SqFt

Sample Number: 13 **Type:** R **Area:** 5170.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	5170.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 08 of 26 **From:** TAPF-05 **To:** TAPF-09 **Last Const.:** 6/1/2011

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 33,679 SqFt **Length:** 674 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1987	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 1/2/1987	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

56	SWELLING	L	5.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	92.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.00	Ft
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Sample Number: 07 **Type:** R **Area:** 3700.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft
57	WEATHERING	L	3700.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 13 of 26 **From:** TAPF-09 **To:** R11PF-03 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 35,448 SqFt **Length:** 601 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5756.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	576.00	SqFt
57	WEATHERING	H	100.00	SqFt
57	WEATHERING	M	60.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft

Sample Number: 02 **Type:** R **Area:** 5540.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	M	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	89.00	Ft
57	WEATHERING	L	554.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5295.00 SqFt **PCI:** 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	142.00	Ft
57	WEATHERING	M	53.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft
57	WEATHERING	L	295.00	SqFt

Sample Number: 07 **Type:** R **Area:** 6245.00 SqFt **PCI:** 59

Sample Comments:

57	WEATHERING	M	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	H	98.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	53.00	Ft
57	WEATHERING	L	4000.00	SqFt
56	SWELLING	L	15.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 05 of 26 **From:** TAPF-03 **To:** TAPF-06 **Last Const.:** 6/1/2011

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,804 SqFt **Length:** 192 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1987	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/1987	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4804.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
57	WEATHERING	L	4804.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 24 of 26 **From:** TAPF-23 **To:** TAPF-25 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 22,011 SqFt **Length:** 505 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	216.00	Ft

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	181.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 10 of 26 **From:** TAPF-10 **To:** TAPF-13A **Last Const.:** 6/1/2011

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 46,658 SqFt **Length:** 916 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 06 **Type:** R **Area:** 5028.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5028.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 08 **Type:** R **Area:** 5250.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	5120.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
57	WEATHERING	M	100.00	SqFt
57	WEATHERING	H	30.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 04 of 26 **From:** TAPF-02 **To:** TAPF-06 **Last Const.:** 6/1/2011

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,607 SqFt **Length:** 192 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1987	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 6/2/1987	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
56	SWELLING	L	25.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4607.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	4607.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
56	SWELLING	L	25.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 11 of 26 **From:** TAPF-09 **To:** TAPF-11A **Last Const.:** 6/1/2011

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 17,748 SqFt **Length:** 940 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 6/1/2011	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4850.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	19.00	Ft
57	WEATHERING	L	4850.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	M	12.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	198.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft
57	WEATHERING	L	2488.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 23 of 26 **From:** TAPF-15 **To:** TAPF-24 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 32,225 SqFt **Length:** 645 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	253.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	237.00	Ft

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	229.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 28 of 26 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 3/2/1984

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,133 SqFt **Length:** 42 Ft **Width:** 65 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 34

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4133.00 SqFt **PCI:** 34

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft
41	ALLIGATOR CRACKING	M	50.00	SqFt
57	WEATHERING	M	4133.00	SqFt
43	BLOCK CRACKING	L	300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	486.00	Ft
43	BLOCK CRACKING	M	300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 22 of 26 **From:** TAPF-16 **To:** TAPF-25 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 16,125 SqFt **Length:** 645 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6125.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00	Ft
57	WEATHERING	L	6125.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	39.00	Ft

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 25 of 26 **From:** TAPF-22 **To:** TAPF-26 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 15,215 SqFt **Length:** 505 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5115.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.00	Ft
57	WEATHERING	L	5115.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3880.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft
57	WEATHERING	L	3880.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6220.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	68.00	Ft
57	WEATHERING	L	6220.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 27 of 26 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 3/2/1984

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,076 SqFt **Length:** 63 Ft **Width:** 65 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4076.00 SqFt **PCI:** 46

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	295.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	M	4076.00	SqFt
41	ALLIGATOR CRACKING	M	45.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 26 of 26 **From:** TAPF-10 **To:** END **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,063 SqFt **Length:** 344 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments: Small portions along both sides of taxiway Alfa

Work Date: 9/1/1989	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 9/2/1989	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/3/1999	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4063.00 SqFt **PCI:** 91

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft
57	WEATHERING	L	4063.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TAPF **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 903,552 SqFt

Section: 13A of 26 **From:** TAPF-09 **To:** R11PF-03 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 6,886 SqFt **Length:** 106 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 3/1/1984	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 3/2/1984	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6886.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	6436.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	288.00	Ft
57	WEATHERING	M	450.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TBPF **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 92,210 SqFt

Section: 01 of 1 **From:** ANRPF-15 **To:** TBPF-03 **Last Const.:** 7/4/2018

Surface: PCC **Family:** WSDOT_PrimaryTaxiway_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 92,210 SqFt **Length:** 1,450 Ft **Width:** 50 Ft

Slabs: 469 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 10,100 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 7/1/2018	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 7/2/2018	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 7/3/2018	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 7/4/2018	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True

Last Insp. Date: 7/5/2018 **TotalSamples:** 32 **Surveyed:** 10

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 08 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 12 **Type:** R **Area:** 21.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 14 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 16 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 18 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 20 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 22 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 24 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 26 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TCPF **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 121,170 SqFt

Section: 05 of 7 **From:** TCPF-04 **To:** TCPF-06 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,000 SqFt **Length:** 175 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1977	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1977	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7000.00 SqFt **PCI:** 79

Sample Comments:

52	RAVELING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft
57	WEATHERING	L	3500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	151.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TCPF **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 121,170 SqFt

Section: 03 of 7 **From:** TCPF-02 **To:** TCPF-04 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,684 SqFt **Length:** 138 Ft **Width:** 31 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1979	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1979	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5684.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TCPF **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 121,170 SqFt

Section: 07 of 7 **From:** TCPF-01 **To:** TDPF-01 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,917 SqFt **Length:** 84 Ft **Width:** 150 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1979	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1979	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6065.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 4852.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TCPF **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 121,170 SqFt

Section: 06 of 7 **From:** TCPF-05 **To:** ACENTPF-01 **Last Const.:** 9/1/1985

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,682 SqFt **Length:** 263 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1977	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1977	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1985	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 6/2/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 15

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 11

Sample Comments:

52	RAVELING	L	3000.00	SqFt
57	WEATHERING	L	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	128.00	Ft
45	DEPRESSION	L	275.00	SqFt
42	BLEEDING	N	12.00	SqFt
41	ALLIGATOR CRACKING	M	2250.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4682.00 SqFt **PCI:** 20

Sample Comments:

52	RAVELING	M	500.00	SqFt
57	WEATHERING	L	2000.00	SqFt
52	RAVELING	L	2000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	146.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	190.00	Ft
41	ALLIGATOR CRACKING	M	600.00	SqFt
57	WEATHERING	M	200.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TCPF **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 121,170 SqFt

Section: 01 of 7 **From:** TAPF-10 **To:** TCPF-02 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 23,723 SqFt **Length:** 655 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1979	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	108.00	Ft
56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	2500.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	115.00	Ft

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TCPF **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 121,170 SqFt

Section: 04 of 7 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/18/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 18,685 SqFt **Length:** 555 Ft **Width:** 31 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1979	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3190.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 3320.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 3195.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TCPF **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 121,170 SqFt

Section: 02 of 7 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/20/2016

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 44,479 SqFt **Length:** 215 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1979	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/20/2016	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5353.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 3000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 6600.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 3835.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TD1PF **Name:** TAXIWAY D1 **Use:** TAXIWAY **Area:** 6,432 SqFt

Section: 01 of 1 **From:** TCPF-05 **To:** TDPF-03 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 6,432 SqFt **Length:** 85 Ft **Width:** 60 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 10/10/2012	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6432.00 SqFt **PCI:** 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	222.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TD1PF **Name:** TAXIWAY D1 **Use:** TAXIWAY **Area:** 2,060 SqFt

Section: 02 of 1 **From:** R12PF **To:** TDPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 2,060 SqFt **Length:** 34 Ft **Width:** 54 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2059.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	70.00	Ft
57	WEATHERING	L	1643.00	SqFt
57	WEATHERING	M	416.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TD2PF **Name:** TAXIWAY D2 **Use:** TAXIWAY **Area:** 1,973 SqFt

Section: 01 of 1 **From:** R12PF **To:** TDPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 1,973 SqFt **Length:** 36 Ft **Width:** 52 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1973.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	13.00	Ft
57	WEATHERING	M	323.00	SqFt
48	L & T CR	L	134.00	Ft
57	WEATHERING	L	1650.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TDPF **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 124,274 SqFt

Section: 05 of 8 **From:** TDPF-04 **To:** TDPF-06 **Last Const.:** 5/1/1985

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 28,490 SqFt **Length:** 712 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/1/1985	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 43

Sample Comments:

41	ALLIGATOR CRACKING	M	155.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	162.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	200.00	SqFt

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

Sample Comments:

57	WEATHERING	L	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	81.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	33.00	Ft

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 59

Sample Comments:

57	WEATHERING	L	3000.00	SqFt
41	ALLIGATOR CRACKING	M	75.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TDPF **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 124,274 SqFt

Section: 06 of 8 **From:** TDPF-05 **To:** ASRPF-05 **Last Const.:** 6/2/1962

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 28,640 SqFt **Length:** 718 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2014	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 14

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 6000.00 SqFt **PCI:** 13

Sample Comments:

41	ALLIGATOR CRACKING	M	5000.00	SqFt
43	BLOCK CRACKING	M	1000.00	SqFt
57	WEATHERING	L	2000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 15

Sample Comments:

41	ALLIGATOR CRACKING	M	4000.00	SqFt
43	BLOCK CRACKING	M	2000.00	SqFt
57	WEATHERING	L	2000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 6000.00 SqFt **PCI:** 15

Sample Comments:

41	ALLIGATOR CRACKING	M	4000.00	SqFt
43	BLOCK CRACKING	M	2000.00	SqFt
57	WEATHERING	L	2000.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TDPF **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 124,274 SqFt

Section: 07 of 8 **From:** Taxiway D **To:** Taxiway G **Last Const.:** 2/1/2014

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 11,074 SqFt **Length:** 225 Ft **Width:** 45 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1940	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1940	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1940	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1956	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1958	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	1228.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5449.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	1100.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TDPF **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 124,274 SqFt

Section: 01 of 8 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,424 SqFt **Length:** 135 Ft **Width:** 83 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/1/1979	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5424.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TDPF **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 124,274 SqFt

Section: 04 of 8 **From:** TDPF-03 **To:** TDPF-05 **Last Const.:** 6/2/1962

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 6,600 SqFt **Length:** 165 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 10

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6600.00 SqFt **PCI:** 10

Sample Comments:

50	PATCHING	H	10.00	SqFt
53	RUTTING	L	150.00	SqFt
50	PATCHING	L	140.00	SqFt
41	ALLIGATOR CRACKING	M	4200.00	SqFt
50	PATCHING	M	130.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
52	RAVELING	L	6320.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TDPF **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 124,274 SqFt

Section: 03 of 8 **From:** TDPF-02 **To:** TDPF-04 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 36,348 SqFt **Length:** 908 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 6000.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	3000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	3000.00	SqFt
52	RAVELING	H	2.00	SqFt

Sample Number: 04 **Type:** R **Area:** 6000.00 SqFt **PCI:** 85

Sample Comments:

52	RAVELING	M	7.00	SqFt
52	RAVELING	H	3.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft
57	WEATHERING	L	3000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6000.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	3000.00	SqFt
52	RAVELING	H	10.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TDPF **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 124,274 SqFt

Section: 02 of 8 **From:** TDPF-01 **To:** TDPF-03 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,971 SqFt **Length:** 127 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 8/1/1979	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1979	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4971.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TDPF **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 124,274 SqFt

Section: 08 of 8 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 2,727 SqFt **Length:** 88 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1962	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1962	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2727.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TEPF **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 160,632 SqFt

Section: 02 of 3 **From:** TEPF-01 **To:** TAPF-17 **Last Const.:** 6/1/2009

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 14,274 SqFt **Length:** 120 Ft **Width:** 90 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1956	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 1/1/1964	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 3/1/1984	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1996	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 6/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3355.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft
57	WEATHERING	L	3355.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5225.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5225.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5694.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	5694.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TEPF **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 3,866 SqFt

Section: 03 of 1 **From:** TWPF **To:** TEPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 3,866 SqFt **Length:** 144 Ft **Width:** 37 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3866.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	3346.00	SqFt
48	L & T CR	L	165.00	Ft
57	WEATHERING	M	520.00	SqFt
48	L & T CR	M	37.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TEPF **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 160,632 SqFt

Section: 01B of 3 **From:** R29 END **To:** TEPF-02 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 76,824 SqFt **Length:** 1,060 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5700.00 SqFt **PCI:** 61

Sample Comments:

57	WEATHERING	M	125.00	SqFt
48	L & T CR	M	153.00	Ft
41	ALLIGATOR CR	L	17.00	SqFt
57	WEATHERING	L	3500.00	SqFt
48	L & T CR	L	320.00	Ft
48	L & T CR	L	192.00	Ft

Sample Number: 06 **Type:** R **Area:** 5625.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	995.00	Ft
57	WEATHERING	L	3500.00	SqFt
48	L & T CR	L	40.00	Ft
41	ALLIGATOR CR	M	75.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5625.00 SqFt **PCI:** 50

Sample Comments:

57	WEATHERING	L	3500.00	SqFt
48	L & T CR	L	1357.00	Ft
52	RAVELING	L	80.00	SqFt
48	L & T CR	L	50.00	Ft
53	RUTTING	L	75.00	SqFt
56	SWELLING	L	8.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TEPF **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 160,632 SqFt

Section: 01A of 3 **From:** R29 END **To:** TEPF-02 **Last Const.:** 6/1/1989

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 69,534 SqFt **Length:** 946 Ft **Width:** 75 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 27 **Surveyed:** 2

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 14 **Type:** R **Area:** 5625.00 SqFt **PCI:** 57

Sample Comments:

53	RUTTING	L	75.00	SqFt
41	ALLIGATOR CR	L	75.00	SqFt
48	L & T CR	L	625.00	Ft
57	WEATHERING	L	3500.00	SqFt

Sample Number: 18 **Type:** R **Area:** 5625.00 SqFt **PCI:** 53

Sample Comments:

42	BLEEDING	N	20.00	SqFt
45	DEPRESSION	L	60.00	SqFt
48	L & T CR	L	670.00	Ft
41	ALLIGATOR CR	L	150.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TF2PF **Name:** TAXIWAY F2 **Use:** TAXIWAY **Area:** 5,728 SqFt

Section: 01 of 1 **From:** TFPF-02 **To:** R16LPF-01 **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,728 SqFt **Length:** 95 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/2/1991	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/3/1991	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/4/1991	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5728.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	1250.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TF3PF **Name:** TAXIWAY F3 **Use:** TAXIWAY **Area:** 7,652 SqFt

Section: 01 of 1 **From:** TFPF-01 **To:** R16LPF-01 **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,652 SqFt **Length:** 95 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/3/1991	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4325.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	1298.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3327.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	998.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TFPF **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 116,367 SqFt

Section: 03 of 6 **From:** TFPF-01 **To:** R34R END **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,908 SqFt **Length:** 580 Ft **Width:** 20 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/24/1995	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/25/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/26/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1997	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5650.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	1300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft

Sample Number: 02 **Type:** R **Area:** 5258.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	2629.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TFPF **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 116,367 SqFt

Section: 04 of 6 **From:** TFPF-02 **To:** R34R END **Last Const.:** 2/26/1995

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 10,446 SqFt **Length:** 580 Ft **Width:** 20 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/24/1995	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/25/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/26/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1997	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5650.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	2825.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft

Sample Number: 02 **Type:** R **Area:** 4796.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	2350.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TFPF **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 116,367 SqFt

Section: 02 of 6 **From:** R16L END **To:** TFPF-04 **Last Const.:** 2/4/1991

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 33,701 SqFt **Length:** 1,782 Ft **Width:** 20 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/2/1991	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/3/1991	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/4/1991	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1997	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6100.00 SqFt **PCI:** 55

Sample Comments:

57	WEATHERING	L	6100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	425.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft
53	RUTTING	L	70.00	SqFt
41	ALLIGATOR CRACKING	M	40.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft
41	ALLIGATOR CRACKING	L	5.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
53	RUTTING	M	300.00	SqFt
57	WEATHERING	L	4860.00	SqFt
50	PATCHING	L	140.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4280.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	4280.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft

Sample Number: 05 **Type:** R **Area:** 3860.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	M	400.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft
57	WEATHERING	L	3460.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TFPF **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 116,367 SqFt

Section: 01 of 6 **From:** R16L END **To:** TFPF-03 **Last Const.:** 2/4/1991

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 35,540 SqFt **Length:** 1,782 Ft **Width:** 20 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/2/1991	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/3/1991	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/4/1991	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1997	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False
Work Date: 1/1/2016	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6100.00 SqFt **PCI:** 36

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
45	DEPRESSION	L	1.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	246.00	Ft
57	WEATHERING	L	1220.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft
41	ALLIGATOR CRACKING	M	275.00	SqFt
53	RUTTING	L	30.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	74.00	Ft
52	RAVELING	M	5.00	SqFt
50	PATCHING	L	140.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft
57	WEATHERING	L	1000.00	SqFt
41	ALLIGATOR CRACKING	M	64.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	237.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft
57	WEATHERING	L	1000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft
57	WEATHERING	L	1000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	257.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TFPF **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 116,367 SqFt

Section: 05 of 6 **From:** Taxiway F **To:** Runway 34R Approach **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,559 SqFt **Length:** 167 Ft **Width:** 35 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/24/1995	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/25/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/26/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1997	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4080.00 SqFt **PCI:** 94

Sample Comments:

52	RAVELING	L	1.00	SqFt
57	WEATHERING	L	1250.00	SqFt
57	WEATHERING	M	5.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3479.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	1250.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TFPF **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 116,367 SqFt

Section: 06 of 6 **From:** Runway 16L Hold Apron **To:** Runway 16L Approach **Last Const.:** 9/1/2012

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 18,213 SqFt **Length:** 492 Ft **Width:** 38 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 9/1/2012 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	916.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4000.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	910.00	SqFt
52	RAVELING	L	5.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5324.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	900.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TG1PF **Name:** TAXIWAY G1 **Use:** TAXIWAY **Area:** 5,343 SqFt

Section: 01 of 1 **From:** TGPF-02 **To:** R16L END **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 5,343 SqFt **Length:** 95 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5343.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	1680.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TG2PF **Name:** TAXIWAY G2 **Use:** TAXIWAY **Area:** 9,057 SqFt

Section: 01 of 1 **From:** TGPF-02 **To:** R16LPF-01 **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,057 SqFt **Length:** 95 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4257.00 SqFt **PCI:** 96

Sample Comments:

52	RAVELING	L	1.00	SqFt
57	WEATHERING	L	830.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4800.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	3940.00	SqFt
50	PATCHING	L	860.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TG3PF **Name:** TAXIWAY G3 **Use:** TAXIWAY **Area:** 9,191 SqFt

Section: 01 of 1 **From:** TGPF-02 **To:** R16LPF-01 **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,191 SqFt **Length:** 150 Ft **Width:** 65 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/2/1989	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3966.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	1250.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5225.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	1250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TG4PF **Name:** TAXIWAY G4 **Use:** TAXIWAY **Area:** 9,020 SqFt

Section: 01 of 1 **From:** TGPF-02 **To:** R16LPF-01 **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,020 SqFt **Length:** 95 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3920.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	1000.00	SqFt
52	RAVELING	M	6.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5100.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	224.00	Ft
57	WEATHERING	L	1250.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TG5PF **Name:** TAXIWAY G5 **Use:** TAXIWAY **Area:** 12,212 SqFt

Section: 01 of 1 **From:** Taxiway G **To:** Runway 34R Approach **Last Const.:** 2/3/2014

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 12,212 SqFt **Length:** 275 Ft **Width:** 32 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 2/1/2014	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/2014	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3660.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	1250.00	SqFt

Sample Number: 02 **Type:** R **Area:** 8552.00 SqFt **PCI:** 91

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	115.00	Ft
57	WEATHERING	L	1250.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TGPF **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 101,279 SqFt

Section: 01 of 4 **From:** START **To:** TG6PF-01 **Last Const.:** 2/3/1985

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 25,283 SqFt **Length:** 1,500 Ft **Width:** 18 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2016	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6125.00 SqFt **PCI:** 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	171.00	Ft
57	WEATHERING	L	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
45	DEPRESSION	H	2.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft

Sample Number: 02 **Type:** R **Area:** 6125.00 SqFt **PCI:** 57

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	12.00	Ft
57	WEATHERING	L	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	210.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
56	SWELLING	L	6.00	SqFt
41	ALLIGATOR CRACKING	M	15.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	374.00	Ft

Sample Number: 03 **Type:** R **Area:** 6125.00 SqFt **PCI:** 46

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	325.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	525.00	Ft
41	ALLIGATOR CRACKING	M	180.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TGPF **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 101,279 SqFt

Section: 02 of 4 **From:** START **To:** TG6PF-02 **Last Const.:** 2/1/2014

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 59,322 SqFt **Length:** 2,502 Ft **Width:** 20 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 13 **Surveyed:** 4

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3875.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	774.00	SqFt

Sample Number: 04 **Type:** R **Area:** 3875.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	774.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6500.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	1300.00	SqFt
52	RAVELING	L	12.00	SqFt

Sample Number: 09 **Type:** R **Area:** 4000.00 SqFt **PCI:** 100

Sample Comments:

45	DEPRESSION	L	5.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TGPF **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 101,279 SqFt

Section: 03 of 4 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 2/1/2014

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,239 SqFt **Length:** 185 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 2/1/2014	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5331.00 SqFt **PCI:** 97

Sample Comments:

57	WEATHERING	L	1100.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3908.00 SqFt **PCI:** 92

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft
57	WEATHERING	L	780.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TGPF **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 101,279 SqFt

Section: 04 of 4 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 2/3/1985

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 7,435 SqFt **Length:** 300 Ft **Width:** 25 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 2/1/1985	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 2/2/1985	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 2/3/1985	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1993	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2016	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 15

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3675.00 SqFt **PCI:** 14

Sample Comments:

57	WEATHERING	L	1000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	112.00	Ft
41	ALLIGATOR CRACKING	M	2000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3760.00 SqFt **PCI:** 16

Sample Comments:

41	ALLIGATOR CRACKING	M	2250.00	SqFt
57	WEATHERING	L	1000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TH1PF **Name:** TAXIWAY H1 **Use:** TAXIWAY **Area:** 4,970 SqFt

Section: 01 of 1 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/20/2016

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,970 SqFt **Length:** 179 Ft **Width:** 23 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/18/2016	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/20/2016	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 5/31/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4970.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: THPF **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 59,439 SqFt

Section: 01 of 2 **From:** THPF-02 **To:** TEPF-01 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 4,912 SqFt **Length:** 135 Ft **Width:** 35 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1956	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1963	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False
Work Date: 9/2/1996	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4912.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: THPF **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 59,439 SqFt

Section: 02 of 2 **From:** TINTPF-02 **To:** THPF-01 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 54,527 SqFt **Length:** 1,513 Ft **Width:** 35 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/1965	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/3/1965	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 3/1/1984	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/2/1984	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 9/1/1996	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 6/3/2018 **TotalSamples:** 10 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 99

Sample Comments:

57	WEATHERING	L	165.00 SqFt

Sample Number: 04 **Type:** R **Area:** 6000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 100

Sample Comments:

45	DEPRESSION	L	4.00 SqFt

Sample Number: 09 **Type:** R **Area:** 6000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: THPF **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 17,359 SqFt

Section: 03 of 1 **From:** TJPF **To:** THPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 17,359 SqFt **Length:** 332 Ft **Width:** 74 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4790.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4715.00	SqFt
57	WEATHERING	M	75.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5325.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5325.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5409.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5409.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TJPF **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 78,924 SqFt

Section: 03 of 4 **From:** TDPF-01 **To:** R11PF-05 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 11,069 SqFt **Length:** 172 Ft **Width:** 90 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1979	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1979	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1979	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6668.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 4401.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TJPF **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 78,924 SqFt

Section: 04 of 4 **From:** TCPF-03 **To:** TDPF-02 **Last Const.:** 1/19/2016

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 9,030 SqFt **Length:** 120 Ft **Width:** 104 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1941	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/2/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4500.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 4530.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TJPF **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 78,924 SqFt

Section: 01 of 4 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/20/2016

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 52,337 SqFt **Length:** 210 Ft **Width:** 145 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1944	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1944	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1957	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 6/1/1989	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/1999	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/18/2016	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/20/2016	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4535.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 5175.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 5175.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 4725.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TJPF **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 78,924 SqFt

Section: 02 of 4 **From:** SEE MAP **To:** SEE MAP **Last Const.:** 1/20/2016

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 6,488 SqFt **Length:** 72 Ft **Width:** 100 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/18/2016	**Work Type:** Subgrade - Compacted	**Code:** SG-CO	**Is Major M&R:** False
Work Date: 1/19/2016	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/20/2016	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

Last Insp. Date: 5/30/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6488.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TK1PF **Name:** TAXIWAY K1 **Use:** TAXIWAY **Area:** 96,999 SqFt

Section: 01 of 1 **From:** RW16R **To:** WEST **Last Const.:** 6/3/2006

Surface: PCC **Family:** WSDOT_PrimaryTaxiway_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 96,999 SqFt **Length:** 1,055 Ft **Width:** 75 Ft

Slabs: 282 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 7,310 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/1/2006 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 6/2/2006 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/3/2006 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 15 **Surveyed:** 8

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 97

Sample Comments:

66 SMALL PATCH L 4.00 Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 97

Sample Comments:

66 SMALL PATCH L 4.00 Slabs

Sample Number: 05 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 08 **Type:** R **Area:** 20.00 Slabs **PCI:** 98

Sample Comments:

74 JOINT SPALLING L 1.00 Slabs

Sample Number: 09 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 11 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TK6PF **Name:** TAXIWAY K6 **Use:** TAXIWAY **Area:** 216,801 SqFt

Section: 02 of 4 **From:** PERIMETER ROAD N **To:** TK6PF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 51,135 SqFt **Length:** 421 Ft **Width:** 149 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 9 **Surveyed:** 6

Conditions: **PCI:** 38

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6166.00 SqFt **PCI:** 32

Sample Comments:

52	RAVELING	H	27.00	SqFt
57	WEATHERING	M	6140.00	SqFt
43	BLOCK CR	M	6166.00	SqFt
45	DEPRESSION	L	42.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5600.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	M	5528.00	SqFt
45	DEPRESSION	L	72.00	SqFt
57	WEATHERING	M	5600.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5625.00 SqFt **PCI:** 37

Sample Comments:

57	WEATHERING	M	5625.00	SqFt
43	BLOCK CR	M	5593.00	SqFt
41	ALLIGATOR CR	M	32.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6138.00 SqFt **PCI:** 42

Sample Comments:

57	WEATHERING	M	6138.00	SqFt
43	BLOCK CR	M	6138.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5460.00 SqFt **PCI:** 34

Sample Comments:

57	WEATHERING	M	5460.00	SqFt
43	BLOCK CR	M	5382.00	SqFt
41	ALLIGATOR CR	M	78.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5450.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	L	1362.00	SqFt
57	WEATHERING	M	5450.00	SqFt
43	BLOCK CR	M	4088.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TK6PF **Name:** TAXIWAY K6 **Use:** TAXIWAY **Area:** 216,801 SqFt

Section: 01 of 4 **From:** TK6PF-02 **To:** R16RPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 39,804 SqFt **Length:** 350 Ft **Width:** 149 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 6

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 42

Sample Comments:

57	WEATHERING	M	5625.00	SqFt
43	BLOCK CR	M	5625.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 42

Sample Comments:

57	WEATHERING	M	5625.00	SqFt
43	BLOCK CR	M	5625.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5625.00 SqFt **PCI:** 42

Sample Comments:

57	WEATHERING	M	5625.00	SqFt
43	BLOCK CR	M	5625.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5965.00 SqFt **PCI:** 42

Sample Comments:

57	WEATHERING	M	5965.00	SqFt
43	BLOCK CR	M	5965.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5450.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	M	5450.00	SqFt
57	WEATHERING	M	5450.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5450.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	M	5450.00	SqFt
57	WEATHERING	M	5450.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TK6PF **Name:** TAXIWAY K6 **Use:** TAXIWAY **Area:** 216,801 SqFt

Section: 03 of 4 **From:** TK6PF-04 **To:** TK6PF-02 **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 5,233 SqFt **Length:** 216 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2705.00 SqFt **PCI:** 36

Sample Comments:

57	WEATHERING	M	2705.00	SqFt
41	ALLIGATOR CR	M	249.00	SqFt
48	L & T CR	L	14.00	Ft

Sample Number: 02 **Type:** R **Area:** 2525.00 SqFt **PCI:** 36

Sample Comments:

57	WEATHERING	L	2525.00	SqFt
41	ALLIGATOR CR	M	213.00	SqFt
48	L & T CR	L	47.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TK6PF **Name:** TAXIWAY K6 **Use:** TAXIWAY **Area:** 216,801 SqFt

Section: 04 of 4 **From:** AK7PF **To:** PERIMETER ROAD N **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 120,629 SqFt **Length:** 980 Ft **Width:** 149 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 23 **Surveyed:** 10

Conditions: **PCI:** 34

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 5625.00 SqFt **PCI:** 40

Sample Comments:

45	DEPRESSION	H	32.00	SqFt
57	WEATHERING	M	5625.00	SqFt
43	BLOCK CR	L	2813.00	SqFt
43	BLOCK CR	M	2812.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5625.00 SqFt **PCI:** 32

Sample Comments:

43	BLOCK CR	M	5601.00	SqFt
41	ALLIGATOR CR	M	28.00	SqFt
45	DEPRESSION	M	2.00	SqFt
45	DEPRESSION	L	2.00	SqFt
57	WEATHERING	M	5625.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5625.00 SqFt **PCI:** 42

Sample Comments:

57	WEATHERING	M	5625.00	SqFt
43	BLOCK CR	M	5625.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5625.00 SqFt **PCI:** 30

Sample Comments:

41	ALLIGATOR CR	M	45.00	SqFt
57	WEATHERING	M	5625.00	SqFt
41	ALLIGATOR CR	M	32.00	SqFt
43	BLOCK CR	M	5449.00	SqFt
41	ALLIGATOR CR	M	64.00	SqFt
41	ALLIGATOR CR	M	36.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5625.00 SqFt **PCI:** 39

Sample Comments:

41	ALLIGATOR CR	L	240.00	SqFt
57	WEATHERING	M	5625.00	SqFt
43	BLOCK CR	L	4846.00	SqFt
43	BLOCK CR	M	538.00	SqFt

Sample Number: 14 **Type:** R **Area:** 5330.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	1330.00	SqFt
57	WEATHERING	M	5330.00	SqFt
43	BLOCK CR	M	4000.00	SqFt
45	DEPRESSION	H	2.00	SqFt

Sample Number: 16 **Type:** R **Area:** 5450.00 SqFt **PCI:** 23

Sample Comments:

43	BLOCK CR	M	5450.00	SqFt
52	RAVELING	H	650.00	SqFt

57	WEATHERING	M	4850.00	SqFt

Sample Number: 18 **Type:** R **Area:** 5450.00 SqFt **PCI:** 37

Sample Comments:

41	ALLIGATOR CR	M	10.00	SqFt
43	BLOCK CR	M	5412.00	SqFt
41	ALLIGATOR CR	M	28.00	SqFt
57	WEATHERING	M	5450.00	SqFt

Sample Number: 20 **Type:** R **Area:** 5450.00 SqFt **PCI:** 22

Sample Comments:

41	ALLIGATOR CR	M	150.00	SqFt
52	RAVELING	H	12.00	SqFt
50	PATCHING	H	280.00	SqFt
43	BLOCK CR	M	5300.00	SqFt

Sample Number: 22 **Type:** R **Area:** 5450.00 SqFt **PCI:** 42

Sample Comments:

57	WEATHERING	M	5450.00	SqFt
43	BLOCK CR	M	5450.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TK7PF **Name:** TAXIWAY K7 **Use:** TAXIWAY **Area:** 1,770 SqFt

Section: 02 of 1 **From:** AK7PF **To:** TK7PF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 1,770 SqFt **Length:** 32 Ft **Width:** 71 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1769.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	1769.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TK7PF **Name:** TAXIWAY K7 **Use:** TAXIWAY **Area:** 71,858 SqFt

Section: 01 of 1 **From:** RW16R **To:** WEST **Last Const.:** 6/3/2009

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 71,858 SqFt **Length:** 1,150 Ft **Width:** 50 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 6/3/2009 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 6/2/2018 **TotalSamples:** 14 **Surveyed:** 5

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	205.00	Ft

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	144.00	Ft

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00	Ft

Sample Number: 14 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	19.00	Ft

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TKPF **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 140,776 SqFt

Section: 01 of 1 **From:** TK1 **To:** SOUTH **Last Const.:** 9/3/2009

Surface: PCC **Family:** WSDOT_PrimaryTaxiway_PCC **Zone:** WEST **Category:** G **Rank:** P

Area: 140,776 SqFt **Length:** 950 Ft **Width:** 111 Ft

Slabs: 516 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 10,187 Ft

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/2009 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 9/2/2009 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/3/2009 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 6/1/2018 **TotalSamples:** 19 **Surveyed:** 8

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 18.00 Slabs **PCI:** 99

Sample Comments:

66 SMALL PATCH L 1.00 Slabs

Sample Number: 08 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 10 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 12 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

66 SMALL PATCH L 1.00 Slabs

Sample Number: 14 **Type:** R **Area:** 22.00 Slabs **PCI:** 98

Sample Comments:

75 CORNER SPALLING L 1.00 Slabs

Sample Number: 16 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 18 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

66 SMALL PATCH L 1.00 Slabs

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TLPF **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 27,363 SqFt

Section: 01 of 1 **From:** TDPF-06 **To:** R11PF-06 **Last Const.:** 9/1/1958

Surface: AAC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 27,363 SqFt **Length:** 720 Ft **Width:** 40 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1940	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1940	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/3/1940	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1956	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1958	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/1997	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 5/30/2018 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 30

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3800.00 SqFt **PCI:** 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	20.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	140.00	Ft
57	WEATHERING	M	200.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	137.00	Ft
45	DEPRESSION	M	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft
57	WEATHERING	L	1000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3200.00 SqFt **PCI:** 33

Sample Comments:

57	WEATHERING	M	136.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft
41	ALLIGATOR CRACKING	M	200.00	SqFt
57	WEATHERING	L	600.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	331.00	Ft

Sample Number: 05 **Type:** R **Area:** 4575.00 SqFt **PCI:** 19

Sample Comments:

43	BLOCK CRACKING	L	1200.00	SqFt
57	WEATHERING	L	1200.00	SqFt
57	WEATHERING	H	30.00	SqFt
41	ALLIGATOR CRACKING	M	650.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
52	RAVELING	H	1.00	SqFt
57	WEATHERING	M	60.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	142.00	Ft

Sample Number: 06 **Type:** R **Area:** 4200.00 SqFt **PCI:** 15

Sample Comments:

41	ALLIGATOR CRACKING	M	3500.00	SqFt
57	WEATHERING	L	800.00	SqFt

Network: EVERETT-WS **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TW11PF **Name:** Taxiway 11 **Use:** TAXIWAY **Area:** 15,670 SqFt

Section: 01 of 1 **From:** R16RPF **To:** R16LPF **Last Const.:** 8/8/1995

Surface: AC **Family:** WSDOT_PrimaryTaxiway_AC/AAC/APC **Zone:** WEST **Category:** G **Rank:** P

Area: 15,670 SqFt **Length:** 179 Ft **Width:** 72 Ft

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

Shoulder: >10 **Street Type:** >60 **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 9/1/1941	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1941	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1958	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1964	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 8/7/1995	**Work Type:** Base Course - Bituminous	**Code:** BA-BI	**Is Major M&R:** False
Work Date: 8/8/1995	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 9/2/1997	**Work Type:** Surface Seal - Coal Tar	**Code:** SS-CT	**Is Major M&R:** False

Last Insp. Date: 6/1/2018 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6955.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	696.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	311.00	Ft

Sample Number: 02 **Type:** R **Area:** 4320.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	432.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	97.00	Ft

Sample Number: 03 **Type:** R **Area:** 4395.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4395.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TW1PF **Name:** TAXIWAY W1 **Use:** TAXIWAY **Area:** 2,775 SqFt

Section: 01 of 1 **From:** TWPF **To:** R12PF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 2,775 SqFt **Length:** 47 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2768.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	2668.00	SqFt
48	L & T CR	L	15.00	Ft
48	L & T CR	L	114.00	Ft
48	L & T CR	L	33.00	Ft
57	WEATHERING	M	100.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TWPF **Name:** TAXIWAY W **Use:** TAXIWAY **Area:** 91,527 SqFt

Section: 02 of 3 **From:** AWRPF **To:** TWPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 1,945 SqFt **Length:** 20 Ft **Width:** 118 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1941.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	20.00	Ft
48	L & T CR	M	21.00	Ft
57	WEATHERING	L	1941.00	SqFt
48	L & T CR	L	8.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TWPF **Name:** TAXIWAY W **Use:** TAXIWAY **Area:** 91,527 SqFt

Section: 01 of 3 **From:** THPF **To:** TEPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 81,962 SqFt **Length:** 2,365 Ft **Width:** 27 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 19 **Surveyed:** 9

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4989.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	4989.00	SqFt
48	L & T CR	L	33.00	Ft

Sample Number: 04 **Type:** R **Area:** 4989.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4989.00	SqFt
48	L & T CR	L	52.00	Ft

Sample Number: 06 **Type:** R **Area:** 4989.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	4989.00	SqFt
48	L & T CR	L	20.00	Ft

Sample Number: 09 **Type:** R **Area:** 4989.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	H	100.00	SqFt
57	WEATHERING	M	3750.00	SqFt
48	L & T CR	L	175.00	Ft
57	WEATHERING	L	1139.00	SqFt
48	L & T CR	L	207.00	Ft

Sample Number: 10 **Type:** R **Area:** 2180.00 SqFt **PCI:** 61

Sample Comments:

50	PATCHING	L	210.00	SqFt
57	WEATHERING	H	280.00	SqFt
48	L & T CR	L	106.00	Ft
57	WEATHERING	M	1900.00	SqFt

Sample Number: 11 **Type:** R **Area:** 4989.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	23.00	Ft
48	L & T CR	L	167.00	Ft
50	PATCHING	L	90.00	SqFt
57	WEATHERING	L	4989.00	SqFt

Sample Number: 13 **Type:** R **Area:** 4989.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	4989.00	SqFt
48	L & T CR	L	206.00	Ft

Sample Number: 17 **Type:** R **Area:** 4989.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	M	6.00	Ft
48	L & T CR	L	120.00	Ft
57	WEATHERING	L	4989.00	SqFt

Sample Number: 19 **Type:** R **Area:** 3066.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	M	63.00	Ft
48	L & T CR	L	78.00	Ft
57	WEATHERING	H	211.00	SqFt
57	WEATHERING	L	2855.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: TWPF **Name:** TAXIWAY W **Use:** TAXIWAY **Area:** 91,527 SqFt

Section: 03 of 3 **From:** AWRPF **To:** TWPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_SecondaryTaxiway_AC/AAC/APC **Zone:** **Category:** **Rank:** S

Area: 7,620 SqFt **Length:** 200 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3660.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	3660.00	SqFt
48	L & T CR	L	250.00	Ft

Sample Number: 02 **Type:** R **Area:** 3951.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	3951.00	SqFt
48	L & T CR	L	357.00	Ft

F. Pavement Conditions Report

ATTACHMENT C

Landside Pavement; Snohomish County Airport - Paine Field Pavement Management Program

Snohomish County Airport - Paine Field (PAE)

Pavement Management Program – Landside

Snohomish County, Washington

November 12, 2021

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1 OVERVIEW

The pavements at Snohomish County Airport – Paine Field (PAE) are characterized as either airside or landside pavements. This designation assists with prioritization, documentation, and allocation of Federal Aviation Administration (FAA) grant funding towards airport pavement projects. We conducted separate analyses and prepared independent reports for both airside and landside pavements. This report details the results of our analysis for landside pavements at PAE.

After a pavement is newly constructed, it will begin a gradual deterioration due to climatic, loading, and operational conditions. Faulty construction techniques and/or sub-standard materials may accelerate this deterioration process, as will loads of excessive magnitude or frequency above those for which the pavement was originally designed. Due to the wide range of variables that may affect the performance of a pavement, the best method to monitor it is by using a pavement management program (PMP). A fundamental component of any PMP is the ability to characterize the current pavement condition and track future changes to its condition. These two factors form the basis for estimating current and future prevention and rehabilitation requirements, and ultimately the cost-effective capital allocation. PAE selected to implement the PAVER pavement management software and routinely inspects landside pavements in accordance with ASTM 6433, *Standard Test Method for Roadways and Parking Lot Pavement Condition Index Surveys* in order to seamlessly integrate the landside database with the airside database.

GRI teamed with Century West Engineering (CWE), to assist with updating the PAE airport pavement management system (APMS) and developing a five-year plan for major maintenance and rehabilitation (M&R) and preservation work at PAE. GRI conducted surveys of the landside parking areas and roadways at PAE in 2021 in accordance with the procedures of ASTM International (ASTM) D6433. We uploaded the survey data into the PAVER database and used the software to provide a rapid calculation of the pavement condition index (PCI) rating. The PCI is a numerical indicator that defines the functional condition of the pavement based on visual inspection. The scale ranges from zero to 100, where zero represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

As noted above, the PAVER program rates the condition of pavements using the PCI method. However, in addition to providing a database of current and historical PCI results, the PAVER software is also used to predict future pavement conditions and obtain the optimal schedule for the application of M&R. By using a preservation-based approach instead of a worst-first methodology, an APMS software such as PAVER helps reduce

future pavement repair costs by recommending timely M&R. In general, an APMS provides the following benefits:

1. A systematic means for collecting and storing pavement information.
2. An objective and repeatable system for evaluating pavement conditions.
3. Procedures for predicting future pavement conditions.
4. Procedures for determining the consequences that constrained M&R budgets will have on future pavement conditions and life-cycle costs.
5. Procedures for formulating and prioritizing M&R projects. A project typically consists of multiple pavement sections, with each section having several feasible repair options.

Due to the size and complexity of the pavement network at PAE, industry best practices recommend a pavement condition survey, coupled with a comprehensive review and update of the APMS report, occur every three to five years for landside facilities.

2 PAVEMENT INVENTORY

PAE is located approximately 6 miles southwest of Everett, Washington, owned and operated by Snohomish County. The airport serves a variety of commercial and general aviation aircraft and passengers. PAE is also home to the Boeing Everett Factory and other commercial businesses that work within the PAE landside industrial facilities. The general location of the airport is shown on Figure 2.1. Landside pavements managed by PAE comprise approximately 669,000 square yards of pavements. In addition to the pavements managed by PAE, there are approximately 10,300 square yards of landside pavements within the airport property that are not maintained by PAE.

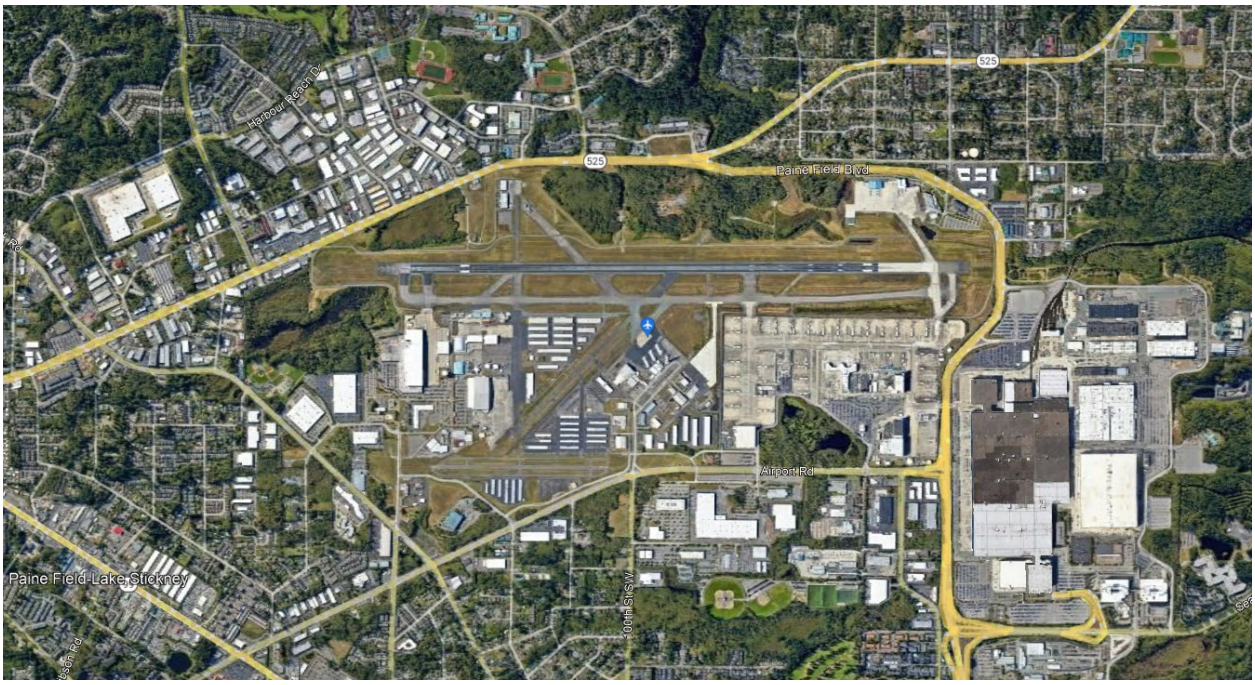


Figure 2.1 – SNOHOMISH COUNTY AIRPORT – PAINE FIELD LOCATION MAP

Landside pavements at PAE consist of one apron and multiple roadways and parking lots. The types of landside pavements include asphalt concrete (AC) and portland cement concrete (PCC). Figure 2.2 below shows the distribution of airport pavement area by surface type, and Figure 2.3 shows the distribution of pavement area by branch use. The pavement inventory, section rank, surface type, and branch use are displayed on Figures 1A through 4A and in Tables 1A and 2A in Appendix A.

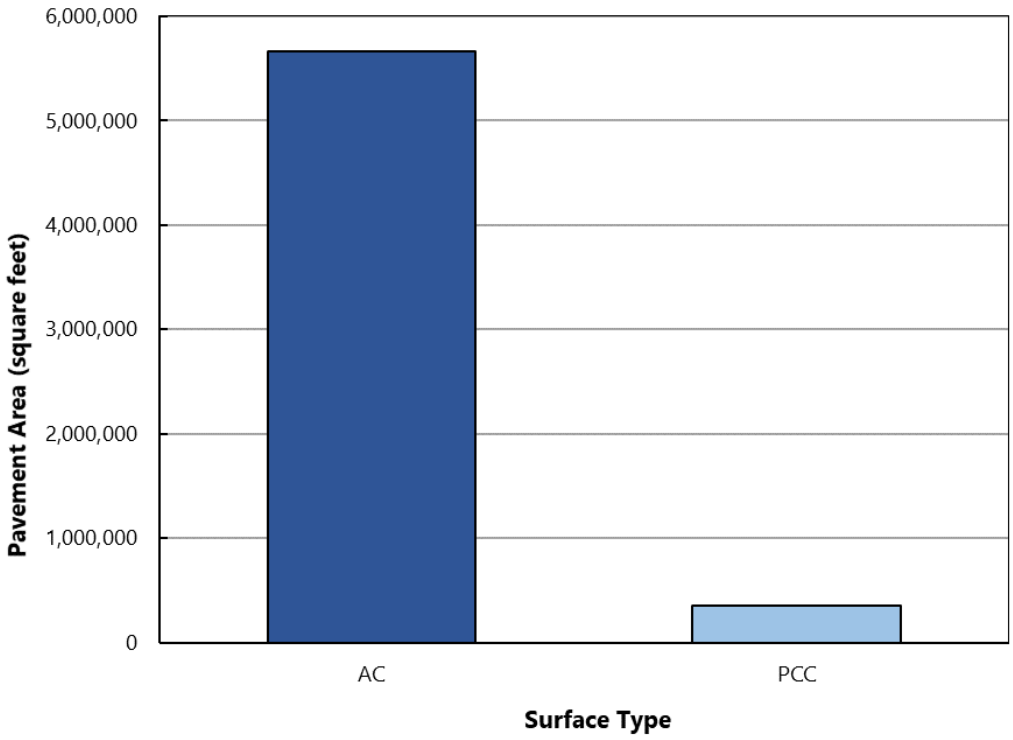


Figure 2.1 – PAE LANDSIDE PAVEMENT AREA BY SURFACE TYPE

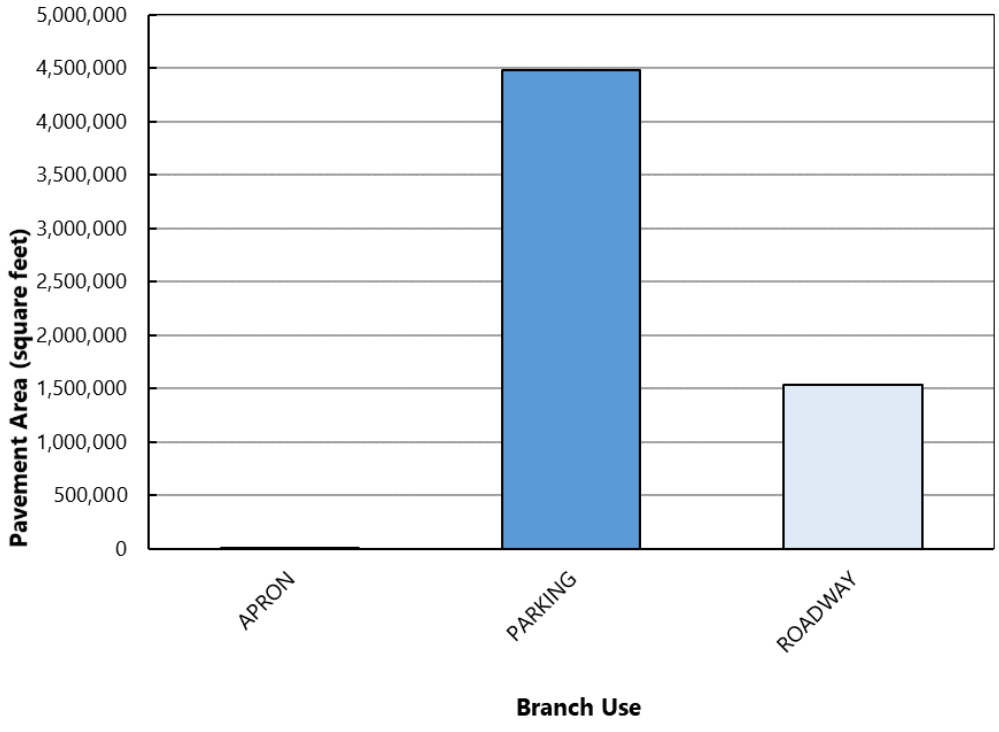


Figure 2.2 – PAE LANDSIDE PAVEMENT AREA BY BRANCH USE

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the landside pavements at PAE in 2021. The 2021 survey work was performed on sections that had not been previously inspected. The 2021 PCI survey was performed in accordance with the methods described in ASTM D6433, using sampling rates described in Section A.4 in Appendix A of this report.

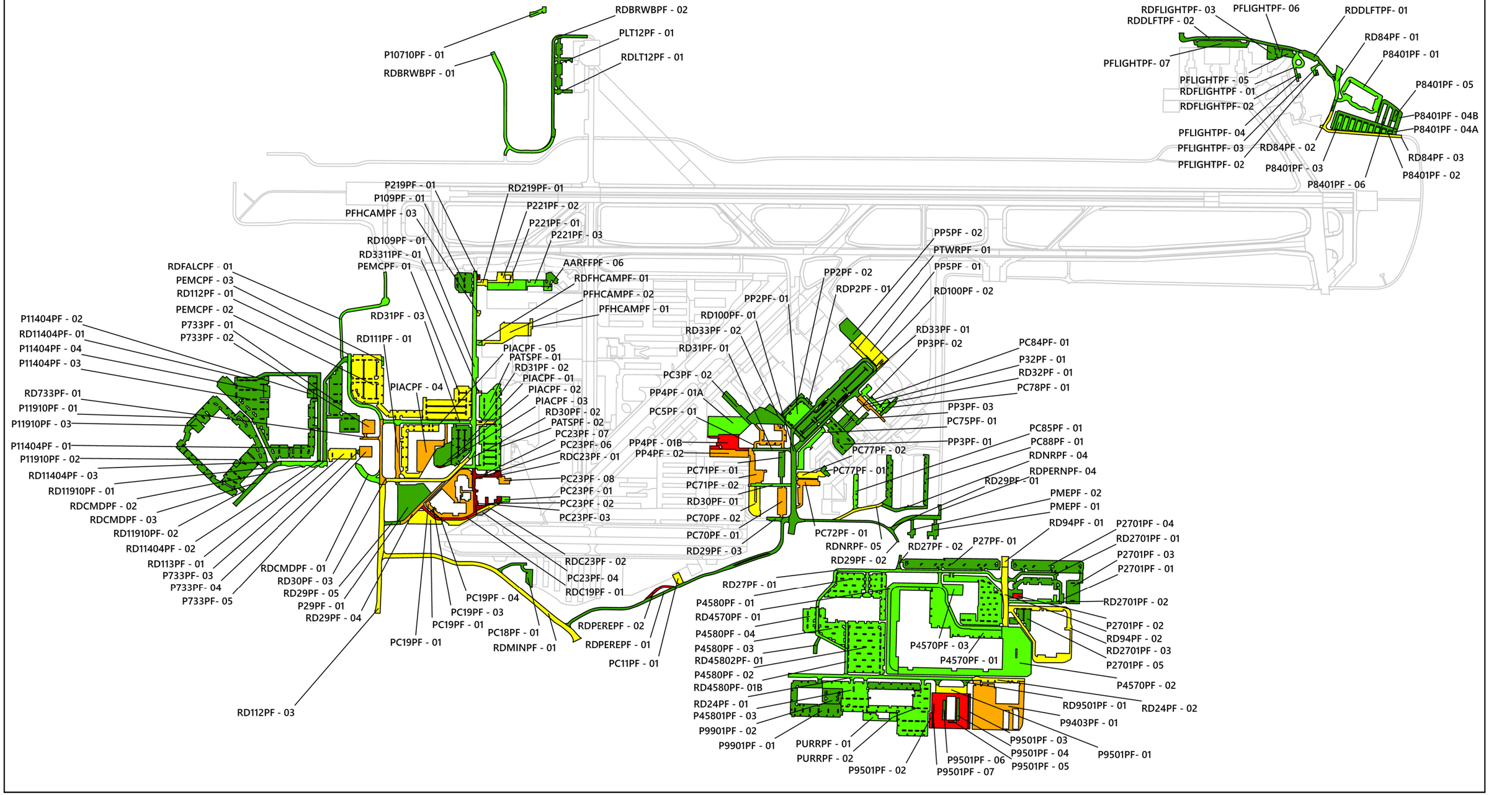
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category rating scale in accordance with ASTM D6433. Details of the ASTM PCI rating scale are provided in Table 3.1 below.

Table 3.1: ASTM PCI RATING SCALE

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

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all landside pavements at PAE is approximately 77. The section PCIs ranged from a low of 6 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, patching, and alligator cracking on AC surfaced pavements, and joint spalling and linear cracking on PCC pavements. Section PCIs following our pavement survey are displayed spatially on Figure 3.1.



PAVEMENT CONDITION INDEX (PCI)

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

GRI

CENTURY WEST ENGINEERING
PAINE FIELD PMP

2021 PCI SURVEY RESULTS - LANDSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 3.1

The condition distribution of the network by the percent of managed pavement area is provided in Figure 3.2, below.

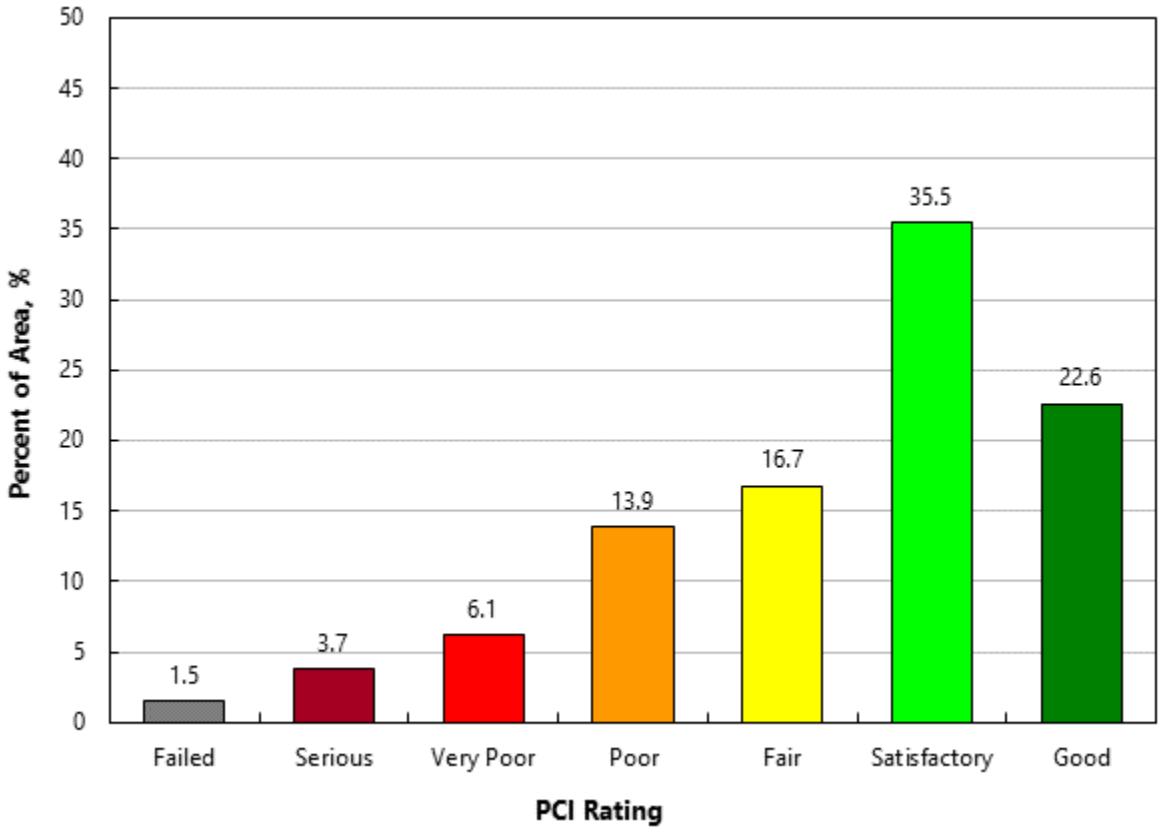


Figure 3.2 – PAE LANDSIDE PAVEMENT CONDITION RATING BY PERCENT OF AREA

A summary of the pavement condition results by branch and section are included in Tables 2B and 3B of Appendix B, respectively. Pavement sections that have a PCI less than or equal to 40 and are rated Very Poor, Serious, or Failed are highlighted in red in Tables 2B and 3B. The reason for calling attention to these pavements is that a PCI of 40 is typically about the phase in a pavements deterioration cycle at which reconstruction is required. The inspection report providing inspection details for individual sample units is provided in Table 1F in Appendix F.

4 PAVEMENT CONDITION ANALYSIS

4.1 Introduction

In addition to assessing the current condition of a pavement, it is essential from a planning standpoint to predict the future condition with reasonable accuracy. Additional details regarding our future pavement condition analysis, including pavement condition

prediction models, are provided in Appendix C. PCI performance curves developed for landside pavements at PAE are displayed in Figure 1C through 4C in Appendix C.

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for five- and ten-year periods assuming the analysis period starts in 2024. Based on this analysis, we project the PCI for landside pavements will decrease from a current value of 77 to a value of 64 in the year 2028 and 58 in the year 2033 if no maintenance or rehabilitation work is performed. The projected pavement condition in five years and ten years for each landside pavement section at PAE is displayed spatially in Figure 4.1 and listed in Table 1C in Appendix C.

4.3 Functional Remaining Life

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

We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at PAE. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3 of Appendix C, is the threshold used for this type of functional remaining life analysis. The second type of functional remaining life we calculated is the time until the pavement is still operational, but there are likely increased safety concerns due to the advanced deterioration and reconstruction is generally required. A PCI of 40 was set as the trigger point for the end of the pavements functional service life.

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

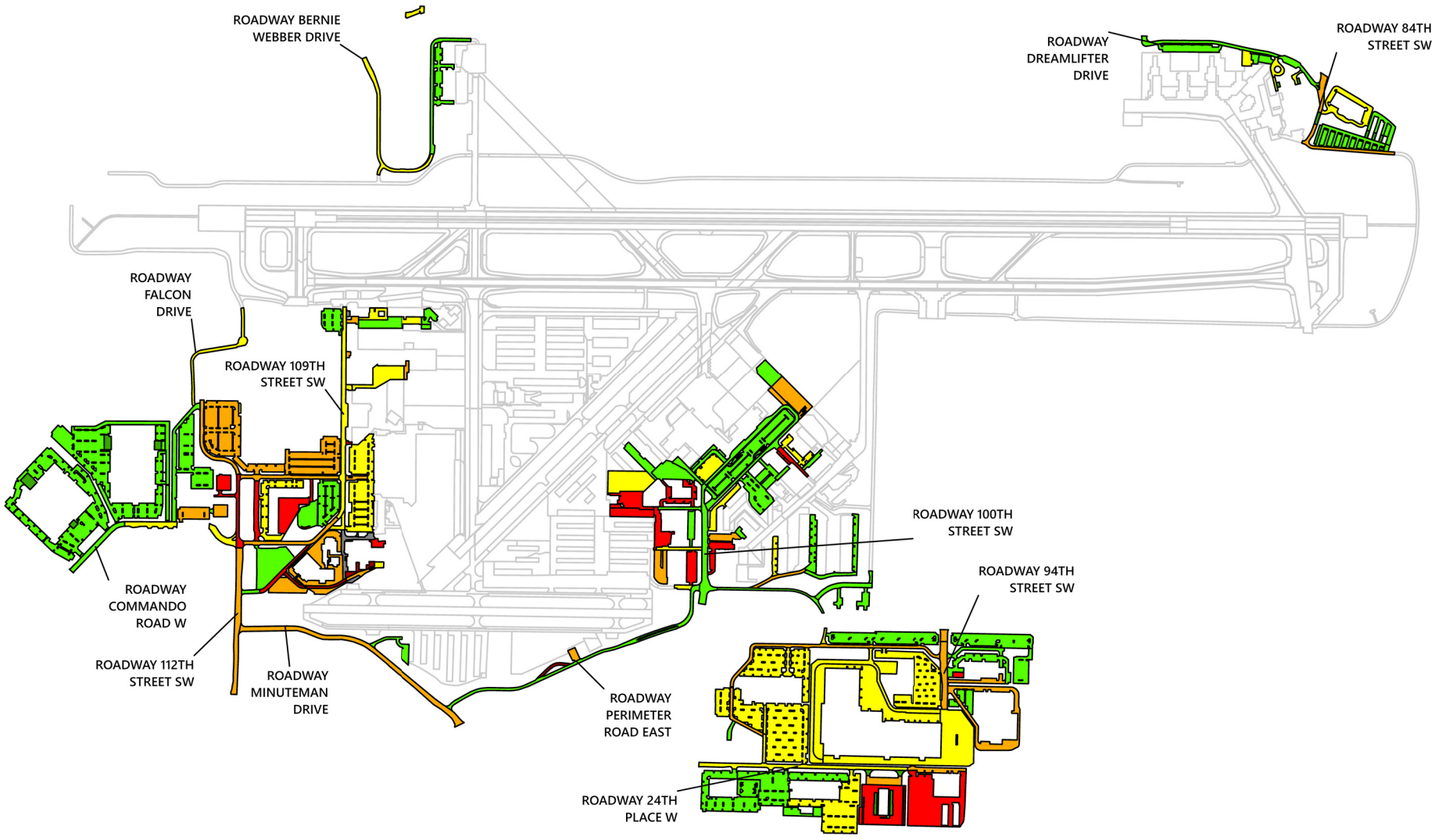
5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

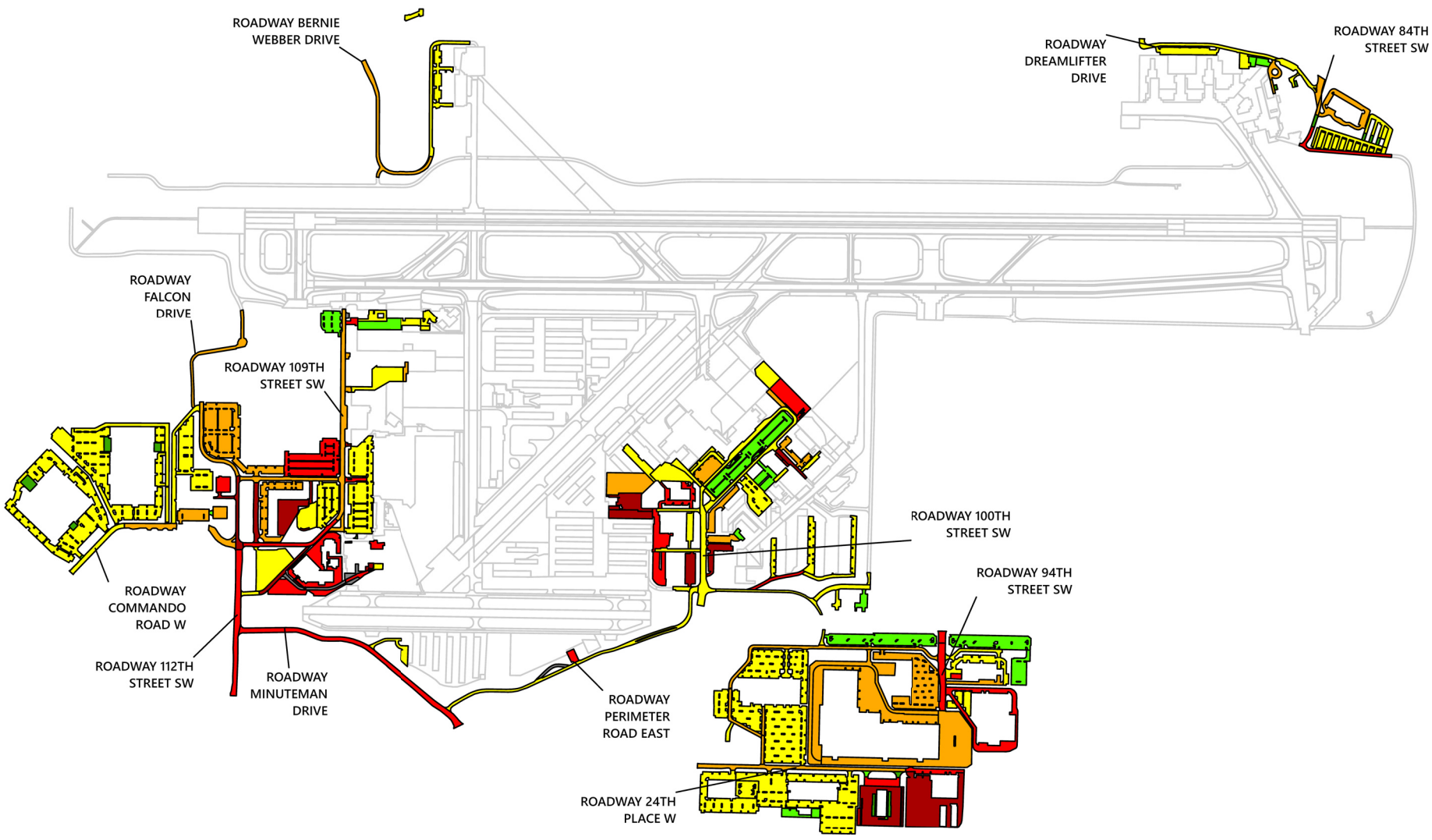
We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop localized maintenance, global maintenance, and rehabilitation needs. Details of our M&R work priority and unit costs for work activities are provided in Tables 1D and 2D, respectively, in Appendix D.

Based on the 2021 PCI-survey results, Figure 5.1 displays a breakdown of the PAE network pavement condition by percent of the area and general M&R treatment categories.

PREDICTED CONDITION IN 2028



PREDICTED CONDITION IN 2033



SECTION PCI

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

N

0 500 1,000 2,000 FEET

GRI

CENTURY WEST ENGINEERING
PAINE FIELD PMP

FUTURE PAVEMENT CONDITION - LANDSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 4.1

Approximately 72%, 25%, and 3% of the area require preservation treatments, rehabilitation, and reconstruction, respectively.

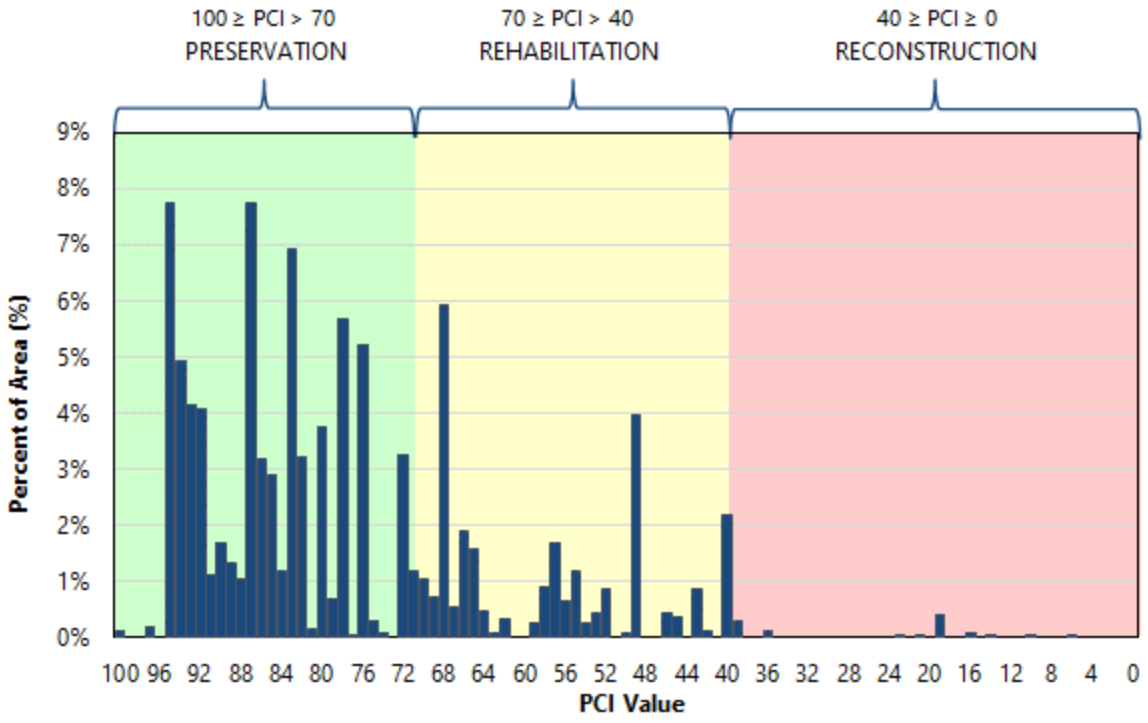


Figure 5.1 – PAE LANDSIDE PAVEMENT NETWORK GENERAL TREATMENT TYPE DISTRIBUTION BASED ON PCI

5.2 Budget Scenario Analysis Results

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal to determine the budget required to meet the goal. The following four budget scenarios were analyzed for a five-year period beginning in 2024:

- Eliminate M&R Backlog
- Maintain Current M&R Budget
- Maintain Current Network PCI
- Safety Maintenance Only

The results are summarized below. Additional graphical and tabular information regarding the comparison of the budgets and the effects on the PCI are given in Table 1E and on Figures 1E through 7E in Appendix E.

The PCI of 77 from the 2021 inspection period is projected to deteriorate to a PCI of 72 at the beginning of the 2024 analysis period (i.e., prior to conducting the recommended work). At the beginning of the analysis period, PAE will have an unfunded M&R backlog of approximately $9.22 million for landside pavements. The backlog is approximated by running an unconstrained analysis. The amount of funding suggested for M&R on a pavement section with a PCI below the critical value is considered unfunded backlog.

The M&R costs in the analysis are based on estimated unit prices and are presented in constant 2021 dollars, i.e., they assume no inflation over the long term.

5.2.1 Scenario 1 – Eliminate M&R Backlog

M&R backlog is any major M&R work required for a pavement with a PCI below a critical value (see Section C.3 in Appendix C). We found that, on average, an annual budget of approximately $4.42 million is needed to eliminate the unfunded M&R by 2028. Table 5.1 displays a summary of the analysis.

Table 5.1: SUMMARY OF ELIMINATE BACKLOG BUDGET SCENARIO RESULTS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
1	Eliminate Backlog in Five Years	72	$22,111,358	$0	$22,111,358	86

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded are the stopgap, preventive, global, and major M&R values.

c) The sum of the total funded and total last year's unfunded cost.

The total cost over the five-year analysis period, including funded and unfunded M&R, is approximately $22.11 million. Figure 5.2 displays the impact to the network PCI over time with respect on the total funded and unfunded M&R.

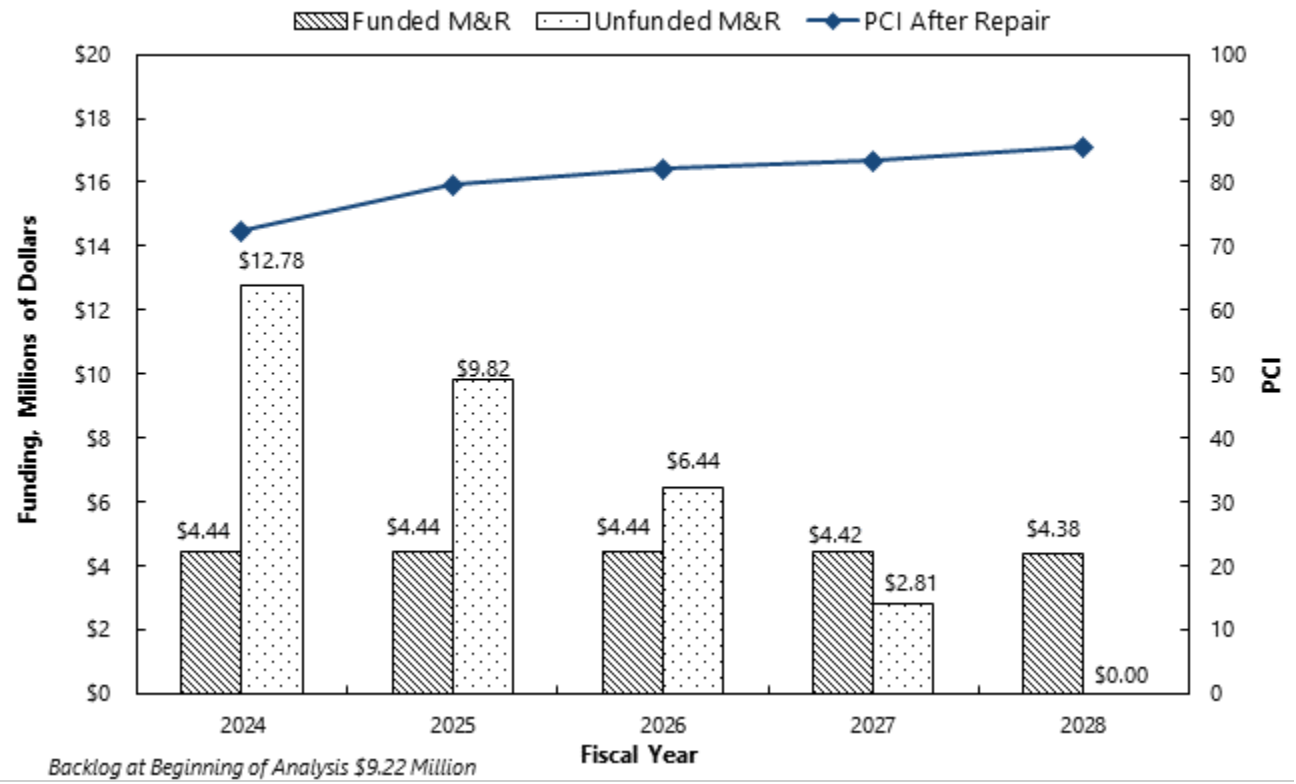


Figure 5.2 – ELIMINATE M&R BACKLOG ANALYSIS RESULTS

5.2.2 Scenario 2 – Maintain Current M&R Budget

The current budget for landside pavements for the five-year analysis period beginning in 2024 contains two types of money: $175,000 annually for in-house pavement maintenance (i.e., crack sealing, patching, or surface treatments) and $350,000 annually for locally funded paving contracts. The in-house pavement maintenance budget is shared between the landside and airside pavements. For our analysis, we split the budget equally, resulting in the $175,000 budget for the landside program. A summary of the results for this budget scenario is presented in Table 5.2.

Table 5.2: SUMMARY OF THE MAINTAIN CURRENT BUDGET SCENARIO RESULTS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
2	Maintain Current Budget	72	$2,578,131	$18,170,056	$20,748,187	67

Notes:

a) Total funding for the M&R budget scenarios.
b) Total unfunded are the stopgap, preventive, global, and major M&R values.
c) The sum of the total funded and total last year unfunded cost.

The total cost over the next five years, including the funded and unfunded M&R, is approximately $20.75 million. Figure 5.3 displays the impact on the network PCI over time with respect to the total funded and unfunded M&R.

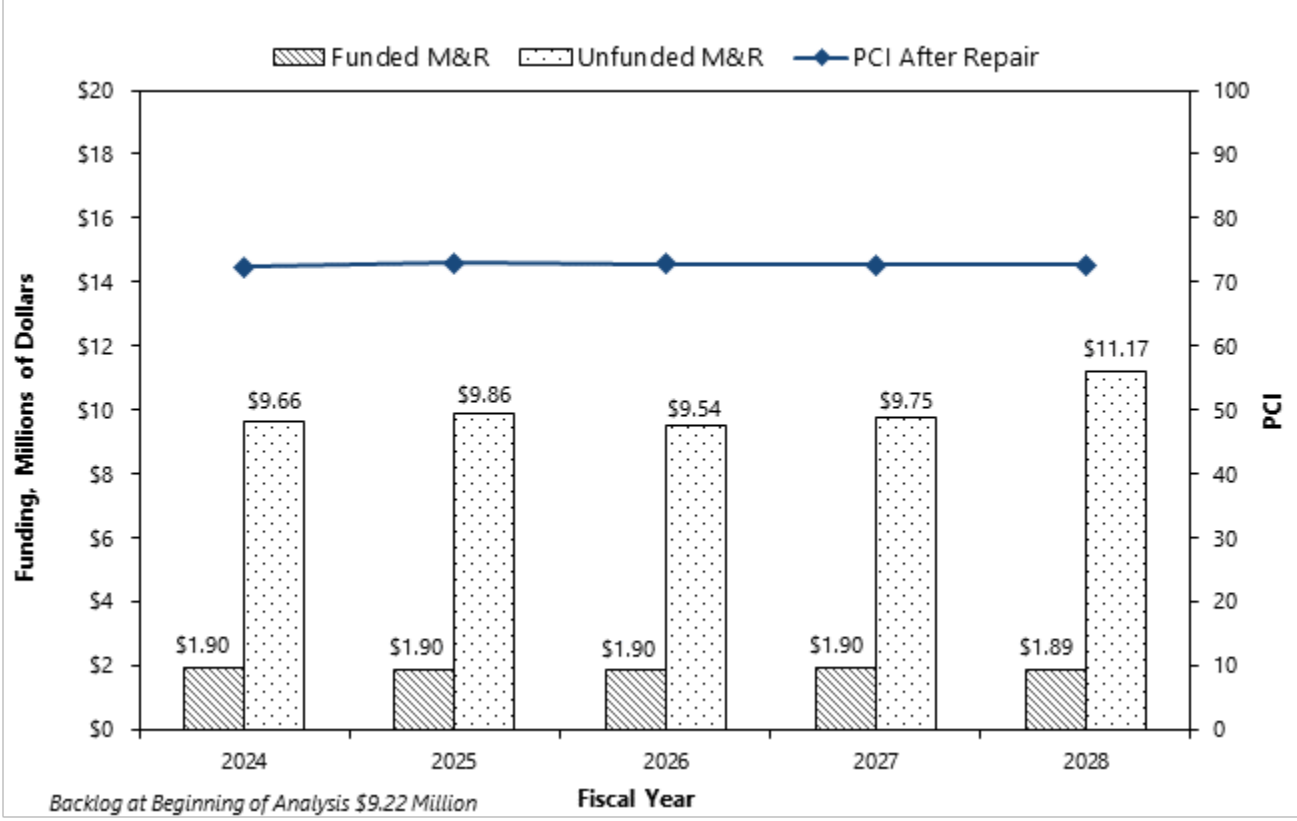


Figure 5.3 – MAINTAIN CURRENT BUDGET ANALYSIS RESULTS

5.2.3 Scenario 3 – Maintain Current Network PCI

Funding at an average annual amount of approximately $1.90 million is estimated to be sufficient to maintain the PAE landside pavements at their current PCI over the five-year analysis period. A summary of this budget is shown in Table 5.3. If the goal is to maintain the current PCI of at least 72, the total cost over the next five years, including the funded and unfunded M&R, is approximately $20.66 million.

Table 5.3: SUMMARY OF THE MAINTAIN CURRENT NETWORK PCI BUDGET SCENARIO RESULTS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
3	Maintain Current PCI	72	$9,482,626	$11,172,167	$20,654,793	73

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded are the stopgap, preventive, global, and major M&R values.

c) The sum of the total funded and total last year's unfunded cost.

The $1.90-million M&R funding level will result in a PCI of 73 at the end of the fifth analysis year. The M&R backlog will increase over this period by approximately 17%. Figure 5.4 displays the impact to the network PCI over time with respect to the total funded and unfunded M&R.

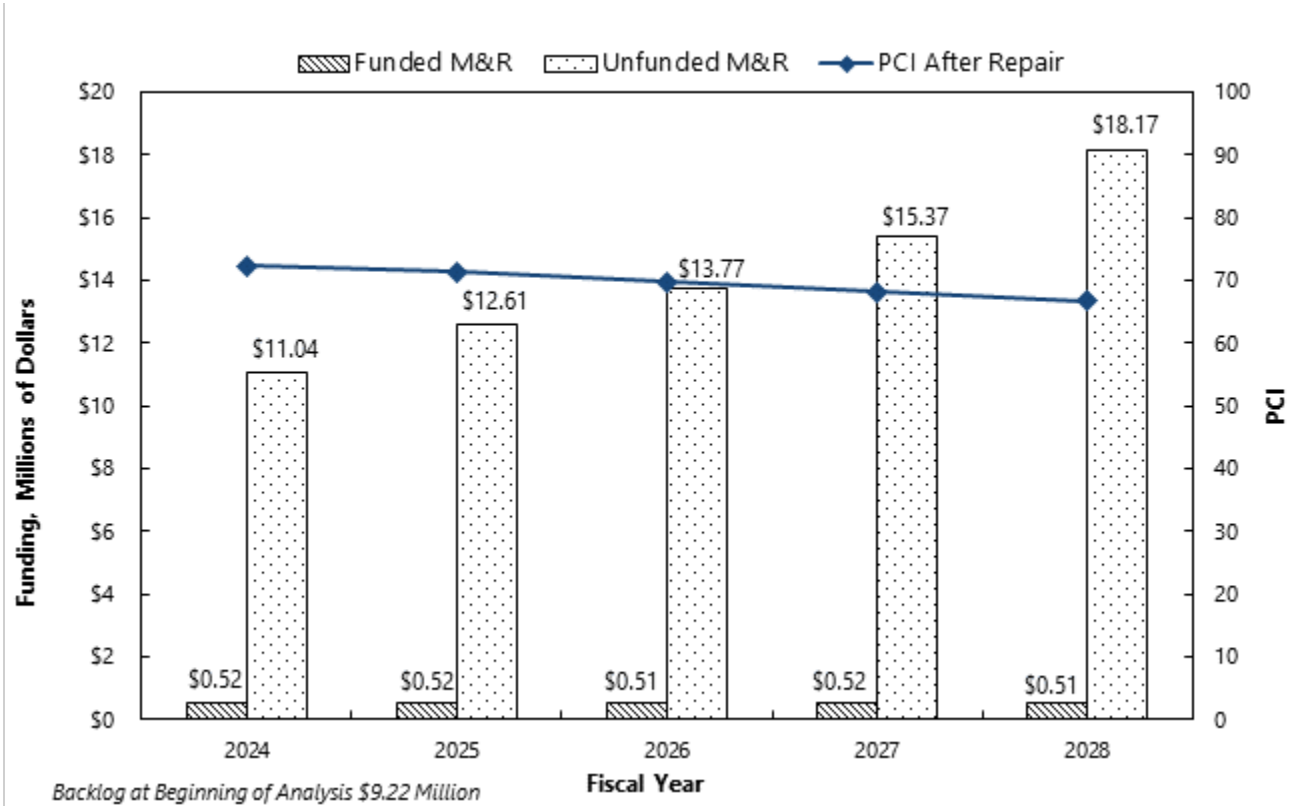


Figure 5.4 – MAINTAIN PCI ANALYSIS RESULTS

5.2.4 Scenario 4 – Funding Requirements to Perform Safety Maintenance Only

If only localized stopgap (safety) M&R is conducted to maintain the pavements at a safe level, the PCI would drop to 64 in 2028. Although PAE would only need to spend an

average of about $233,500 annually, this amount will cause the total M&R backlog to increase to $15.97 million in 2028, which is a 42% increase from the current total unfunded M&R. A summary of this budget scenario is shown below in Table 5.4.

Table 5.4: SUMMARY OF SAFETY MAINTENANCE ONLY BUDGET SCENARIO RESULTS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
4	Safety Maintenance Only	72	$1,167,314	$15,968,256	$17,135,570	64

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded are the stopgap and major M&R values.

c) The sum of the total funded and total last year's unfunded cost.

The total cost over the next five years, including the funded and unfunded M&R, is approximately $17.14 million. Figure 5.5 displays the impact on the network PCI over time with respect to the total funded and unfunded M&R.

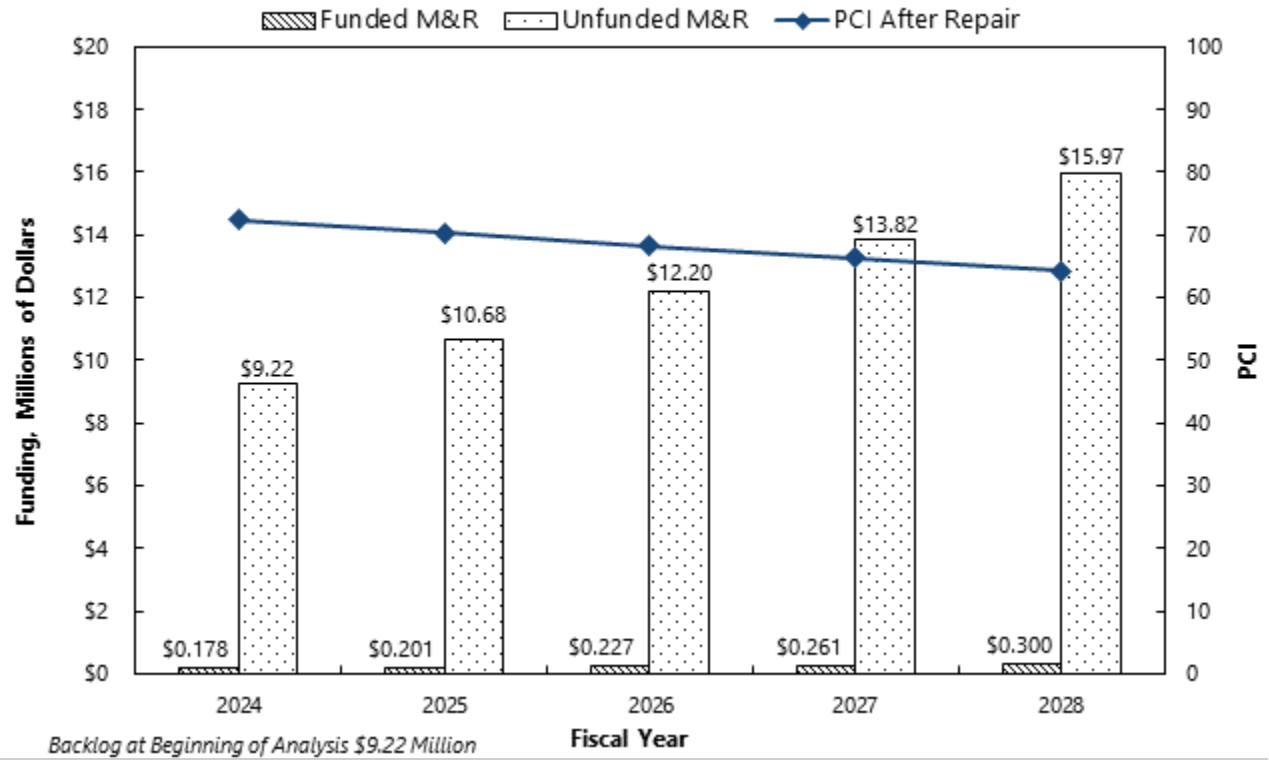


Figure 5.5 – SAFETY MAINTENANCE ONLY ANALYSIS RESULTS

5.3 Recommended Major and Global M&R Projects

To develop the five-year work plan, we ran the maintain current budget scenario with the PAVER M&R Work Planning Module in order to generate a list, organized by year, of Major M&R (e.g., overlay or reconstruction) and Global M&R (e.g., fog or slurry seal) projects. We then reviewed the project list and refined it into practical construction projects for each year. The complete list of recommended Major and Global M&R projects is presented in Table 2E, and a map of the project locations are shown on Figure 8E in Appendix E.

5.4 Recommended Routine Maintenance and Rehabilitation

Localized or routine M&R refers to activities such as crack sealing and patching, which should be performed annually in order to properly maintain aging pavements. Using the PAVER Localized Distress Maintenance Analysis tool, we developed a list of recommended routine M&R. This list is shown in Table 3E in Appendix E and is independent of the Major M&R projects associated with the five-year Major and Global M&R shown in Appendix E.

5.5 Summary

The overall PCI of landside pavements at PAE in 2021 is Satisfactory, corresponding to a PCI of 77. This average rating represents all the actively used pavements on the landside of the airport.

We conducted a budget analysis based on a preservation philosophy as opposed to a worst-first methodology. The worst-first methodology is suboptimal because M&R work is only applied after the pavement has structural damage. Once a pavement has significant structural damage, the only repair option is reconstruction. Preservation, on the other hand, uses optimum timing to perform lower cost-preventive treatments such as crack sealing, surface seals, and AC overlays.

Four budget scenarios were evaluated for a five-year period beginning on January 1, 2024. A summary of the four budget scenarios is shown below in Table 5.5.

Table 5.5: SNOHOMISH COUNTY AIRPORT – PAINE FIELD BUDGET SCENARIOS

	Budget Scenario	PCI at Beginning of Analysis	Funded M&R Cost Over Analysis Period[a]	Unfunded M&R Cost at End of Analysis[b]	Total Cost[c]	PCI at End of Analysis
1	Eliminate Backlog in Five Years	72	$22,111,358	$0	$22,111,358	86
2	Maintain Current Budget ($525,000 annually)	72	$2,578,131	$18,170,056	$20,748,187	67
3	Maintain Current PCI	72	$9,482,626	$11,172,167	$20,654,793	73
4	Safety Maintenance Only	72	$1,167,314	$15,968,256	$17,135,570	64

Notes:

a) Total funding for the M&R budget scenarios.

b) Total unfunded stopgap, preventive, global, and major M&R values.

c) The sum of the total funded and total last year unfunded cost.

In addition to the budget scenario analysis, M&R recommendations were also provided for routine maintenance. A five-year project list was also developed for global and major M&R in addition to the currently planned ACIP projects. PAE should continue to perform routine PCI surveys and budget analyses to update the PMP as required by the FAA.

6 LIMITATIONS

This report has been prepared to assist Snohomish County and the project team with pavement-related project planning for the Snohomish County Airport – Paine Field (PAE). The scope is limited to the specific pavement areas described herein. The conclusions and recommendations provided in this report are based on information provided by CWE and PAE, estimated costs, and an understanding of the pavement conditions based solely on visual assessment. The global maintenance and rehabilitation recommendations and project selections provided in this report, and their corresponding cost estimates, are based on a practical grouping of projects and an estimate of the structural requirements. It is possible that recommendations based on a structural evaluation would differ materially from the recommendations given herein. Therefore, the information included in this report should be used solely for project planning purposes, and it should be understood that rehabilitation costs may vary from the cost estimates given within this report.

Because the condition of the airport pavement network is dynamic, an effective maintenance and rehabilitation program should be reviewed and updated on a regular basis. In addition to regularly surveying and updating the pavement condition, completed construction activities should be tracked in the PAVER database. If PAE would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,

Lindsi Hammond, PE
Principal

Matthew Haynes, EIT
Engineering Staff

This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

PAE is located approximately 6 miles southwest of Everett, Washington, and is owned and operated by Snohomish County. Landside pavements at PAE consist of one apron and multiple roadways and parking lots. The types of landside pavements include asphalt concrete (AC) and portland cement concrete (PCC). The current APMS network at PAE has an approximate area of 6.02 million square feet of paved landside facilities. The pavement network has previously been divided (by others) into a hierarchical order of branches, sections, and sample units that facilitate inspection and maintenance planning. The pavement facilities are shown on Figures 1A through 4A in this appendix.

A.2 BRANCHES

A branch, as defined in the PAVER system, is a facility that is a readily identifiable part of a pavement system and has a distinct function. For airports, branches typically consist of individual runways, taxiways, aprons, shoulders, roadways, and parking areas. The current pavement network for PAE contains 89 landside branches, which are tabulated in Table 1A and shown on Figure 1A in Appendix A. Some branches contain both landside and airside pavements. For these branches, only the landside sections within each branch were considered in our analysis.

A.3 SECTIONS AND SAMPLE UNITS

A pavement section is the smallest management unit used when considering the application and selection of M&R repairs and treatments and is defined by Section 2.1.8 of ASTM D6433 as *"a contiguous pavement area having uniform construction, maintenance, usage history, and condition."* All sections should also have the same traffic volume and load intensity. The current pavement network included in the PAVER database for PAE contains 191 landside sections that are managed by Snohomish County, which are tabulated in Table 2A and shown graphically on Figure 1A in this appendix.

PAVER assigns a rank, which designates that pavements prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, the terminal apron, and high-use roadways are ranked *Primary*, while the surrounding aprons, shoulders, and parking lots are ranked *Secondary,* and low-use areas are ranked *Tertiary*. The ranks for all sections are shown on Figure 2A in this appendix. Pavement surface type and branch use are displayed on Figures 3A and 4A, respectively, in this appendix.

To facilitate the visual survey of the airport pavement, each section is further subdivided into smaller areas called sample units. Similar sizing of these units is critical, and studies have found that maintaining the size of the sample units to within 40% of the established normal distribution reduces the standard error of the average PCI values. To meet this criterion, the ASTM method recommends sample units for asphalt pavements be 2,500 ± 1,000 square feet and sample units for PCC pavements to be 20 ± 8 slabs. The sample unit size for PCC pavements assumes a joint spacing not greater than 25 feet; for slabs with joints exceeding that criterion, we established imaginary joints less than or equal to 25 feet.

A.4 SAMPLE UNIT DELINEATION

For an APMS survey, a PCI confidence level of 95% and an allowable error (e) of five PCI points are used for all airfield pavements. A PCI confidence level of 92% and an allowable error (e) of eight PCI points are used for all roadways and parking lots. To determine the number of sample units that need to be inspected to achieve the required confidence level and allowable error, the following equation is used:

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

Where:

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

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

Table 1A – PAE PAVEMENT BRANCHES - LANDSIDE

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
AARFFPF	APRON ARFF	1	3,010
P10710PF	PARKING 10710 MUKILTEO SPEEDWAY	1	6,873
P109PF	PARKING 109TH STREET SW	1	30,495
P11404PF	PARKING 11404 COMMANDO ROAD	4	247,013
P11910PF	PARKING 11910 BEVERLY PARK ROAD	3	227,508
P219PF	PARKING BUILDING 219	1	1,585
P221PF	PARKING BUILDING 221	3	173,366
P2701PF	PARKING 2701 94TH STREET SW	5	173,133
P27PF	PARKING 27TH AVENUE W	1	90,423
P29PF	PARKING 29TH AVENUE W	1	77,085
P32PF	PARKING 32ND PLACE	1	2,893
P4570PF	PARKING BUILDING 45-70	4	520,630
P45801PF	PARKING BUILDING 45-801	3	249,641
P4580PF	PARKING BUILDING 45-80	4	368,086
P733PF	PARKING BUILDING 733	5	142,994
P8401PF	PARKING 8401 PAINE FIELD BLVD	6	127,558
P9403PF	PARKING 9403 24TH PLACE W	1	157,490
P9501PF	PARKING 9501 24TH PLACE W	7	131,066
P9901PF	PARKING 9901 24TH PLACE W	2	111,662
PARFFPF	PARKING ARFF	1	11,909
PATSPF	PARKING ATS HANGAR	2	144,748
PC11PF	PARKING BUILDING C-11	1	6,948
PC18PF	PARKING BUILDING C-18	1	18,231
PC19PF	PARKING BUILDING C-19	4	111,702
PC23PF	PARKING BUILDING C-23	8	25,310
PC3PF	PARKING BUILDING C-3	2	61,646
PC5PF	PARKING BUILDING C-5	1	26,621
PC70PF	PARKING BUILDING C-70	2	51,724
PC71PF	PARKING BUILDING C-71	2	45,258
PC72PF	PARKING BUILDING C-72	1	22,249
PC75PF	PARKING BUILDING C-75	1	22,941
PC77PF	PARKING BUILDING C-77	2	19,876
PC78PF	PARKING BUILDING C-78	1	7,213
PC84PF	PARKING BUILDING C-84	1	19,163
PC85PF	PARKING BUILDING C-85	1	14,168
PC86PF	PARKING BUILDING C-86	1	28,091
PC88PF	PARKING BUILDING C-88	1	19,765
PEMCPF	PARKING BUILDING EMC (45-334)	3	262,605
PFHCAMPF	PARKING BUILDING FHCAM	3	52,815

Table 1A – PAE PAVEMENT BRANCHES - LANDSIDE

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
PFLIGHTPF	PARKING FLIGHT PARKING APRON	6	49,828
PIACPF	PARKING BUILDING IAC	5	189,257
PLT12PF	PARKING BUILDING LOT 12	1	28,250
PMEPF	PARKING BUILDING ME	2	17,746
PP1PF	PARKING P1	1	112,753
PP2PF	C1 PARKING LOT	2	37,241
PP3PF	EVCC PARKING	3	75,838
PP4PF	PARKING P4	2	62,295
PP5PF	PARKING P5	2	74,736
PTWRPF	PARKING FAA TOWER	1	7,617
PURRPF	PARKING BUILDING URR	2	18,914
RD100PF	ROADWAY 100TH STREET SW	2	122,070
RD109PF	ROADWAY 109TH STREET SW	1	72,049
RD111PF	ROADWAY 111TH STREET SW	1	21,096
RD112PF	ROADWAY 112TH STREET SW	3	102,301
RD113PF	ROADWAY 113TH STREET SW	1	38,715
RD11404PF	ROADWAY 11404 COMMANDO ROAD	3	51,423
RD11910PF	ROADWAY 11910 BEVERLY PARK ROAD	2	1,239
RD219PF	ROADWAY BUILDING 219	1	5,099
RD24PF	ROADWAY 24TH PLACE W	2	78,008
RD2701PF	ROADWAY 2701 94TH STREET SW	3	106,925
RD27PF	ROADWAY 27TH AVENUE W	2	71,207
RD29PF	ROADWAY 29TH AVENUE W	5	63,924
RD30PF	ROADWAY 30TH AVENUE W	3	45,472
RD31PF	ROADWAY 31ST PLACE W	3	43,003
RD32PF	ROADWAY 32ND PLACE	1	10,325
RD3311PF	ROADWAY 3311 109TH STREET SW	1	1,286
RD33PF	ROADWAY 33RD AVENUE W	2	16,002
RD4570PF	ROADWAY BUILDING 45-70	1	79,678
RD45802PF	ROADWAY BUILDING 45-802	1	5,191
RD4580PF	ROADWAY BUILDING 45-80	1	6,269
RD733PF	ROADWAY BUILDING 733	1	4,324
RD84PF	ROADWAY 84TH STREET SW	3	41,884
RD94PF	ROADWAY 94TH STREET SW	2	38,238
RD9501PF	ROADWAY 9501 24TH PLACE W	2	5,006
RDBRWBPF	ROADWAY BERNIE WEBBER DRIVE	2	78,958
RDC19PF	ROADWAY BUILDING C-19	1	13,498
RDC23PF	ROADWAY BUILDING C-23	2	28,458
RDCMDPF	ROADWAY COMMANDO ROAD W	3	61,950

Table 1A – PAE PAVEMENT BRANCHES - LANDSIDE

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
RDDLFTPF	ROADWAY DREAMLIFTER DRIVE	2	50,868
RDFALCPF	ROADWAY FALCON DRIVE	1	30,888
RDFHCAMPF	ROADWAY BUILDING FHCAM	1	2,515
RDFLIGHTPF	ROADWAY FLIGHT PARKING APRON	3	23,434
RDIACPF	ROADWAY BUILDING IAC	1	4,439
RDLT12PF	ROADWAY BUILDING LOT 12	1	5,970
RDMINPF	ROADWAY MINUTEMAN DRIVE	1	87,345
RDNRPF	ROADWAY NORTH APRON	2	24,418
RDP2PF	ROADWAY P2 PARKING	1	12,200
RDPEREPF	ROADWAY PERIMETER ROAD EAST	2	73,904
RDPERNPF	ROADWAY PERIMETER ROAD NORTH	1	2,622

Table 2A - PAE CURRENT PAVEMENT INVENTORY - LANDSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT	AARFFPF	APRON ARFF	APRON	06	PARFFPF	AARFFPF	T	80	38	3,010	1/1/1900	AC	0.00	0.00	0
EVERETT	P10710PF	PARKING 10710 MUKILTEO SPEEDWAY	PARKING	01	PAINE FIELD BLVD	BLDG	S	185	55	6,873	12/31/2012	AC	0.00	0.00	0
EVERETT	P109PF	PARKING 109TH STREET SW	PARKING	01	109TH ST SW	END	S	225	177	30,495	12/31/2018	AC	0.00	0.00	0
EVERETT	P11404PF	PARKING 11404 COMMANDO ROAD	PARKING	01	COMMANDO DR	BLDG	S	804	564	95,822	7/1/2017	AC	0.00	0.00	0
EVERETT	P11404PF	PARKING 11404 COMMANDO ROAD	PARKING	02	RD11404PF	BLDG	S	72	60	4,558	7/2/2015	PCC	1.00	1.00	4558
EVERETT	P11404PF	PARKING 11404 COMMANDO ROAD	PARKING	03	RD11404PF	BLDG	S	620	508	139,211	12/31/2014	AC	0.00	0.00	0
EVERETT	P11404PF	PARKING 11404 COMMANDO ROAD	PARKING	04	P11404PF	BLDG	S	128	60	7,423	7/2/2015	PCC	15.00	12.50	40
EVERETT	P11910PF	PARKING 11910 BEVERLY PARK ROAD	PARKING	01	COMMANDO DR	BLDG	S	850	689	214,289	12/31/2014	AC	0.00	0.00	0
EVERETT	P11910PF	PARKING 11910 BEVERLY PARK ROAD	PARKING	02	P11910PF	BLDG	S	60	52	2,984	7/1/2009	PCC	10.00	10.00	30
EVERETT	P11910PF	PARKING 11910 BEVERLY PARK ROAD	PARKING	03	P11910PF	BLDG	S	116	87	10,235	7/1/2009	PCC	12.00	10.50	81
EVERETT	P219PF	PARKING BUILDING 219	PARKING	01	109TH ST SW	BLDG 219	S	75	30	1,585	1/1/1900	PCC	30.00	15.00	4
EVERETT	P221PF	PARKING BUILDING 221	PARKING	01	109TH ST SW	BLDG 221	S	547	176	57,789	7/1/1985	PCC	25.00	25.00	92
EVERETT	P221PF	PARKING BUILDING 221	PARKING	02	cc:109TH ST SW	cc:BLDG 221	S	547	176	57,789	7/1/1957	PCC	25.00	25.00	92
EVERETT	P221PF	PARKING BUILDING 221	PARKING	03	cc:109TH ST SW	cc:BLDG 221	S	547	176	57,789	7/1/1965	PCC	25.00	25.00	92
EVERETT	P2701PF	PARKING 2701 94TH STREET SW	PARKING	01	94TH AVE SW	BLDG	S	544	260	41,632	7/2/2014	AC	0.00	0.00	0
EVERETT	P2701PF	PARKING 2701 94TH STREET SW	PARKING	02	94TH AVE SW	BLDG	S	93	46	4,284	1/1/1900	PCC	24.00	20.00	9
EVERETT	P2701PF	PARKING 2701 94TH STREET SW	PARKING	03	P2701PF	END	S	308	158	32,319	12/31/2018	AC	0.00	0.00	0
EVERETT	P2701PF	PARKING 2701 94TH STREET SW	PARKING	04	RD2701PF	END	S	703	119	73,062	12/31/2018	AC	0.00	0.00	0
EVERETT	P2701PF	PARKING 2701 94TH STREET SW	PARKING	05	RD2701PF	BLDG	S	210	205	21,836	7/1/2016	AC	0.00	0.00	0
EVERETT	P27PF	PARKING 27TH AVENUE W	PARKING	01	27TH AVE W	END	S	978	117	90,423	12/31/2018	AC	0.00	0.00	0
EVERETT	P29PF	PARKING 29TH AVENUE W	PARKING	01	29TH AVE W	30TH AVE W	S	382	327	77,085	7/1/2016	AC	0.00	0.00	0
EVERETT	P32PF	PARKING 32ND PLACE	PARKING	01	32ND PL	BLDG C-80	S	151	20	2,893	1/1/1996	AC	0.00	0.00	0
EVERETT	P4570PF	PARKING BUILDING 45-70	PARKING	01	RD4570PF	BLDG 45-70	S	1,093	823	181,152	7/1/2009	AC	0.00	0.00	0
EVERETT	P4570PF	PARKING BUILDING 45-70	PARKING	02	RD4570PF	BLDG 45-70	S	1,275	485	191,037	7/2/2010	AC	0.00	0.00	0
EVERETT	P4570PF	PARKING BUILDING 45-70	PARKING	03	RD4570PF	END	S	200	106	17,759	12/31/2008	AC	0.00	0.00	0
EVERETT	P4570PF	PARKING BUILDING 45-70	PARKING	04	27TH AVE W	94TH AVE SW	S	569	478	130,682	7/2/2010	AC	0.00	0.00	0
EVERETT	P45801PF	PARKING BUILDING 45-801	PARKING	01	24TH PL W	BLDG 45-80	S	621	548	132,468	1/1/2012	AC	0.00	0.00	0
EVERETT	P45801PF	PARKING BUILDING 45-801	PARKING	02	24TH PL W	BLDG 45-80	S	525	67	33,121	7/2/2014	AC	0.00	0.00	0
EVERETT	P45801PF	PARKING BUILDING 45-801	PARKING	03	24TH PL W	END	S	435	293	84,051	12/31/2013	AC	0.00	0.00	0
EVERETT	P4580PF	PARKING BUILDING 45-80	PARKING	01	27TH AVE W	BLDG 45-80	S	605	447	123,343	12/31/2012	AC	0.00	0.00	0
EVERETT	P4580PF	PARKING BUILDING 45-80	PARKING	02	24TH PL W	BLDG 45-80	S	500	360	166,953	12/31/2012	AC	0.00	0.00	0
EVERETT	P4580PF	PARKING BUILDING 45-80	PARKING	03	27TH AVE W	BLDG 45-80	S	350	241	50,863	12/31/2012	AC	0.00	0.00	0
EVERETT	P4580PF	PARKING BUILDING 45-80	PARKING	04	27TH AVE W	END	S	245	125	26,926	12/31/2012	AC	0.00	0.00	0
EVERETT	P733PF	PARKING BUILDING 733	PARKING	01	113TH PL SW	BLDG 733	S	640	315	86,153	12/31/2017	AC	0.00	0.00	0
EVERETT	P733PF	PARKING BUILDING 733	PARKING	02	RD733PF	BLDG 733	S	130	120	15,832	7/2/1998	AC	0.00	0.00	0
EVERETT	P733PF	PARKING BUILDING 733	PARKING	03	COMMANDO RD	END	S	273	101	27,445	1/1/2004	AC	0.00	0.00	0
EVERETT	P733PF	PARKING BUILDING 733	PARKING	04	P733PF-03	P733PF-05	S	55	35	1,311	12/31/2018	AC	0.00	0.00	0
EVERETT	P733PF	PARKING BUILDING 733	PARKING	05	P733PF-04	END	S	120	101	12,253	7/2/1919	PCC	18.00	18.00	38
EVERETT	P8401PF	PARKING 8401 PAINE FIELD BLVD	PARKING	01	84TH ST SW	BLDG	S	422	235	44,500	12/31/2006	AC	0.00	0.00	0
EVERETT	P8401PF	PARKING 8401 PAINE FIELD BLVD	PARKING	02	84TH ST SW	END	S	570	200	38,960	12/31/2016	AC	0.00	0.00	0
EVERETT	P8401PF	PARKING 8401 PAINE FIELD BLVD	PARKING	03	PARKING AISLES	PARKING STALLS	S	588	167	32,919	12/31/2013	AC	0.00	0.00	0
EVERETT	P8401PF	PARKING 8401 PAINE FIELD BLVD	PARKING	05	P8401PF	BUS PARKING	S	113	38	4,105	12/31/2016	AC	0.00	0.00	0
EVERETT	P8401PF	PARKING 8401 PAINE FIELD BLVD	PARKING	06	P8401PF-01	P8401PF-04	S	152	64	4,782	6/30/2021	PCC	8.00	6.00	100
EVERETT	P8401PF	PARKING 8401 PAINE FIELD BLVD	PARKING	04A	84TH ST SW	END	S	60	38	2,290	12/31/2017	AC	0.00	0.00	0
EVERETT	P9403PF	PARKING 9403 24TH PLACE W	PARKING	01	24TH PL W	END	S	500	475	157,490	1/1/1996	AC	0.00	0.00	0
EVERETT	P9501PF	PARKING 9501 24TH PLACE W	PARKING	01	24TH PL W	FENCE	S	305	76	20,404	7/2/2002	AC	0.00	0.00	0
EVERETT	P9501PF	PARKING 9501 24TH PLACE W	PARKING	02	FENCE	END	S	396	343	95,772	7/2/1991	AC	0.00	0.00	0
EVERETT	P9501PF	PARKING 9501 24TH PLACE W	PARKING	03	LOT WEST	LOT EAST	S	341	6	2,350	7/1/2009	PCC	10.00	6.00	39
EVERETT	P9501PF	PARKING 9501 24TH PLACE W	PARKING	04	LOT WEST	LOT EAST	S	215	26	5,300	7/2/2007	PCC	12.00	12.00	37
EVERETT	P9501PF	PARKING 9501 24TH PLACE W	PARKING	05	N BLDG CORNER	S BLDG CORNER	S	81	23	925	7/1/1997	PCC	6.00	6.00	26
EVERETT	P9501PF	PARKING 9501 24TH PLACE W	PARKING	06	LOT WEST	LOT EAST	S	192	26	4,668	7/1/2009	PCC	12.00	11.00	35
EVERETT	P9501PF	PARKING 9501 24TH PLACE W	PARKING	07	LOT WEST	LOT EAST	S	232	7	1,647	7/1/1993	PCC	11.00	7.00	21
EVERETT	P9901PF	PARKING 9901 24TH PLACE W	PARKING	01	24TH PL W	BLDG	S	487	332	86,229	7/2/2014	AC	0.00	0.00	0
EVERETT	P9901PF	PARKING 9901 24TH PLACE W	PARKING	02	P9901PF	BLDG	S	195	149	25,433	7/2/2018	AC	0.00	0.00	0
EVERETT	PARFFPF	PARKING ARFF	PARKING	01	P221PF	ARFF BLDG	S	147	138	11,909	12/31/2014	AC	0.00	0.00	0
EVERETT	PATSPF	PARKING ATS HANGAR	PARKING	01	31ST PL W	ATS BLDG	S	840	225	144,165	7/2/2011	AC	0.00	0.00	0
EVERETT	PATSPF	PARKING ATS HANGAR	PARKING	02	PATSPF	EDGE	S	60	10	583	7/1/1973	PCC	10.00	8.50	7
EVERETT	PC11PF	PARKING BUILDING C-11	PARKING	01	PERIMITER RD E	END	S	110	67	6,948	7/1/2000	AC	0.00	0.00	0
EVERETT	PC18PF	PARKING BUILDING C-18	PARKING	01	MINUTEMAN DR	BLDG C-18	S	420	235	18,231	1/1/2016	AC	0.00	0.00	0
EVERETT	PC19PF	PARKING BUILDING C-19	PARKING	01	29TH AVE W	END	S	688	138	38,585	7/2/1999	AC	0.00	0.00	0
EVERETT	PC19PF	PARKING BUILDING C-19	PARKING	02	29TH AVE W	BLDG C-19	S	475	467	71,765	12/31/1998	AC	0.00	0.00	0

Table 2A - PAE CURRENT PAVEMENT INVENTORY - LANDSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT	PC19PF	PARKING BUILDING C-19	PARKING	03	RDC19PF	BLDG C-19	S	42	14	512	7/2/1975	PCC	1.00	1.00	588
EVERETT	PC19PF	PARKING BUILDING C-19	PARKING	04	X	X	T	140	6	840	1/1/1900	PCC	140.00	6.00	1
EVERETT	PC23PF	PARKING BUILDING C-23	PARKING	01	RDC23PF	END	S	125	50	4,460	7/1/1969	PCC	24.00	10.00	19
EVERETT	PC23PF	PARKING BUILDING C-23	PARKING	02	RDC23PF	BLDG C-23	S	70	68	2,840	1/1/1900	PCC	1.00	1.00	2840
EVERETT	PC23PF	PARKING BUILDING C-23	PARKING	03	RDC23PF	BLDG C-23	S	180	117	6,016	1/1/1900	PCC	1.00	1.00	6016
EVERETT	PC23PF	PARKING BUILDING C-23	PARKING	04	RDC23PF	END	S	147	33	3,269	1/1/1900	PCC	1.00	1.00	3269
EVERETT	PC23PF	PARKING BUILDING C-23	PARKING	05	RDC23PF	BLDG C-23	S	35	14	474	1/1/1900	PCC	1.00	1.00	474
EVERETT	PC23PF	PARKING BUILDING C-23	PARKING	06	RDC23PF	BLDG C-23	S	56	14	676	7/2/1955	PCC	1.00	1.00	676
EVERETT	PC23PF	PARKING BUILDING C-23	PARKING	07	RDC23PF	END	S	35	35	541	7/2/1983	PCC	1.00	1.00	541
EVERETT	PC23PF	PARKING BUILDING C-23	PARKING	08	RDC23PF	BLDG C-23	S	128	76	7,034	7/1/1905	PCC	10.00	10.00	70
EVERETT	PC3PF	PARKING BUILDING C-3	PARKING	01	33RD AVE W	BLDG C-3	S	408	161	38,771	7/2/2018	AC	0.00	0.00	0
EVERETT	PC3PF	PARKING BUILDING C-3	PARKING	02	PC3PF	BLDG C-3	S	400	71	22,874	7/2/2018	AC	0.00	0.00	0
EVERETT	PC5PF	PARKING BUILDING C-5	PARKING	01	31ST AVE W	BLDG C-5	S	320	240	26,621	12/31/1997	AC	0.00	0.00	0
EVERETT	PC70PF	PARKING BUILDING C-70	PARKING	01	30TH AVE W	29TH AVE W	S	300	88	23,844	12/31/1992	AC	0.00	0.00	0
EVERETT	PC70PF	PARKING BUILDING C-70	PARKING	02	30TH AVE W	BLDG C-70	S	290	110	27,880	7/2/2003	AC	0.00	0.00	0
EVERETT	PC71PF	PARKING BUILDING C-71	PARKING	01	31ST AVE W	30TH AVE W	S	318	58	15,744	12/31/2016	AC	0.00	0.00	0
EVERETT	PC71PF	PARKING BUILDING C-71	PARKING	02	31ST AVE W	30TH AVE W	S	372	170	29,514	7/1/1997	AC	0.00	0.00	0
EVERETT	PC72PF	PARKING BUILDING C-72	PARKING	01	100TH ST SW	BLDG C-72	S	288	213	22,249	12/31/1993	AC	0.00	0.00	0
EVERETT	PC75PF	PARKING BUILDING C-75	PARKING	01	100TH ST SW	BLDG C-75	S	484	55	22,941	12/31/2010	AC	0.00	0.00	0
EVERETT	PC77PF	PARKING BUILDING C-77	PARKING	01	PC77PF	BLDG C-77	S	106	63	4,464	7/2/1999	PCC	14.00	12.00	27
EVERETT	PC77PF	PARKING BUILDING C-77	PARKING	02	100TH ST SW	BLDG C-77	S	287	61	15,412	1/1/2004	AC	0.00	0.00	0
EVERETT	PC78PF	PARKING BUILDING C-78	PARKING	01	32ND PL	BLDG C-78	S	235	42	7,213	12/31/2016	AC	0.00	0.00	0
EVERETT	PC84PF	PARKING BUILDING C-84	PARKING	01	32ND PL	BLDG C-84	S	278	156	19,163	7/2/2010	AC	0.00	0.00	0
EVERETT	PC85PF	PARKING BUILDING C-85	PARKING	01	RDNRPF	BLDG C-85	S	343	47	14,168	12/31/2012	AC	0.00	0.00	0
EVERETT	PC86PF	PARKING BUILDING C-86	PARKING	01	RDNRPF	BLDG C-86	S	502	61	28,091	12/31/2014	AC	0.00	0.00	0
EVERETT	PC88PF	PARKING BUILDING C-88	PARKING	01	RDNRPF	BLDG C-88	S	494	54	19,765	7/2/2018	AC	0.00	0.00	0
EVERETT	PEMCPF	PARKING BUILDING EMC (45-334)	PARKING	01	109TH ST SW	31ST AVE W	S	470	325	102,750	1/1/2000	AC	0.00	0.00	0
EVERETT	PEMCPF	PARKING BUILDING EMC (45-334)	PARKING	02	112TH ST SW	31ST AVE W	S	680	601	158,245	7/1/2005	AC	0.00	0.00	0
EVERETT	PEMCPF	PARKING BUILDING EMC (45-334)	PARKING	03	PEMCPF	EMC BLDG	S	86	19	1,610	7/2/1963	PCC	19.00	14.50	6
EVERETT	PFHCAMPF	PARKING BUILDING FHCAM	PARKING	01	PFHCAMPF-02	FHCAM BLDG N	S	167	40	5,174	7/1/2005	AC	0.00	0.00	0
EVERETT	PFHCAMPF	PARKING BUILDING FHCAM	PARKING	02	RDFHCAMPF-01	FHCAM BLDG	S	453	212	45,795	7/2/1951	PCC	12.50	12.50	293
EVERETT	PFHCAMPF	PARKING BUILDING FHCAM	PARKING	03	109TH ST SW	FHCAM BLDG	S	53	35	1,846	7/2/1939	PCC	1.00	1.00	1846
EVERETT	PFLIGHTPF	PARKING FLIGHT PARKING APRON	PARKING	02	PFLIGHTPF	FOF BLDG	S	50	22	1,017	6/30/2021	PCC	1.00	1.00	1017
EVERETT	PFLIGHTPF	PARKING FLIGHT PARKING APRON	PARKING	03	DREAMLIFTER DR	FOF BLDG	S	117	103	3,716	7/1/2012	AC	0.00	0.00	0
EVERETT	PFLIGHTPF	PARKING FLIGHT PARKING APRON	PARKING	04	RDFLIGHTPF-02	FOF BLDG	S	73	26	1,377	6/30/2021	PCC	5.00	6.00	40
EVERETT	PFLIGHTPF	PARKING FLIGHT PARKING APRON	PARKING	05	RDFLIGHTPF-01	PFLIGHTPF-06	S	115	67	7,344	12/31/2018	AC	0.00	0.00	0
EVERETT	PFLIGHTPF	PARKING FLIGHT PARKING APRON	PARKING	06	PFLIGHTPF-05	RDFLIGHTPF-02	S	82	67	4,716	12/31/2018	AC	0.00	0.00	0
EVERETT	PFLIGHTPF	PARKING FLIGHT PARKING APRON	PARKING	07	DREAMLIFTER DR	BLDG 7-336	S	535	64	31,658	7/2/2018	AC	0.00	0.00	0
EVERETT	PIACPF	PARKING BUILDING IAC	PARKING	01	31ST AVE W	30TH AVE W	S	413	186	57,445	12/31/2014	AC	0.00	0.00	0
EVERETT	PIACPF	PARKING BUILDING IAC	PARKING	02	RDIACPF-01	PCC	S	240	160	31,617	1/1/2016	AC	0.00	0.00	0
EVERETT	PIACPF	PARKING BUILDING IAC	PARKING	03	PIACPF-02	END	S	86	16	1,270	1/1/1900	PCC	20.00	15.50	4
EVERETT	PIACPF	PARKING BUILDING IAC	PARKING	04	IAC BLDG	END	S	304	267	46,818	1/1/1996	AC	0.00	0.00	0
EVERETT	PIACPF	PARKING BUILDING IAC	PARKING	05	31ST AVE W	111TH AVE W	S	517	363	52,109	7/2/2006	AC	0.00	0.00	0
EVERETT	PLT12PF	PARKING BUILDING LOT 12	PARKING	01	BERNIE WEBBER DR	LOT 12 BLDG	S	500	175	28,250	12/31/2017	AC	0.00	0.00	0
EVERETT	PMEPF	PARKING BUILDING ME	PARKING	01	29TH AVE W	ME BLDG	S	193	106	11,366	12/31/2018	AC	0.00	0.00	0
EVERETT	PMEPF	PARKING BUILDING ME	PARKING	02	29TH AVE W	ME BLDG	S	180	75	6,380	7/2/2018	AC	0.00	0.00	0
EVERETT	PP1PF	PARKING P1	PARKING	01	100TH ST SW	END	S	940	132	112,753	12/31/2018	AC	0.00	0.00	0
EVERETT	PP2PF	C1 PARKING LOT	PARKING	01	100TH ST SW	33RD AVE W	S	248	125	30,116	7/1/2009	AC	0.00	0.00	0
EVERETT	PP2PF	C1 PARKING LOT	PARKING	02	100TH ST SW	BLDG C-2	S	276	21	7,125	7/2/2018	AC	0.00	0.00	0
EVERETT	PP3PF	EVCC PARKING	PARKING	01	100TH ST SW	FENCE	S	343	178	46,684	7/2/2015	AC	0.00	0.00	0
EVERETT	PP3PF	EVCC PARKING	PARKING	02	100TH ST SW	FENCE	S	226	180	23,694	12/31/2018	AC	0.00	0.00	0
EVERETT	PP3PF	EVCC PARKING	PARKING	03	X	X	S	130	42	5,460	5/25/2021	AC	0.00	0.00	0
EVERETT	PP4PF	PARKING P4	PARKING	02	31ST AVE W	FENCE	S	376	74	26,710	7/2/1994	AC	0.00	0.00	0
EVERETT	PP4PF	PARKING P4	PARKING	01B	31ST AVE W	FENCE	S	215	144	35,585	7/2/1991	AC	0.00	0.00	0
EVERETT	PP5PF	PARKING P5	PARKING	01	100TH ST SW	FENCE	S	370	165	47,835	7/1/2000	AC	0.00	0.00	0
EVERETT	PP5PF	PARKING P5	PARKING	02	NORTH LOT	FENCE	S	206	132	26,901	7/2/2014	AC	0.00	0.00	0
EVERETT	PTWRPF	PARKING FAA TOWER	PARKING	01	100TH ST SW	FENCE	S	227	40	7,617	1/1/2004	AC	0.00	0.00	0
EVERETT	PURRPF	PARKING BUILDING URR	PARKING	01	P45801PF	URR BLDG	S	256	72	12,514	7/2/1979	PCC	20.00	10.00	63
EVERETT	PURRPF	PARKING BUILDING URR	PARKING	02	URR BLDG	END	S	80	80	6,400	7/2/1979	PCC	20.00	10.00	32
EVERETT	RD100PF	ROADWAY 100TH STREET SW	ROADWAY	01	PC WEST OF AIRPORT RD	33RD AVE W	P	1,042	49	53,860	1/1/1900	AC	0.00	0.00	0
EVERETT	RD100PF	ROADWAY 100TH STREET SW	ROADWAY	02	33RD AVE W	33RD AVE W	P	2,236	30	68,210	1/1/1900	AC	0.00	0.00	0

Table 2A - PAE CURRENT PAVEMENT INVENTORY - LANDSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT	RD109PF	ROADWAY 109TH STREET SW	ROADWAY	01	30TH AVE W	SECURITY GATE S-13	P	1,927	38	72,049	1/1/1900	AC	0.00	0.00	0
EVERETT	RD111PF	ROADWAY 111TH STREET SW	ROADWAY	01	31ST AVE W	30TH AVE W	P	518	41	21,096	1/1/1900	AC	0.00	0.00	0
EVERETT	RD112PF	ROADWAY 112TH STREET SW	ROADWAY	01	31ST AVE W	NAVAJO RD	P	847	30	25,340	1/1/1900	AC	0.00	0.00	0
EVERETT	RD112PF	ROADWAY 112TH STREET SW	ROADWAY	02	31ST AVE W	30TH AVE W	P	639	25	19,064	1/1/1900	AC	0.00	0.00	0
EVERETT	RD112PF	ROADWAY 112TH STREET SW	ROADWAY	03	30TH AVE W	WEST OF BEVERLY PARK RI	P	1,260	56	57,897	1/1/1900	AC	0.00	0.00	0
EVERETT	RD113PF	ROADWAY 113TH STREET SW	ROADWAY	01	112TH ST SW	COMMANDO RD	P	1,076	38	38,715	1/1/1900	AC	0.00	0.00	0
EVERETT	RD11404PF	ROADWAY 11404 COMMANDO ROAD	ROADWAY	01	COMMANDO RD	SW PKG LOT	P	1,675	30	50,659	1/1/1900	AC	0.00	0.00	0
EVERETT	RD11404PF	ROADWAY 11404 COMMANDO ROAD	ROADWAY	02	COMMANDO RD	P11404PF	P	13	31	368	7/1/1989	PCC	5.00	5.00	15
EVERETT	RD11404PF	ROADWAY 11404 COMMANDO ROAD	ROADWAY	03	COMMANDO RD	P11404PF	P	13	31	396	7/2/1991	PCC	5.00	5.00	16
EVERETT	RD11910PF	ROADWAY 11910 BEVERLY PARK ROAD	ROADWAY	01	COMMANDO RD	P11910PF	P	13	45	578	7/2/1955	PCC	10.00	5.50	11
EVERETT	RD11910PF	ROADWAY 11910 BEVERLY PARK ROAD	ROADWAY	02	COMMANDO RD	P11910PF	P	13	45	661	7/1/1977	PCC	16.00	6.00	7
EVERETT	RD219PF	ROADWAY BUILDING 219	ROADWAY	01	109TH ST SW	P221PF	P	105	67	5,099	1/1/1900	AC	0.00	0.00	0
EVERETT	RD24PF	ROADWAY 24TH PLACE W	ROADWAY	01	100TH ST SW	9501	P	1,795	30	58,469	1/1/1900	AC	0.00	0.00	0
EVERETT	RD24PF	ROADWAY 24TH PLACE W	ROADWAY	02	9501	END	S	510	44	19,539	1/1/1900	AC	0.00	0.00	0
EVERETT	RD2701PF	ROADWAY 2701 94TH STREET SW	ROADWAY	01	94TH ST SW	P2701PF	T	512	27	15,855	1/1/1900	AC	0.00	0.00	0
EVERETT	RD2701PF	ROADWAY 2701 94TH STREET SW	ROADWAY	02	94TH ST SW	P2701PF	T	496	44	17,347	1/1/1900	AC	0.00	0.00	0
EVERETT	RD2701PF	ROADWAY 2701 94TH STREET SW	ROADWAY	03	94TH ST SW	94TH ST SW	T	2,014	30	73,723	1/1/1900	AC	0.00	0.00	0
EVERETT	RD27PF	ROADWAY 27TH AVENUE W	ROADWAY	01	94TH ST SW	RD4580PF	P	2,652	25	67,876	1/1/1900	AC	0.00	0.00	0
EVERETT	RD27PF	ROADWAY 27TH AVENUE W	ROADWAY	02	94TH ST SW	P27PF	P	134	20	3,330	1/1/1900	AC	0.00	0.00	0
EVERETT	RD29PF	ROADWAY 29TH AVENUE W	ROADWAY	01	29TH AVE W	PERIMETER RD N	P	358	40	19,769	1/1/1900	AC	0.00	0.00	0
EVERETT	RD29PF	ROADWAY 29TH AVENUE W	ROADWAY	02	100TH ST SW	AIRPORT RD	P	689	19	19,080	1/1/1900	AC	0.00	0.00	0
EVERETT	RD29PF	ROADWAY 29TH AVENUE W	ROADWAY	03	PERIMETER RD E	RDCHPF	P	145	36	5,453	1/1/1900	AC	0.00	0.00	0
EVERETT	RD29PF	ROADWAY 29TH AVENUE W	ROADWAY	04	30TH AVE W	N OF 112TH ST SW	P	603	30	14,657	1/1/1900	AC	0.00	0.00	0
EVERETT	RD29PF	ROADWAY 29TH AVENUE W	ROADWAY	05	N OF 112TH ST SW	112TH ST SW	P	156	30	4,965	1/1/1900	AC	0.00	0.00	0
EVERETT	RD30PF	ROADWAY 30TH AVENUE W	ROADWAY	01	100TH ST SW	END PCC	P	392	25	10,430	7/1/1965	PCC	12.00	12.00	72
EVERETT	RD30PF	ROADWAY 30TH AVENUE W	ROADWAY	02	109TH ST SW	30TH AVE W	P	227	32	7,478	1/1/1900	AC	0.00	0.00	0
EVERETT	RD30PF	ROADWAY 30TH AVENUE W	ROADWAY	03	109TH ST SW	112TH ST SW	P	1,166	30	27,564	1/1/1900	AC	0.00	0.00	0
EVERETT	RD31PF	ROADWAY 31ST PLACE W	ROADWAY	01	100TH ST SW	PC71PF	P	374	24	9,328	1/1/1900	AC	0.00	0.00	0
EVERETT	RD31PF	ROADWAY 31ST PLACE W	ROADWAY	02	109TH ST SW	PATSPF	P	187	38	6,284	1/1/1900	AC	0.00	0.00	0
EVERETT	RD31PF	ROADWAY 31ST PLACE W	ROADWAY	03	109TH ST SW	112TH ST SW	P	848	32	27,391	1/1/1900	AC	0.00	0.00	0
EVERETT	RD32PF	ROADWAY 32ND PLACE	ROADWAY	01	100TH ST SW	SECURITY GATE N9	P	350	38	10,325	1/1/1900	AC	0.00	0.00	0
EVERETT	RD3311PF	ROADWAY 3311 109TH STREET SW	ROADWAY	01	109TH ST SW	AATSPF	P	52	30	1,286	1/1/1900	AC	0.00	0.00	0
EVERETT	RD33PF	ROADWAY 33RD AVENUE W	ROADWAY	01	100TH ST SW	100TH ST SW	P	127	30	4,080	1/1/1900	AC	0.00	0.00	0
EVERETT	RD33PF	ROADWAY 33RD AVENUE W	ROADWAY	02	100TH ST SW	PC1PF	P	321	32	11,923	1/1/1900	AC	0.00	0.00	0
EVERETT	RD4570PF	ROADWAY BUILDING 45-70	ROADWAY	01	24TH PL W	P4570PF	P	2,345	32	79,678	1/1/1900	AC	0.00	0.00	0
EVERETT	RD45802PF	ROADWAY BUILDING 45-802	ROADWAY	01	24TH PL W	END	P	167	35	5,191	1/1/1900	AC	0.00	0.00	0
EVERETT	RD4580PF	ROADWAY BUILDING 45-80	ROADWAY	01B	24TH PL W	BLDG 45-80	P	249	24	6,269	1/1/1900	AC	0.00	0.00	0
EVERETT	RD733PF	ROADWAY BUILDING 733	ROADWAY	01	112TH ST SW	BLDG 733	P	171	55	4,324	1/1/1900	AC	0.00	0.00	0
EVERETT	RD84PF	ROADWAY 84TH STREET SW	ROADWAY	01	PAINE FIELD BLVD	PCC	P	324	46	14,518	1/1/1900	AC	0.00	0.00	0
EVERETT	RD84PF	ROADWAY 84TH STREET SW	ROADWAY	02	BEGIN PCC W	END PCC E	P	107	27	2,929	7/1/2009	PCC	2.00	2.00	732
EVERETT	RD84PF	ROADWAY 84TH STREET SW	ROADWAY	03	PCC	SECURITY GATE W2	P	956	25	24,437	1/1/1900	AC	0.00	0.00	0
EVERETT	RD94PF	ROADWAY 94TH STREET SW	ROADWAY	01	AIRPORT RD	PC W OF AIRPORT RD	P	102	60	6,258	1/1/1900	AC	0.00	0.00	0
EVERETT	RD94PF	ROADWAY 94TH STREET SW	ROADWAY	02	PC W OF AIRPORT RD	P4570PF	P	583	47	31,980	1/1/1900	AC	0.00	0.00	0
EVERETT	RD9501PF	ROADWAY 9501 24TH PLACE W	ROADWAY	01	24TH PL W	P9501PF	P	50	56	2,648	7/1/2005	PCC	10.00	10.00	26
EVERETT	RD9501PF	ROADWAY 9501 24TH PLACE W	ROADWAY	02	24TH PL W	P9501PF	P	50	56	2,357	7/2/2003	PCC	10.00	10.00	24
EVERETT	RDBRWBPF	ROADWAY BERNIE WEBBER DRIVE	ROADWAY	01	PAINE FIELD BLVD	PC	P	1,685	26	43,818	1/1/1900	AC	0.00	0.00	0
EVERETT	RDBRWBPF	ROADWAY BERNIE WEBBER DRIVE	ROADWAY	02	PC	W SIDE LOT 12 BLDG	P	1,285	27	35,140	1/1/1900	AC	0.00	0.00	0
EVERETT	RDC19PF	ROADWAY BUILDING C-19	ROADWAY	01	29TH AVE W	PC23PF	P	600	22	13,498	1/1/1900	AC	0.00	0.00	0
EVERETT	RDC23PF	ROADWAY BUILDING C-23	ROADWAY	01	30TH AVE W	BLDG C-23	P	308	29	21,555	1/1/1900	AC	0.00	0.00	0
EVERETT	RDC23PF	ROADWAY BUILDING C-23	ROADWAY	02	RDC23PF	BLDG C-23	P	276	26	6,903	1/1/1900	AC	0.00	0.00	0
EVERETT	RDCMDPF	ROADWAY COMMANDO ROAD W	ROADWAY	01	112TH ST SW	11323 COMMANDO RD	P	283	53	16,229	1/1/1900	AC	0.00	0.00	0
EVERETT	RDCMDPF	ROADWAY COMMANDO ROAD W	ROADWAY	02	113TH ST SW	11404 COMMANDO RD	P	450	40	20,756	1/1/1900	AC	0.00	0.00	0
EVERETT	RDCMDPF	ROADWAY COMMANDO ROAD W	ROADWAY	03	11404 COMMANDO RD	BEVERLY PARK RD	P	604	40	24,965	1/1/1900	AC	0.00	0.00	0
EVERETT	RDDLFTPF	ROADWAY DREAMLIFTER DRIVE	ROADWAY	01	84TH ST SW	RDFLIGHTPF-01	S	437	57	17,204	1/1/1900	AC	0.00	0.00	0
EVERETT	RDDLFTPF	ROADWAY DREAMLIFTER DRIVE	ROADWAY	02	RDFLIGHTPF-01	PAINE FIELD BLVD	S	1,347	25	33,664	1/1/1900	AC	0.00	0.00	0
EVERETT	RDFALCPF	ROADWAY FALCON DRIVE	ROADWAY	01	113TH ST SW	SECURITY GATE S17	P	1,183	20	30,888	1/1/1900	AC	0.00	0.00	0
EVERETT	RDFHCAMPF	ROADWAY BUILDING FHCAM	ROADWAY	01	109TH ST SW	PFHCAMPF	P	55	49	2,515	1/1/1900	AC	0.00	0.00	0
EVERETT	RDFLIGHTPF	ROADWAY FLIGHT PARKING APRON	ROADWAY	01	DREAMLIFTER DR	RDFLIGHTPF-02	S	168	123	10,417	1/1/1900	AC	0.00	0.00	0
EVERETT	RDFLIGHTPF	ROADWAY FLIGHT PARKING APRON	ROADWAY	02	RDFLIGHTPF-01	SECURITY GATE F2	S	121	20	2,330	1/1/1900	AC	0.00	0.00	0
EVERETT	RDFLIGHTPF	ROADWAY FLIGHT PARKING APRON	ROADWAY	03	DREAMLIFTER DR	END	P	137	97	10,686	1/1/1900	AC	0.00	0.00	0
EVERETT	RDIACPF	ROADWAY BUILDING IAC	ROADWAY	01	31ST AVE W	PIACPF	P	195	21	4,439	1/1/1900	AC	0.00	0.00	0

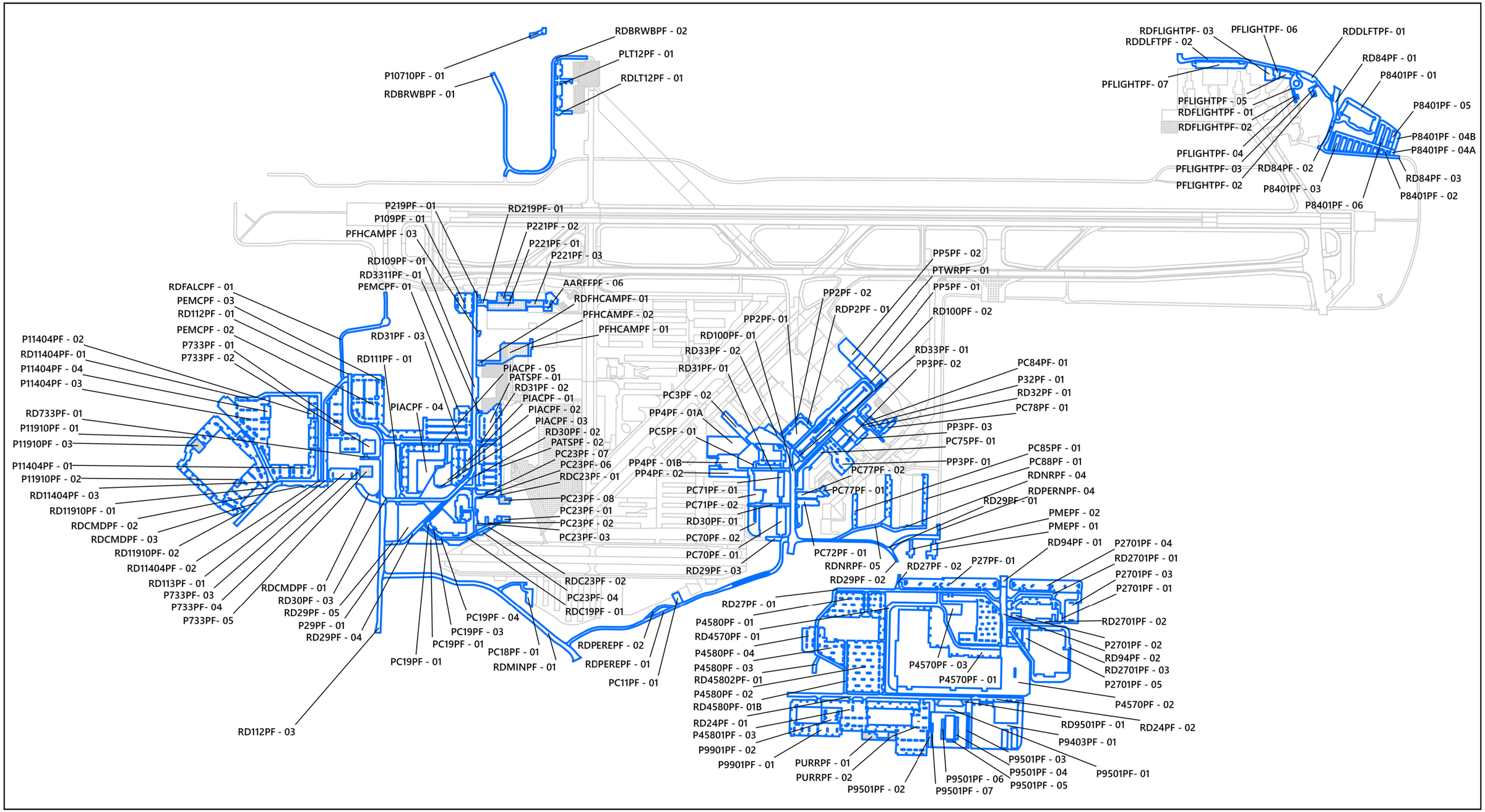
Table 2A - PAE CURRENT PAVEMENT INVENTORY - LANDSIDE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT	RDLT12PF	ROADWAY BUILDING LOT 12	ROADWAY	01	BERNIE WEBBER DR	END	P	175	29	5,970	1/1/1900	AC	0.00	0.00	0
EVERETT	RDMINPF	ROADWAY MINUTEMAN DRIVE	ROADWAY	01	AIRPORT RD	112TH ST SW	P	2,300	38	87,345	1/1/1900	AC	0.00	0.00	0
EVERETT	RDNRPF	ROADWAY NORTH APRON	ROADWAY	04	BLDG C-86	BLDG C-88	T	454	27	12,526	1/1/1900	AC	0.00	0.00	0
EVERETT	RDNRPF	ROADWAY NORTH APRON	ROADWAY	05	29TH AVE W	BLDG C-86	T	515	26	11,892	1/1/1900	AC	0.00	0.00	0
EVERETT	RDP2PF	ROADWAY P2 PARKING	ROADWAY	01	100TH ST SW	33RD AVE W	P	406	27	12,200	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPEREPF	ROADWAY PERIMETER ROAD EAST	ROADWAY	01	100TH ST SW	MINUTEMAN DR	P	2,568	24	67,627	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPEREPF	ROADWAY PERIMETER ROAD EAST	ROADWAY	02	PERIMETER RD E	PERIMETER RD E	P	340	18	6,277	1/1/1900	AC	0.00	0.00	0
EVERETT	RDPERNPF	ROADWAY PERIMETER ROAD NORTH	ROADWAY	04	SECURITY GATE N-15	29TH AVE W	P	105	22	2,622	1/1/1900	AC	0.00	0.00	0

LANDSIDE PAVEMENTS NOT MANAGED BY PAE

Survey	BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
EVERETT	P8401PF	PARKING 8401 PAINE FIELD BLVD	PARKING	04B	84TH ST SW	END	T	145	227	22,272	12/31/2016	AC	0.00	0.00	0
EVERETT	PP4PF	PARKING P4	PARKING	01A	31ST AVE W	FENCE	S	408	175	64,867	12/31/2006	AC	0.00	0.00	0
EVERETT	RD4580PF	ROADWAY BUILDING 45-80	ROADWAY	01A	24TH PL W	BLDG 45-80	T	249	24	6,047	9/13/2014	AC	0.00	0.00	0

P = Primary pavement, S = Secondary pavement, T = Tertiary pavement
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)
AC = Asphalt Cement Concrete, AAC = AC overlaid AC, PCC = Portland Cement Concrete, APC = Asphalt overlaid PCC

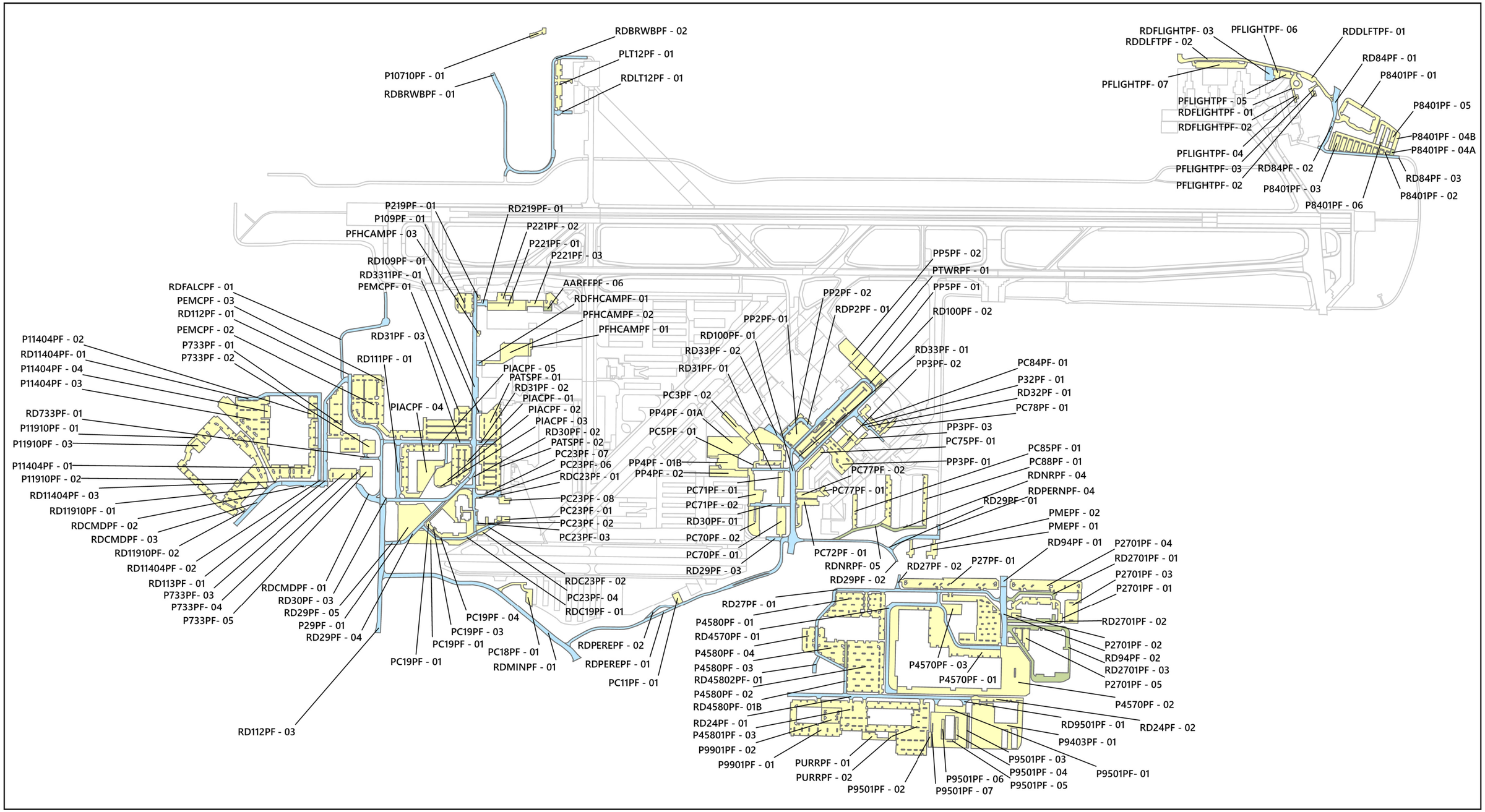


GRI

CENTURY WEST ENGINEERING
PAINE FIELD PMP

PAVEMENT INVENTORY - LANDSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 1A



SECTION RANK

- PRIMARY
- SECONDARY
- TERTIARY

N

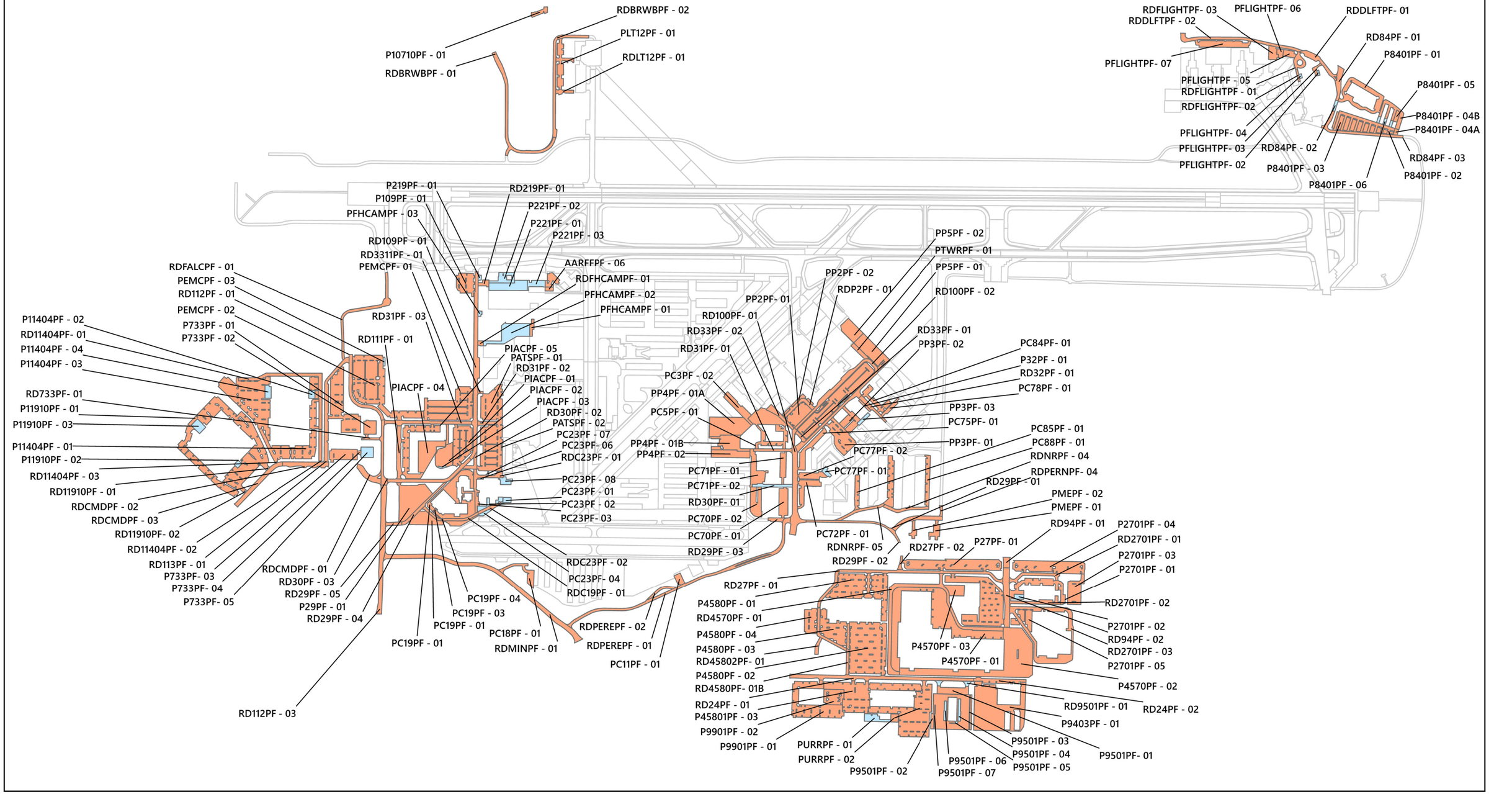
0 500 1,000 2,000 FEET

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PAINE FIELD PMP

SECTION RANK - LANDSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 2A



SURFACE TYPE

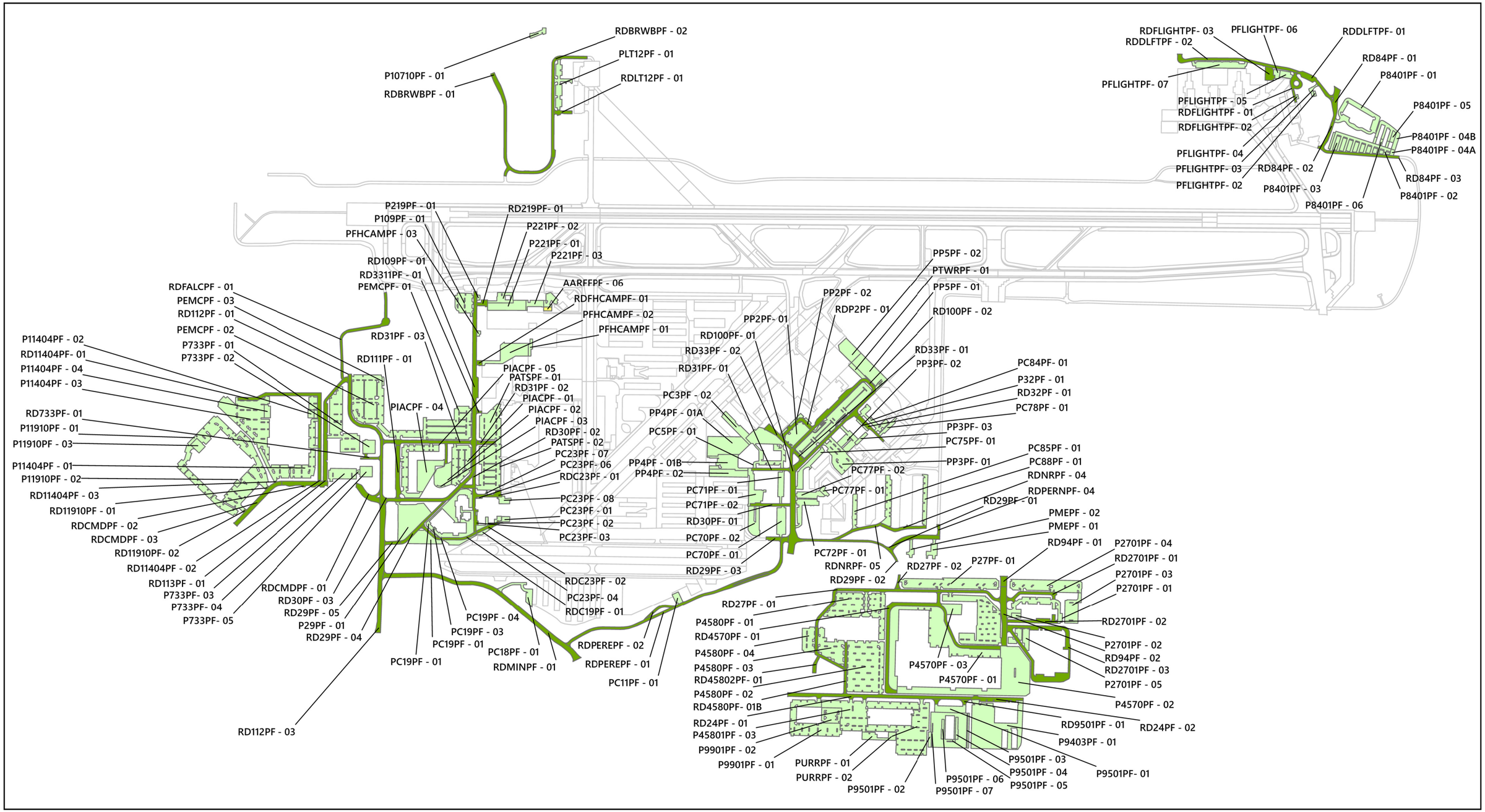
- ASPHALT CONCRETE (AC)
- PORTLAND CEMENT CONCRETE (PCC)

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CENTURY WEST ENGINEERING
PAINE FIELD PMP

SURFACE TYPE - LANDSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 3A



BRANCH USE

- APRON
- PARKING
- ROADWAY

N

0 500 1,000 2,000 FEET

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PAINE FIELD PMP

BRANCH USE - LANDSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 4A

APPENDIX B

Pavement Condition Index Survey Result

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

As previously discussed, the PCI is a measure of the pavement's functional surface condition and provides a methodology for assessing the causes of distress and whether the distress is related to a load or climatic conditions. Although the PCI is not a direct measure of structural capacity, it provides a suggestion of the structural needs of the pavement.

The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. The results are displayed using a seven-category rating scale in accordance with ASTM D5340/D6433. PAVER identifies different distresses for airfield pavements (i.e., runways, taxiways, and aprons) and roads and parking lots. Both sets of distress codes for flexible pavement (e.g., AC and AAC) and rigid pavement (i.e., PCC) distress types are presented in Table 1B below. A summary of the pavement condition results by branch and section are included in Tables 2B and 3B, respectively, in this appendix.

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

Airfield Distresses (Runways, Taxiways, Aprons)			
Code	**Flexible Pavement Distress Descriptions**	**Code**	**Rigid Pavement Distress Descriptions**
41	Alligator Cracking	61	Blow-Up
42	Bleeding	62	Corner Break
43	Block Cracking	63	Linear Cracking
44	Corrugation	64	Durability Cracking
45	Depression	65	Joint Seal Damage
46	Jet Blast	66	Small Patch
47	Joint Reflection Cracking	67	Large Patch
48	Longitudinal & Transverse Cracking *	68	Pop Outs
49	Oil Spillage	69	Pumping
50	Patching *	70	Scaling
51	Polished Aggregate	71	Faulting
52	Raveling	72	Shattered Slab
53	Rutting	73	Shrinkage Cracking
54	Shoving	74	Joint Spalls
55	Slippage Cracking	75	Corner Spalls
56	Swelling	76	Alkali-Silica Reactivity (ASR)

Airfield Distresses (Runways, Taxiways, Aprons)			
Code	Flexible Pavement Distress Descriptions	Code	Rigid Pavement Distress Descriptions
57	Weathering *		

Roadways and Parking Lots			
Code	Flexible Pavement Distress Descriptions	Code	Rigid Pavement Distress Descriptions
1	Alligator Cracking *	21	Blow-Up
2	Bleeding *	22	Corner Break *
3	Block Cracking *	23	Divided Slab *
4	Bumps & Sags	24	Durability Cracking *
5	Corrugation	25	Faulting
6	Depression *	26	Joint Seal Damage *
7	Edge Cracking *	27	Lane/Shoulder Drop Off *
8	Joint Reflection Cracking	28	Linear Cracking *
9	Lane/Shoulder Drop Off	29	Large Patch *
10	Longitudinal & Transverse Cracking *	30	Small Patch *
11	Patching/Utility Cut *	31	Polished Aggregate
12	Polished Aggregate	32	Pop Outs *
13	Pothole *	33	Pumping
14	Railroad Crossing	34	Punchout
15	Rutting *	35	Railroad Crossing
16	Shoving	36	Scaling *
17	Slippage Cracking	37	Shrinkage Cracking *
18	Swelling *	38	Corner Spalls *
19	Raveling *	39	Joint Spalls *
20	Weathering *		

Note: * = Landside distresses observed at PAE during 2021 inspection.

To obtain the section PCI following our field survey, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional," which are defined as nonrepresentative instead of random, are not extrapolated over the entire section but merely added to the extrapolated quantity.

The PCI rating scale presented previously presented in Table 3.1 of Section 3.1 are based on ASTM D6433.

Section 4.1 of ASTM D6433 governing PCI surveys offers this caution:

"The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the **present condition** of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety). The PCI **cannot** measure the structural capacity; neither does it provide a direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures."

Based on the limitations of the PCI method, it is imperative that engineers and planners treat the PCI as a tool that will assist them during the M&R planning process. Any major project should always be preceded by an up-to-date, detailed, 100% project-level inspection of the pavement in order to reevaluate maintenance needs prior to the project design process.

B.2 DISTRESS TYPES

Distress tends to fall into one of the following four cause categories:

- **Load-related:** Flexible pavement distresses include alligator/fatigue cracking, corrugation, depression, polished aggregate, rutting, and slippage cracking. Rigid pavement distresses include corner breaks, longitudinal cracking, divided slabs, polished aggregate, pumping, and joint spalling.

- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering. Rigid pavement distresses include blow-ups, durability cracking, longitudinal cracking, pop-outs, pumping, scaling, shrinkage cracks, and joint and corner spalling.

- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/fatigue cracking, depressions, potholes, and swelling. Rigid pavement distresses include corner breaks, divided slabs, and pumping.

- **Other factors:** Oil spillage, jet blast erosion, bleeding, patching, and concrete slab joint faulting.

As described above, a distress may be the result of more than one cause. For example, depressions may be caused by incorrect compaction during construction or by subgrade softening due to environmental factors. In addition, a distress may be initiated by one cause but may progress to a distress of higher severity by another cause. Therefore, engineering judgment is critical in analyzing the actual cause or causes of the distress.

B.3 PAVEMENT CONDITION INDEX SURVEY RESULTS

The evaluated PAE landside pavement network consists of 89 branches and 191 sections. A total of 699 sample units were visually inspected in the field. Data from the inspected sample units were input into the PAVER database, and a resultant PCI for each section was computed. Additional details regarding the PCI and distress types observed for each surveyed sample unit are provided in the re-inspection report, Table 1F, in Appendix F. Based on the 2021 PCI survey, the area-weighted average PCI for landside pavements at PAE is approximately 77, which corresponds to a PCI rating of Satisfactory.

Table 2B - PAE CURRENT BRANCH CONDITION REPORT - LANDSIDE

Branch ID	Number of Sections	Approximate Area, square feet	Use	2021 Area Weighted Average Branch PCI	PCI Category
AARFFPF	1	3,010	APRON	80	Satisfactory
P10710PF	1	6,873	PARKING	83	Satisfactory
P109PF	1	30,495	PARKING	95	Good
P11404PF	4	247,013	PARKING	89	Good
P11910PF	3	227,508	PARKING	87	Good
P219PF	1	1,585	PARKING	14	Serious
P221PF	3	173,366	PARKING	74	Satisfactory
P2701PF	5	173,133	PARKING	91	Good
P27PF	1	90,423	PARKING	95	Good
P29PF	1	77,085	PARKING	90	Good
P32PF	1	2,893	PARKING	49	Poor
P4570PF	4	520,630	PARKING	77	Satisfactory
P45801PF	3	249,641	PARKING	83	Satisfactory
P4580PF	4	368,086	PARKING	83	Satisfactory
P733PF	5	142,994	PARKING	79	Satisfactory
P8401PF	6	127,558	PARKING	83	Satisfactory
P9403PF	1	157,490	PARKING	49	Poor
P9501PF	7	131,066	PARKING	49	Poor
P9901PF	2	111,662	PARKING	88	Good
PARFFPF	1	11,909	PARKING	87	Good
PATSPF	2	144,748	PARKING	80	Satisfactory
PC11PF	1	6,948	PARKING	58	Fair
PC18PF	1	18,231	PARKING	89	Good
PC19PF	4	111,702	PARKING	55	Poor
PC23PF	8	25,310	PARKING	36	Very Poor
PC3PF	2	61,646	PARKING	94	Good
PC5PF	1	26,621	PARKING	53	Poor
PC70PF	2	51,724	PARKING	54	Poor
PC71PF	2	45,258	PARKING	65	Fair
PC72PF	1	22,249	PARKING	45	Poor
PC75PF	1	22,941	PARKING	79	Satisfactory
PC77PF	2	19,876	PARKING	70	Fair
PC78PF	1	7,213	PARKING	91	Good
PC84PF	1	19,163	PARKING	78	Satisfactory
PC85PF	1	14,168	PARKING	83	Satisfactory
PC86PF	1	28,091	PARKING	87	Good
PC88PF	1	19,765	PARKING	94	Good
PEMCPF	3	262,605	PARKING	64	Fair
PFHCAMPF	3	52,815	PARKING	65	Fair

Table 2B - PAE CURRENT BRANCH CONDITION REPORT - LANDSIDE

Branch ID	Number of Sections	Approximate Area, square feet	Use	2021 Area Weighted Average Branch PCI	PCI Category
PFLIGHTPF	6	49,828	PARKING	93	Good
PIACPF	5	189,257	PARKING	73	Satisfactory
PLT12PF	1	28,250	PARKING	93	Good
PMEPF	2	17,746	PARKING	94	Good
PP1PF	1	112,753	PARKING	95	Good
PP2PF	2	37,241	PARKING	79	Satisfactory
PP3PF	3	75,838	PARKING	90	Good
PP4PF	2	62,295	PARKING	42	Poor
PP5PF	2	74,736	PARKING	68	Fair
PTWRPF	1	7,617	PARKING	65	Fair
PURRPF	2	18,914	PARKING	79	Satisfactory
RD100PF	2	122,070	ROADWAY	93	Good
RD109PF	1	72,049	ROADWAY	84	Satisfactory
RD111PF	1	21,096	ROADWAY	52	Poor
RD112PF	3	102,301	ROADWAY	65	Fair
RD113PF	1	38,715	ROADWAY	93	Good
RD11404PF	3	51,423	ROADWAY	93	Good
RD11910PF	2	1,239	ROADWAY	73	Satisfactory
RD219PF	1	5,099	ROADWAY	68	Fair
RD24PF	2	78,008	ROADWAY	74	Satisfactory
RD2701PF	3	106,925	ROADWAY	71	Satisfactory
RD27PF	2	71,207	ROADWAY	72	Satisfactory
RD29PF	5	63,924	ROADWAY	82	Satisfactory
RD30PF	3	45,472	ROADWAY	70	Fair
RD31PF	3	43,003	ROADWAY	74	Satisfactory
RD32PF	1	10,325	ROADWAY	43	Poor
RD3311PF	1	1,286	ROADWAY	52	Poor
RD33PF	2	16,002	ROADWAY	95	Good
RD4570PF	1	79,678	ROADWAY	80	Satisfactory
RD45802PF	1	5,191	ROADWAY	95	Good
RD4580PF	1	6,269	ROADWAY	85	Satisfactory
RD733PF	1	4,324	ROADWAY	43	Poor
RD84PF	3	41,884	ROADWAY	72	Satisfactory
RD94PF	2	38,238	ROADWAY	66	Fair
RD9501PF	2	5,006	ROADWAY	91	Good
RDBRWBPF	2	78,958	ROADWAY	84	Satisfactory
RDC19PF	1	13,498	ROADWAY	39	Very Poor
RDC23PF	2	28,458	ROADWAY	28	Very Poor
RDCMDPF	3	61,950	ROADWAY	87	Good

Table 2B - PAE CURRENT BRANCH CONDITION REPORT - LANDSIDE

Branch ID	Number of Sections	Approximate Area, square feet	Use	2021 Area Weighted Average Branch PCI	PCI Category
RDDLFTPF	2	50,868	ROADWAY	91	Good
RDFALCPF	1	30,888	ROADWAY	85	Satisfactory
RDFHCAMPF	1	2,515	ROADWAY	81	Satisfactory
RDFLIGHTPF	3	23,434	ROADWAY	85	Satisfactory
RDIACPF	1	4,439	ROADWAY	50	Poor
RDLT12PF	1	5,970	ROADWAY	95	Good
RDMINPF	1	87,345	ROADWAY	66	Fair
RDNRPF	2	24,418	ROADWAY	83	Satisfactory
RDP2PF	1	12,200	ROADWAY	94	Good
RDPEREPF	2	73,904	ROADWAY	87	Good
RDPERNPF	1	2,622	ROADWAY	90	Good

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	1	3,010	80
PARKING	119	4,486,958	77
ROADWAY	71	1,532,202	78
ALL	**191**	**6,022,170**	**77**

Table 3B - PAE GRI PAVEMENT CONDITION INDEX SURVEY RESULTS - LANDSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	AARFFPF	06	1/1/1900	AC	APRON	7/1/2021	80	Satisfactory	100	0	0
EVERETT	P10710PF	01	12/31/2012	AC	PARKING	7/1/2021	83	Satisfactory	40	0	60
EVERETT	P109PF	01	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	P11404PF	01	7/1/2017	AC	PARKING	7/1/2021	92	Good	100	0	0
EVERETT	P11404PF	02	7/2/2015	PCC	PARKING	7/1/2021	97	Good	100	0	0
EVERETT	P11404PF	03	12/31/2014	AC	PARKING	7/1/2021	87	Good	100	0	0
EVERETT	P11404PF	04	7/2/2015	PCC	PARKING	7/1/2021	97	Good	54	46	0
EVERETT	P11910PF	01	12/31/2014	AC	PARKING	7/1/2021	87	Good	38	62	0
EVERETT	P11910PF	02	7/1/2009	PCC	PARKING	7/1/2021	94	Good	65	35	0
EVERETT	P11910PF	03	7/1/2009	PCC	PARKING	7/1/2021	94	Good	84	16	0
EVERETT	P219PF	01	1/1/1900	PCC	PARKING	7/1/2021	14	Serious	33	67	0
EVERETT	P221PF	01	7/1/1985	PCC	PARKING	7/1/2021	82	Satisfactory	67	12	21
EVERETT	P221PF	02	7/1/1957	PCC	PARKING	7/1/2021	68	Fair	8	81	11
EVERETT	P221PF	03	7/1/1965	PCC	PARKING	7/1/2021	72	Satisfactory	9	84	7
EVERETT	P2701PF	01	7/2/2014	AC	PARKING	7/1/2021	86	Good	48	52	0
EVERETT	P2701PF	02	1/1/1900	PCC	PARKING	7/1/2021	39	Very Poor	15	85	0
EVERETT	P2701PF	03	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	P2701PF	04	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	P2701PF	05	7/1/2016	AC	PARKING	7/1/2021	90	Good	100	0	0
EVERETT	P27PF	01	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	P29PF	01	7/1/2016	AC	PARKING	7/1/2021	90	Good	100	0	0
EVERETT	P32PF	01	1/1/1996	AC	PARKING	7/1/2021	49	Poor	21	60	19
EVERETT	P4570PF	01	7/1/2009	AC	PARKING	7/1/2021	76	Satisfactory	46	17	37
EVERETT	P4570PF	02	7/2/2010	AC	PARKING	7/1/2021	78	Satisfactory	48	0	52
EVERETT	P4570PF	03	12/31/2008	AC	PARKING	7/1/2021	75	Satisfactory	54	20	26
EVERETT	P4570PF	04	7/2/2010	AC	PARKING	7/1/2021	78	Satisfactory	20	35	45
EVERETT	P45801PF	01	1/1/2012	AC	PARKING	7/1/2021	82	Satisfactory	37	0	63
EVERETT	P45801PF	02	7/2/2014	AC	PARKING	7/1/2021	86	Good	100	0	0
EVERETT	P45801PF	03	12/31/2013	AC	PARKING	7/1/2021	85	Satisfactory	43	29	28
EVERETT	P4580PF	01	12/31/2012	AC	PARKING	7/1/2021	83	Satisfactory	76	0	24
EVERETT	P4580PF	02	12/31/2012	AC	PARKING	7/1/2021	83	Satisfactory	97	0	3
EVERETT	P4580PF	03	12/31/2012	AC	PARKING	7/1/2021	83	Satisfactory	83	0	17
EVERETT	P4580PF	04	12/31/2012	AC	PARKING	7/1/2021	83	Satisfactory	95	0	5
EVERETT	P733PF	01	12/31/2017	AC	PARKING	7/1/2021	93	Good	100	0	0
EVERETT	P733PF	02	7/2/1998	AC	PARKING	7/1/2021	54	Poor	36	42	22
EVERETT	P733PF	03	1/1/2004	AC	PARKING	7/1/2021	65	Fair	32	44	24
EVERETT	P733PF	04	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	P733PF	05	7/2/1919	PCC	PARKING	7/1/2021	49	Poor	8	74	18
EVERETT	P8401PF	01	12/31/2006	AC	PARKING	7/1/2021	71	Satisfactory	27	34	39
EVERETT	P8401PF	02	12/31/2016	AC	PARKING	7/1/2021	91	Good	100	0	0
EVERETT	P8401PF	03	12/31/2013	AC	PARKING	7/1/2021	85	Satisfactory	100	0	0
EVERETT	P8401PF	05	12/31/2016	AC	PARKING	7/1/2021	91	Good	100	0	0
EVERETT	P8401PF	06	6/30/2021	PCC	PARKING	7/1/2021	100	Good	100	0	0

Table 3B - PAE GRI PAVEMENT CONDITION INDEX SURVEY RESULTS - LANDSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	P8401PF	04A	12/31/2017	AC	PARKING	7/1/2021	93	Good	100	0	0
EVERETT	P9403PF	01	1/1/1996	AC	PARKING	7/1/2021	49	Poor	38	50	12
EVERETT	P9501PF	01	7/2/2002	AC	PARKING	7/1/2021	62	Fair	70	22	8
EVERETT	P9501PF	02	7/2/1991	AC	PARKING	7/1/2021	40	Very Poor	50	41	9
EVERETT	P9501PF	03	7/1/2009	PCC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	P9501PF	04	7/2/2007	PCC	PARKING	7/1/2021	93	Good	100	0	0
EVERETT	P9501PF	05	7/1/1997	PCC	PARKING	7/1/2021	88	Good	100	0	0
EVERETT	P9501PF	06	7/1/2009	PCC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	P9501PF	07	7/1/1993	PCC	PARKING	7/1/2021	86	Good	100	0	0
EVERETT	P9901PF	01	7/2/2014	AC	PARKING	7/1/2021	86	Good	66	0	34
EVERETT	P9901PF	02	7/2/2018	AC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	PARFFPF	01	12/31/2014	AC	PARKING	7/1/2021	87	Good	100	0	0
EVERETT	PATSPF	01	7/2/2011	AC	PARKING	7/1/2021	80	Satisfactory	67	21	12
EVERETT	PATSPF	02	7/1/1973	PCC	PARKING	7/1/2021	76	Satisfactory	7	93	0
EVERETT	PC11PF	01	7/1/2000	AC	PARKING	7/1/2021	58	Fair	37	55	8
EVERETT	PC18PF	01	1/1/2016	AC	PARKING	7/1/2021	89	Good	100	0	0
EVERETT	PC19PF	01	7/2/1999	AC	PARKING	7/1/2021	56	Fair	28	59	13
EVERETT	PC19PF	02	12/31/1998	AC	PARKING	7/1/2021	55	Poor	20	66	14
EVERETT	PC19PF	03	7/2/1975	PCC	PARKING	7/1/2021	77	Satisfactory	0	100	0
EVERETT	PC19PF	04	1/1/1900	PCC	PARKING	7/1/2021	23	Serious	14	86	0
EVERETT	PC23PF	01	7/1/1969	PCC	PARKING	7/1/2021	74	Satisfactory	4	96	0
EVERETT	PC23PF	02	1/1/1900	PCC	PARKING	7/1/2021	19	Serious	3	97	0
EVERETT	PC23PF	03	1/1/1900	PCC	PARKING	7/1/2021	16	Serious	5	95	0
EVERETT	PC23PF	04	1/1/1900	PCC	PARKING	7/1/2021	10	Failed	9	91	0
EVERETT	PC23PF	05	1/1/1900	PCC	PARKING	7/1/2021	6	Failed	9	69	22
EVERETT	PC23PF	06	7/2/1955	PCC	PARKING	7/1/2021	67	Fair	0	100	0
EVERETT	PC23PF	07	7/2/1983	PCC	PARKING	7/1/2021	81	Satisfactory	0	100	0
EVERETT	PC23PF	08	7/1/1905	PCC	PARKING	7/1/2021	42	Poor	3	97	0
EVERETT	PC3PF	01	7/2/2018	AC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	PC3PF	02	7/2/2018	AC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	PC5PF	01	12/31/1997	AC	PARKING	7/1/2021	53	Poor	19	79	2
EVERETT	PC70PF	01	12/31/1992	AC	PARKING	7/1/2021	43	Poor	40	60	0
EVERETT	PC70PF	02	7/2/2003	AC	PARKING	7/1/2021	64	Fair	25	67	8
EVERETT	PC71PF	01	12/31/2016	AC	PARKING	7/1/2021	91	Good	38	58	4
EVERETT	PC71PF	02	7/1/1997	AC	PARKING	7/1/2021	52	Poor	26	68	6
EVERETT	PC72PF	01	12/31/1993	AC	PARKING	7/1/2021	45	Poor	26	39	35
EVERETT	PC75PF	01	12/31/2010	AC	PARKING	7/1/2021	79	Satisfactory	42	23	35
EVERETT	PC77PF	01	7/2/1999	PCC	PARKING	7/1/2021	89	Good	17	83	0
EVERETT	PC77PF	02	1/1/2004	AC	PARKING	7/1/2021	65	Fair	74	26	0
EVERETT	PC78PF	01	12/31/2016	AC	PARKING	7/1/2021	91	Good	100	0	0
EVERETT	PC84PF	01	7/2/2010	AC	PARKING	7/1/2021	78	Satisfactory	61	18	21
EVERETT	PC85PF	01	12/31/2012	AC	PARKING	7/1/2021	83	Satisfactory	100	0	0
EVERETT	PC86PF	01	12/31/2014	AC	PARKING	7/1/2021	87	Good	82	0	18

Table 3B - PAE GRI PAVEMENT CONDITION INDEX SURVEY RESULTS - LANDSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	PC88PF	01	7/2/2018	AC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	PEMCPF	01	1/1/2000	AC	PARKING	7/1/2021	57	Fair	36	52	12
EVERETT	PEMCPF	02	7/1/2005	AC	PARKING	7/1/2021	68	Fair	51	21	28
EVERETT	PEMCPF	03	7/2/1963	PCC	PARKING	7/1/2021	71	Satisfactory	4	96	0
EVERETT	PFHCAMPF	01	7/1/2005	AC	PARKING	7/1/2021	68	Fair	57	35	8
EVERETT	PFHCAMPF	02	7/2/1951	PCC	PARKING	7/1/2021	65	Fair	4	86	10
EVERETT	PFHCAMPF	03	7/2/1939	PCC	PARKING	7/1/2021	59	Fair	0	34	66
EVERETT	PFLIGHTPF	02	6/30/2021	PCC	PARKING	7/1/2021	100	Good	14	86	0
EVERETT	PFLIGHTPF	03	7/1/2012	AC	PARKING	7/1/2021	82	Satisfactory	46	0	54
EVERETT	PFLIGHTPF	04	6/30/2021	PCC	PARKING	7/1/2021	100	Good	3	97	0
EVERETT	PFLIGHTPF	05	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	PFLIGHTPF	06	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	PFLIGHTPF	07	7/2/2018	AC	PARKING	7/1/2021	94	Good	91	0	9
EVERETT	PIACPF	01	12/31/2014	AC	PARKING	7/1/2021	87	Good	35	46	19
EVERETT	PIACPF	02	1/1/2016	AC	PARKING	7/1/2021	89	Good	100	0	0
EVERETT	PIACPF	03	1/1/1900	PCC	PARKING	7/1/2021	21	Serious	0	100	0
EVERETT	PIACPF	04	1/1/1996	AC	PARKING	7/1/2021	49	Poor	14	47	39
EVERETT	PIACPF	05	7/2/2006	AC	PARKING	7/1/2021	70	Fair	17	35	48
EVERETT	PLT12PF	01	12/31/2017	AC	PARKING	7/1/2021	93	Good	100	0	0
EVERETT	PMEPF	01	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	PMEPF	02	7/2/2018	AC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	PP1PF	01	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	PP2PF	01	7/1/2009	AC	PARKING	7/1/2021	76	Satisfactory	81	7	12
EVERETT	PP2PF	02	7/2/2018	AC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	PP3PF	01	7/2/2015	AC	PARKING	7/1/2021	88	Good	74	0	26
EVERETT	PP3PF	02	12/31/2018	AC	PARKING	7/1/2021	95	Good	100	0	0
EVERETT	PP3PF	03	5/25/2021	AC	PARKING	7/1/2021	94	Good	100	0	0
EVERETT	PP4PF	02	7/2/1994	AC	PARKING	7/1/2021	46	Poor	42	50	8
EVERETT	PP4PF	01B	7/2/1991	AC	PARKING	7/1/2021	40	Very Poor	22	60	18
EVERETT	PP5PF	01	7/1/2000	AC	PARKING	7/1/2021	58	Fair	51	48	1
EVERETT	PP5PF	02	7/2/2014	AC	PARKING	7/1/2021	86	Good	51	0	49
EVERETT	PTWRPF	01	1/1/2004	AC	PARKING	7/1/2021	65	Fair	45	41	14
EVERETT	PURRPF	01	7/2/1979	PCC	PARKING	7/1/2021	79	Satisfactory	14	86	0
EVERETT	PURRPF	02	7/2/1979	PCC	PARKING	7/1/2021	79	Satisfactory	7	93	0
EVERETT	RD100PF	01	4/20/2018	AC	ROADWAY	7/1/2021	92	Good	80	0	20
EVERETT	RD100PF	02	2/6/2019	AC	ROADWAY	7/1/2021	94	Good	100	0	0
EVERETT	RD109PF	01	2/6/2015	AC	ROADWAY	7/1/2021	84	Satisfactory	51	27	22
EVERETT	RD111PF	01	4/20/2002	AC	ROADWAY	7/1/2021	52	Poor	37	63	0
EVERETT	RD112PF	01	11/25/2009	AC	ROADWAY	7/1/2021	71	Satisfactory	42	53	5
EVERETT	RD112PF	02	2/5/2001	AC	ROADWAY	7/1/2021	49	Poor	36	49	15
EVERETT	RD112PF	03	9/12/2008	AC	ROADWAY	7/1/2021	68	Fair	25	72	3
EVERETT	RD113PF	01	9/13/2018	AC	ROADWAY	7/1/2021	93	Good	100	0	0
EVERETT	RD11404PF	01	9/13/2018	AC	ROADWAY	7/1/2021	93	Good	100	0	0

Table 3B - PAE GRI PAVEMENT CONDITION INDEX SURVEY RESULTS - LANDSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	RD11404PF	02	7/1/1989	PCC	ROADWAY	7/1/2021	84	Satisfactory	65	35	0
EVERETT	RD11404PF	03	7/2/1991	PCC	ROADWAY	7/1/2021	85	Satisfactory	54	46	0
EVERETT	RD11910PF	01	7/2/1955	PCC	ROADWAY	7/1/2021	67	Fair	26	74	0
EVERETT	RD11910PF	02	7/1/1977	PCC	ROADWAY	7/1/2021	78	Satisfactory	0	100	0
EVERETT	RD219PF	01	9/12/2008	AC	ROADWAY	7/1/2021	68	Fair	91	0	9
EVERETT	RD24PF	01	11/25/2011	AC	ROADWAY	7/1/2021	76	Satisfactory	61	8	31
EVERETT	RD24PF	02	2/5/2009	AC	ROADWAY	7/1/2021	69	Fair	47	53	0
EVERETT	RD2701PF	01	9/12/2016	AC	ROADWAY	7/1/2021	88	Good	61	32	7
EVERETT	RD2701PF	02	4/20/2010	AC	ROADWAY	7/1/2021	72	Satisfactory	26	72	2
EVERETT	RD2701PF	03	9/12/2008	AC	ROADWAY	7/1/2021	68	Fair	26	74	0
EVERETT	RD27PF	01	4/20/2010	AC	ROADWAY	7/1/2021	72	Satisfactory	30	40	30
EVERETT	RD27PF	02	11/25/2015	AC	ROADWAY	7/1/2021	86	Good	100	0	0
EVERETT	RD29PF	01	7/2/2019	AC	ROADWAY	7/1/2021	95	Good	100	0	0
EVERETT	RD29PF	02	7/2/2019	AC	ROADWAY	7/1/2021	95	Good	100	0	0
EVERETT	RD29PF	03	4/19/2016	AC	ROADWAY	7/1/2021	87	Good	100	0	0
EVERETT	RD29PF	04	9/13/1998	AC	ROADWAY	7/1/2021	43	Poor	22	77	1
EVERETT	RD29PF	05	9/13/2018	AC	ROADWAY	7/1/2021	93	Good	100	0	0
EVERETT	RD30PF	01	7/1/1965	PCC	ROADWAY	7/1/2021	72	Satisfactory	11	88	1
EVERETT	RD30PF	02	11/25/2013	AC	ROADWAY	7/1/2021	81	Satisfactory	78	0	22
EVERETT	RD30PF	03	11/25/2007	AC	ROADWAY	7/1/2021	66	Fair	21	65	14
EVERETT	RD31PF	01	2/5/2017	AC	ROADWAY	7/1/2021	89	Good	100	0	0
EVERETT	RD31PF	02	2/5/2005	AC	ROADWAY	7/1/2021	59	Fair	25	47	28
EVERETT	RD31PF	03	4/20/2010	AC	ROADWAY	7/1/2021	72	Satisfactory	42	17	41
EVERETT	RD32PF	01	9/13/1998	AC	ROADWAY	7/1/2021	43	Poor	21	59	20
EVERETT	RD3311PF	01	4/20/2002	AC	ROADWAY	7/1/2021	52	Poor	34	66	0
EVERETT	RD33PF	01	7/2/2019	AC	ROADWAY	7/1/2021	95	Good	100	0	0
EVERETT	RD33PF	02	7/2/2019	AC	ROADWAY	7/1/2021	95	Good	100	0	0
EVERETT	RD4570PF	01	7/1/2013	AC	ROADWAY	7/1/2021	80	Satisfactory	32	40	28
EVERETT	RD45802PF	01	7/2/2019	AC	ROADWAY	7/1/2021	95	Good	100	0	0
EVERETT	RD4580PF	01B	7/2/2015	AC	ROADWAY	7/1/2021	85	Satisfactory	100	0	0
EVERETT	RD733PF	01	9/13/1998	AC	ROADWAY	7/1/2021	43	Poor	25	56	19
EVERETT	RD84PF	01	4/20/2010	AC	ROADWAY	7/1/2021	72	Satisfactory	53	47	0
EVERETT	RD84PF	02	7/1/2009	PCC	ROADWAY	7/1/2021	94	Good	100	0	0
EVERETT	RD84PF	03	2/5/2009	AC	ROADWAY	7/1/2021	69	Fair	42	54	4
EVERETT	RD94PF	01	9/13/2006	AC	ROADWAY	7/1/2021	63	Fair	36	44	20
EVERETT	RD94PF	02	4/19/2008	AC	ROADWAY	7/1/2021	67	Fair	13	70	17
EVERETT	RD9501PF	01	7/1/2005	PCC	ROADWAY	7/1/2021	92	Good	41	59	0
EVERETT	RD9501PF	02	7/2/2003	PCC	ROADWAY	7/1/2021	91	Good	100	0	0
EVERETT	RDBRWBPF	01	11/25/2011	AC	ROADWAY	7/1/2021	76	Satisfactory	29	64	7
EVERETT	RDBRWBPF	02	2/6/2019	AC	ROADWAY	7/1/2021	94	Good	100	0	0
EVERETT	RDC19PF	01	2/5/1997	AC	ROADWAY	7/1/2021	39	Very Poor	20	57	23
EVERETT	RDC23PF	01	2/5/1989	AC	ROADWAY	7/1/2021	19	Serious	18	67	15
EVERETT	RDC23PF	02	2/5/2005	AC	ROADWAY	7/1/2021	59	Fair	40	60	0

Table 3B - PAE GRI PAVEMENT CONDITION INDEX SURVEY RESULTS - LANDSIDE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	RDCMDPF	01	9/13/2014	AC	ROADWAY	7/1/2021	83	Satisfactory	65	35	0
EVERETT	RDCMDPF	02	7/2/2015	AC	ROADWAY	7/1/2021	85	Satisfactory	50	12	38
EVERETT	RDCMDPF	03	4/20/2018	AC	ROADWAY	7/1/2021	92	Good	58	42	0
EVERETT	RDDLFTPF	01	2/5/2017	AC	ROADWAY	7/1/2021	89	Good	81	19	0
EVERETT	RDDLFTPF	02	9/13/2018	AC	ROADWAY	7/1/2021	93	Good	100	0	0
EVERETT	RDFALCPF	01	7/2/2015	AC	ROADWAY	7/1/2021	85	Satisfactory	39	61	0
EVERETT	RDFHCAMPF	01	11/25/2013	AC	ROADWAY	7/1/2021	81	Satisfactory	60	0	40
EVERETT	RDFLIGHTPF	01	9/13/2014	AC	ROADWAY	7/1/2021	83	Satisfactory	28	0	72
EVERETT	RDFLIGHTPF	02	9/13/2014	AC	ROADWAY	7/1/2021	83	Satisfactory	100	0	0
EVERETT	RDFLIGHTPF	03	4/19/2016	AC	ROADWAY	7/1/2021	87	Good	27	0	73
EVERETT	RDIACPF	01	7/1/2001	AC	ROADWAY	7/1/2021	50	Poor	33	57	10
EVERETT	RDLT12PF	01	7/2/2019	AC	ROADWAY	7/1/2021	95	Good	100	0	0
EVERETT	RDMINPF	01	11/25/2007	AC	ROADWAY	7/1/2021	66	Fair	29	71	0
EVERETT	RDNRPF	04	7/2/2019	AC	ROADWAY	7/1/2021	95	Good	100	0	0
EVERETT	RDNRPF	05	7/1/2009	AC	ROADWAY	7/1/2021	70	Fair	54	24	22
EVERETT	RDP2PF	01	2/6/2019	AC	ROADWAY	7/1/2021	94	Good	100	0	0
EVERETT	RDPEREPF	01	4/20/2018	AC	ROADWAY	7/1/2021	92	Good	100	0	0
EVERETT	RDPEREPF	02	11/25/1995	AC	ROADWAY	7/1/2021	36	Very Poor	25	72	3
EVERETT	RDPERNPF	04	7/1/2017	AC	ROADWAY	7/1/2021	90	Good	100	0	0

LANDSIDE PAVEMENTS NOT MANAGED BY PAE

Survey	BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
EVERETT	P8401PF	04B	12/31/2016	AC	PARKING	7/1/2021	91	Good	100	0	0
EVERETT	PP4PF	01A	12/31/2006	AC	PARKING	7/1/2021	71	Satisfactory	87	6	7
EVERETT	RD4580PF	01A	9/13/2014	AC	ROADWAY	7/1/2021	83	Satisfactory	100	0	0

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

APPENDIX C

Pavement Condition Analysis

APPENDIX C

PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

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

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

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

C.2 PREDICTION MODELS

We developed separate condition prediction models for each pavement "family" at PAE. The delineation is based on branch use, surface type, section rank, and structural design life. For each model, we reviewed the data in order to filter out any suspicious or inaccurate data or any data that fall outside boundary values set by PAVER. After outliers are removed and the data is checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a fourth-order, polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" for landside pavements are provided on Figures 1C through 4C below.

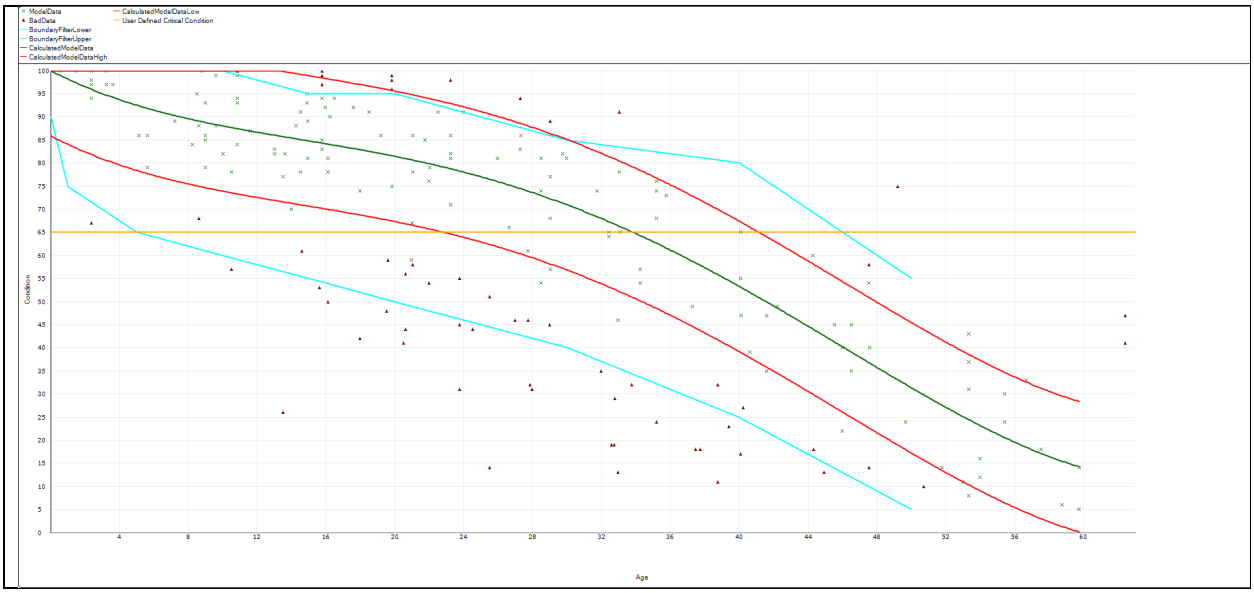


Figure 1C – CONDITION PREDICTION MODEL FOR AC/AAC/APC APRONS

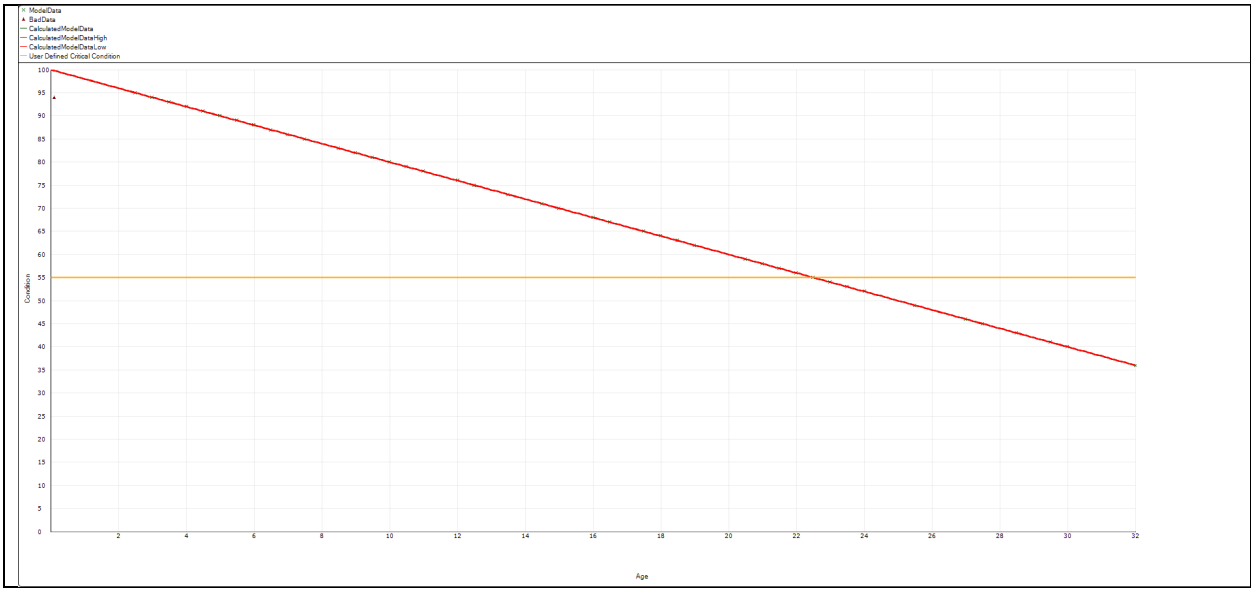


Figure 2C - CONDITION PREDICTION MODEL FOR AC PARKING LOTS

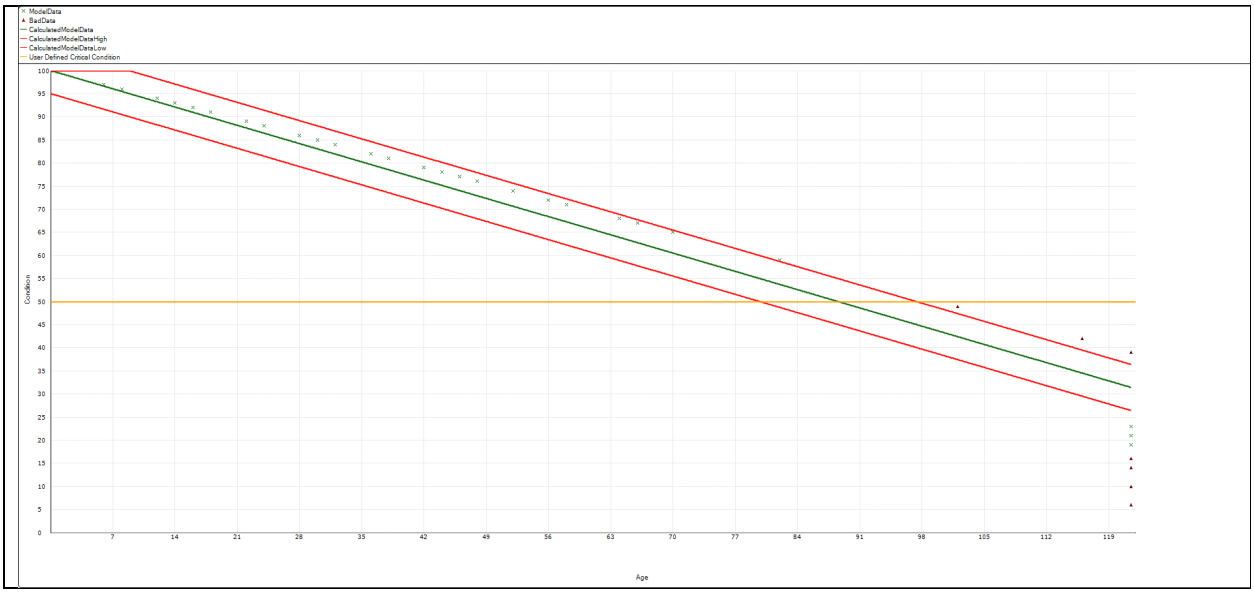


Figure 3C - CONDITION PREDICTION MODEL FOR PCC PARKING LOTS, ROADWAYS, AND AIRFIELD SHOULDERS

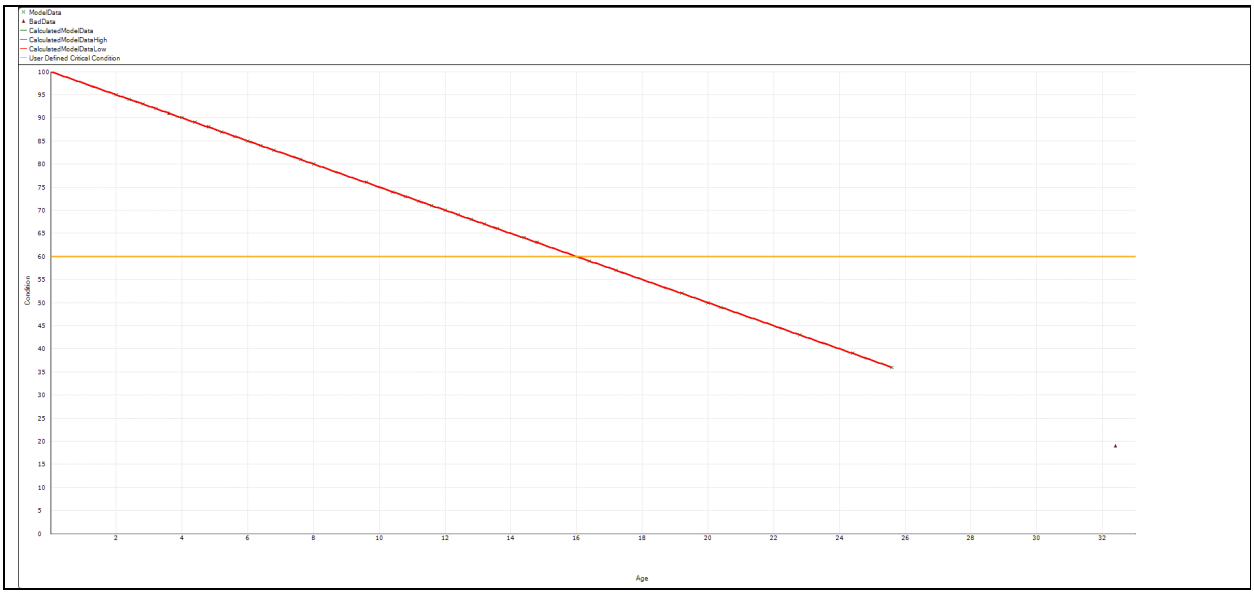


Figure 4C - CONDITION PREDICTION MODEL FOR AC ROADWAYS

C.3 CRITICAL PCI

Each of the condition-prediction models have an assigned critical PCI. The critical PCI is the point at which the pavement condition begins to deteriorate more quickly over time. As the condition deteriorates to a worse state, major M&R is triggered because the cost

to apply localized M&R increases significantly. Pavement sections with PCI above the critical value are given a higher priority for funding during budget analysis in order to prevent them from deteriorating to the point where more costly rehabilitation is necessary. We used the following critical PCI values at PAE:

- Aprons (AC) – 65
- Roadways (AC) – 60
- Parking (AC) - 55
- Roadways and Parking (PCC) – 50

C.4 FUTURE CONDITION ANALYSIS

As previously discussed, the projected condition of each pavement section was determined for five- and ten-year periods. The projected pavement conditions in five years and ten years for each landside pavement section at PAE are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

As mentioned above, functional remaining life is the practical amount of time a pavement is in service before requiring rehabilitation, as estimated based solely on visual condition. This is not to be confused with structural remaining life, which requires analysis of the structural capacity of a pavement.

We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at PAE, the time until rehabilitation, and the time until the pavement is no longer operational due to increased safety concerns and the likely need for reconstruction (PCI less than 40). The results of the functional life analysis are provided in Table 2C.

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - LANDSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
AARFFPF	06	77	Satisfactory	72	Satisfactory	65	Fair
P10710PF	01	77	Satisfactory	69	Fair	59	Fair
P109PF	01	89	Good	81	Satisfactory	71	Satisfactory
P11404PF	01	86	Good	78	Satisfactory	68	Fair
P11404PF	02	95	Good	93	Good	90	Good
P11404PF	03	81	Satisfactory	73	Satisfactory	63	Fair
P11404PF	04	95	Good	93	Good	90	Good
P11910PF	01	81	Satisfactory	73	Satisfactory	63	Fair
P11910PF	02	92	Good	90	Good	87	Good
P11910PF	03	92	Good	90	Good	87	Good
P219PF	01	12	Serious	10	Failed	7	Failed
P221PF	01	80	Satisfactory	78	Satisfactory	75	Satisfactory
P221PF	02	66	Fair	64	Fair	61	Fair
P221PF	03	70	Fair	68	Fair	65	Fair
P2701PF	01	80	Satisfactory	72	Satisfactory	62	Fair
P2701PF	02	37	Very Poor	35	Very Poor	32	Very Poor
P2701PF	03	89	Good	81	Satisfactory	71	Satisfactory
P2701PF	04	89	Good	81	Satisfactory	71	Satisfactory
P2701PF	05	84	Satisfactory	76	Satisfactory	66	Fair
P27PF	01	89	Good	81	Satisfactory	71	Satisfactory
P29PF	01	84	Satisfactory	76	Satisfactory	66	Fair
P32PF	01	43	Poor	35	Very Poor	25	Serious
P4570PF	01	70	Fair	62	Fair	52	Poor
P4570PF	02	72	Satisfactory	64	Fair	54	Poor
P4570PF	03	69	Fair	61	Fair	51	Poor
P4570PF	04	72	Satisfactory	64	Fair	54	Poor
P45801PF	01	76	Satisfactory	68	Fair	58	Fair
P45801PF	02	80	Satisfactory	72	Satisfactory	62	Fair
P45801PF	03	79	Satisfactory	71	Satisfactory	61	Fair
P4580PF	01	77	Satisfactory	69	Fair	59	Fair
P4580PF	02	77	Satisfactory	69	Fair	59	Fair
P4580PF	03	77	Satisfactory	69	Fair	59	Fair
P4580PF	04	77	Satisfactory	69	Fair	59	Fair
P733PF	01	87	Good	79	Satisfactory	69	Fair
P733PF	02	48	Poor	40	Very Poor	30	Very Poor
P733PF	03	59	Fair	51	Poor	41	Poor
P733PF	04	89	Good	81	Satisfactory	71	Satisfactory
P733PF	05	47	Poor	45	Poor	42	Poor
P8401PF	01	65	Fair	57	Fair	47	Poor
P8401PF	02	85	Satisfactory	77	Satisfactory	67	Fair
P8401PF	03	79	Satisfactory	71	Satisfactory	61	Fair
P8401PF	05	85	Satisfactory	77	Satisfactory	67	Fair
P8401PF	06	98	Good	96	Good	93	Good
P8401PF	04A	87	Good	79	Satisfactory	69	Fair
P9403PF	01	43	Poor	35	Very Poor	25	Serious
P9501PF	01	56	Fair	48	Poor	38	Very Poor
P9501PF	02	34	Very Poor	26	Very Poor	16	Serious
P9501PF	03	92	Good	90	Good	87	Good
P9501PF	04	91	Good	89	Good	86	Good
P9501PF	05	86	Good	84	Satisfactory	81	Satisfactory
P9501PF	06	92	Good	90	Good	87	Good
P9501PF	07	84	Satisfactory	82	Satisfactory	79	Satisfactory
P9901PF	01	80	Satisfactory	72	Satisfactory	62	Fair
P9901PF	02	88	Good	80	Satisfactory	70	Fair
PARFFPF	01	81	Satisfactory	73	Satisfactory	63	Fair
PATSPF	01	74	Satisfactory	66	Fair	56	Fair
PATSPF	02	74	Satisfactory	72	Satisfactory	69	Fair

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - LANDSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
PC11PF	01	52	Poor	44	Poor	34	Very Poor
PC18PF	01	83	Satisfactory	75	Satisfactory	65	Fair
PC19PF	01	50	Poor	42	Poor	32	Very Poor
PC19PF	02	49	Poor	41	Poor	31	Very Poor
PC19PF	03	75	Satisfactory	73	Satisfactory	70	Fair
PC19PF	04	21	Serious	19	Serious	16	Serious
PC23PF	01	72	Satisfactory	70	Fair	67	Fair
PC23PF	02	17	Serious	15	Serious	12	Serious
PC23PF	03	14	Serious	12	Serious	9	Failed
PC23PF	04	8	Failed	6	Failed	3	Failed
PC23PF	05	4	Failed	2	Failed	0	Failed
PC23PF	06	65	Fair	63	Fair	60	Fair
PC23PF	07	79	Satisfactory	77	Satisfactory	74	Satisfactory
PC23PF	08	40	Very Poor	38	Very Poor	35	Very Poor
PC3PF	01	88	Good	80	Satisfactory	70	Fair
PC3PF	02	88	Good	80	Satisfactory	70	Fair
PC5PF	01	47	Poor	39	Very Poor	29	Very Poor
PC70PF	01	37	Very Poor	29	Very Poor	19	Serious
PC70PF	02	58	Fair	50	Poor	40	Very Poor
PC71PF	01	85	Satisfactory	77	Satisfactory	67	Fair
PC71PF	02	46	Poor	38	Very Poor	28	Very Poor
PC72PF	01	39	Very Poor	31	Very Poor	21	Serious
PC75PF	01	73	Satisfactory	65	Fair	55	Poor
PC77PF	01	87	Good	85	Satisfactory	82	Satisfactory
PC77PF	02	59	Fair	51	Poor	41	Poor
PC78PF	01	85	Satisfactory	77	Satisfactory	67	Fair
PC84PF	01	72	Satisfactory	64	Fair	54	Poor
PC85PF	01	77	Satisfactory	69	Fair	59	Fair
PC86PF	01	81	Satisfactory	73	Satisfactory	63	Fair
PC88PF	01	88	Good	80	Satisfactory	70	Fair
PEMCPF	01	51	Poor	43	Poor	33	Very Poor
PEMCPF	02	62	Fair	54	Poor	44	Poor
PEMCPF	03	69	Fair	67	Fair	64	Fair
PFHCAMPF	01	62	Fair	54	Poor	44	Poor
PFHCAMPF	02	63	Fair	61	Fair	58	Fair
PFHCAMPF	03	57	Fair	55	Poor	52	Poor
PFLIGHTPF	02	98	Good	96	Good	93	Good
PFLIGHTPF	03	76	Satisfactory	68	Fair	58	Fair
PFLIGHTPF	04	98	Good	96	Good	93	Good
PFLIGHTPF	05	89	Good	81	Satisfactory	71	Satisfactory
PFLIGHTPF	06	89	Good	81	Satisfactory	71	Satisfactory
PFLIGHTPF	07	88	Good	80	Satisfactory	70	Fair
PIACPF	01	81	Satisfactory	73	Satisfactory	63	Fair
PIACPF	02	83	Satisfactory	75	Satisfactory	65	Fair
PIACPF	03	19	Serious	17	Serious	14	Serious
PIACPF	04	43	Poor	35	Very Poor	25	Serious
PIACPF	05	64	Fair	56	Fair	46	Poor
PLT12PF	01	87	Good	79	Satisfactory	69	Fair
PMEPF	01	89	Good	81	Satisfactory	71	Satisfactory
PMEPF	02	88	Good	80	Satisfactory	70	Fair
PP1PF	01	89	Good	81	Satisfactory	71	Satisfactory
PP2PF	01	70	Fair	62	Fair	52	Poor
PP2PF	02	88	Good	80	Satisfactory	70	Fair
PP3PF	01	82	Satisfactory	74	Satisfactory	64	Fair
PP3PF	02	89	Good	81	Satisfactory	71	Satisfactory
PP3PF	03	88	Good	80	Satisfactory	70	Fair
PP4PF	02	40	Very Poor	32	Very Poor	22	Serious

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - LANDSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
PP4PF	01B	34	Very Poor	26	Very Poor	16	Serious
PP5PF	01	52	Poor	44	Poor	34	Very Poor
PP5PF	02	80	Satisfactory	72	Satisfactory	62	Fair
PTWRPF	01	59	Fair	51	Poor	41	Poor
PURRPF	01	77	Satisfactory	75	Satisfactory	72	Satisfactory
PURRPF	02	77	Satisfactory	75	Satisfactory	72	Satisfactory
RD100PF	01	84	Satisfactory	74	Satisfactory	62	Fair
RD100PF	02	86	Good	76	Satisfactory	64	Fair
RD109PF	01	76	Satisfactory	66	Fair	54	Poor
RD111PF	01	44	Poor	34	Very Poor	22	Serious
RD112PF	01	63	Fair	53	Poor	41	Poor
RD112PF	02	41	Poor	31	Very Poor	19	Serious
RD112PF	03	60	Fair	50	Poor	38	Very Poor
RD113PF	01	85	Satisfactory	75	Satisfactory	63	Fair
RD11404PF	01	85	Satisfactory	75	Satisfactory	63	Fair
RD11404PF	02	82	Satisfactory	80	Satisfactory	77	Satisfactory
RD11404PF	03	83	Satisfactory	81	Satisfactory	78	Satisfactory
RD11910PF	01	65	Fair	63	Fair	60	Fair
RD11910PF	02	76	Satisfactory	74	Satisfactory	71	Satisfactory
RD219PF	01	60	Fair	50	Poor	38	Very Poor
RD24PF	01	68	Fair	58	Fair	46	Poor
RD24PF	02	61	Fair	51	Poor	39	Very Poor
RD2701PF	01	80	Satisfactory	70	Fair	58	Fair
RD2701PF	02	64	Fair	54	Poor	42	Poor
RD2701PF	03	60	Fair	50	Poor	38	Very Poor
RD27PF	01	64	Fair	54	Poor	42	Poor
RD27PF	02	78	Satisfactory	68	Fair	56	Fair
RD29PF	01	87	Good	77	Satisfactory	65	Fair
RD29PF	02	87	Good	77	Satisfactory	65	Fair
RD29PF	03	79	Satisfactory	69	Fair	57	Fair
RD29PF	04	35	Very Poor	25	Serious	13	Serious
RD29PF	05	85	Satisfactory	75	Satisfactory	63	Fair
RD30PF	01	70	Fair	68	Fair	65	Fair
RD30PF	02	73	Satisfactory	63	Fair	51	Poor
RD30PF	03	58	Fair	48	Poor	36	Very Poor
RD31PF	01	81	Satisfactory	71	Satisfactory	59	Fair
RD31PF	02	51	Poor	41	Poor	29	Very Poor
RD31PF	03	64	Fair	54	Poor	42	Poor
RD32PF	01	35	Very Poor	25	Serious	13	Serious
RD3311PF	01	44	Poor	34	Very Poor	22	Serious
RD33PF	01	87	Good	77	Satisfactory	65	Fair
RD33PF	02	87	Good	77	Satisfactory	65	Fair
RD4570PF	01	72	Satisfactory	62	Fair	50	Poor
RD45802PF	01	87	Good	77	Satisfactory	65	Fair
RD4580PF	01B	77	Satisfactory	67	Fair	55	Poor
RD733PF	01	35	Very Poor	25	Serious	13	Serious
RD84PF	01	64	Fair	54	Poor	42	Poor
RD84PF	02	92	Good	90	Good	87	Good
RD84PF	03	61	Fair	51	Poor	39	Very Poor
RD94PF	01	55	Poor	45	Poor	33	Very Poor
RD94PF	02	59	Fair	49	Poor	37	Very Poor
RD9501PF	01	90	Good	88	Good	85	Satisfactory
RD9501PF	02	89	Good	87	Good	84	Satisfactory
RDBRWBPF	01	68	Fair	58	Fair	46	Poor
RDBRWBPF	02	86	Good	76	Satisfactory	64	Fair
RDC19PF	01	31	Very Poor	21	Serious	9	Failed
RDC23PF	01	11	Serious	1	Failed	0	Failed

TABLE 1C – PAE CONDITION PERFORMANCE ANALYSIS - LANDSIDE

Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
RDC23PF	02	51	Poor	41	Poor	29	Very Poor
RDCMDPF	01	75	Satisfactory	65	Fair	53	Poor
RDCMDPF	02	77	Satisfactory	67	Fair	55	Poor
RDCMDPF	03	84	Satisfactory	74	Satisfactory	62	Fair
RDDLFTPF	01	81	Satisfactory	71	Satisfactory	59	Fair
RDDLFTPF	02	85	Satisfactory	75	Satisfactory	63	Fair
RDFALCPF	01	77	Satisfactory	67	Fair	55	Poor
RDFHCAMPF	01	73	Satisfactory	63	Fair	51	Poor
RDFLIGHTPF	01	75	Satisfactory	65	Fair	53	Poor
RDFLIGHTPF	02	75	Satisfactory	65	Fair	53	Poor
RDFLIGHTPF	03	79	Satisfactory	69	Fair	57	Fair
RDIACPF	01	42	Poor	32	Very Poor	20	Serious
RDLT12PF	01	87	Good	77	Satisfactory	65	Fair
RDMINPF	01	58	Fair	48	Poor	36	Very Poor
RDNRPF	04	87	Good	77	Satisfactory	65	Fair
RDNRPF	05	62	Fair	52	Poor	40	Very Poor
RDP2PF	01	86	Good	76	Satisfactory	64	Fair
RDPEREPF	01	84	Satisfactory	74	Satisfactory	62	Fair
RDPEREPF	02	28	Very Poor	18	Serious	6	Failed
RDPERNPF	04	82	Satisfactory	72	Satisfactory	60	Fair

LANDSIDE PAVEMENTS NOT MANAGED BY PAE							
Branch ID	Section ID	PCI in 2024[1]		PCI in 2028		PCI in 2033	
P8401PF	04B	85	Satisfactory	77	Satisfactory	67	Fair
PP4PF	01A	65	Fair	57	Fair	47	Poor
RD4580PF	01A	75	Satisfactory	65	Fair	53	Poor

1) 2024 is the first year in the budget analysis period

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - LANDSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
AARFFPF	06	AC	80	11 - 15	65	16 - 20
P10710PF	01	AC	83	11 - 15	55	16 - 20
P109PF	01	AC	95	16 - 20	55	16 - 20
P11404PF	01	AC	92	16 - 20	55	16 - 20
P11404PF	02	PCC	97	16 - 20	50	16 - 20
P11404PF	03	AC	87	16 - 20	55	16 - 20
P11404PF	04	PCC	97	16 - 20	50	16 - 20
P11910PF	01	AC	87	16 - 20	55	16 - 20
P11910PF	02	PCC	94	16 - 20	50	16 - 20
P11910PF	03	PCC	94	16 - 20	50	16 - 20
P219PF	01	PCC	14	0 - 5	50	0 - 5
P221PF	01	PCC	82	16 - 20	50	16 - 20
P221PF	02	PCC	68	16 - 20	50	16 - 20
P221PF	03	PCC	72	16 - 20	50	16 - 20
P2701PF	01	AC	86	16 - 20	55	16 - 20
P2701PF	02	PCC	39	0 - 5	50	0 - 5
P2701PF	03	AC	95	16 - 20	55	16 - 20
P2701PF	04	AC	95	16 - 20	55	16 - 20
P2701PF	05	AC	90	16 - 20	55	16 - 20
P27PF	01	AC	95	16 - 20	55	16 - 20
P29PF	01	AC	90	16 - 20	55	16 - 20
P32PF	01	AC	49	0 - 5	55	0 - 5
P4570PF	01	AC	76	11 - 15	55	16 - 20
P4570PF	02	AC	78	11 - 15	55	16 - 20
P4570PF	03	AC	75	6 - 10	55	16 - 20
P4570PF	04	AC	78	11 - 15	55	16 - 20
P45801PF	01	AC	82	11 - 15	55	16 - 20
P45801PF	02	AC	86	16 - 20	55	16 - 20
P45801PF	03	AC	85	11 - 15	55	16 - 20
P4580PF	01	AC	83	11 - 15	55	16 - 20
P4580PF	02	AC	83	11 - 15	55	16 - 20
P4580PF	03	AC	83	11 - 15	55	16 - 20
P4580PF	04	AC	83	11 - 15	55	16 - 20
P733PF	01	AC	93	16 - 20	55	16 - 20
P733PF	02	AC	54	0 - 5	55	6 - 10
P733PF	03	AC	65	0 - 5	55	11 - 15
P733PF	04	AC	95	16 - 20	55	16 - 20
P733PF	05	PCC	49	0 - 5	50	16 - 20
P8401PF	01	AC	71	6 - 10	55	16 - 20
P8401PF	02	AC	91	16 - 20	55	16 - 20
P8401PF	03	AC	85	11 - 15	55	16 - 20
P8401PF	04A	AC	91	16 - 20	55	16 - 20
P8401PF	05	AC	100	16 - 20	55	16 - 20
P8401PF	06	PCC	93	0 - 5	50	0 - 5
P9403PF	01	AC	49	0 - 5	55	0 - 5
P9501PF	01	AC	62	0 - 5	55	11 - 15
P9501PF	02	AC	40	0 - 5	55	0 - 5
P9501PF	03	PCC	94	16 - 20	50	16 - 20
P9501PF	04	PCC	93	16 - 20	50	16 - 20
P9501PF	05	PCC	88	16 - 20	50	16 - 20
P9501PF	06	PCC	94	16 - 20	50	16 - 20
P9501PF	07	PCC	86	16 - 20	50	16 - 20
P9901PF	01	AC	86	16 - 20	55	16 - 20
P9901PF	02	AC	94	16 - 20	55	16 - 20
PARFFPF	01	AC	87	16 - 20	55	16 - 20

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - LANDSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
PATSPF	01	AC	80	11 - 15	55	16 - 20
PATSPF	02	PCC	76	16 - 20	50	16 - 20
PC11PF	01	AC	58	0 - 5	55	6 - 10
PC18PF	01	AC	89	16 - 20	55	16 - 20
PC19PF	01	AC	56	0 - 5	55	6 - 10
PC19PF	02	AC	55	0 - 5	55	6 - 10
PC19PF	03	PCC	77	16 - 20	50	16 - 20
PC19PF	04	PCC	23	0 - 5	50	0 - 5
PC23PF	01	PCC	74	16 - 20	50	16 - 20
PC23PF	02	PCC	19	0 - 5	50	0 - 5
PC23PF	03	PCC	16	0 - 5	50	0 - 5
PC23PF	04	PCC	10	0 - 5	50	0 - 5
PC23PF	05	PCC	6	0 - 5	50	0 - 5
PC23PF	06	PCC	67	16 - 20	50	16 - 20
PC23PF	07	PCC	81	16 - 20	50	16 - 20
PC23PF	08	PCC	42	0 - 5	50	0 - 5
PC3PF	01	AC	94	16 - 20	55	16 - 20
PC3PF	02	AC	94	16 - 20	55	16 - 20
PC5PF	01	AC	53	0 - 5	55	6 - 10
PC70PF	01	AC	43	0 - 5	55	0 - 5
PC70PF	02	AC	64	0 - 5	55	11 - 15
PC71PF	01	AC	91	16 - 20	55	16 - 20
PC71PF	02	AC	52	0 - 5	55	6 - 10
PC72PF	01	AC	45	0 - 5	55	0 - 5
PC75PF	01	AC	79	11 - 15	55	16 - 20
PC77PF	01	PCC	89	16 - 20	50	16 - 20
PC77PF	02	AC	65	0 - 5	55	11 - 15
PC78PF	01	AC	91	16 - 20	55	16 - 20
PC84PF	01	AC	78	11 - 15	55	16 - 20
PC85PF	01	AC	83	11 - 15	55	16 - 20
PC86PF	01	AC	87	16 - 20	55	16 - 20
PC88PF	01	AC	94	16 - 20	55	16 - 20
PEMCPF	01	AC	57	0 - 5	55	6 - 10
PEMCPF	02	AC	68	6 - 10	55	11 - 15
PEMCPF	03	PCC	71	16 - 20	50	16 - 20
PFHCAMPF	01	AC	68	6 - 10	55	11 - 15
PFHCAMPF	02	PCC	65	16 - 20	50	16 - 20
PFHCAMPF	03	PCC	59	16 - 20	50	16 - 20
PFLIGHTPF	02	PCC	100	0 - 5	50	0 - 5
PFLIGHTPF	03	AC	82	11 - 15	55	16 - 20
PFLIGHTPF	04	PCC	100	0 - 5	50	0 - 5
PFLIGHTPF	05	AC	95	16 - 20	55	16 - 20
PFLIGHTPF	06	AC	95	16 - 20	55	16 - 20
PFLIGHTPF	07	AC	94	16 - 20	55	16 - 20
PIACPF	01	AC	87	16 - 20	55	16 - 20
PIACPF	02	AC	89	16 - 20	55	16 - 20
PIACPF	03	PCC	21	0 - 5	50	0 - 5
PIACPF	04	AC	49	0 - 5	55	0 - 5
PIACPF	05	AC	70	6 - 10	55	11 - 15
PLT12PF	01	AC	93	16 - 20	55	16 - 20
PMEPF	01	AC	95	16 - 20	55	16 - 20
PMEPF	02	AC	94	16 - 20	55	16 - 20
PP1PF	01	AC	95	16 - 20	55	16 - 20
PP2PF	01	AC	76	11 - 15	55	16 - 20
PP2PF	02	AC	94	16 - 20	55	16 - 20

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - LANDSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
PP3PF	01	AC	88	16 - 20	55	16 - 20
PP3PF	02	AC	95	16 - 20	55	16 - 20
PP3PF	03	AC	94	16 - 20	55	16 - 20
PP4PF	01B	AC	46	0 - 5	55	0 - 5
PP4PF	02	AC	40	0 - 5	55	0 - 5
PP5PF	01	AC	58	0 - 5	55	6 - 10
PP5PF	02	AC	86	16 - 20	55	16 - 20
PTWRPF	01	AC	65	0 - 5	55	11 - 15
PURRPF	01	PCC	79	16 - 20	50	16 - 20
PURRPF	02	PCC	79	16 - 20	50	16 - 20
RD100PF	01	AC	92	11 - 15	60	16 - 20
RD100PF	02	AC	94	11 - 15	60	16 - 20
RD109PF	01	AC	84	6 - 10	60	16 - 20
RD111PF	01	AC	52	0 - 5	60	0 - 5
RD112PF	01	AC	71	0 - 5	60	11 - 15
RD112PF	02	AC	49	0 - 5	60	0 - 5
RD112PF	03	AC	68	0 - 5	60	11 - 15
RD113PF	01	AC	93	11 - 15	60	16 - 20
RD11404PF	01	AC	93	11 - 15	60	16 - 20
RD11404PF	02	PCC	84	16 - 20	50	16 - 20
RD11404PF	03	PCC	85	16 - 20	50	16 - 20
RD11910PF	01	PCC	67	16 - 20	50	16 - 20
RD11910PF	02	PCC	78	16 - 20	50	16 - 20
RD219PF	01	AC	68	0 - 5	60	11 - 15
RD24PF	01	AC	76	6 - 10	60	11 - 15
RD24PF	02	AC	69	0 - 5	60	11 - 15
RD2701PF	01	AC	88	11 - 15	60	16 - 20
RD2701PF	02	AC	72	0 - 5	60	11 - 15
RD2701PF	03	AC	68	0 - 5	60	11 - 15
RD27PF	01	AC	72	0 - 5	60	11 - 15
RD27PF	02	AC	86	11 - 15	60	16 - 20
RD29PF	01	AC	95	11 - 15	60	16 - 20
RD29PF	02	AC	95	11 - 15	60	16 - 20
RD29PF	03	AC	87	11 - 15	60	16 - 20
RD29PF	04	AC	43	0 - 5	60	0 - 5
RD29PF	05	AC	93	11 - 15	60	16 - 20
RD30PF	01	PCC	72	16 - 20	50	16 - 20
RD30PF	02	AC	81	6 - 10	60	16 - 20
RD30PF	03	AC	66	0 - 5	60	11 - 15
RD31PF	01	AC	89	11 - 15	60	16 - 20
RD31PF	02	AC	59	0 - 5	60	6 - 10
RD31PF	03	AC	72	0 - 5	60	11 - 15
RD32PF	01	AC	43	0 - 5	60	0 - 5
RD3311PF	01	AC	52	0 - 5	60	0 - 5
RD33PF	01	AC	95	11 - 15	60	16 - 20
RD33PF	02	AC	95	11 - 15	60	16 - 20
RD4570PF	01	AC	80	6 - 10	60	16 - 20
RD45802PF	01	AC	95	11 - 15	60	16 - 20
RD4580PF	01B	AC	85	6 - 10	60	16 - 20
RD733PF	01	AC	43	0 - 5	60	0 - 5
RD84PF	01	AC	72	0 - 5	60	11 - 15
RD84PF	02	PCC	94	16 - 20	50	16 - 20
RD84PF	03	AC	69	0 - 5	60	11 - 15
RD94PF	01	AC	63	0 - 5	60	6 - 10
RD94PF	02	AC	67	0 - 5	60	11 - 15

Table 2C - PAE FUNCTIONAL REMAINING LIFE ANALYSIS - LANDSIDE PAVEMENTS

Branch ID	Section ID	Surface Type	2021 PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service
RD9501PF	01	PCC	92	16 - 20	50	16 - 20
RD9501PF	02	PCC	91	16 - 20	50	16 - 20
RDBRWBPF	01	AC	76	6 - 10	60	11 - 15
RDBRWBPF	02	AC	94	11 - 15	60	16 - 20
RDC19PF	01	AC	39	0 - 5	60	0 - 5
RDC23PF	01	AC	19	0 - 5	60	0 - 5
RDC23PF	02	AC	59	0 - 5	60	6 - 10
RDCMDPF	01	AC	83	6 - 10	60	16 - 20
RDCMDPF	02	AC	85	6 - 10	60	16 - 20
RDCMDPF	03	AC	92	11 - 15	60	16 - 20
RDDLFTPF	01	AC	89	11 - 15	60	16 - 20
RDDLFTPF	02	AC	93	11 - 15	60	16 - 20
RDFALCPF	01	AC	85	6 - 10	60	16 - 20
RDFHCAMPF	01	AC	81	6 - 10	60	16 - 20
RDFLIGHTPF	01	AC	83	6 - 10	60	16 - 20
RDFLIGHTPF	02	AC	83	6 - 10	60	16 - 20
RDFLIGHTPF	03	AC	87	11 - 15	60	16 - 20
RDIACPF	01	AC	50	0 - 5	60	0 - 5
RDLT12PF	01	AC	95	11 - 15	60	16 - 20
RDMINPF	01	AC	66	0 - 5	60	11 - 15
RDNRPF	04	AC	95	11 - 15	60	16 - 20
RDNRPF	05	AC	70	0 - 5	60	11 - 15
RDP2PF	01	AC	94	11 - 15	60	16 - 20
RDPEREPF	01	AC	92	11 - 15	60	16 - 20
RDPEREPF	02	AC	36	0 - 5	60	0 - 5
RDPERNPF	04	AC	90	11 - 15	60	16 - 20

Abbreviations: AC = Asphalt Concrete; PCC = Portland Cement Concrete

APPENDIX D

Unit Cost Data and Maintenance and Rehabilitation Plan

APPENDIX D

UNIT COST DATA AND MAINTENANCE AND REHABILITATION PLAN

D.1 ANALYSIS METHODOLOGY

We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop project recommendations for the next five years. The purpose of this analysis is to determine the M&R needs of the PAE pavement network condition over time. We used PAVER v7.0.8 software to develop network-level project recommendations for the next five years.

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

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

D.1.1 Pavement Rank and Use Prioritization

Pavement sections are assigned a rank to establish their relative importance in the overall pavement network, which is typically defined by their use (e.g., Taxiway, Apron, Runway, Roadway, Parking). The PAVER analysis uses the combination of the section rank and the branch use to define the priority of each section during the M&R analysis. Table 1D displays the branch use and section rank prioritization schema we used for analysis.

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

Branch Use	Section Rank		
	Primary	Secondary	Tertiary
RUNWAY / ROADWAY	1	2	3
TAXIWAY	3	5	6
APRON / SHOULDER / PARKING	7	8	9

D.2 MAINTENANCE POLICIES AND UNIT COSTS

The distress-maintenance policies are policies that determine what type of work should be applied to a specific distress type and severity. For example, on an AC pavement, a medium-severity longitudinal/transverse crack would be repaired by crack sealing. Policies for all the distress types and severities are established by ASTM D6433.

We assigned costs to the maintenance work associated with each of the distress-maintenance policies. The anticipated cost of performing M&R is based on cost tables that relate M&R work type cost to PCI. We worked with Century West Engineering to develop unit costs by reviewing bid tabulations for recent projects from nearby public agencies and information provided by the project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at PAE. The costs represent the fully-loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D below.

Table 2D: PAE UNIT COST DATA

Type of M&R	Work Type	Unit Cost	Work Unit
Major M&R	Complete Reconstruction with AC -		Sq Ft
	Runway (Primary)	$28.10	
	Runway (Secondary)	$14.70	
	Taxiway	$18.30	
	Taxilane/GA Apron	$11.60	
	Apron	$15.60	
	Shoulder/ Overrun	$8.50	
	Roadway	$13.60	
	Parking Lot	$9.40	
	Complete Reconstruction with PCC -	$54.00	Sq Ft
	Runway (Primary)	$44.30	
	Taxiway	$27.00	
	Apron	$22.20	

Type of M&R	Work Type	Unit Cost	Work Unit
Major M&R	Roadway	$10.10	Sq Ft
	Parking Lot		
	Cold Mill and Overlay (2 Inches) -		
	Apron	$4.00	
	Shoulder	$4.00	
	Roadway	$3.60	
	Parking Lot	$3.60	
	Cold Mill and Overlay (4 Inches) –		
	Apron	$6.30	
	Shoulder	$6.30	
	Roadway	$6.00	
	Parking Lot	$6.00	
Global M&R	Surface Treatment - Slurry Seal and Crack Seal (Airside and Landside)	$1.60	Sq Ft
	Surface Treatment – Slurry Seal, Crack Seal, and Patching (Landside)	$2.80	Sq Ft
Localized Preventive M&R (Landside)	Crack Sealing - AC	$1.80	Ft
	Crack Sealing - PCC	$7.20	Ft
	Crack Sealing – Wide Cracks	$37.90	Ft
	Joint Seal (Localized)	$7.20	Ft
	AC Patching – Full Depth	$10.10	Sq Ft
	AC Patching – Partial Depth	$3.90	Sq Ft
	Slab Replacement - PCC	$13.60	Sq Ft

APPENDIX E

Detailed M&R Budget Analysis and Network-Level Project Recommendations

APPENDIX E

DETAILED M&R BUDGET ANALYSIS AND NETWORK-LEVEL PROJECT RECOMMENDATIONS

E.1 BUDGET SCENARIO ANALYSIS RESULTS

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal to determine the budget required to meet the goal. The following four budget scenarios were analyzed for a five-year period beginning in 2024:

- Eliminate M&R Backlog
- Maintain Current M&R Budget
- Maintain Current Network PCI
- Safety Maintenance Only

Detailed graphical and tabular information regarding the comparison of the budgets and the effects on the PCI are given in Table 1E and on Figures 1E through 7E of this appendix.

E.2 FIVE-YEAR NETWORK-LEVEL GLOBAL MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

Global maintenance projects refer to activities such as fog seals and slurry seals, and rehabilitation projects refer to AC overlays and reconstruction. As presented earlier, we developed a five-year plan for network-level global maintenance and rehabilitation projects. We utilized an annual budget of approximately $525,000, assuming in most years about $175,000 is spent on global maintenance such as crack sealing and surface treatments.

A list of recommended global M&R activities is provided in Table 2E and shown spatially on Figure 8E of this appendix.

E.3 RECOMMENDED LOCALIZED MAINTENANCE

In order to properly maintain aging pavements, localized M&R activities such as crack sealing and patching should be performed on a routine basis. A list of recommended localized maintenance activities is provided in Table 3E of this appendix. This list encompasses sections that were not included in the five-year plan.

Table 1E - PAE DETAILED BUDGET ANALYSIS RESULTS - LANDSIDE

Eliminate Backlog						
			Unfunded M&R Cost			
Year	PCI Before Repair	Funded M&R Cost[1]	Major Below Critical[2]	Sustainment[3]	Total[4]	PCI After Repair
2024	72	$4,436,592	$9,223,204	$3,559,004	$12,782,208	76
2025	74	$4,438,255	$9,816,037	$0	$9,816,037	80
2026	78	$4,437,726	$6,440,589	$0	$6,440,589	82
2027	80	$4,419,354	$2,809,605	$0	$2,809,605	83
2028	81	$4,379,431	$0	$0	$0	86
	Total Funded:	$22,111,358			Total Cost[5]:	$22,111,358

Maintain Current Budget						
			Unfunded M&R Cost			
Year	PCI Before Repair	Funded M&R Cost[1]	Major Below Critical[2]	Sustainment[3]	Total[4]	PCI After Repair
2024	72	$518,010	$8,876,751	$2,167,430	$11,044,181	73
2025	71	$515,415	$9,955,037	$2,656,628	$12,611,665	71
2026	69	$513,014	$11,095,767	$2,671,348	$13,767,115	70
2027	68	$520,579	$12,168,534	$3,200,187	$15,368,721	68
2028	66	$511,113	$14,493,060	$3,676,996	$18,170,056	67
	Total Funded:	$2,578,131			Total Cost[5]:	$20,748,187

Maintain Current PCI						
			Unfunded M&R Cost			
Year	PCI Before Repair	Funded M&R Cost[1]	Major Below Critical[2]	Sustainment[3]	Total[4]	PCI After Repair
2024	72	$1,900,405	$9,223,204	$438,582	$9,661,786	74
2025	72	$1,895,075	$9,860,489	$0	$9,860,489	73
2026	71	$1,896,751	$9,539,794	$0	$9,539,794	73
2027	71	$1,897,944	$9,752,170	$0	$9,752,170	73
2028	71	$1,892,452	$11,172,167	$0	$11,172,167	73
	Total Funded:	$9,482,626			Total Cost[5]:	$20,654,793

Safety Maintenance Only						
			Unfunded M&R Cost			
Year	PCI Before Repair	Funded M&R Cost[1]	Major Below Critical[2]	Sustainment[3]	Total[4]	PCI After Repair
2024	72	$178,028	$9,223,204	$0	$9,223,204	72
2025	70	$200,974	$10,683,734	$0	$10,683,734	70
2026	68	$227,313	$12,199,833	$0	$12,199,833	68
2027	66	$260,921	$13,823,271	$0	$13,823,271	66
2028	64	$300,077	$15,968,256	$0	$15,968,256	64
	Total Funded:	$1,167,314			Total Cost[5]:	$17,135,570

Notes: [1]Total Funding for the M&R budget scenarios. [2]Any major M&R under critical PCI. [3]Sustainment includes stopgap, preventive, global, and major above critical M&R unfunded values. [4]The sum of the major below critical and sustainment unfunded values. [5]The sum of the total funded and the total unfunded in the last year.

Table 2E - PAE FIVE-YEAR NETWORK-LEVEL M&R PROJECT RECOMMENDATIONS - LANDSIDE PAVEMENTS

Year	Branch Name	BranchID	SectionID	Surface Type	Approximate Area, square feet	PCI Before	PCI After	Recommended Network-Level Work*	Unit Cost, $/square foot	Estimated Project Cost
2024	PARKING BUILDING C-23	PC23PF	04	PCC	3,269	8	100	Reconstruction (PCC)	$ 10.10	$ 33,018
2024	ROADWAY 109TH STREET SW	RD109PF	01	AC	72,049	76	83	Slurry Seal + Crack Seal	$ 1.60	$ 115,279
2024	ROADWAY 112TH STREET SW	RD112PF	01	AC	25,340	63	100	AC Mill and Overlay (4 Inches)	$ 6.00	$ 152,033
2024	ROADWAY 30TH AVENUE W	RD30PF	02	AC	7,478	73	80	Slurry Seal + Crack Seal	$ 1.60	$ 11,965
2024	ROADWAY 30TH AVENUE W	RD30PF	03	AC	27,564	58	100	AC Mill and Overlay (4 Inches)	$ 6.00	$ 165,376
2024	ROADWAY 31ST PLACE W	RD31PF	03	AC	27,391	64	71	Slurry Seal + Crack Seal	$ 1.60	$ 43,826
2024	ROADWAY BUILDING FHCAM	RDFHCAMPF	01	AC	2,515	73	80	Slurry Seal + Crack Seal	$ 1.60	$ 4,025
2025	PARKING BUILDING C-23	PC23PF	05	PCC	474	4	100	Reconstruction (PCC)	$ 10.10	$ 4,784
2025	PARKING FLIGHT PARKING APRON	PFLIGHTPF	03	AC	3,716	74	81	Slurry Seal + Crack Seal	$ 1.60	$ 5,945
2025	PARKING BUILDING IAC	PIACPF	03	PCC	1,270	19	100	Reconstruction (PCC)	$ 10.10	$ 12,825
2025	ROADWAY 24TH PLACE W	RD24PF	01	AC	58,469	66	73	Slurry Seal + Crack Seal	$ 1.60	$ 93,551
2025	ROADWAY 32ND PLACE	RD32PF	01	AC	10,325	33	100	Reconstruction (AC)	$ 13.60	$ 140,415
2025	ROADWAY BUILDING 45-80	RD4580PF	01B	AC	6,269	75	82	Slurry Seal + Crack Seal	$ 1.60	$ 10,031
2025	ROADWAY 94TH STREET SW	RD94PF	02	AC	31,980	57	100	AC Mill and Overlay (4 Inches)	$ 6.00	$ 191,872
2025	ROADWAY DREAMLIFTER DRIVE	RDDLFTPF	01	AC	17,204	79	86	Slurry Seal + Crack Seal	$ 1.60	$ 27,527
2025	ROADWAY FLIGHT PARKING APRON	RDFLIGHTPF	01	AC	10,417	73	80	Slurry Seal + Crack Seal	$ 1.60	$ 16,668
2025	ROADWAY FLIGHT PARKING APRON	RDFLIGHTPF	02	AC	2,330	73	80	Slurry Seal + Crack Seal	$ 1.60	$ 3,729
2025	ROADWAY FLIGHT PARKING APRON	RDFLIGHTPF	03	AC	10,686	77	84	Slurry Seal + Crack Seal	$ 1.60	$ 17,098
2026	C1 PARKING LOT	PP2PF	01	AC	30,116	66	73	Slurry Seal + Crack Seal	$ 1.60	$ 48,186
2026	ROADWAY 31ST PLACE W	RD31PF	02	AC	6,284	46	100	Thick Inlay/Partial-Depth Reconstruction	$ 9.04	$ 56,805
2026	ROADWAY 33RD AVENUE W	RD33PF	01	AC	4,080	82	89	Slurry Seal + Crack Seal	$ 1.60	$ 6,527
2026	ROADWAY 33RD AVENUE W	RD33PF	02	AC	11,923	82	89	Slurry Seal + Crack Seal	$ 1.60	$ 19,076
2026	ROADWAY 84TH STREET SW	RD84PF	01	AC	14,518	59	100	AC Mill and Overlay (4 Inches)	$ 6.00	$ 87,101
2026	ROADWAY 84TH STREET SW	RD84PF	03	AC	24,437	54	100	AC Mill and Overlay (4 Inches)	$ 6.00	$ 146,613
2026	ROADWAY BUILDING C-23	RDC23PF	02	AC	6,903	46	100	Thick Inlay/Partial-Depth Reconstruction	$ 9.04	$ 62,399
2026	ROADWAY COMMANDO ROAD W	RDCMDPF	01	AC	16,229	70	77	Slurry Seal + Crack Seal	$ 1.60	$ 25,966
2026	ROADWAY COMMANDO ROAD W	RDCMDPF	02	AC	20,756	72	79	Slurry Seal + Crack Seal	$ 1.60	$ 33,210
2026	ROADWAY COMMANDO ROAD W	RDCMDPF	03	AC	24,965	79	86	Slurry Seal + Crack Seal	$ 1.60	$ 39,944
2027	PARKING BUILDING C-78	PC78PF	01	AC	7,213	79	86	Slurry Seal + Crack Seal	$ 1.60	$ 11,541
2027	ROADWAY 112TH STREET SW	RD112PF	02	AC	19,064	34	100	Reconstruction (AC)	$ 13.60	$ 259,277
2027	ROADWAY 2701 94TH STREET SW	RD2701PF	01	AC	15,855	73	80	Slurry Seal + Crack Seal	$ 1.60	$ 25,367
2027	ROADWAY 27TH AVENUE W	RD27PF	02	AC	3,330	71	78	Slurry Seal + Crack Seal	$ 1.60	$ 5,328
2027	ROADWAY 29TH AVENUE W	RD29PF	03	AC	5,453	72	79	Slurry Seal + Crack Seal	$ 1.60	$ 8,724
2027	ROADWAY 31ST PLACE W	RD31PF	01	AC	9,328	74	81	Slurry Seal + Crack Seal	$ 1.60	$ 14,925
2027	ROADWAY 3311 109TH STREET SW	RD3311PF	01	AC	1,286	37	100	Reconstruction (AC)	$ 13.60	$ 17,491
2027	ROADWAY BUILDING IAC	RDIACPF	01	AC	4,439	35	100	Reconstruction (AC)	$ 13.60	$ 60,376
2027	ROADWAY PERIMETER ROAD EAST	RDPEREPF	01	AC	67,627	77	84	Slurry Seal + Crack Seal	$ 1.60	$ 108,203
2028	PARKING BUILDING 219	P219PF	01	PCC	1,585	10	100	Reconstruction (PCC)	$ 10.10	$ 16,009
2028	PARKING BUILDING C-19	PC19PF	04	PCC	840	19	100	Reconstruction (PCC)	$ 10.10	$ 8,484
2028	PARKING BUILDING FHCAM	PFHCAMPF	01	AC	5,174	54	100	AC Mill and Overlay (4 Inches)	$ 6.00	$ 31,042
2028	ROADWAY 100TH STREET SW	RD100PF	01	AC	53,860	74	81	Slurry Seal + Crack Seal	$ 1.60	$ 86,175
2028	ROADWAY 11404 COMMANDO ROAD	RD11404PF	01	AC	50,659	75	82	Slurry Seal + Crack Seal	$ 1.60	$ 81,055

Table 2E - PAE FIVE-YEAR NETWORK-LEVEL M&R PROJECT RECOMMENDATIONS - LANDSIDE PAVEMENTS

Year	Branch Name	BranchID	SectionID	Surface Type	Approximate Area, square feet	PCI Before	PCI After	Recommended Network-Level Work*	Unit Cost, $/square foot	Estimated Project Cost
2028	ROADWAY BUILDING 219	RD219PF	01	AC	5,099	50	100	AC Mill and Overlay (4 Inches)	$ 6.00	$ 30,593
2028	ROADWAY 29TH AVENUE W	RD29PF	05	AC	4,965	75	82	Slurry Seal + Crack Seal	$ 1.60	$ 7,945
2028	ROADWAY BERNIE WEBBER DRIVE	RDBRWBPF	01	AC	43,818	58	100	AC Mill and Overlay (4 Inches)	$ 6.00	$ 262,895

Notes: *Pavement thickness values were used for estimating purposes. A project-level evaluation should be performed to determine the actual pavement thickness needed to meet a desired structural design life.

Year	Surface Treatments	Rehabilitation	Reconstruction
2024	$ 175,095	$ 317,408	$ 33,018
2025	$ 174,547	$ 191,872	$ 158,024
2026	$ 172,910	$ 233,713	$ 119,204
2027	$ 174,089	$ -	$ 337,143
2028	$ 175,175	$ 324,530	$ 24,493

Table 3E - PAE RECOMMENDED ROUTINE/LOCALIZED MAINTENANCE - LANDSIDE PAVEMENTS

BranchID	SectionID	Distress Repair Description	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Approximate Total Cost
P11910PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	1,195	SqFt	$10.10	$12,063.61
P221PF	01	LINEAR CR	Medium	Crack Sealing - PCC	43	Ft	$7.20	$312.45
P221PF	01	JOINT SPALL	High	Patching - PCC Full Depth	0	SqFt	$0.00	$0.00
P221PF	01	CORNER SPALL	High	Patching - PCC Full Depth	0	SqFt	$0.00	$0.00
P221PF	01	SMALL PATCH	High	Patching - PCC Full Depth	0	SqFt	$0.00	$0.00
P221PF	02	LINEAR CR	Medium	Crack Sealing - PCC	100	Ft	$7.20	$721.80
P221PF	02	JOINT SPALL	High	Patching - PCC Full Depth	0	SqFt	$0.00	$0.00
P221PF	02	DIVIDED SLAB	High	Slab Replacement - PCC	7,519	SqFt	$13.60	$102,255.01
P221PF	02	DIVIDED SLAB	Medium	Slab Replacement - PCC	5,013	SqFt	$13.60	$68,170.01
P221PF	03	LINEAR CR	Medium	Crack Sealing - PCC	320	Ft	$7.20	$2,300.00
P221PF	03	DIVIDED SLAB	Medium	Slab Replacement - PCC	1,597	SqFt	$13.60	$21,722.22
P2701PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	51	SqFt	$10.10	$511.63
P4570PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	422	SqFt	$10.10	$4,265.90
P4570PF	03	L & T CR	Medium	Crack Sealing - AC	89	Ft	$1.80	$160.24
P4570PF	03	DEPRESSION	High	Patching - AC Deep	28	SqFt	$10.10	$281.17
P4570PF	03	L & T CR	High	Patching - AC Partial Depth	245	SqFt	$3.90	$956.84
P4570PF	04	PATCH/UT CUT	High	Patching - AC Deep	3,831	SqFt	$10.10	$38,687.77
P4570PF	04	ALLIGATOR CR	High	Patching - AC Deep	1,003	SqFt	$10.10	$10,135.06
P45801PF	01	L & T CR	Medium	Crack Sealing - AC	88	Ft	$1.80	$158.09
P45801PF	02	L & T CR	Medium	Crack Sealing - AC	31	Ft	$1.80	$55.29
P45801PF	03	L & T CR	Medium	Crack Sealing - AC	77	Ft	$1.80	$138.13
P45801PF	03	ALLIGATOR CR	Medium	Patching - AC Deep	196	SqFt	$10.10	$1,973.76
P733PF	03	ALLIGATOR CR	Medium	Patching - AC Deep	720	SqFt	$10.10	$7,272.76
P8401PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	546	SqFt	$10.10	$5,515.55
P9501PF	01	L & T CR	Medium	Crack Sealing - AC	18	Ft	$1.80	$32.94
P9501PF	01	BLOCK CR	Medium	Crack Sealing - AC	1,342	Ft	$1.80	$2,415.09
P9501PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	311	SqFt	$10.10	$3,139.67
PATSPF	01	L & T CR	Medium	Crack Sealing - AC	159	Ft	$1.80	$286.90
PATSPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	460	SqFt	$10.10	$4,643.04
PATSPF	01	L & T CR	High	Patching - AC Partial Depth	468	SqFt	$3.90	$1,824.77
PC11PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	466	SqFt	$10.10	$4,704.85

Table 3E - PAE RECOMMENDED ROUTINE/LOCALIZED MAINTENANCE - LANDSIDE PAVEMENTS

BranchID	SectionID	Distress Repair Description	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Approximate Total Cost
PC11PF	01	PATCH/UT CUT	High	Patching - AC Deep	14	SqFt	$10.10	$141.12
PC19PF	01	L & T CR	Medium	Crack Sealing - AC	26	Ft	$1.80	$46.50
PC19PF	01	ALLIGATOR CR	High	Patching - AC Deep	132	SqFt	$10.10	$1,340.18
PC19PF	01	DEPRESSION	Medium	Patching - AC Deep	350	SqFt	$10.10	$3,537.38
PC19PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	2,175	SqFt	$10.10	$21,971.77
PC70PF	02	L & T CR	Medium	Crack Sealing - AC	18	Ft	$1.80	$32.12
PC70PF	02	ALLIGATOR CR	High	Patching - AC Deep	1,518	SqFt	$10.10	$15,328.83
PC70PF	02	ALLIGATOR CR	Medium	Patching - AC Deep	184	SqFt	$10.10	$1,862.29
PC71PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	45	SqFt	$10.10	$453.66
PC75PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	62	SqFt	$10.10	$635.72
PC77PF	02	L & T CR	Medium	Crack Sealing - AC	57	Ft	$1.80	$103.63
PC77PF	02	ALLIGATOR CR	Medium	Patching - AC Deep	144	SqFt	$10.10	$1,461.58
PC84PF	01	L & T CR	Medium	Crack Sealing - AC	48	Ft	$1.80	$85.77
PC84PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	40	SqFt	$10.10	$404.25
PEMCPF	01	L & T CR	Medium	Crack Sealing - AC	202	Ft	$1.80	$363.92
PEMCPF	01	ALLIGATOR CR	High	Patching - AC Deep	1,112	SqFt	$10.10	$11,232.58
PEMCPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	4,794	SqFt	$10.10	$48,426.73
PEMCPF	02	L & T CR	Medium	Crack Sealing - AC	312	Ft	$1.80	$561.95
PEMCPF	02	ALLIGATOR CR	Medium	Patching - AC Deep	1,094	SqFt	$10.10	$11,049.33
PFHCAMPF	02	LINEAR CR	Medium	Crack Sealing - PCC	46	Ft	$7.20	$329.62
PFHCAMPF	02	LARGE PATCH	High	Patching - PCC Full Depth	0	SqFt	$0.00	$0.00
PFHCAMPF	02	CORNER SPALL	High	Patching - PCC Full Depth	0	SqFt	$0.00	$0.00
PFHCAMPF	02	DIVIDED SLAB	Medium	Slab Replacement - PCC	1,144	SqFt	$13.60	$15,565.63
PFHCAMPF	02	DIVIDED SLAB	High	Slab Replacement - PCC	1,717	SqFt	$13.60	$23,348.44
PIACPF	01	L & T CR	Medium	Crack Sealing - AC	17	Ft	$1.80	$31.48
PIACPF	01	ALLIGATOR CR	High	Patching - AC Deep	28	SqFt	$10.10	$278.08
PIACPF	01	DEPRESSION	Medium	Patching - AC Deep	260	SqFt	$10.10	$2,628.24
PIACPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	138	SqFt	$10.10	$1,389.38
PIACPF	02	BLOCK CR	Medium	Crack Sealing - AC	418	Ft	$1.80	$751.71
PIACPF	05	PATCH/UT CUT	High	Patching - AC Deep	1,667	SqFt	$10.10	$16,842.10
PIACPF	05	ALLIGATOR CR	Medium	Patching - AC Deep	1,409	SqFt	$10.10	$14,233.39

Table 3E - PAE RECOMMENDED ROUTINE/LOCALIZED MAINTENANCE - LANDSIDE PAVEMENTS

BranchID	SectionID	Distress Repair Description	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Approximate Total Cost
PP3PF	01	L & T CR	Medium	Crack Sealing - AC	242	Ft	$1.80	$436.45
PP5PF	01	BLOCK CR	Medium	Crack Sealing - AC	284	Ft	$1.80	$510.79
PP5PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	1,845	SqFt	$10.10	$18,630.27
PTWRPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	189	SqFt	$10.10	$1,914.75
RD112PF	03	ALLIGATOR CR	Medium	Patching - AC Deep	1,973	SqFt	$10.10	$19,931.04
RD24PF	02	ALLIGATOR CR	Medium	Patching - AC Deep	558	SqFt	$10.10	$5,635.32
RD2701PF	02	ALLIGATOR CR	Medium	Patching - AC Deep	851	SqFt	$10.10	$8,594.09
RD2701PF	03	ALLIGATOR CR	Medium	Patching - AC Deep	5,526	SqFt	$10.10	$55,810.43
RD27PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	1,070	SqFt	$10.10	$10,807.98
RD27PF	01	PATCH/UT CUT	High	Patching - AC Deep	703	SqFt	$10.10	$7,093.88
RD27PF	01	ALLIGATOR CR	High	Patching - AC Deep	67	SqFt	$10.10	$675.89
RD30PF	01	LINEAR CR	Medium	Crack Sealing - PCC	61	Ft	$7.20	$438.08
RD30PF	01	DIVIDED SLAB	Medium	Slab Replacement - PCC	292	SqFt	$13.60	$3,971.97
RD4570PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	780	SqFt	$10.10	$7,884.65
RD94PF	01	ALLIGATOR CR	Medium	Patching - AC Deep	130	SqFt	$10.10	$1,310.64
RD94PF	01	PATCH/UT CUT	High	Patching - AC Deep	87	SqFt	$10.10	$884.59
RDFALCPF	01	ALLIGATOR CR	Medium	Patching - AC Deep	374	SqFt	$10.10	$3,767.07
RDMINPF	01	RUTTING	High	Patching - AC Deep	1,048	SqFt	$10.10	$10,586.26
RDNRPF	05	ALLIGATOR CR	Medium	Patching - AC Deep	89	SqFt	$10.10	$904.87

Abbreviations: JT SEAL DMG = Joint Seal Damage; L & T CR = Longitudinal & Transverse Cracking; CR = Cracking; AC = Asphalt Concrete; PCC = Portland Cement Concrete; SqFt = Square Feet; Ft = Feet

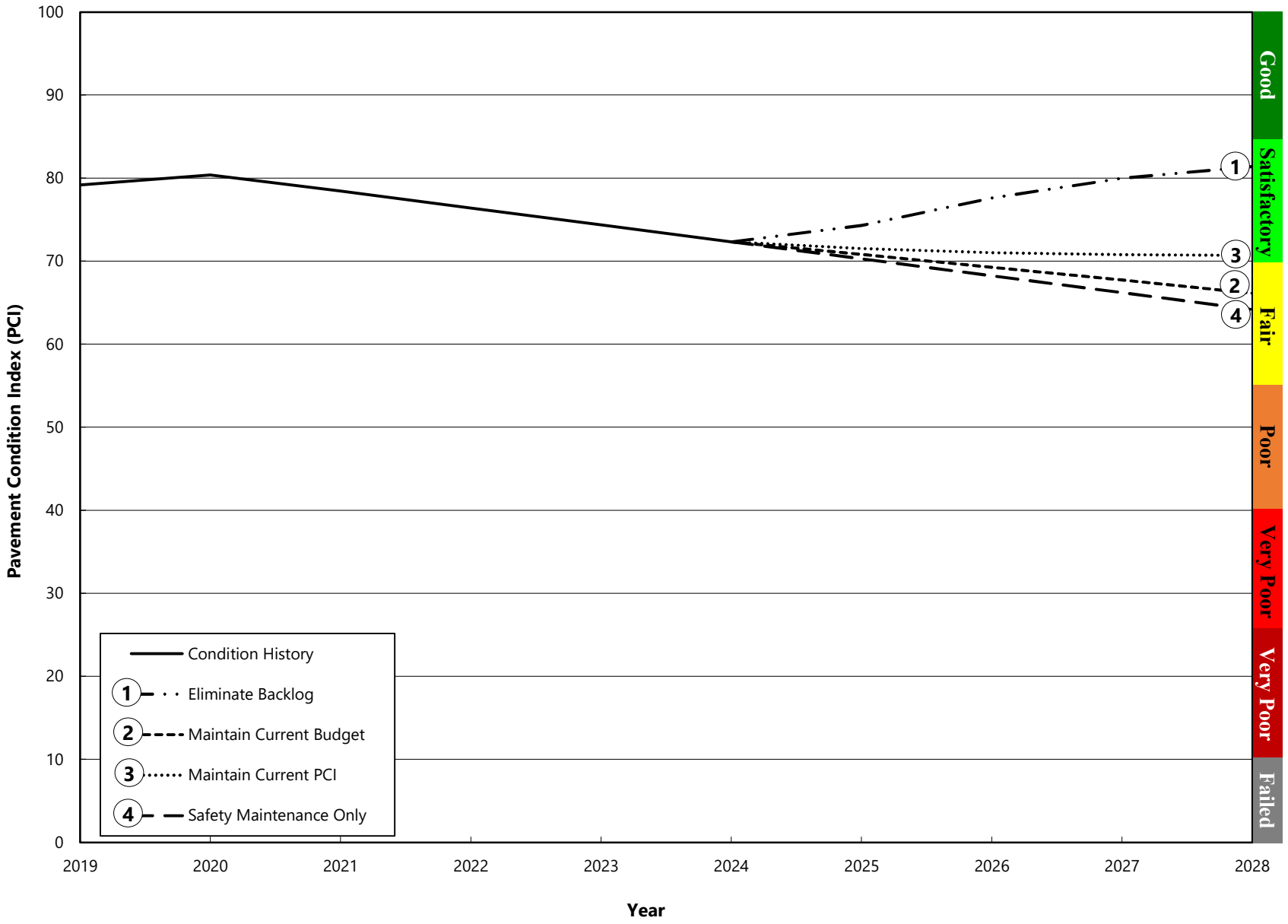


FIGURE 1E - EFFECT OF M&R BUDGET SCENARIOS ON PCI

GRI

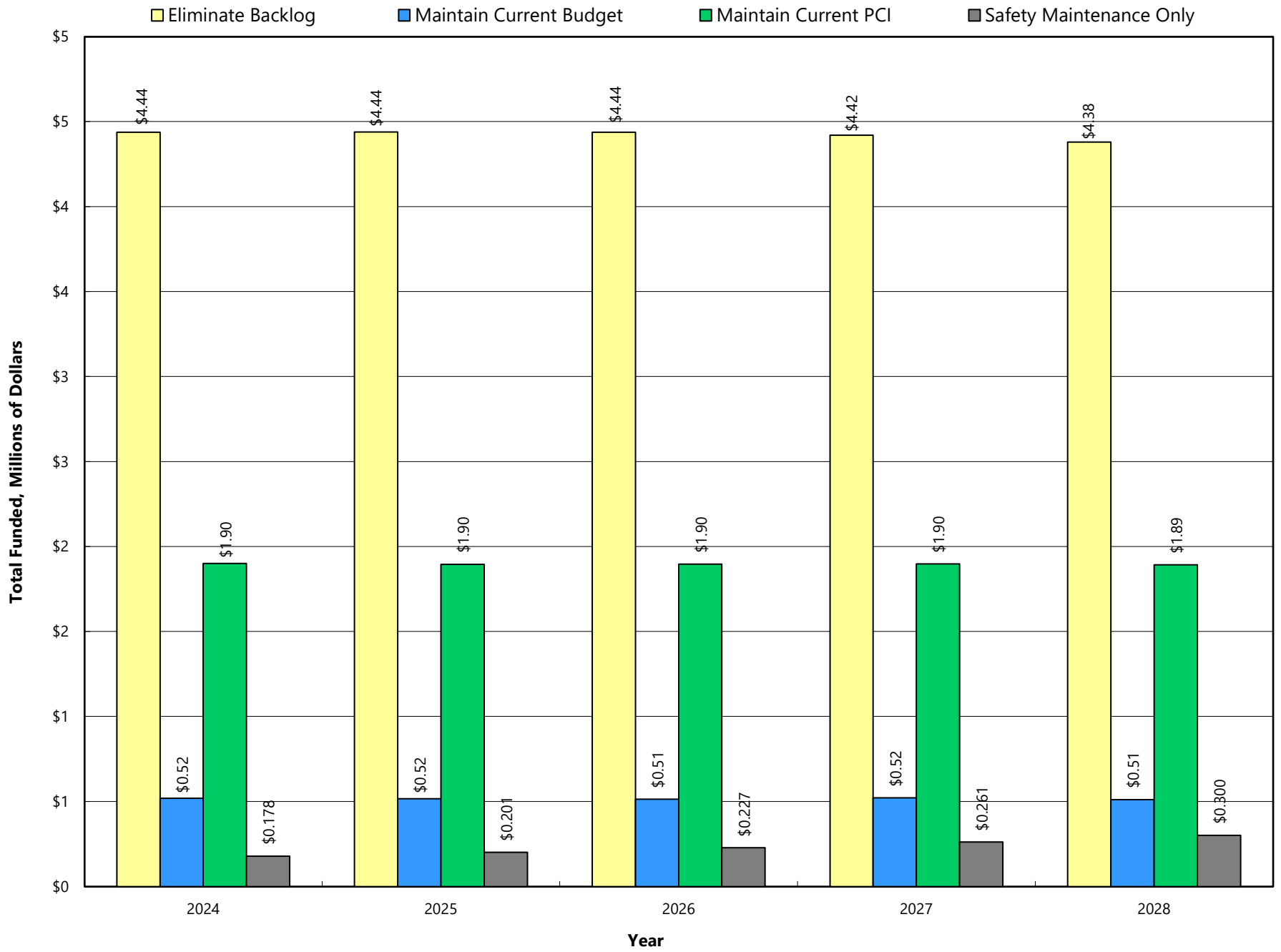


FIGURE 2E - ANNUAL FUNDED BUDGET AMOUNT FOR EACH M&R SCENARIO

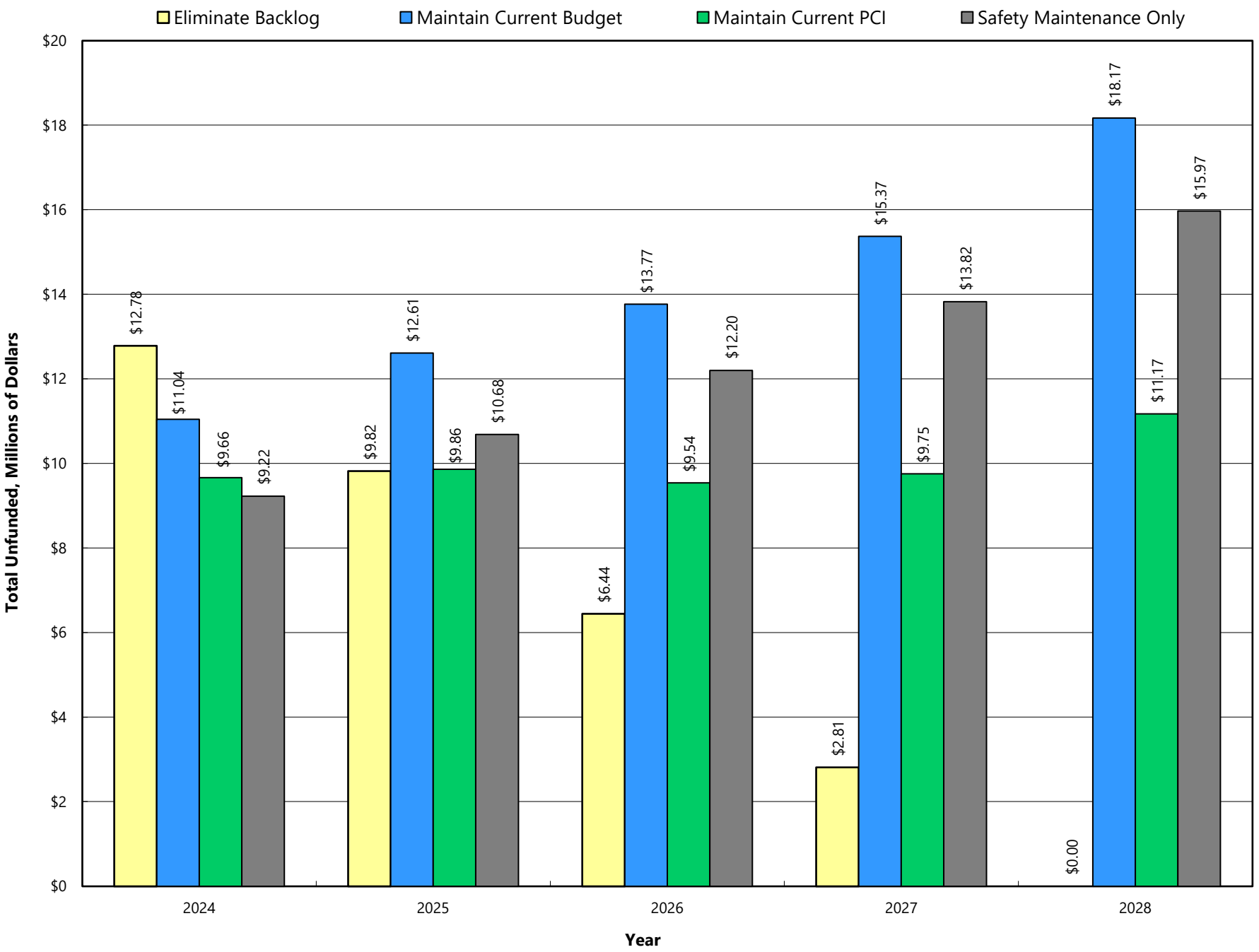


FIGURE 3E - TOTAL UNFUNDED M&R FOR EACH BUDGET SCENARIO

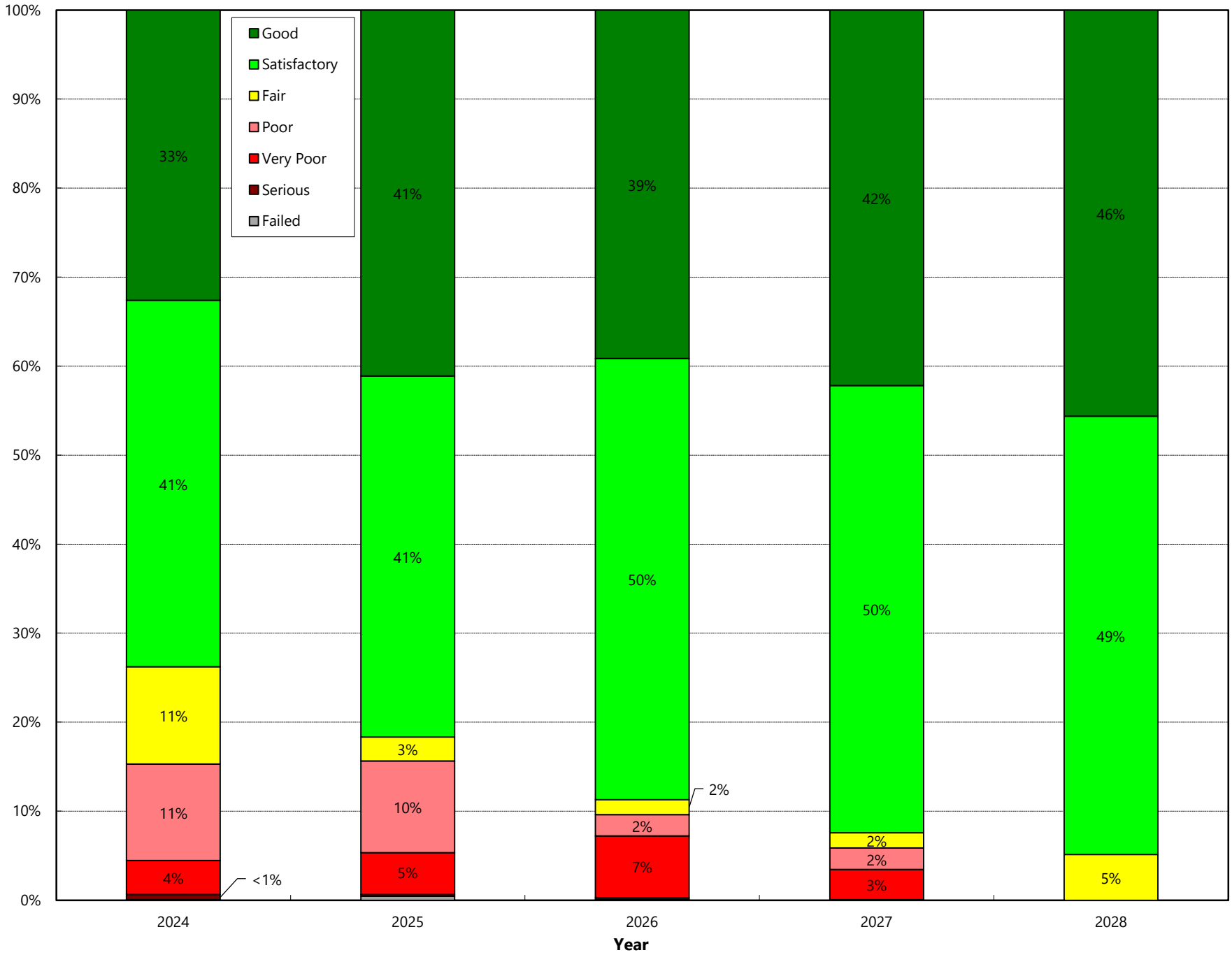


FIGURE 4E - ELIMINATE BACKLOG: ANNUAL PCI RATING DISTRIBUTION

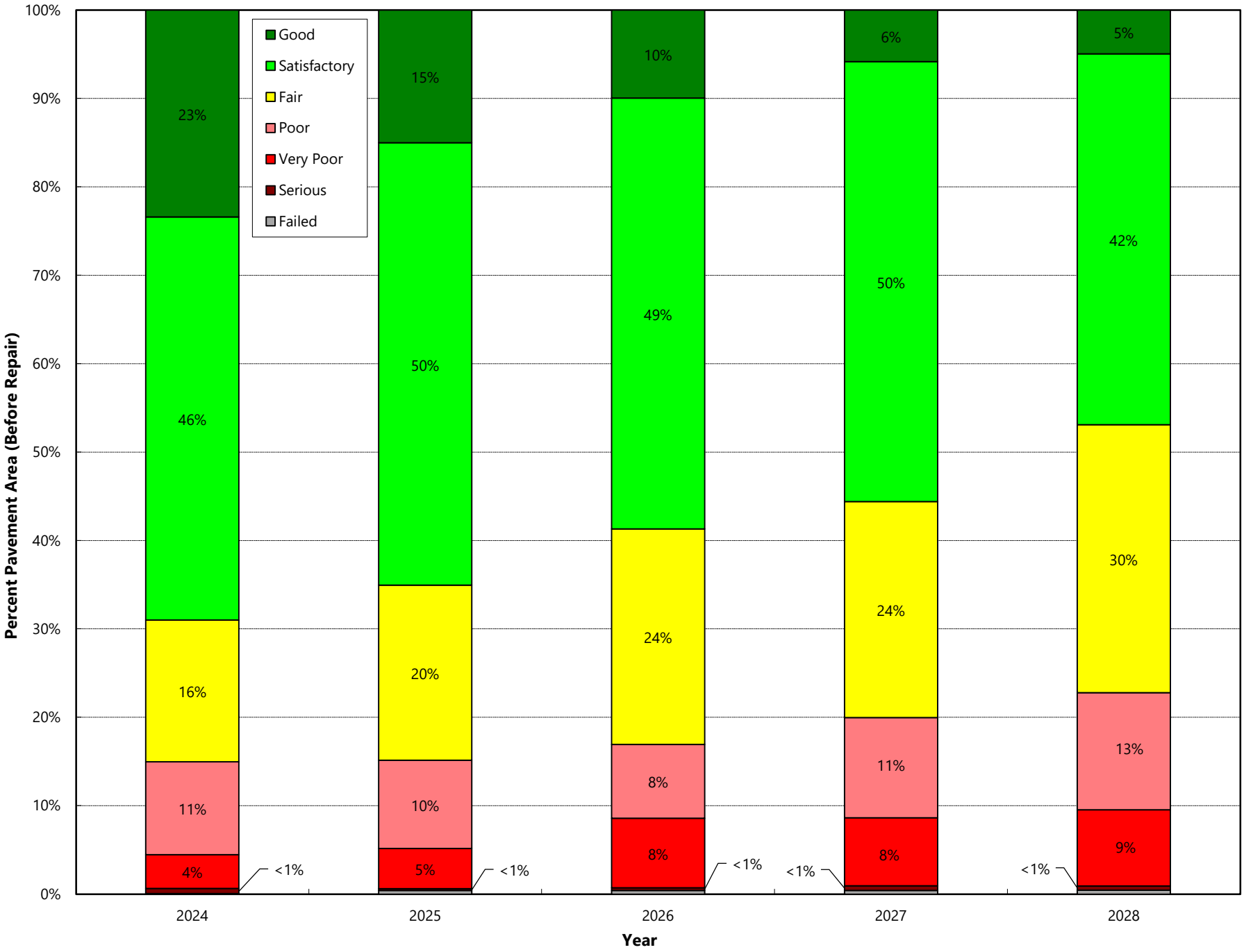


FIGURE 5E - MAINTAIN CURRENT BUDGET: ANNUAL PCI RATING DISTRIBUTION

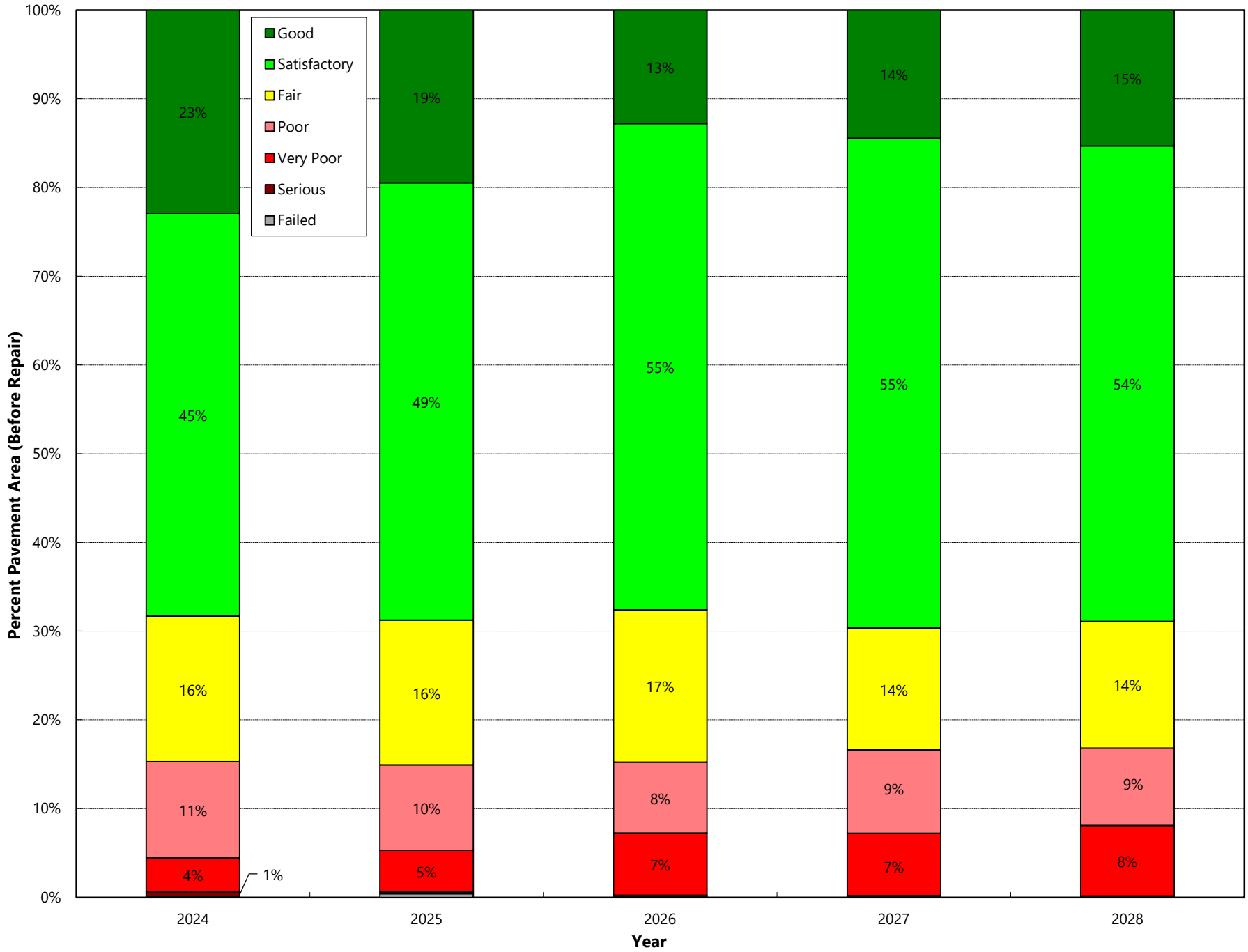


FIGURE 6E - MAINTAIN CURRENT PCI: ANNUAL PCI RATING DISTRIBUTION

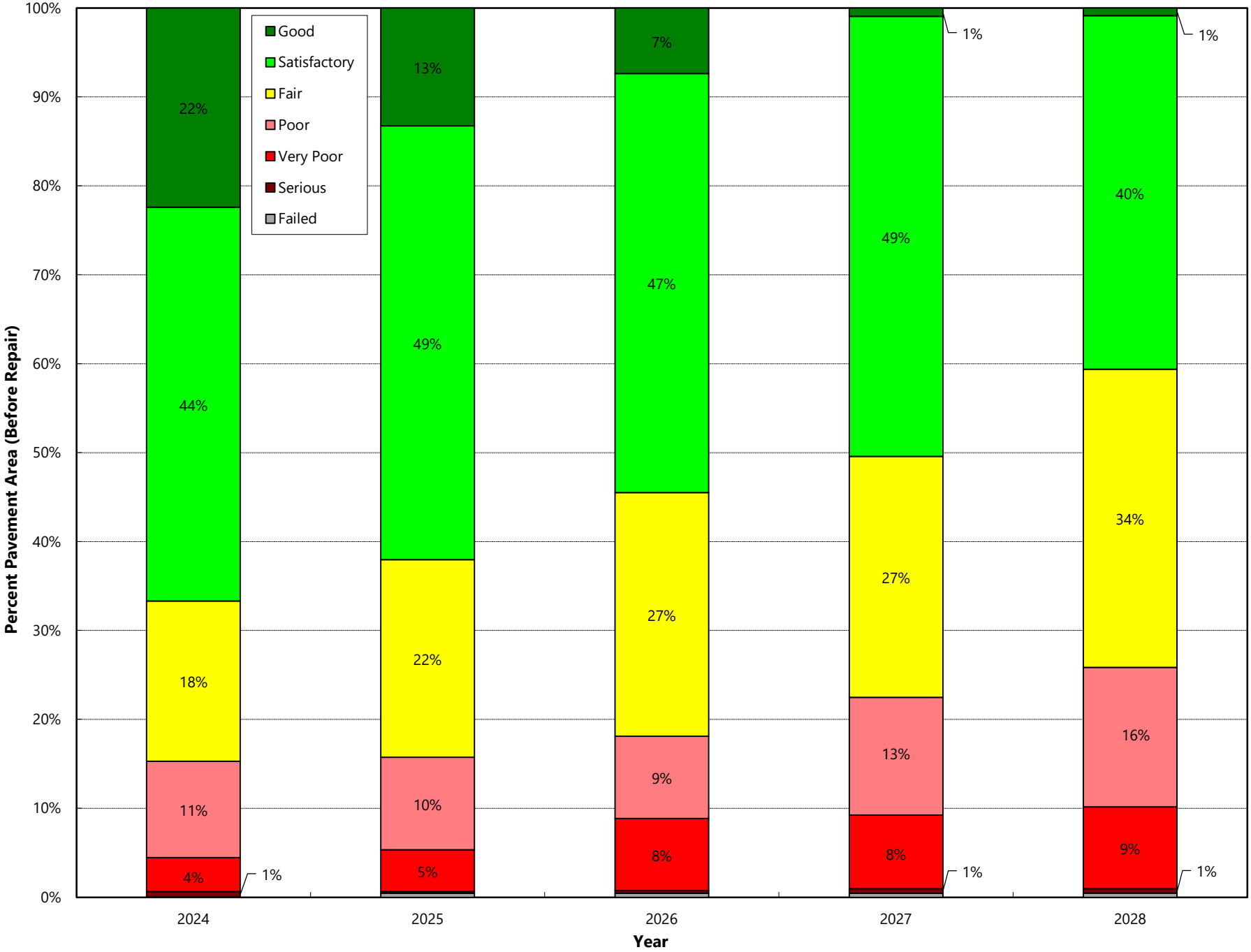
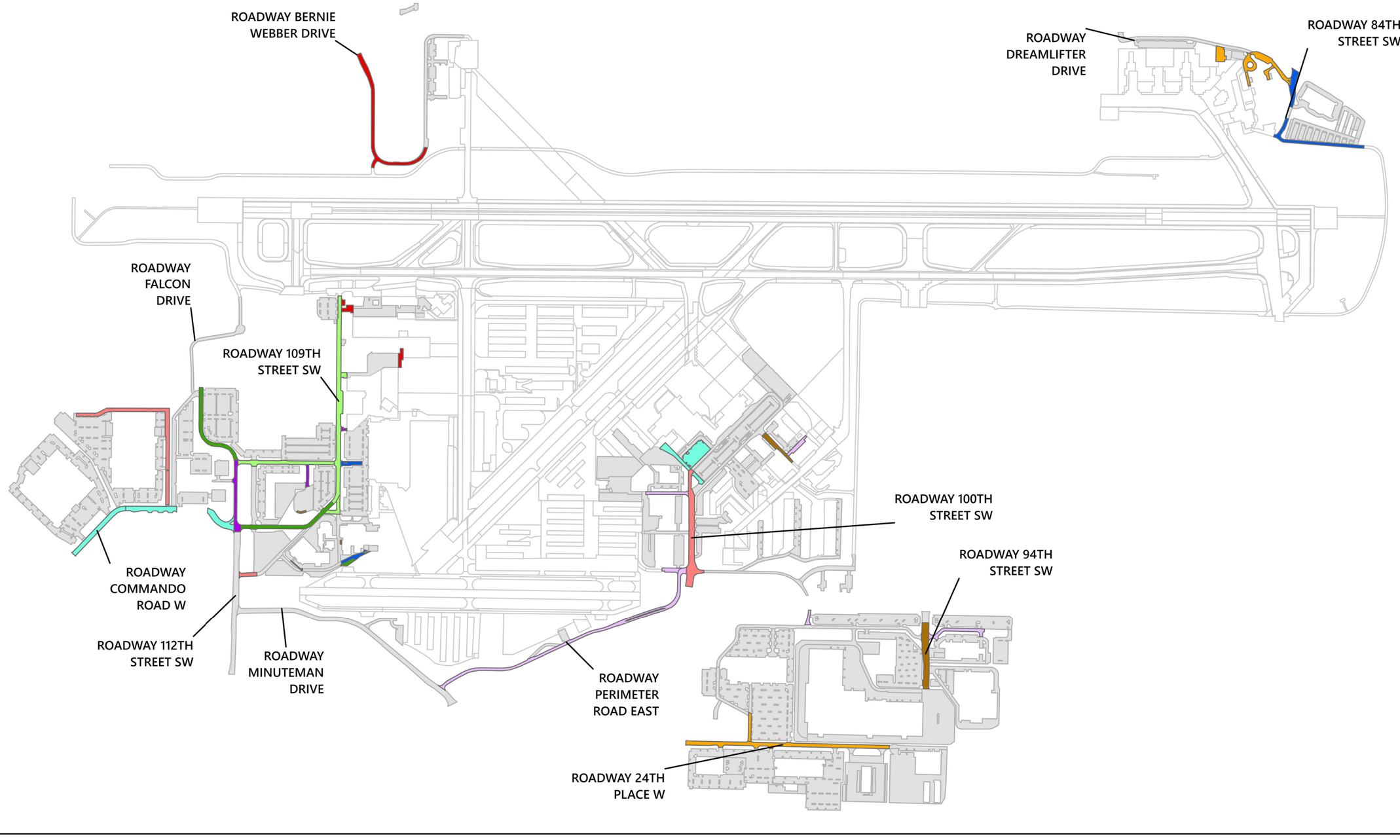


FIGURE 7E - SAFETY MAINTENANCE ONLY: ANNUAL PCI RATING DISTRIBUTION



MAJOR AND GLOBAL M&R PROJECT RECOMMENDATIONS BY YEAR

- 2024 GLOBAL M&R
- 2024 MAJOR M&R
- 2025 GLOBAL M&R
- 2025 MAJOR M&R
- 2026 GLOBAL M&R
- 2026 MAJOR M&R
- 2027 GLOBAL M&R
- 2027 MAJOR M&R
- 2028 GLOBAL M&R
- 2028 MAJOR M&R

N

0 500 1,000 2,000 FEET

CENTURY WEST ENGINEERING
PAINE FIELD PMP

5-YEAR PROJECT RECOMMENDATIONS - LANDSIDE PAVEMENTS

NOV. 2021 JOB NO. W1291 FIG. 8E

APPENDIX F

Inspection Report

Re-Inspection Report

PAE_Combined_11-11-2021_LAH
Generated Date 11/12/2021

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: AARFFPF **Name:** APRON ARFF **Use:** APRON **Area:** 46,735 SqFt

Section: 06 of 6 **From:** PARFFPF **To:** AARFFPF **Last Const.:** 1/1/1900

Surface: AC **Family:** GRI_Apron_AC/AAC/APC **Zone:** **Category:** **Rank:** T

Area: 3,010 SqFt **Length:** 80 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3010.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	83.00	Ft
50	PATCHING	L	150.00	SqFt
57	WEATHERING	L	2860.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P10710PF **Name:** PARKING 10710 MUKILTEO SPEEDWAY **Use:** PARKING **Area:** 6,873 SqFt

Section: 01 of 1 **From:** PAINE FIELD BLVD **To:** BLDG **Last Const.:** 12/31/2012

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 6,873 SqFt **Length:** 185 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3300.00 SqFt **PCI:** 74

Sample Comments:

11	PATCH/UT CUT	L	34.00	SqFt
10	L & T CR	L	119.00	Ft
11	PATCH/UT CUT	L	140.00	SqFt
20	WEATHERING	L	2726.00	SqFt
11	PATCH/UT CUT	L	400.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3570.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	3508.00	SqFt
11	PATCH/UT CUT	L	34.00	SqFt
11	PATCH/UT CUT	L	16.00	SqFt
10	L & T CR	L	26.00	Ft
11	PATCH/UT CUT	L	12.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P109PF **Name:** PARKING 109TH STREET SW **Use:** PARKING **Area:** 30,495 SqFt

Section: 01 of 1 **From:** 109TH ST SW **To:** END **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 30,495 SqFt **Length:** 225 Ft **Width:** 177 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 13 **Surveyed:** 5

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2318.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2318.00 SqFt

Sample Number: 04 **Type:** R **Area:** 2309.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2309.00 SqFt

Sample Number: 05 **Type:** R **Area:** 2334.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2334.00 SqFt

Sample Number: 07 **Type:** R **Area:** 2700.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2700.00 SqFt

Sample Number: 09 **Type:** R **Area:** 1997.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 1997.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P11404PF **Name:** PARKING 11404 COMMANDO ROAD **Use:** PARKING **Area:** 247,013 SqFt

Section: 04 of 4 **From:** P11404PF **To:** BLDG **Last Const.:** 7/2/2015

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 7,423 SqFt **Length:** 128 Ft **Width:** 60 Ft

Slabs: 40 **Slab Length:** 15 Ft **Slab Width:** 12 Ft **Joint Length:** 938 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 19.00 Slabs **PCI:** 95

Sample Comments:

39	JOINT SPALL	L	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
37	SHRINK CR	N	4.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 98

Sample Comments:

37	SHRINK CR	N	3.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
39	JOINT SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P11404PF **Name:** PARKING 11404 COMMANDO ROAD **Use:** PARKING **Area:** 247,013 SqFt

Section: 01 of 4 **From:** COMMANDO DR **To:** BLDG **Last Const.:** 7/1/2017

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 95,822 SqFt **Length:** 804 Ft **Width:** 564 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 40 **Surveyed:** 6

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 09 **Type:** R **Area:** 3007.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	L	3007.00	SqFt
10	L & T CR	L	16.00	Ft

Sample Number: 14 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	26.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 19 **Type:** R **Area:** 3951.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	113.00	Ft
20	WEATHERING	L	3951.00	SqFt

Sample Number: 28 **Type:** R **Area:** 3182.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	3182.00	SqFt
10	L & T CR	L	52.00	Ft

Sample Number: 35 **Type:** R **Area:** 3147.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	3147.00	SqFt
10	L & T CR	L	42.00	Ft

Sample Number: 37 **Type:** R **Area:** 2500.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	104.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P11404PF **Name:** PARKING 11404 COMMANDO ROAD **Use:** PARKING **Area:** 247,013 SqFt

Section: 03 of 4 **From:** RD11404PF **To:** BLDG **Last Const.:** 12/31/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 139,211 SqFt **Length:** 620 Ft **Width:** 508 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 52 **Surveyed:** 6

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 11 **Type:** R **Area:** 2685.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	2685.00	SqFt
10	L & T CR	L	133.00	Ft

Sample Number: 13 **Type:** R **Area:** 2129.00 SqFt **PCI:** 84

Sample Comments:

10	L & T CR	L	155.00	Ft
20	WEATHERING	L	2129.00	SqFt

Sample Number: 32 **Type:** R **Area:** 3485.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	179.00	Ft
20	WEATHERING	L	3485.00	SqFt

Sample Number: 36 **Type:** R **Area:** 3302.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	L	3302.00	SqFt
10	L & T CR	L	248.00	Ft

Sample Number: 38 **Type:** R **Area:** 2604.00 SqFt **PCI:** 91

Sample Comments:

20	WEATHERING	L	2604.00	SqFt
10	L & T CR	L	74.00	Ft

Sample Number: 41 **Type:** R **Area:** 1736.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	1736.00	SqFt
10	L & T CR	L	43.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P11404PF **Name:** PARKING 11404 COMMANDO ROAD **Use:** PARKING **Area:** 247,013 SqFt

Section: 02 of 4 **From:** RD11404PF **To:** BLDG **Last Const.:** 7/2/2015

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 4,558 SqFt **Length:** 72 Ft **Width:** 60 Ft

Slabs: 4,558 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 8,976 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 97

Sample Comments:

39	JOINT SPALL	L	3.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P11910PF **Name:** PARKING 11910 BEVERLY PARK ROAD **Use:** PARKING **Area:** 227,508 SqFt

Section: 01 of 3 **From:** COMMANDO DR **To:** BLDG **Last Const.:** 12/31/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 214,289 SqFt **Length:** 850 Ft **Width:** 689 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 77 **Surveyed:** 6

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3412.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	63.00	Ft
20	WEATHERING	L	3412.00	SqFt

Sample Number: 26 **Type:** R **Area:** 2414.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	71.00	Ft
20	WEATHERING	L	2414.00	SqFt

Sample Number: 40 **Type:** R **Area:** 3380.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	92.00	Ft
20	WEATHERING	L	3380.00	SqFt

Sample Number: 44 **Type:** R **Area:** 2744.00 SqFt **PCI:** 60

Sample Comments:

10	L & T CR	L	103.00	Ft
1	ALLIGATOR CR	L	22.00	SqFt
20	WEATHERING	L	2744.00	SqFt
1	ALLIGATOR CR	M	92.00	SqFt

Sample Number: 58 **Type:** R **Area:** 2985.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	2985.00	SqFt
10	L & T CR	L	136.00	Ft

Sample Number: 70 **Type:** R **Area:** 3674.00 SqFt **PCI:** 94

Sample Comments:

10	L & T CR	L	20.00	Ft
20	WEATHERING	L	3674.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P11910PF **Name:** PARKING 11910 BEVERLY PARK ROAD **Use:** PARKING **Area:** 227,508 SqFt

Section: 02 of 3 **From:** P11910PF **To:** BLDG **Last Const.:** 7/1/2009

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 2,984 SqFt **Length:** 60 Ft **Width:** 52 Ft

Slabs: 30 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 490 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 95

Sample Comments:

39	JOINT SPALL	L	2.00	Slabs
38	CORNER SPALL	L	4.00	Slabs

Sample Number: 02 **Type:** R **Area:** 10.00 Slabs **PCI:** 92

Sample Comments:

28	LINEAR CR	L	1.00	Slabs
39	JOINT SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P11910PF **Name:** PARKING 11910 BEVERLY PARK ROAD **Use:** PARKING **Area:** 227,508 SqFt

Section: 03 of 3 **From:** P11910PF **To:** BLDG **Last Const.:** 7/1/2009

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 10,235 SqFt **Length:** 116 Ft **Width:** 87 Ft

Slabs: 81 **Slab Length:** 12 Ft **Slab Width:** 10 Ft **Joint Length:** 1,622 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 21.00 Slabs **PCI:** 98

Sample Comments:

39	JOINT SPALL	L	2.00	Slabs

Sample Number: 02 **Type:** R **Area:** 21.00 Slabs **PCI:** 94

Sample Comments:

22	CORNER BREAK	L	1.00	Slabs
39	JOINT SPALL	L	4.00	Slabs
37	SHRINK CR	N	1.00	Slabs
38	CORNER SPALL	L	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 89

Sample Comments:

38	CORNER SPALL	L	3.00	Slabs
39	JOINT SPALL	L	9.00	Slabs

Sample Number: 04 **Type:** R **Area:** 15.00 Slabs **PCI:** 98

Sample Comments:

37	SHRINK CR	N	1.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
38	CORNER SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P219PF **Name:** PARKING BUILDING 219 **Use:** PARKING **Area:** 1,585 SqFt

Section: 01 of 1 **From:** 109TH ST SW **To:** BLDG 219 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,585 SqFt **Length:** 75 Ft **Width:** 30 Ft

Slabs: 4 **Slab Length:** 30 Ft **Slab Width:** 15 Ft **Joint Length:** 120 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 14

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3.00 Slabs **PCI:** 14

Sample Comments:

38	CORNER SPALL	H	2.00	Slabs
39	JOINT SPALL	M	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
26	JT SEAL DMG	M	3.00	Slabs
38	CORNER SPALL	M	1.00	Slabs
23	DIVIDED SLAB	H	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P221PF **Name:** PARKING BUILDING 221 **Use:** PARKING **Area:** 173,366 SqFt

Section: 02 of 3 **From:** cc:109TH ST SW **To:** cc:BLDG 221 **Last Const.:** 7/1/1957

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 57,789 SqFt **Length:** 547 Ft **Width:** 176 Ft

Slabs: 92 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 4,189 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1957 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 5

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 76

Sample Comments:

28	LINEAR CR	L	7.00	Slabs
37	SHRINK CR	N	1.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
23	DIVIDED SLAB	L	2.00	Slabs
29	LARGE PATCH	L	4.00	Slabs
28	LINEAR CR	L	4.00	Slabs
39	JOINT SPALL	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 55

Sample Comments:

28	LINEAR CR	L	1.00	Slabs
23	DIVIDED SLAB	L	4.00	Slabs
22	CORNER BREAK	M	1.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
37	SHRINK CR	N	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
29	LARGE PATCH	L	2.00	Slabs
38	CORNER SPALL	L	2.00	Slabs
23	DIVIDED SLAB	H	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
29	LARGE PATCH	M	2.00	Slabs
28	LINEAR CR	L	2.00	Slabs

Sample Number: 03 **Type:** R **Area:** 21.00 Slabs **PCI:** 84

Sample Comments:

29	LARGE PATCH	L	4.00	Slabs
28	LINEAR CR	L	2.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
38	CORNER SPALL	L	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 21.00 Slabs **PCI:** 72

Sample Comments:

29	LARGE PATCH	L	4.00	Slabs
28	LINEAR CR	L	7.00	Slabs
30	SMALL PATCH	M	1.00	Slabs
37	SHRINK CR	N	2.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
38	CORNER SPALL	M	1.00	Slabs
38	CORNER SPALL	M	2.00	Slabs
29	LARGE PATCH	M	3.00	Slabs
28	LINEAR CR	L	2.00	Slabs

38	CORNER SPALL	M	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
30	SMALL PATCH	L	1.00	Slabs

Sample Number: 05 **Type:** R **Area:** 14.00 Slabs **PCI:** 47

Sample Comments:

23	DIVIDED SLAB	H	2.00	Slabs
38	CORNER SPALL	M	2.00	Slabs
29	LARGE PATCH	L	1.00	Slabs
28	LINEAR CR	L	5.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
23	DIVIDED SLAB	L	2.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
28	LINEAR CR	M	1.00	Slabs
39	JOINT SPALL	H	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P221PF **Name:** PARKING BUILDING 221 **Use:** PARKING **Area:** 173,366 SqFt

Section: 01 of 3 **From:** 109TH ST SW **To:** BLDG 221 **Last Const.:** 7/1/1985

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 57,789 SqFt **Length:** 547 Ft **Width:** 176 Ft

Slabs: 92 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 4,189 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1985 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 81

Sample Comments:

30	SMALL PATCH	L	7.00	Slabs
38	CORNER SPALL	H	1.00	Slabs
30	SMALL PATCH	L	4.00	Slabs
39	JOINT SPALL	M	2.00	Slabs
39	JOINT SPALL	L	2.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
39	JOINT SPALL	H	1.00	Slabs
38	CORNER SPALL	M	1.00	Slabs
29	LARGE PATCH	L	1.00	Slabs
30	SMALL PATCH	M	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 18.00 Slabs **PCI:** 82

Sample Comments:

37	SHRINK CR	N	1.00	Slabs
38	CORNER SPALL	L	2.00	Slabs
30	SMALL PATCH	H	1.00	Slabs
39	JOINT SPALL	M	1.00	Slabs
29	LARGE PATCH	M	2.00	Slabs
29	LARGE PATCH	M	1.00	Slabs
30	SMALL PATCH	H	1.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
39	JOINT SPALL	L	2.00	Slabs
30	SMALL PATCH	L	1.00	Slabs
37	SHRINK CR	N	1.00	Slabs

Sample Number: 03 **Type:** R **Area:** 15.00 Slabs **PCI:** 84

Sample Comments:

38	CORNER SPALL	L	1.00	Slabs
28	LINEAR CR	M	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
26	JT SEAL DMG	L	15.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
38	CORNER SPALL	M	2.00	Slabs
39	JOINT SPALL	M	2.00	Slabs
39	JOINT SPALL	L	3.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P221PF **Name:** PARKING BUILDING 221 **Use:** PARKING **Area:** 173,366 SqFt

Section: 03 of 3 **From:** cc:109TH ST SW **To:** cc:BLDG 221 **Last Const.:** 7/1/1965

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 57,789 SqFt **Length:** 547 Ft **Width:** 176 Ft

Slabs: 92 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 4,189 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1965 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 16.00 Slabs **PCI:** 70

Sample Comments:

23	DIVIDED SLAB	L	1.00	Slabs
28	LINEAR CR	L	3.00	Slabs
28	LINEAR CR	M	3.00	Slabs
28	LINEAR CR	L	2.00	Slabs
37	SHRINK CR	N	1.00	Slabs
39	JOINT SPALL	L	3.00	Slabs
39	JOINT SPALL	L	4.00	Slabs
22	CORNER BREAK	L	2.00	Slabs
29	LARGE PATCH	L	2.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 73

Sample Comments:

37	SHRINK CR	N	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
30	SMALL PATCH	L	1.00	Slabs
29	LARGE PATCH	L	1.00	Slabs
29	LARGE PATCH	L	1.00	Slabs
29	LARGE PATCH	L	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
28	LINEAR CR	M	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P2701PF **Name:** PARKING 2701 94TH STREET SW **Use:** PARKING **Area:** 173,133 SqFt

Section: 04 of 5 **From:** RD2701PF **To:** END **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 73,062 SqFt **Length:** 703 Ft **Width:** 119 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 30 **Surveyed:** 6

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3086.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 3086.00 SqFt

Sample Number: 03 **Type:** R **Area:** 2108.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2108.00 SqFt

Sample Number: 16 **Type:** R **Area:** 2364.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2364.00 SqFt

Sample Number: 19 **Type:** R **Area:** 2412.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2412.00 SqFt

Sample Number: 24 **Type:** R **Area:** 2146.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2146.00 SqFt

Sample Number: 30 **Type:** R **Area:** 2529.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2529.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P2701PF **Name:** PARKING 2701 94TH STREET SW **Use:** PARKING **Area:** 173,133 SqFt

Section: 02 of 5 **From:** 94TH AVE SW **To:** BLDG **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 4,284 SqFt **Length:** 93 Ft **Width:** 46 Ft

Slabs: 9 **Slab Length:** 24 Ft **Slab Width:** 20 Ft **Joint Length:** 253 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 9.00 Slabs **PCI:** 39

Sample Comments:

37	SHRINK CR	N	8.00	Slabs
22	CORNER BREAK	M	1.00	Slabs
22	CORNER BREAK	H	3.00	Slabs
38	CORNER SPALL	L	4.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P2701PF **Name:** PARKING 2701 94TH STREET SW **Use:** PARKING **Area:** 173,133 SqFt

Section: 01 of 5 **From:** 94TH AVE SW **To:** BLDG **Last Const.:** 7/2/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 41,632 SqFt **Length:** 544 Ft **Width:** 260 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 19 **Surveyed:** 5

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2115.00 SqFt **PCI:** 90

Sample Comments:

20	WEATHERING	L	2115.00	SqFt
10	L & T CR	L	74.00	Ft

Sample Number: 06 **Type:** R **Area:** 2819.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	2819.00	SqFt
10	L & T CR	L	113.00	Ft

Sample Number: 07 **Type:** R **Area:** 2556.00 SqFt **PCI:** 90

Sample Comments:

20	WEATHERING	L	2556.00	SqFt
10	L & T CR	L	85.00	Ft

Sample Number: 15 **Type:** R **Area:** 2913.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	L	2913.00	SqFt
1	ALLIGATOR CR	M	8.00	SqFt
10	L & T CR	L	125.00	Ft

Sample Number: 18 **Type:** R **Area:** 2360.00 SqFt **PCI:** 77

Sample Comments:

1	ALLIGATOR CR	L	64.00	SqFt
10	L & T CR	L	99.00	Ft
20	WEATHERING	L	2360.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P2701PF **Name:** PARKING 2701 94TH STREET SW **Use:** PARKING **Area:** 173,133 SqFt

Section: 05 of 5 **From:** RD2701PF **To:** BLDG **Last Const.:** 7/1/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 21,836 SqFt **Length:** 210 Ft **Width:** 205 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2260.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	L	2260.00	SqFt
10	L & T CR	L	174.00	Ft

Sample Number: 04 **Type:** R **Area:** 2300.00 SqFt **PCI:** 90

Sample Comments:

20	WEATHERING	L	2300.00	SqFt
10	L & T CR	L	79.00	Ft

Sample Number: 06 **Type:** R **Area:** 3397.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	103.00	Ft
20	WEATHERING	L	3397.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	23.00	Ft
20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P2701PF **Name:** PARKING 2701 94TH STREET SW **Use:** PARKING **Area:** 173,133 SqFt

Section: 03 of 5 **From:** P2701PF **To:** END **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 32,319 SqFt **Length:** 308 Ft **Width:** 158 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 13 **Surveyed:** 5

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3033.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 3033.00 SqFt

Sample Number: 02 **Type:** R **Area:** 1735.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 1735.00 SqFt

Sample Number: 05 **Type:** R **Area:** 2667.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2667.00 SqFt

Sample Number: 10 **Type:** R **Area:** 2658.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2658.00 SqFt

Sample Number: 13 **Type:** R **Area:** 1791.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 1791.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P27PF **Name:** PARKING 27TH AVENUE W **Use:** PARKING **Area:** 90,423 SqFt

Section: 01 of 1 **From:** 27TH AVE W **To:** END **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 90,423 SqFt **Length:** 978 Ft **Width:** 117 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 36 **Surveyed:** 6

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2261.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2261.00 SqFt

Sample Number: 08 **Type:** R **Area:** 2807.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2807.00 SqFt

Sample Number: 15 **Type:** R **Area:** 2193.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2193.00 SqFt

Sample Number: 21 **Type:** R **Area:** 2433.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2433.00 SqFt

Sample Number: 29 **Type:** R **Area:** 2284.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2284.00 SqFt

Sample Number: 36 **Type:** R **Area:** 2913.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2913.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P29PF **Name:** PARKING 29TH AVENUE W **Use:** PARKING **Area:** 77,085 SqFt

Section: 01 of 1 **From:** 29TH AVE W **To:** 30TH AVE W **Last Const.:** 7/1/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 77,085 SqFt **Length:** 382 Ft **Width:** 327 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 22 **Surveyed:** 6

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3417.00 SqFt **PCI:** 69

Sample Comments:

20	WEATHERING	L	3417.00	SqFt
10	L & T CR	L	3417.00	Ft

Sample Number: 06 **Type:** R **Area:** 5737.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	5737.00	SqFt

Sample Number: 16 **Type:** R **Area:** 2889.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	47.00	Ft
20	WEATHERING	L	2889.00	SqFt

Sample Number: 18 **Type:** R **Area:** 1970.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	1970.00	SqFt

Sample Number: 20 **Type:** R **Area:** 1745.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	1745.00	SqFt

Sample Number: 22 **Type:** R **Area:** 2344.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	L	2344.00	SqFt
10	L & T CR	L	13.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P32PF **Name:** PARKING 32ND PLACE **Use:** PARKING **Area:** 2,893 SqFt

Section: 01 of 1 **From:** 32ND PL **To:** BLDG C-80 **Last Const.:** 1/1/1996

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 2,893 SqFt **Length:** 151 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1553.00 SqFt **PCI:** 46

Sample Comments:

20	WEATHERING	L	1553.00	SqFt
1	ALLIGATOR CR	M	210.00	SqFt
10	L & T CR	L	53.00	Ft

Sample Number: 02 **Type:** R **Area:** 1340.00 SqFt **PCI:** 54

Sample Comments:

20	WEATHERING	L	1100.00	SqFt
1	ALLIGATOR CR	M	48.00	SqFt
10	L & T CR	L	41.00	Ft
10	L & T CR	L	57.00	Ft
11	PATCH/UT CUT	L	240.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P4570PF **Name:** PARKING BUILDING 45-70 **Use:** PARKING **Area:** 520,630 SqFt

Section: 04 of 4 **From:** 27TH AVE W **To:** 94TH AVE SW **Last Const.:** 7/2/2010

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 130,682 SqFt **Length:** 569 Ft **Width:** 478 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 45 **Surveyed:** 6

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 1920.00 SqFt **PCI:** 16

Sample Comments:

11	PATCH/UT CUT	H	440.00	SqFt
10	L & T CR	L	43.00	Ft
20	WEATHERING	L	1480.00	SqFt
1	ALLIGATOR CR	H	108.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2910.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	83.00	Ft
20	WEATHERING	L	2910.00	SqFt

Sample Number: 20 **Type:** R **Area:** 2951.00 SqFt **PCI:** 79

Sample Comments:

11	PATCH/UT CUT	L	312.00	SqFt
20	WEATHERING	L	2639.00	SqFt
10	L & T CR	L	96.00	Ft

Sample Number: 23 **Type:** R **Area:** 2992.00 SqFt **PCI:** 90

Sample Comments:

10	L & T CR	L	105.00	Ft
20	WEATHERING	L	2992.00	SqFt

Sample Number: 32 **Type:** R **Area:** 3295.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	L	150.00	Ft
20	WEATHERING	L	3295.00	SqFt

Sample Number: 42 **Type:** R **Area:** 1969.00 SqFt **PCI:** 81

Sample Comments:

10	L & T CR	L	197.00	Ft
20	WEATHERING	L	1969.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P4570PF **Name:** PARKING BUILDING 45-70 **Use:** PARKING **Area:** 520,630 SqFt

Section: 01 of 4 **From:** RD4570PF **To:** BLDG 45-70 **Last Const.:** 7/1/2009

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 181,152 SqFt **Length:** 1,093 Ft **Width:** 823 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 72 **Surveyed:** 6

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 78

Sample Comments:

20	WEATHERING	L	2352.00	SqFt
10	L & T CR	L	185.00	Ft
19	RAVELING	M	148.00	SqFt

Sample Number: 17 **Type:** R **Area:** 2960.00 SqFt **PCI:** 69

Sample Comments:

10	L & T CR	L	218.00	Ft
11	PATCH/UT CUT	L	778.00	SqFt
20	WEATHERING	L	2182.00	SqFt

Sample Number: 19 **Type:** R **Area:** 3283.00 SqFt **PCI:** 68

Sample Comments:

20	WEATHERING	L	2202.00	SqFt
11	PATCH/UT CUT	L	1081.00	SqFt
10	L & T CR	L	123.00	Ft

Sample Number: 22 **Type:** R **Area:** 2106.00 SqFt **PCI:** 62

Sample Comments:

1	ALLIGATOR CR	M	30.00	SqFt
10	L & T CR	L	100.00	Ft
11	PATCH/UT CUT	L	376.00	SqFt
20	WEATHERING	L	1730.00	SqFt

Sample Number: 54 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	29.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 56 **Type:** R **Area:** 2461.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	L	2461.00	SqFt
10	L & T CR	L	127.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P4570PF **Name:** PARKING BUILDING 45-70 **Use:** PARKING **Area:** 520,630 SqFt

Section: 03 of 4 **From:** RD4570PF **To:** END **Last Const.:** 12/31/2008

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 17,759 SqFt **Length:** 200 Ft **Width:** 106 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2833.00 SqFt **PCI:** 74

Sample Comments:

20	WEATHERING	L	2833.00	SqFt
1	ALLIGATOR CR	L	112.00	SqFt
10	L & T CR	L	59.00	Ft

Sample Number: 04 **Type:** R **Area:** 2222.00 SqFt **PCI:** 79

Sample Comments:

10	L & T CR	L	152.00	Ft
20	WEATHERING	L	2222.00	SqFt
6	DEPRESSION	H	6.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2435.00 SqFt **PCI:** 63

Sample Comments:

20	WEATHERING	L	2435.00	SqFt
10	L & T CR	M	50.00	Ft
10	L & T CR	H	42.00	Ft
10	L & T CR	L	254.00	Ft

Sample Number: 07 **Type:** R **Area:** 2484.00 SqFt **PCI:** 84

Sample Comments:

10	L & T CR	L	96.00	Ft
20	WEATHERING	L	2336.00	SqFt
11	PATCH/UT CUT	L	148.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P4570PF **Name:** PARKING BUILDING 45-70 **Use:** PARKING **Area:** 520,630 SqFt

Section: 02 of 4 **From:** RD4570PF **To:** BLDG 45-70 **Last Const.:** 7/2/2010

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 191,037 SqFt **Length:** 1,275 Ft **Width:** 485 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 79 **Surveyed:** 6

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 15 **Type:** R **Area:** 2444.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	L	2444.00	SqFt
10	L & T CR	L	198.00	Ft

Sample Number: 31 **Type:** R **Area:** 2500.00 SqFt **PCI:** 82

Sample Comments:

10	L & T CR	L	122.00	Ft
20	WEATHERING	M	2500.00	SqFt

Sample Number: 41 **Type:** R **Area:** 2178.00 SqFt **PCI:** 67

Sample Comments:

11	PATCH/UT CUT	L	2178.00	SqFt

Sample Number: 43 **Type:** R **Area:** 2166.00 SqFt **PCI:** 68

Sample Comments:

10	L & T CR	L	40.00	Ft
11	PATCH/UT CUT	L	660.00	SqFt
20	WEATHERING	L	1506.00	SqFt

Sample Number: 47 **Type:** R **Area:** 2934.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	L	2934.00	SqFt
10	L & T CR	L	211.00	Ft

Sample Number: 56 **Type:** R **Area:** 2500.00 SqFt **PCI:** 78

Sample Comments:

20	WEATHERING	L	2280.00	SqFt
11	PATCH/UT CUT	L	220.00	SqFt
10	L & T CR	L	166.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P45801PF **Name:** PARKING BUILDING 45-801 **Use:** PARKING **Area:** 249,641 SqFt

Section: 03 of 3 **From:** 24TH PL W **To:** END **Last Const.:** 12/31/2013

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 84,051 SqFt **Length:** 435 Ft **Width:** 293 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 33 **Surveyed:** 6

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3211.00 SqFt **PCI:** 78

Sample Comments:

11	PATCH/UT CUT	L	279.00	SqFt
10	L & T CR	L	118.00	Ft
10	L & T CR	M	15.00	Ft
20	WEATHERING	L	2884.00	SqFt
11	PATCH/UT CUT	L	36.00	SqFt

Sample Number: 03 **Type:** R **Area:** 1975.00 SqFt **PCI:** 63

Sample Comments:

11	PATCH/UT CUT	L	18.00	SqFt
10	L & T CR	L	95.00	Ft
11	PATCH/UT CUT	L	300.00	SqFt
1	ALLIGATOR CR	M	28.00	SqFt
20	WEATHERING	L	1657.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2370.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2370.00	SqFt
10	L & T CR	L	32.00	Ft

Sample Number: 16 **Type:** R **Area:** 2270.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2270.00	SqFt

Sample Number: 17 **Type:** R **Area:** 3143.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	L	3143.00	SqFt
10	L & T CR	L	170.00	Ft

Sample Number: 31 **Type:** R **Area:** 3460.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	108.00	Ft
20	WEATHERING	L	3460.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P45801PF **Name:** PARKING BUILDING 45-801 **Use:** PARKING **Area:** 249,641 SqFt

Section: 01 of 3 **From:** 24TH PL W **To:** BLDG 45-80 **Last Const.:** 1/1/2012

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 132,468 SqFt **Length:** 621 Ft **Width:** 548 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 47 **Surveyed:** 6

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 06 **Type:** R **Area:** 3290.00 SqFt **PCI:** 69

Sample Comments:

20	WEATHERING	L	2350.00	SqFt
10	L & T CR	L	57.00	Ft
11	PATCH/UT CUT	L	42.00	SqFt
11	PATCH/UT CUT	L	912.00	SqFt

Sample Number: 07 **Type:** R **Area:** 3411.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	M	13.00	Ft
20	WEATHERING	L	3411.00	SqFt
10	L & T CR	L	117.00	Ft

Sample Number: 13 **Type:** R **Area:** 3622.00 SqFt **PCI:** 81

Sample Comments:

20	WEATHERING	L	3622.00	SqFt
11	PATCH/UT CUT	M	84.00	SqFt
11	PATCH/UT CUT	L	130.00	SqFt

Sample Number: 17 **Type:** R **Area:** 3434.00 SqFt **PCI:** 82

Sample Comments:

20	WEATHERING	L	3160.00	SqFt
11	PATCH/UT CUT	L	274.00	SqFt
10	L & T CR	L	139.00	Ft

Sample Number: 25 **Type:** R **Area:** 2930.00 SqFt **PCI:** 87

Sample Comments:

11	PATCH/UT CUT	L	160.00	SqFt
20	WEATHERING	L	2770.00	SqFt

Sample Number: 32 **Type:** R **Area:** 2920.00 SqFt **PCI:** 84

Sample Comments:

10	L & T CR	L	221.00	Ft
20	WEATHERING	L	2920.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P45801PF **Name:** PARKING BUILDING 45-801 **Use:** PARKING **Area:** 249,641 SqFt

Section: 02 of 3 **From:** 24TH PL W **To:** BLDG 45-80 **Last Const.:** 7/2/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 33,121 SqFt **Length:** 525 Ft **Width:** 67 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3237.00 SqFt **PCI:** 86

Sample Comments:

10	L & T CR	L	152.00	Ft
10	L & T CR	M	13.00	Ft
20	WEATHERING	L	3237.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2685.00 SqFt **PCI:** 86

Sample Comments:

20	WEATHERING	L	2685.00	SqFt
10	L & T CR	L	170.00	Ft

Sample Number: 06 **Type:** R **Area:** 3469.00 SqFt **PCI:** 86

Sample Comments:

20	WEATHERING	L	3457.00	SqFt
11	PATCH/UT CUT	L	12.00	SqFt
10	L & T CR	L	201.00	Ft

Sample Number: 07 **Type:** R **Area:** 2458.00 SqFt **PCI:** 86

Sample Comments:

20	WEATHERING	L	2458.00	SqFt
10	L & T CR	L	152.00	Ft

Sample Number: 10 **Type:** R **Area:** 2169.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	111.00	Ft
20	WEATHERING	L	2169.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P4580PF **Name:** PARKING BUILDING 45-80 **Use:** PARKING **Area:** 368,086 SqFt

Section: 02 of 4 **From:** 24TH PL W **To:** BLDG 45-80 **Last Const.:** 12/31/2012

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 166,953 SqFt **Length:** 500 Ft **Width:** 360 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 72 **Surveyed:** 6

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 08 **Type:** R **Area:** 2127.00 SqFt **PCI:** 78

Sample Comments:

20	WEATHERING	M	2127.00	SqFt
11	PATCH/UT CUT	L	34.00	SqFt
10	L & T CR	L	150.00	Ft

Sample Number: 12 **Type:** R **Area:** 2735.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	69.00	Ft
20	WEATHERING	M	2735.00	SqFt

Sample Number: 21 **Type:** R **Area:** 2853.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	2853.00	SqFt
10	L & T CR	L	50.00	Ft

Sample Number: 33 **Type:** R **Area:** 2185.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2185.00	SqFt
10	L & T CR	L	5.00	Ft

Sample Number: 43 **Type:** R **Area:** 2219.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	M	2219.00	SqFt
10	L & T CR	L	13.00	Ft

Sample Number: 48 **Type:** R **Area:** 2168.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	2168.00	SqFt
10	L & T CR	L	33.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P4580PF **Name:** PARKING BUILDING 45-80 **Use:** PARKING **Area:** 368,086 SqFt

Section: 01 of 4 **From:** 27TH AVE W **To:** BLDG 45-80 **Last Const.:** 12/31/2012

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 123,343 SqFt **Length:** 605 Ft **Width:** 447 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 49 **Surveyed:** 6

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2043.00 SqFt **PCI:** 72

Sample Comments:

10	L & T CR	L	74.00	Ft
20	WEATHERING	M	1683.00	SqFt
11	PATCH/UT CUT	L	360.00	SqFt

Sample Number: 17 **Type:** R **Area:** 2131.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	45.00	Ft
20	WEATHERING	M	2131.00	SqFt

Sample Number: 20 **Type:** R **Area:** 3326.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	M	3326.00	SqFt
10	L & T CR	L	17.00	Ft

Sample Number: 28 **Type:** R **Area:** 2184.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2184.00	SqFt

Sample Number: 38 **Type:** R **Area:** 2512.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2512.00	SqFt

Sample Number: 42 **Type:** R **Area:** 2870.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	2870.00	SqFt
10	L & T CR	L	55.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P4580PF **Name:** PARKING BUILDING 45-80 **Use:** PARKING **Area:** 368,086 SqFt

Section: 03 of 4 **From:** 27TH AVE W **To:** BLDG 45-80 **Last Const.:** 12/31/2012

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 50,863 SqFt **Length:** 350 Ft **Width:** 241 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 22 **Surveyed:** 6

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 1925.00 SqFt **PCI:** 85

Sample Comments:

10	L & T CR	L	4.00	Ft
20	WEATHERING	M	1925.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2687.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	2687.00	SqFt
10	L & T CR	L	66.00	Ft

Sample Number: 11 **Type:** R **Area:** 2768.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2768.00	SqFt

Sample Number: 13 **Type:** R **Area:** 2543.00 SqFt **PCI:** 84

Sample Comments:

10	L & T CR	L	16.00	Ft
20	WEATHERING	M	2543.00	SqFt

Sample Number: 21 **Type:** R **Area:** 1910.00 SqFt **PCI:** 76

Sample Comments:

20	WEATHERING	M	1705.00	SqFt
11	PATCH/UT CUT	L	205.00	SqFt
10	L & T CR	L	22.00	Ft

Sample Number: 22 **Type:** R **Area:** 1958.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	29.00	Ft
20	WEATHERING	M	1958.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P4580PF **Name:** PARKING BUILDING 45-80 **Use:** PARKING **Area:** 368,086 SqFt

Section: 04 of 4 **From:** 27TH AVE W **To:** END **Last Const.:** 12/31/2012

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 26,926 SqFt **Length:** 245 Ft **Width:** 125 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2170.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2170.00	SqFt
10	L & T CR	L	11.00	Ft

Sample Number: 04 **Type:** R **Area:** 2255.00 SqFt **PCI:** 82

Sample Comments:

10	L & T CR	L	16.00	Ft
11	PATCH/UT CUT	L	64.00	SqFt
20	WEATHERING	M	2191.00	SqFt

Sample Number: 06 **Type:** R **Area:** 1915.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	1915.00	SqFt
10	L & T CR	L	58.00	Ft

Sample Number: 10 **Type:** R **Area:** 2788.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2788.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2300.00 SqFt **PCI:** 80

Sample Comments:

10	L & T CR	L	82.00	Ft
20	WEATHERING	M	2300.00	SqFt
3	BLOCK CR	L	336.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P733PF **Name:** PARKING BUILDING 733 **Use:** PARKING **Area:** 142,994 SqFt

Section: 04 of 5 **From:** P733PF-03 **To:** P733PF-05 **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 1,311 SqFt **Length:** 55 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1311.00 SqFt **PCI:** 95

Sample Comments:

10	L & T CR	L	5.00	Ft
20	WEATHERING	L	1311.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P733PF **Name:** PARKING BUILDING 733 **Use:** PARKING **Area:** 142,994 SqFt

Section: 02 of 5 **From:** RD733PF **To:** BLDG 733 **Last Const.:** 7/2/1998

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 15,832 SqFt **Length:** 130 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1998 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1952.00 SqFt **PCI:** 61

Sample Comments:

11	PATCH/UT CUT	L	932.00	SqFt
20	WEATHERING	L	1020.00	SqFt
3	BLOCK CR	L	350.00	SqFt
10	L & T CR	L	27.00	Ft

Sample Number: 04 **Type:** R **Area:** 1973.00 SqFt **PCI:** 53

Sample Comments:

20	WEATHERING	L	1973.00	SqFt
10	L & T CR	L	296.00	Ft
1	ALLIGATOR CR	M	124.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2075.00 SqFt **PCI:** 53

Sample Comments:

1	ALLIGATOR CR	M	86.00	SqFt
10	L & T CR	L	356.00	Ft
11	PATCH/UT CUT	L	140.00	SqFt
20	WEATHERING	L	1935.00	SqFt

Sample Number: 08 **Type:** R **Area:** 1980.00 SqFt **PCI:** 50

Sample Comments:

3	BLOCK CR	L	530.00	SqFt
1	ALLIGATOR CR	M	140.00	SqFt
20	WEATHERING	L	1980.00	SqFt
10	L & T CR	L	253.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P733PF **Name:** PARKING BUILDING 733 **Use:** PARKING **Area:** 142,994 SqFt

Section: 03 of 5 **From:** COMMANDO RD **To:** END **Last Const.:** 1/1/2004

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 27,445 SqFt **Length:** 273 Ft **Width:** 101 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2692.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	216.00	Ft
20	WEATHERING	L	2692.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2535.00 SqFt **PCI:** 56

Sample Comments:

20	WEATHERING	L	2535.00	SqFt
10	L & T CR	L	208.00	Ft
1	ALLIGATOR CR	M	142.00	SqFt

Sample Number: 06 **Type:** R **Area:** 3164.00 SqFt **PCI:** 64

Sample Comments:

20	WEATHERING	L	3164.00	SqFt
10	L & T CR	L	385.00	Ft
1	ALLIGATOR CR	M	60.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2342.00 SqFt **PCI:** 64

Sample Comments:

20	WEATHERING	L	1642.00	SqFt
11	PATCH/UT CUT	L	700.00	SqFt
10	L & T CR	L	287.00	Ft

Sample Number: 11 **Type:** R **Area:** 2273.00 SqFt **PCI:** 53

Sample Comments:

20	WEATHERING	L	1713.00	SqFt
10	L & T CR	L	94.00	Ft
11	PATCH/UT CUT	L	560.00	SqFt
1	ALLIGATOR CR	M	90.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P733PF **Name:** PARKING BUILDING 733 **Use:** PARKING **Area:** 142,994 SqFt

Section: 05 of 5 **From:** P733PF-04 **To:** END **Last Const.:** 7/2/1919

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 12,253 SqFt **Length:** 120 Ft **Width:** 101 Ft

Slabs: 38 **Slab Length:** 18 Ft **Slab Width:** 18 Ft **Joint Length:** 1,126 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1919 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 18.00 Slabs **PCI:** 49

Sample Comments:

38	CORNER SPALL	M	1.00	Slabs
28	LINEAR CR	L	7.00	Slabs
38	CORNER SPALL	L	2.00	Slabs
23	DIVIDED SLAB	L	7.00	Slabs
39	JOINT SPALL	L	4.00	Slabs
29	LARGE PATCH	M	2.00	Slabs
23	DIVIDED SLAB	M	2.00	Slabs
37	SHRINK CR	N	4.00	Slabs
38	CORNER SPALL	H	1.00	Slabs
22	CORNER BREAK	L	2.00	Slabs
29	LARGE PATCH	L	4.00	Slabs

Sample Number: 02 **Type:** R **Area:** 18.00 Slabs **PCI:** 49

Sample Comments:

22	CORNER BREAK	L	2.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
22	CORNER BREAK	M	1.00	Slabs
23	DIVIDED SLAB	L	2.00	Slabs
36	SCALING	M	1.00	Slabs
39	JOINT SPALL	L	3.00	Slabs
36	SCALING	H	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
36	SCALING	M	2.00	Slabs
28	LINEAR CR	L	3.00	Slabs
28	LINEAR CR	L	1.00	Slabs
39	JOINT SPALL	L	2.00	Slabs
28	LINEAR CR	L	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
36	SCALING	M	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
23	DIVIDED SLAB	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P733PF **Name:** PARKING BUILDING 733 **Use:** PARKING **Area:** 142,994 SqFt

Section: 01 of 5 **From:** 113TH PL SW **To:** BLDG 733 **Last Const.:** 12/31/2017

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 86,153 SqFt **Length:** 640 Ft **Width:** 315 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 35 **Surveyed:** 6

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1797.00 SqFt **PCI:** 91

Sample Comments:

20	WEATHERING	L	1797.00	SqFt
10	L & T CR	L	53.00	Ft

Sample Number: 09 **Type:** R **Area:** 2954.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	L	2954.00	SqFt
10	L & T CR	L	17.00	Ft

Sample Number: 23 **Type:** R **Area:** 2031.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	47.00	Ft
20	WEATHERING	L	2031.00	SqFt

Sample Number: 24 **Type:** R **Area:** 1736.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	1736.00	SqFt
10	L & T CR	L	34.00	Ft

Sample Number: 26 **Type:** R **Area:** 2870.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2870.00	SqFt

Sample Number: 32 **Type:** R **Area:** 3073.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	3073.00	SqFt
10	L & T CR	L	32.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P8401PF **Name:** PARKING 8401 PAINE FIELD BLVD **Use:** PARKING **Area:** 149,830 SqFt

Section: 05 of 7 **From:** P8401PF **To:** BUS PARKING **Last Const.:** 12/31/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 4,105 SqFt **Length:** 113 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4105.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	130.00	Ft
20	WEATHERING	L	4105.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P8401PF **Name:** PARKING 8401 PAINE FIELD BLVD **Use:** PARKING **Area:** 149,830 SqFt

Section: 02 of 7 **From:** 84TH ST SW **To:** END **Last Const.:** 12/31/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 38,960 SqFt **Length:** 570 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2369.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2369.00	SqFt
10	L & T CR	L	40.00	Ft

Sample Number: 04 **Type:** R **Area:** 2308.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2308.00	SqFt

Sample Number: 10 **Type:** R **Area:** 1754.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	55.00	Ft
20	WEATHERING	L	1754.00	SqFt

Sample Number: 13 **Type:** R **Area:** 2830.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	L	133.00	Ft
20	WEATHERING	L	2830.00	SqFt

Sample Number: 16 **Type:** R **Area:** 4195.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	124.00	Ft
20	WEATHERING	L	4195.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P8401PF **Name:** PARKING 8401 PAINE FIELD BLVD **Use:** PARKING **Area:** 149,830 SqFt

Section: 04A of 7 **From:** 84TH ST SW **To:** END **Last Const.:** 12/31/2017

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 2,290 SqFt **Length:** 60 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2290.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2290.00	SqFt
10	L & T CR	L	39.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P8401PF **Name:** PARKING 8401 PAINE FIELD BLVD **Use:** PARKING **Area:** 149,830 SqFt

Section: 04B of 7 **From:** 84TH ST SW **To:** END **Last Const.:** 12/31/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** T

Area: 22,272 SqFt **Length:** 145 Ft **Width:** 227 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 4

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 3861.00 SqFt **PCI:** 90

Sample Comments:

10	L & T CR	L	135.00	Ft
20	WEATHERING	L	3861.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2217.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	2217.00	SqFt
10	L & T CR	L	94.00	Ft

Sample Number: 06 **Type:** R **Area:** 3279.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	98.00	Ft
20	WEATHERING	L	3279.00	SqFt

Sample Number: 10 **Type:** R **Area:** 1954.00 SqFt **PCI:** 95

Sample Comments:

10	L & T CR	L	1.00	Ft
20	WEATHERING	L	1954.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P8401PF **Name:** PARKING 8401 PAINE FIELD BLVD **Use:** PARKING **Area:** 149,830 SqFt

Section: 01 of 7 **From:** 84TH ST SW **To:** BLDG **Last Const.:** 12/31/2006

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 44,500 SqFt **Length:** 422 Ft **Width:** 235 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 18 **Surveyed:** 5

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2380.00 SqFt **PCI:** 50

Sample Comments:

10	L & T CR	L	93.00	Ft
11	PATCH/UT CUT	M	410.00	SqFt
11	PATCH/UT CUT	L	84.00	SqFt
20	WEATHERING	M	1886.00	SqFt
1	ALLIGATOR CR	M	26.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3534.00 SqFt **PCI:** 61

Sample Comments:

20	WEATHERING	M	1450.00	SqFt
1	ALLIGATOR CR	L	8.00	SqFt
20	WEATHERING	L	1450.00	SqFt
11	PATCH/UT CUT	M	22.00	SqFt
1	ALLIGATOR CR	M	42.00	SqFt
10	L & T CR	L	16.00	Ft
11	PATCH/UT CUT	L	606.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2461.00 SqFt **PCI:** 65

Sample Comments:

20	WEATHERING	L	2461.00	SqFt
10	L & T CR	L	41.00	Ft
1	ALLIGATOR CR	M	66.00	SqFt

Sample Number: 15 **Type:** R **Area:** 2850.00 SqFt **PCI:** 95

Sample Comments:

10	L & T CR	L	10.00	Ft
20	WEATHERING	L	2850.00	SqFt

Sample Number: 17 **Type:** R **Area:** 1848.00 SqFt **PCI:** 90

Sample Comments:

20	WEATHERING	L	1839.00	SqFt
19	RAVELING	M	9.00	SqFt
10	L & T CR	L	12.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P8401PF **Name:** PARKING 8401 PAINE FIELD BLVD **Use:** PARKING **Area:** 149,830 SqFt

Section: 06 of 7 **From:** P8401PF-01 **To:** P8401PF-04 **Last Const.:** 6/30/2021

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 4,782 SqFt **Length:** 152 Ft **Width:** 64 Ft

Slabs: 100 **Slab Length:** 8 Ft **Slab Width:** 6 Ft **Joint Length:** 1,289 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/30/2021 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 5

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 16.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 16.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 16.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 16.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 16.00 Slabs **PCI:** 99

Sample Comments:

38	CORNER SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P8401PF **Name:** PARKING 8401 PAINE FIELD BLVD **Use:** PARKING **Area:** 149,830 SqFt

Section: 03 of 7 **From:** PARKING AISLES **To:** PARKING STALLS **Last Const.:** 12/31/2013

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 32,919 SqFt **Length:** 588 Ft **Width:** 167 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 1495.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	1495.00	SqFt
10	L & T CR	L	40.00	Ft

Sample Number: 04 **Type:** R **Area:** 2738.00 SqFt **PCI:** 80

Sample Comments:

20	WEATHERING	M	2660.00	SqFt
19	RAVELING	M	78.00	SqFt
10	L & T CR	L	65.00	Ft

Sample Number: 06 **Type:** R **Area:** 3969.00 SqFt **PCI:** 79

Sample Comments:

20	WEATHERING	M	3969.00	SqFt
19	RAVELING	M	116.00	SqFt
10	L & T CR	L	106.00	Ft

Sample Number: 09 **Type:** R **Area:** 2704.00 SqFt **PCI:** 90

Sample Comments:

10	L & T CR	L	90.00	Ft
20	WEATHERING	L	2704.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2952.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	2952.00	SqFt
10	L & T CR	L	65.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9403PF **Name:** PARKING 9403 24TH PLACE W **Use:** PARKING **Area:** 157,490 SqFt

Section: 01 of 1 **From:** 24TH PL W **To:** END **Last Const.:** 1/1/1996

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 157,490 SqFt **Length:** 500 Ft **Width:** 475 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 59 **Surveyed:** 6

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2550.00 SqFt **PCI:** 67

Sample Comments:

10	L & T CR	L	56.00	Ft
20	WEATHERING	M	1275.00	SqFt
20	WEATHERING	L	1275.00	SqFt
1	ALLIGATOR CR	M	32.00	SqFt
1	ALLIGATOR CR	M	12.00	SqFt

Sample Number: 15 **Type:** R **Area:** 2743.00 SqFt **PCI:** 35

Sample Comments:

1	ALLIGATOR CR	L	25.00	SqFt
1	ALLIGATOR CR	M	200.00	SqFt
1	ALLIGATOR CR	H	58.00	SqFt
1	ALLIGATOR CR	H	24.00	SqFt
20	WEATHERING	M	2743.00	SqFt

Sample Number: 29 **Type:** R **Area:** 2720.00 SqFt **PCI:** 24

Sample Comments:

11	PATCH/UT CUT	L	359.00	SqFt
1	ALLIGATOR CR	M	14.00	SqFt
10	L & T CR	L	6.00	Ft
10	L & T CR	M	1698.00	Ft
11	PATCH/UT CUT	L	340.00	SqFt
1	ALLIGATOR CR	M	231.00	SqFt
1	ALLIGATOR CR	M	33.00	SqFt
11	PATCH/UT CUT	L	323.00	SqFt
1	ALLIGATOR CR	M	48.00	SqFt

Sample Number: 38 **Type:** R **Area:** 2720.00 SqFt **PCI:** 53

Sample Comments:

20	WEATHERING	M	2720.00	SqFt
10	L & T CR	L	145.00	Ft
10	L & T CR	L	75.00	Ft
1	ALLIGATOR CR	M	12.00	SqFt
1	ALLIGATOR CR	M	126.00	SqFt
1	ALLIGATOR CR	M	60.00	SqFt

Sample Number: 43 **Type:** R **Area:** 2720.00 SqFt **PCI:** 48

Sample Comments:

1	ALLIGATOR CR	M	54.00	SqFt
11	PATCH/UT CUT	L	525.00	SqFt
1	ALLIGATOR CR	M	64.00	SqFt
20	WEATHERING	M	1100.00	SqFt
20	WEATHERING	L	1095.00	SqFt
1	ALLIGATOR CR	M	130.00	SqFt

Sample Number: 47 **Type:** R **Area:** 3063.00 SqFt **PCI:** 65

Sample Comments:

1	ALLIGATOR CR	L	12.00	SqFt
1	ALLIGATOR CR	M	24.00	SqFt
10	L & T CR	L	137.00	Ft
1	ALLIGATOR CR	M	34.00	SqFt
11	PATCH/UT CUT	L	6.00	SqFt
20	WEATHERING	L	600.00	SqFt
20	WEATHERING	M	2357.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9501PF **Name:** PARKING 9501 24TH PLACE W **Use:** PARKING **Area:** 131,066 SqFt

Section: 06 of 7 **From:** LOT WEST **To:** LOT EAST **Last Const.:** 7/1/2009

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 4,668 SqFt **Length:** 192 Ft **Width:** 26 Ft

Slabs: 35 **Slab Length:** 12 Ft **Slab Width:** 11 Ft **Joint Length:** 610 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 16.00 Slabs **PCI:** 92

Sample Comments:

39	JOINT SPALL	M	1.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
39	JOINT SPALL	L	4.00	Slabs

Sample Number: 02 **Type:** R **Area:** 16.00 Slabs **PCI:** 96

Sample Comments:

39	JOINT SPALL	L	3.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9501PF **Name:** PARKING 9501 24TH PLACE W **Use:** PARKING **Area:** 131,066 SqFt

Section: 05 of 7 **From:** N BLDG CORNER **To:** S BLDG CORNER **Last Const.:** 7/1/1997

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 925 SqFt **Length:** 81 Ft **Width:** 23 Ft

Slabs: 26 **Slab Length:** 6 Ft **Slab Width:** 6 Ft **Joint Length:** 257 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 18.00 Slabs **PCI:** 88

Sample Comments:

39	JOINT SPALL	L	13.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9501PF **Name:** PARKING 9501 24TH PLACE W **Use:** PARKING **Area:** 131,066 SqFt

Section: 01 of 7 **From:** 24TH PL W **To:** FENCE **Last Const.:** 7/2/2002

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 20,404 SqFt **Length:** 305 Ft **Width:** 76 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 57

Sample Comments:

20	WEATHERING	H	2000.00	SqFt
10	L & T CR	M	9.00	Ft
10	L & T CR	L	20.00	Ft
11	PATCH/UT CUT	L	88.00	SqFt
20	WEATHERING	M	500.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2630.00 SqFt **PCI:** 74

Sample Comments:

10	L & T CR	L	83.00	Ft
20	WEATHERING	M	2544.00	SqFt
19	RAVELING	M	6.00	SqFt
11	PATCH/UT CUT	L	280.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2620.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	M	1310.00	SqFt
10	L & T CR	L	107.00	Ft
20	WEATHERING	L	1310.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2285.00 SqFt **PCI:** 29

Sample Comments:

1	ALLIGATOR CR	M	24.00	SqFt
20	WEATHERING	M	1145.00	SqFt
1	ALLIGATOR CR	M	96.00	SqFt
20	WEATHERING	H	1140.00	SqFt
3	BLOCK CR	M	2165.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9501PF **Name:** PARKING 9501 24TH PLACE W **Use:** PARKING **Area:** 131,066 SqFt

Section: 02 of 7 **From:** FENCE **To:** END **Last Const.:** 7/2/1991

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 95,772 SqFt **Length:** 396 Ft **Width:** 343 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 39 **Surveyed:** 6

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 47

Sample Comments:

11	PATCH/UT CUT	L	103.00	SqFt
10	L & T CR	L	136.00	Ft
1	ALLIGATOR CR	M	68.00	SqFt
20	WEATHERING	H	2397.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2700.00 SqFt **PCI:** 39

Sample Comments:

10	L & T CR	L	86.00	Ft
11	PATCH/UT CUT	M	8.00	SqFt
11	PATCH/UT CUT	L	36.00	SqFt
1	ALLIGATOR CR	M	24.00	SqFt
11	PATCH/UT CUT	L	20.00	SqFt
20	WEATHERING	H	2636.00	SqFt
1	ALLIGATOR CR	M	16.00	SqFt
1	ALLIGATOR CR	M	9.00	SqFt
1	ALLIGATOR CR	M	108.00	SqFt
1	ALLIGATOR CR	M	8.00	SqFt
1	ALLIGATOR CR	M	28.00	SqFt

Sample Number: 21 **Type:** R **Area:** 2200.00 SqFt **PCI:** 67

Sample Comments:

1	ALLIGATOR CR	M	34.00	SqFt
20	WEATHERING	L	2200.00	SqFt
10	L & T CR	L	81.00	Ft
3	BLOCK CR	L	325.00	SqFt
1	ALLIGATOR CR	M	4.00	SqFt

Sample Number: 25 **Type:** R **Area:** 2975.00 SqFt **PCI:** 34

Sample Comments:

11	PATCH/UT CUT	L	192.00	SqFt
1	ALLIGATOR CR	M	256.00	SqFt
20	WEATHERING	H	2753.00	SqFt
3	BLOCK CR	M	340.00	SqFt
11	PATCH/UT CUT	M	25.00	SqFt
3	BLOCK CR	L	340.00	SqFt
10	L & T CR	L	37.00	Ft

Sample Number: 29 **Type:** R **Area:** 2500.00 SqFt **PCI:** 32

Sample Comments:

11	PATCH/UT CUT	L	114.00	SqFt
1	ALLIGATOR CR	H	9.00	SqFt
1	ALLIGATOR CR	M	98.00	SqFt
10	L & T CR	M	24.00	Ft
1	ALLIGATOR CR	M	12.00	SqFt

10	L & T CR	L	129.00	Ft
20	WEATHERING	H	2386.00	SqFt
1	ALLIGATOR CR	H	15.00	SqFt

Sample Number: 33 **Type:** R **Area:** 2175.00 SqFt **PCI:** 23

Sample Comments:

1	ALLIGATOR CR	M	128.00	SqFt
1	ALLIGATOR CR	L	22.00	SqFt
11	PATCH/UT CUT	L	49.00	SqFt
19	RAVELING	H	128.00	SqFt
10	L & T CR	L	115.00	Ft
20	WEATHERING	H	1998.00	SqFt
1	ALLIGATOR CR	M	160.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9501PF **Name:** PARKING 9501 24TH PLACE W **Use:** PARKING **Area:** 131,066 SqFt

Section: 07 of 7 **From:** LOT WEST **To:** LOT EAST **Last Const.:** 7/1/1993

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,647 SqFt **Length:** 232 Ft **Width:** 7 Ft

Slabs: 21 **Slab Length:** 11 Ft **Slab Width:** 7 Ft **Joint Length:** 143 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1993 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 8.00 Slabs **PCI:** 90

Sample Comments:

38	CORNER SPALL	L	2.00	Slabs
39	JOINT SPALL	L	3.00	Slabs

Sample Number: 02 **Type:** R **Area:** 13.00 Slabs **PCI:** 83

Sample Comments:

39	JOINT SPALL	M	1.00	Slabs
39	JOINT SPALL	L	5.00	Slabs
38	CORNER SPALL	L	8.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9501PF **Name:** PARKING 9501 24TH PLACE W **Use:** PARKING **Area:** 131,066 SqFt

Section: 04 of 7 **From:** LOT WEST **To:** LOT EAST **Last Const.:** 7/2/2007

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 5,300 SqFt **Length:** 215 Ft **Width:** 26 Ft

Slabs: 37 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 655 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 94

Sample Comments:

39	JOINT SPALL	L	6.00	Slabs

Sample Number: 02 **Type:** R **Area:** 16.00 Slabs **PCI:** 91

Sample Comments:

39	JOINT SPALL	L	6.00	Slabs
38	CORNER SPALL	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9501PF **Name:** PARKING 9501 24TH PLACE W **Use:** PARKING **Area:** 131,066 SqFt

Section: 03 of 7 **From:** LOT WEST **To:** LOT EAST **Last Const.:** 7/1/2009

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 2,350 SqFt **Length:** 341 Ft **Width:** 6 Ft

Slabs: 39 **Slab Length:** 10 Ft **Slab Width:** 6 Ft **Joint Length:** 228 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 17.00 Slabs **PCI:** 95

Sample Comments:

39	JOINT SPALL	L	3.00	Slabs
38	CORNER SPALL	L	2.00	Slabs

Sample Number: 02 **Type:** R **Area:** 17.00 Slabs **PCI:** 94

Sample Comments:

38	CORNER SPALL	L	2.00	Slabs
38	CORNER SPALL	M	1.00	Slabs
39	JOINT SPALL	L	3.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9901PF **Name:** PARKING 9901 24TH PLACE W **Use:** PARKING **Area:** 111,662 SqFt

Section: 01 of 2 **From:** 24TH PL W **To:** BLDG **Last Const.:** 7/2/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 86,229 SqFt **Length:** 487 Ft **Width:** 332 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 37 **Surveyed:** 6

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2335.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	2335.00	SqFt
10	L & T CR	L	101.00	Ft

Sample Number: 08 **Type:** R **Area:** 3090.00 SqFt **PCI:** 77

Sample Comments:

10	L & T CR	L	57.00	Ft
11	PATCH/UT CUT	L	304.00	SqFt
20	WEATHERING	L	2678.00	SqFt
11	PATCH/UT CUT	L	108.00	SqFt

Sample Number: 11 **Type:** R **Area:** 1980.00 SqFt **PCI:** 90

Sample Comments:

20	WEATHERING	L	1980.00	SqFt
10	L & T CR	L	72.00	Ft

Sample Number: 13 **Type:** R **Area:** 2604.00 SqFt **PCI:** 85

Sample Comments:

11	PATCH/UT CUT	L	8.00	SqFt
10	L & T CR	L	62.00	Ft
20	WEATHERING	L	2544.00	SqFt
10	L & T CR	L	80.00	Ft
11	PATCH/UT CUT	L	52.00	SqFt

Sample Number: 33 **Type:** R **Area:** 2890.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	32.00	Ft
10	L & T CR	L	45.00	Ft
20	WEATHERING	L	2890.00	SqFt
10	L & T CR	L	85.00	Ft

Sample Number: 36 **Type:** R **Area:** 1792.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	47.00	Ft
20	WEATHERING	L	1792.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: P9901PF **Name:** PARKING 9901 24TH PLACE W **Use:** PARKING **Area:** 111,662 SqFt

Section: 02 of 2 **From:** P9901PF **To:** BLDG **Last Const.:** 7/2/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 25,433 SqFt **Length:** 195 Ft **Width:** 149 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2060.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	28.00	Ft
20	WEATHERING	L	2060.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2115.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2115.00	SqFt

Sample Number: 05 **Type:** R **Area:** 3127.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3127.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2810.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2810.00	SqFt

Sample Number: 09 **Type:** R **Area:** 1993.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	1993.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PARFFPF **Name:** PARKING ARFF **Use:** PARKING **Area:** 11,909 SqFt

Section: 01 of 1 **From:** P221PF **To:** ARFF BLDG **Last Const.:** 12/31/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 11,909 SqFt **Length:** 147 Ft **Width:** 138 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2536.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	127.00	Ft
20	WEATHERING	L	2536.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3438.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	L	3438.00	SqFt
10	L & T CR	L	178.00	Ft
10	L & T CR	L	14.00	Ft

Sample Number: 04 **Type:** R **Area:** 3374.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	48.00	Ft
20	WEATHERING	M	36.00	SqFt
10	L & T CR	L	110.00	Ft
20	WEATHERING	L	3338.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PATSPF **Name:** PARKING ATS HANGAR **Use:** PARKING **Area:** 177,681 SqFt

Section: 02 of 3 **From:** PATSPF **To:** EDGE **Last Const.:** 7/1/1973

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 583 SqFt **Length:** 60 Ft **Width:** 10 Ft

Slabs: 7 **Slab Length:** 10 Ft **Slab Width:** 8 Ft **Joint Length:** 59 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1973 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 7.00 Slabs **PCI:** 76

Sample Comments:

28	LINEAR CR	L	7.00	Slabs
38	CORNER SPALL	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PATSPF **Name:** PARKING ATS HANGAR **Use:** PARKING **Area:** 177,681 SqFt

Section: 01 of 3 **From:** 31ST PL W **To:** ATS BLDG **Last Const.:** 7/2/2011

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 144,165 SqFt **Length:** 840 Ft **Width:** 225 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 50 **Surveyed:** 6

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2381.00 SqFt **PCI:** 68

Sample Comments:

20	WEATHERING	L	2381.00	SqFt
1	ALLIGATOR CR	M	30.00	SqFt
10	L & T CR	L	279.00	Ft

Sample Number: 07 **Type:** R **Area:** 2450.00 SqFt **PCI:** 78

Sample Comments:

10	L & T CR	L	187.00	Ft
20	WEATHERING	M	2434.00	SqFt
11	PATCH/UT CUT	L	16.00	SqFt

Sample Number: 15 **Type:** R **Area:** 1940.00 SqFt **PCI:** 65

Sample Comments:

10	L & T CR	L	114.00	Ft
11	PATCH/UT CUT	M	72.00	SqFt
1	ALLIGATOR CR	M	15.00	SqFt
20	WEATHERING	M	1868.00	SqFt

Sample Number: 21 **Type:** R **Area:** 3520.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	10.00	Ft
20	WEATHERING	L	3476.00	SqFt
19	RAVELING	M	54.00	SqFt

Sample Number: 31 **Type:** R **Area:** 3460.00 SqFt **PCI:** 81

Sample Comments:

20	WEATHERING	L	3460.00	SqFt
10	L & T CR	L	201.00	Ft
10	L & T CR	H	17.00	Ft

Sample Number: 50 **Type:** R **Area:** 3434.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	L	128.00	Ft
20	WEATHERING	L	3434.00	SqFt
10	L & T CR	M	19.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC11PF **Name:** PARKING BUILDING C-11 **Use:** PARKING **Area:** 6,948 SqFt

Section: 01 of 1 **From:** PERIMITER RD E **To:** END **Last Const.:** 7/1/2000

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 6,948 SqFt **Length:** 110 Ft **Width:** 67 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1959.00 SqFt **PCI:** 70

Sample Comments:

10	L & T CR	L	96.00	Ft
1	ALLIGATOR CR	M	18.00	SqFt
11	PATCH/UT CUT	H	3.00	SqFt
20	WEATHERING	M	1959.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2495.00 SqFt **PCI:** 57

Sample Comments:

20	WEATHERING	M	2495.00	SqFt
10	L & T CR	L	141.00	Ft
1	ALLIGATOR CR	M	130.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2493.00 SqFt **PCI:** 50

Sample Comments:

20	WEATHERING	M	2493.00	SqFt
1	ALLIGATOR CR	M	198.00	SqFt
10	L & T CR	L	170.00	Ft
1	ALLIGATOR CR	M	37.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC18PF **Name:** PARKING BUILDING C-18 **Use:** PARKING **Area:** 18,231 SqFt

Section: 01 of 1 **From:** MINUTEMAN DR **To:** BLDG C-18 **Last Const.:** 1/1/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 18,231 SqFt **Length:** 420 Ft **Width:** 235 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2636.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	2636.00	SqFt
10	L & T CR	L	118.00	Ft

Sample Number: 03 **Type:** R **Area:** 1828.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	1828.00	SqFt
10	L & T CR	L	22.00	Ft

Sample Number: 04 **Type:** R **Area:** 2437.00 SqFt **PCI:** 90

Sample Comments:

20	WEATHERING	L	2437.00	SqFt
10	L & T CR	L	80.00	Ft

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 87

Sample Comments:

3	BLOCK CR	L	115.00	SqFt
10	L & T CR	L	105.00	Ft
20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC19PF **Name:** PARKING BUILDING C-19 **Use:** PARKING **Area:** 111,702 SqFt

Section: 01 of 4 **From:** 29TH AVE W **To:** END **Last Const.:** 7/2/1999

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 38,585 SqFt **Length:** 688 Ft **Width:** 138 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 14 **Surveyed:** 5

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2600.00 SqFt **PCI:** 64

Sample Comments:

1	ALLIGATOR CR	M	76.00	SqFt
10	L & T CR	L	88.00	Ft
20	WEATHERING	M	2600.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2575.00 SqFt **PCI:** 41

Sample Comments:

10	L & T CR	L	27.00	Ft
11	PATCH/UT CUT	M	4.00	SqFt
1	ALLIGATOR CR	M	35.00	SqFt
1	ALLIGATOR CR	M	380.00	SqFt
20	WEATHERING	M	2571.00	SqFt
10	L & T CR	L	45.00	Ft

Sample Number: 05 **Type:** R **Area:** 4340.00 SqFt **PCI:** 56

Sample Comments:

10	L & T CR	M	6.00	Ft
1	ALLIGATOR CR	M	208.00	SqFt
20	WEATHERING	M	4340.00	SqFt
10	L & T CR	L	159.00	Ft
6	DEPRESSION	M	108.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2721.00 SqFt **PCI:** 63

Sample Comments:

10	L & T CR	L	144.00	Ft
1	ALLIGATOR CR	M	72.00	SqFt
20	WEATHERING	M	2721.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2700.00 SqFt **PCI:** 58

Sample Comments:

1	ALLIGATOR CR	H	35.00	SqFt
20	WEATHERING	M	2700.00	SqFt
10	L & T CR	L	275.00	Ft
10	L & T CR	M	4.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC19PF **Name:** PARKING BUILDING C-19 **Use:** PARKING **Area:** 111,702 SqFt

Section: 04 of 4 **From:** X **To:** X **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** T

Area: 840 SqFt **Length:** 140 Ft **Width:** 6 Ft

Slabs: 1 **Slab Length:** 140 Ft **Slab Width:** 6 Ft **Joint Length:** Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 23

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1.00 Slabs **PCI:** 23

Sample Comments:

39	JOINT SPALL	L	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC19PF **Name:** PARKING BUILDING C-19 **Use:** PARKING **Area:** 111,702 SqFt

Section: 02 of 4 **From:** 29TH AVE W **To:** BLDG C-19 **Last Const.:** 12/31/1998

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 71,765 SqFt **Length:** 475 Ft **Width:** 467 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/1998 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 27 **Surveyed:** 6

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3687.00 SqFt **PCI:** 33

Sample Comments:

1	ALLIGATOR CR	M	60.00	SqFt
11	PATCH/UT CUT	M	12.00	SqFt
20	WEATHERING	M	3345.00	SqFt
11	PATCH/UT CUT	L	330.00	SqFt
13	POTHOLE	H	3.00	Count
10	L & T CR	L	51.00	Ft
1	ALLIGATOR CR	M	59.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2400.00 SqFt **PCI:** 38

Sample Comments:

1	ALLIGATOR CR	M	20.00	SqFt
20	WEATHERING	M	2400.00	SqFt
13	POTHOLE	H	1.00	Count
10	L & T CR	L	120.00	Ft
1	ALLIGATOR CR	H	30.00	SqFt

Sample Number: 14 **Type:** R **Area:** 3605.00 SqFt **PCI:** 60

Sample Comments:

1	ALLIGATOR CR	M	124.00	SqFt
20	WEATHERING	L	3605.00	SqFt
10	L & T CR	L	160.00	Ft
6	DEPRESSION	M	32.00	SqFt

Sample Number: 16 **Type:** R **Area:** 2265.00 SqFt **PCI:** 66

Sample Comments:

7	EDGE CR	M	4.00	Ft
1	ALLIGATOR CR	M	39.00	SqFt
10	L & T CR	L	56.00	Ft
20	WEATHERING	M	2265.00	SqFt

Sample Number: 21 **Type:** R **Area:** 2870.00 SqFt **PCI:** 78

Sample Comments:

20	WEATHERING	M	2870.00	SqFt
10	L & T CR	L	61.00	Ft
1	ALLIGATOR CR	M	12.00	SqFt

Sample Number: 22 **Type:** R **Area:** 2000.00 SqFt **PCI:** 58

Sample Comments:

20	WEATHERING	M	2000.00	SqFt
1	ALLIGATOR CR	M	11.00	SqFt
10	L & T CR	L	74.00	Ft
1	ALLIGATOR CR	M	84.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC19PF **Name:** PARKING BUILDING C-19 **Use:** PARKING **Area:** 111,702 SqFt

Section: 03 of 4 **From:** RDC19PF **To:** BLDG C-19 **Last Const.:** 7/2/1975

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 512 SqFt **Length:** 42 Ft **Width:** 14 Ft

Slabs: 588 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 1,120 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1975 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1.00 Slabs **PCI:** 77

Sample Comments:

28	LINEAR CR	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC23PF **Name:** PARKING BUILDING C-23 **Use:** PARKING **Area:** 25,310 SqFt

Section: 01 of 8 **From:** RDC23PF **To:** END **Last Const.:** 7/1/1969

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 4,460 SqFt **Length:** 125 Ft **Width:** 50 Ft

Slabs: 19 **Slab Length:** 24 Ft **Slab Width:** 10 Ft **Joint Length:** 507 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1969 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 9.00 Slabs **PCI:** 74

Sample Comments:

28	LINEAR CR	L	9.00	Slabs
37	SHRINK CR	N	3.00	Slabs
22	CORNER BREAK	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC23PF **Name:** PARKING BUILDING C-23 **Use:** PARKING **Area:** 25,310 SqFt

Section: 06 of 8 **From:** RDC23PF **To:** BLDG C-23 **Last Const.:** 7/2/1955

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 676 SqFt **Length:** 56 Ft **Width:** 14 Ft

Slabs: 676 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 1,291 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1955 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4.00 Slabs **PCI:** 67

Sample Comments:

28	LINEAR CR	L	2.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC23PF **Name:** PARKING BUILDING C-23 **Use:** PARKING **Area:** 25,310 SqFt

Section: 04 of 8 **From:** RDC23PF **To:** END **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 3,269 SqFt **Length:** 147 Ft **Width:** 33 Ft

Slabs: 3,269 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 6,417 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 10

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6.00 Slabs **PCI:** 10

Sample Comments:

39	JOINT SPALL	L	2.00	Slabs
39	JOINT SPALL	L	2.00	Slabs
23	DIVIDED SLAB	H	5.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC23PF **Name:** PARKING BUILDING C-23 **Use:** PARKING **Area:** 25,310 SqFt

Section: 02 of 8 **From:** RDC23PF **To:** BLDG C-23 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 2,840 SqFt **Length:** 70 Ft **Width:** 68 Ft

Slabs: 2,840 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 5,598 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 19

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 14.00 Slabs **PCI:** 19

Sample Comments:

28	LINEAR CR	L	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
23	DIVIDED SLAB	H	7.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
39	JOINT SPALL	L	3.00	Slabs
28	LINEAR CR	L	1.00	Slabs
22	CORNER BREAK	H	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC23PF **Name:** PARKING BUILDING C-23 **Use:** PARKING **Area:** 25,310 SqFt

Section: 05 of 8 **From:** RDC23PF **To:** BLDG C-23 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 474 SqFt **Length:** 35 Ft **Width:** 14 Ft

Slabs: 474 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 900 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 6

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1.00 Slabs **PCI:** 6

Sample Comments:

39	JOINT SPALL	L	1.00	Slabs
23	DIVIDED SLAB	H	1.00	Slabs
29	LARGE PATCH	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC23PF **Name:** PARKING BUILDING C-23 **Use:** PARKING **Area:** 25,310 SqFt

Section: 07 of 8 **From:** RDC23PF **To:** END **Last Const.:** 7/2/1983

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 541 SqFt **Length:** 35 Ft **Width:** 35 Ft

Slabs: 541 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 1,051 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1983 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4.00 Slabs **PCI:** 81

Sample Comments:

28	LINEAR CR	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC23PF **Name:** PARKING BUILDING C-23 **Use:** PARKING **Area:** 25,310 SqFt

Section: 03 of 8 **From:** RDC23PF **To:** BLDG C-23 **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 6,016 SqFt **Length:** 180 Ft **Width:** 117 Ft

Slabs: 6,016 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 11,947 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 16

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 8.00 Slabs **PCI:** 16

Sample Comments:

22	CORNER BREAK	M	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
22	CORNER BREAK	H	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
39	JOINT SPALL	L	3.00	Slabs
23	DIVIDED SLAB	H	1.00	Slabs
23	DIVIDED SLAB	H	4.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC23PF **Name:** PARKING BUILDING C-23 **Use:** PARKING **Area:** 25,310 SqFt

Section: 08 of 8 **From:** RDC23PF **To:** BLDG C-23 **Last Const.:** 7/1/1905

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 7,034 SqFt **Length:** 128 Ft **Width:** 76 Ft

Slabs: 70 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 1,259 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1905 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 14.00 Slabs **PCI:** 53

Sample Comments:

23	DIVIDED SLAB	L	1.00	Slabs
37	SHRINK CR	N	1.00	Slabs
24	DURABIL. CR	L	1.00	Slabs
24	DURABIL. CR	L	1.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
23	DIVIDED SLAB	M	2.00	Slabs
37	SHRINK CR	N	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
22	CORNER BREAK	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 35

Sample Comments:

23	DIVIDED SLAB	L	2.00	Slabs
23	DIVIDED SLAB	M	7.00	Slabs
22	CORNER BREAK	L	3.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
22	CORNER BREAK	L	3.00	Slabs
28	LINEAR CR	L	2.00	Slabs
23	DIVIDED SLAB	M	4.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC3PF **Name:** PARKING BUILDING C-3 **Use:** PARKING **Area:** 61,646 SqFt

Section: 01 of 2 **From:** 33RD AVE W **To:** BLDG C-3 **Last Const.:** 7/2/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 38,771 SqFt **Length:** 408 Ft **Width:** 161 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3312.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3312.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2417.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	M	140.00	SqFt
20	WEATHERING	L	2277.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2579.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2579.00	SqFt

Sample Number: 13 **Type:** R **Area:** 2669.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2669.00	SqFt

Sample Number: 16 **Type:** R **Area:** 2916.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2916.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC3PF **Name:** PARKING BUILDING C-3 **Use:** PARKING **Area:** 61,646 SqFt

Section: 02 of 2 **From:** PC3PF **To:** BLDG C-3 **Last Const.:** 7/2/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 22,874 SqFt **Length:** 400 Ft **Width:** 71 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	2496.00	SqFt
19	RAVELING	M	4.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2750.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2750.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC5PF **Name:** PARKING BUILDING C-5 **Use:** PARKING **Area:** 26,621 SqFt

Section: 01 of 1 **From:** 31ST AVE W **To:** BLDG C-5 **Last Const.:** 12/31/1997

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 26,621 SqFt **Length:** 320 Ft **Width:** 240 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2272.00 SqFt **PCI:** 26

Sample Comments:

1	ALLIGATOR CR	M	170.00	SqFt
11	PATCH/UT CUT	L	125.00	SqFt
20	WEATHERING	M	2147.00	SqFt
10	L & T CR	L	37.00	Ft
1	ALLIGATOR CR	H	196.00	SqFt

Sample Number: 05 **Type:** R **Area:** 1981.00 SqFt **PCI:** 55

Sample Comments:

10	L & T CR	M	18.00	Ft
10	L & T CR	L	20.00	Ft
1	ALLIGATOR CR	M	6.00	SqFt
1	ALLIGATOR CR	L	64.00	SqFt
20	WEATHERING	M	1981.00	SqFt
1	ALLIGATOR CR	M	48.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2965.00 SqFt **PCI:** 44

Sample Comments:

1	ALLIGATOR CR	H	75.00	SqFt
20	WEATHERING	M	2965.00	SqFt
1	ALLIGATOR CR	M	72.00	SqFt
10	L & T CR	L	21.00	Ft
10	L & T CR	L	26.00	Ft

Sample Number: 09 **Type:** R **Area:** 2318.00 SqFt **PCI:** 85

Sample Comments:

10	L & T CR	L	10.00	Ft
20	WEATHERING	M	2318.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2983.00 SqFt **PCI:** 55

Sample Comments:

1	ALLIGATOR CR	M	18.00	SqFt
20	WEATHERING	M	2983.00	SqFt
10	L & T CR	L	139.00	Ft
1	ALLIGATOR CR	M	170.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC70PF **Name:** PARKING BUILDING C-70 **Use:** PARKING **Area:** 51,724 SqFt

Section: 01 of 2 **From:** 30TH AVE W **To:** 29TH AVE W **Last Const.:** 12/31/1992

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 23,844 SqFt **Length:** 300 Ft **Width:** 88 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/1992 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3390.00 SqFt **PCI:** 41

Sample Comments:

20	WEATHERING	M	1690.00	SqFt
1	ALLIGATOR CR	M	400.00	SqFt
1	ALLIGATOR CR	M	160.00	SqFt
20	WEATHERING	L	1700.00	SqFt
10	L & T CR	L	202.00	Ft

Sample Number: 03 **Type:** R **Area:** 2956.00 SqFt **PCI:** 32

Sample Comments:

10	L & T CR	L	100.00	Ft
20	WEATHERING	M	2956.00	SqFt
3	BLOCK CR	L	1100.00	SqFt
1	ALLIGATOR CR	M	1000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 3069.00 SqFt **PCI:** 40

Sample Comments:

20	WEATHERING	M	3069.00	SqFt
10	L & T CR	L	210.00	Ft
1	ALLIGATOR CR	M	568.00	SqFt
10	L & T CR	M	21.00	Ft

Sample Number: 08 **Type:** R **Area:** 2787.00 SqFt **PCI:** 61

Sample Comments:

20	WEATHERING	M	2787.00	SqFt
1	ALLIGATOR CR	M	90.00	SqFt
10	L & T CR	L	151.00	Ft
10	L & T CR	M	16.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC70PF **Name:** PARKING BUILDING C-70 **Use:** PARKING **Area:** 51,724 SqFt

Section: 02 of 2 **From:** 30TH AVE W **To:** BLDG C-70 **Last Const.:** 7/2/2003

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 27,880 SqFt **Length:** 290 Ft **Width:** 110 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 21

Sample Comments:

1	ALLIGATOR CR	H	612.00	SqFt
10	L & T CR	L	73.00	Ft
20	WEATHERING	L	1345.00	SqFt
20	WEATHERING	M	1155.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 81

Sample Comments:

20	WEATHERING	M	1100.00	SqFt
10	L & T CR	L	133.00	Ft
10	L & T CR	M	8.00	Ft
20	WEATHERING	L	1400.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 76

Sample Comments:

20	WEATHERING	M	2272.00	SqFt
10	L & T CR	L	91.00	Ft
11	PATCH/UT CUT	L	168.00	SqFt
11	PATCH/UT CUT	L	60.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 73

Sample Comments:

20	WEATHERING	M	2500.00	SqFt
10	L & T CR	L	68.00	Ft
1	ALLIGATOR CR	M	19.00	SqFt
10	L & T CR	L	45.00	Ft

Sample Number: 09 **Type:** R **Area:** 2500.00 SqFt **PCI:** 66

Sample Comments:

1	ALLIGATOR CR	M	12.00	SqFt
1	ALLIGATOR CR	M	21.00	SqFt
10	L & T CR	L	70.00	Ft
20	WEATHERING	M	2225.00	SqFt
1	ALLIGATOR CR	M	8.00	SqFt
10	L & T CR	L	45.00	Ft
6	DEPRESSION	L	21.00	SqFt
20	WEATHERING	L	175.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC71PF **Name:** PARKING BUILDING C-71 **Use:** PARKING **Area:** 45,258 SqFt

Section: 01 of 2 **From:** 31ST AVE W **To:** 30TH AVE W **Last Const.:** 12/31/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 15,744 SqFt **Length:** 318 Ft **Width:** 58 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2066.00 SqFt **PCI:** 79

Sample Comments:

20	WEATHERING	L	2066.00	SqFt
10	L & T CR	L	14.00	Ft
1	ALLIGATOR CR	M	14.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2950.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2950.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2560.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2540.00	SqFt
11	PATCH/UT CUT	L	20.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2431.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2431.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC71PF **Name:** PARKING BUILDING C-71 **Use:** PARKING **Area:** 45,258 SqFt

Section: 02 of 2 **From:** 31ST AVE W **To:** 30TH AVE W **Last Const.:** 7/1/1997

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 29,514 SqFt **Length:** 372 Ft **Width:** 170 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 20

Sample Comments:

20	WEATHERING	H	960.00	SqFt
1	ALLIGATOR CR	M	145.00	SqFt
11	PATCH/UT CUT	L	26.00	SqFt
1	ALLIGATOR CR	H	572.00	SqFt
20	WEATHERING	M	1540.00	SqFt
10	L & T CR	L	35.00	Ft

Sample Number: 05 **Type:** R **Area:** 3280.00 SqFt **PCI:** 57

Sample Comments:

10	L & T CR	L	68.00	Ft
20	WEATHERING	M	3280.00	SqFt
1	ALLIGATOR CR	M	78.00	SqFt
10	L & T CR	L	51.00	Ft
1	ALLIGATOR CR	M	42.00	SqFt
1	ALLIGATOR CR	M	48.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 66

Sample Comments:

11	PATCH/UT CUT	L	300.00	SqFt
20	WEATHERING	M	2200.00	SqFt
10	L & T CR	L	78.00	Ft
1	ALLIGATOR CR	M	14.00	SqFt
10	L & T CR	L	106.00	Ft

Sample Number: 09 **Type:** R **Area:** 2500.00 SqFt **PCI:** 65

Sample Comments:

20	WEATHERING	M	2500.00	SqFt
10	L & T CR	L	161.00	Ft
10	L & T CR	L	19.00	Ft
1	ALLIGATOR CR	M	8.00	SqFt
1	ALLIGATOR CR	M	36.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2900.00 SqFt **PCI:** 52

Sample Comments:

20	WEATHERING	M	2900.00	SqFt
1	ALLIGATOR CR	M	160.00	SqFt
10	L & T CR	L	36.00	Ft
10	L & T CR	L	48.00	Ft
1	ALLIGATOR CR	M	38.00	SqFt
11	PATCH/UT CUT	L	90.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC72PF **Name:** PARKING BUILDING C-72 **Use:** PARKING **Area:** 22,249 SqFt

Section: 01 of 1 **From:** 100TH ST SW **To:** BLDG C-72 **Last Const.:** 12/31/1993

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 22,249 SqFt **Length:** 288 Ft **Width:** 213 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/1993 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 39

Sample Comments:

1	ALLIGATOR CR	M	18.00	SqFt
11	PATCH/UT CUT	M	432.00	SqFt
20	WEATHERING	L	2068.00	SqFt
1	ALLIGATOR CR	M	130.00	SqFt
1	ALLIGATOR CR	M	24.00	SqFt
10	L & T CR	L	109.00	Ft

Sample Number: 05 **Type:** R **Area:** 2518.00 SqFt **PCI:** 50

Sample Comments:

20	WEATHERING	L	2468.00	SqFt
1	ALLIGATOR CR	M	36.00	SqFt
1	ALLIGATOR CR	M	9.00	SqFt
1	ALLIGATOR CR	M	164.00	SqFt
10	L & T CR	L	143.00	Ft
11	PATCH/UT CUT	L	60.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2181.00 SqFt **PCI:** 55

Sample Comments:

11	PATCH/UT CUT	M	24.00	SqFt
20	WEATHERING	M	2141.00	SqFt
1	ALLIGATOR CR	M	6.00	SqFt
10	L & T CR	L	229.00	Ft
1	ALLIGATOR CR	M	81.00	SqFt
1	ALLIGATOR CR	M	4.00	SqFt

Sample Number: 09 **Type:** R **Area:** 3090.00 SqFt **PCI:** 38

Sample Comments:

11	PATCH/UT CUT	L	268.00	SqFt
10	L & T CR	M	14.00	Ft
1	ALLIGATOR CR	M	300.00	SqFt
10	L & T CR	L	48.00	Ft
18	SWELL	M	17.00	SqFt
1	ALLIGATOR CR	M	210.00	SqFt
20	WEATHERING	M	2540.00	SqFt
10	L & T CR	H	3.00	Ft
20	WEATHERING	L	282.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC75PF **Name:** PARKING BUILDING C-75 **Use:** PARKING **Area:** 22,941 SqFt

Section: 01 of 1 **From:** 100TH ST SW **To:** BLDG C-75 **Last Const.:** 12/31/2010

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 22,941 SqFt **Length:** 484 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2385.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	2385.00	SqFt
10	L & T CR	L	24.00	Ft

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2500.00	SqFt

Sample Number: 05 **Type:** R **Area:** 3021.00 SqFt **PCI:** 68

Sample Comments:

20	WEATHERING	M	2841.00	SqFt
10	L & T CR	L	31.00	Ft
11	PATCH/UT CUT	L	84.00	SqFt
1	ALLIGATOR CR	M	16.00	SqFt
11	PATCH/UT CUT	M	77.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2552.00 SqFt **PCI:** 81

Sample Comments:

11	PATCH/UT CUT	L	54.00	SqFt
11	PATCH/UT CUT	M	27.00	SqFt
20	WEATHERING	M	2473.00	SqFt
10	L & T CR	L	5.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC77PF **Name:** PARKING BUILDING C-77 **Use:** PARKING **Area:** 19,876 SqFt

Section: 01 of 2 **From:** PC77PF **To:** BLDG C-77 **Last Const.:** 7/2/1999

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 4,464 SqFt **Length:** 106 Ft **Width:** 63 Ft

Slabs: 27 **Slab Length:** 14 Ft **Slab Width:** 12 Ft **Joint Length:** 578 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 14.00 Slabs **PCI:** 88

Sample Comments:

39	JOINT SPALL	L	2.00	Slabs
28	LINEAR CR	L	2.00	Slabs
37	SHRINK CR	N	1.00	Slabs
22	CORNER BREAK	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 13.00 Slabs **PCI:** 91

Sample Comments:

38	CORNER SPALL	L	1.00	Slabs
37	SHRINK CR	N	2.00	Slabs
28	LINEAR CR	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC77PF **Name:** PARKING BUILDING C-77 **Use:** PARKING **Area:** 19,876 SqFt

Section: 02 of 2 **From:** 100TH ST SW **To:** BLDG C-77 **Last Const.:** 1/1/2004

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 15,412 SqFt **Length:** 287 Ft **Width:** 61 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2940.00 SqFt **PCI:** 64

Sample Comments:

10	L & T CR	M	39.00	Ft
20	WEATHERING	L	2940.00	SqFt
1	ALLIGATOR CR	M	68.00	SqFt
10	L & T CR	L	158.00	Ft

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 72

Sample Comments:

20	WEATHERING	M	1900.00	SqFt
10	L & T CR	L	42.00	Ft
20	WEATHERING	H	600.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 61

Sample Comments:

20	WEATHERING	H	1800.00	SqFt
10	L & T CR	L	64.00	Ft
20	WEATHERING	M	700.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 64

Sample Comments:

20	WEATHERING	M	1250.00	SqFt
10	L & T CR	L	38.00	Ft
20	WEATHERING	H	1250.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC78PF **Name:** PARKING BUILDING C-78 **Use:** PARKING **Area:** 7,213 SqFt

Section: 01 of 1 **From:** 32ND PL **To:** BLDG C-78 **Last Const.:** 12/31/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 7,213 SqFt **Length:** 235 Ft **Width:** 42 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	49.00	Ft

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	15.00	Ft
19	RAVELING	M	7.00	SqFt
20	WEATHERING	L	2493.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2213.00 SqFt **PCI:** 91

Sample Comments:

20	WEATHERING	L	2213.00	SqFt
10	L & T CR	L	56.00	Ft
10	L & T CR	L	9.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC84PF **Name:** PARKING BUILDING C-84 **Use:** PARKING **Area:** 19,163 SqFt

Section: 01 of 1 **From:** 32ND PL **To:** BLDG C-84 **Last Const.:** 7/2/2010

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 19,163 SqFt **Length:** 278 Ft **Width:** 156 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2310.00 SqFt **PCI:** 78

Sample Comments:

10	L & T CR	L	27.00	Ft
20	WEATHERING	M	2310.00	SqFt
10	L & T CR	L	13.00	Ft
1	ALLIGATOR CR	M	9.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2088.00 SqFt **PCI:** 82

Sample Comments:

11	PATCH/UT CUT	L	8.00	SqFt
10	L & T CR	L	61.00	Ft
20	WEATHERING	M	2088.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2309.00 SqFt **PCI:** 79

Sample Comments:

20	WEATHERING	M	2276.00	SqFt
20	WEATHERING	H	33.00	SqFt
10	L & T CR	L	43.00	Ft
10	L & T CR	M	23.00	Ft

Sample Number: 07 **Type:** R **Area:** 2543.00 SqFt **PCI:** 74

Sample Comments:

10	L & T CR	L	27.00	Ft
11	PATCH/UT CUT	L	345.00	SqFt
20	WEATHERING	M	2198.00	SqFt
10	L & T CR	L	62.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC85PF **Name:** PARKING BUILDING C-85 **Use:** PARKING **Area:** 14,168 SqFt

Section: 01 of 1 **From:** RDNRPF **To:** BLDG C-85 **Last Const.:** 12/31/2012

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 14,168 SqFt **Length:** 343 Ft **Width:** 47 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2855.00 SqFt **PCI:** 81

Sample Comments:

20	WEATHERING	L	2855.00	SqFt
10	L & T CR	L	232.00	Ft
10	L & T CR	L	67.00	Ft

Sample Number: 03 **Type:** R **Area:** 2820.00 SqFt **PCI:** 82

Sample Comments:

10	L & T CR	L	327.00	Ft

Sample Number: 04 **Type:** R **Area:** 3049.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	L	3049.00	SqFt
10	L & T CR	L	213.00	Ft

Sample Number: 05 **Type:** R **Area:** 2905.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	L	2905.00	SqFt
10	L & T CR	L	251.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC86PF **Name:** PARKING BUILDING C-86 **Use:** PARKING **Area:** 28,091 SqFt

Section: 01 of 1 **From:** RDNRPF **To:** BLDG C-86 **Last Const.:** 12/31/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 28,091 SqFt **Length:** 502 Ft **Width:** 61 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 14 **Surveyed:** 5

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 1976.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	1976.00	SqFt
10	L & T CR	L	45.00	Ft

Sample Number: 06 **Type:** R **Area:** 2101.00 SqFt **PCI:** 86

Sample Comments:

10	L & T CR	L	129.00	Ft
20	WEATHERING	L	2101.00	SqFt

Sample Number: 09 **Type:** R **Area:** 1864.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	72.00	Ft
20	WEATHERING	L	1864.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2011.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	2011.00	SqFt
10	L & T CR	L	95.00	Ft

Sample Number: 12 **Type:** R **Area:** 1870.00 SqFt **PCI:** 81

Sample Comments:

11	PATCH/UT CUT	L	138.00	SqFt
10	L & T CR	L	68.00	Ft
20	WEATHERING	L	1870.00	SqFt
10	L & T CR	L	32.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PC88PF **Name:** PARKING BUILDING C-88 **Use:** PARKING **Area:** 19,765 SqFt

Section: 01 of 1 **From:** RDNRPF **To:** BLDG C-88 **Last Const.:** 7/2/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 19,765 SqFt **Length:** 494 Ft **Width:** 54 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	44.00	Ft

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

10	L & T CR	L	3.00	Ft
20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PEMCPF **Name:** PARKING BUILDING EMC (45-334) **Use:** PARKING **Area:** 262,605 SqFt

Section: 03 of 3 **From:** PEMCPF **To:** EMC BLDG **Last Const.:** 7/2/1963

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,610 SqFt **Length:** 86 Ft **Width:** 19 Ft

Slabs: 6 **Slab Length:** 19 Ft **Slab Width:** 14 Ft **Joint Length:** 92 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1963 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6.00 Slabs **PCI:** 71

Sample Comments:

23	DIVIDED SLAB	L	1.00	Slabs
28	LINEAR CR	L	3.00	Slabs
37	SHRINK CR	N	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PEMCPF **Name:** PARKING BUILDING EMC (45-334) **Use:** PARKING **Area:** 262,605 SqFt

Section: 01 of 3 **From:** 109TH ST SW **To:** 31ST AVE W **Last Const.:** 1/1/2000

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 102,750 SqFt **Length:** 470 Ft **Width:** 325 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 43 **Surveyed:** 6

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3309.00 SqFt **PCI:** 73

Sample Comments:

20	WEATHERING	M	3001.00	SqFt
10	L & T CR	L	199.00	Ft
20	WEATHERING	H	108.00	SqFt
19	RAVELING	M	200.00	SqFt

Sample Number: 03 **Type:** R **Area:** 1660.00 SqFt **PCI:** 36

Sample Comments:

1	ALLIGATOR CR	M	486.00	SqFt
10	L & T CR	L	131.00	Ft
20	WEATHERING	M	1660.00	SqFt

Sample Number: 16 **Type:** R **Area:** 2595.00 SqFt **PCI:** 57

Sample Comments:

11	PATCH/UT CUT	L	570.00	SqFt
10	L & T CR	L	24.00	Ft
3	BLOCK CR	L	280.00	SqFt
20	WEATHERING	H	1000.00	SqFt
20	WEATHERING	M	1025.00	SqFt
10	L & T CR	L	86.00	Ft

Sample Number: 18 **Type:** R **Area:** 2174.00 SqFt **PCI:** 30

Sample Comments:

20	WEATHERING	M	2156.00	SqFt
11	PATCH/UT CUT	L	18.00	SqFt
1	ALLIGATOR CR	M	140.00	SqFt
10	L & T CR	L	30.00	Ft
1	ALLIGATOR CR	H	112.00	SqFt

Sample Number: 21 **Type:** R **Area:** 2286.00 SqFt **PCI:** 61

Sample Comments:

10	L & T CR	M	28.00	Ft
20	WEATHERING	M	500.00	SqFt
20	WEATHERING	L	1786.00	SqFt
1	ALLIGATOR CR	H	24.00	SqFt
10	L & T CR	L	90.00	Ft

Sample Number: 26 **Type:** R **Area:** 2206.00 SqFt **PCI:** 70

Sample Comments:

11	PATCH/UT CUT	M	36.00	SqFt
20	WEATHERING	H	190.00	SqFt
10	L & T CR	L	75.00	Ft
20	WEATHERING	M	1725.00	SqFt
11	PATCH/UT CUT	L	208.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PEMCPF **Name:** PARKING BUILDING EMC (45-334) **Use:** PARKING **Area:** 262,605 SqFt

Section: 02 of 3 **From:** 112TH ST SW **To:** 31ST AVE W **Last Const.:** 7/1/2005

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 158,245 SqFt **Length:** 680 Ft **Width:** 601 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 63 **Surveyed:** 6

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2983.00 SqFt **PCI:** 79

Sample Comments:

1	ALLIGATOR CR	M	2.00	SqFt
20	WEATHERING	L	800.00	SqFt
20	WEATHERING	M	2183.00	SqFt
10	L & T CR	L	32.00	Ft
10	L & T CR	M	24.00	Ft
10	L & T CR	L	64.00	Ft

Sample Number: 29 **Type:** R **Area:** 3150.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	3150.00	SqFt

Sample Number: 49 **Type:** R **Area:** 2728.00 SqFt **PCI:** 81

Sample Comments:

10	L & T CR	M	9.00	Ft
20	WEATHERING	L	500.00	SqFt
20	WEATHERING	M	2228.00	SqFt
10	L & T CR	L	102.00	Ft

Sample Number: 53 **Type:** R **Area:** 3450.00 SqFt **PCI:** 49

Sample Comments:

19	RAVELING	H	6.00	SqFt
20	WEATHERING	M	2614.00	SqFt
20	WEATHERING	H	48.00	SqFt
11	PATCH/UT CUT	M	780.00	SqFt
10	L & T CR	L	156.00	Ft

Sample Number: 57 **Type:** R **Area:** 2518.00 SqFt **PCI:** 49

Sample Comments:

19	RAVELING	H	80.00	SqFt
20	WEATHERING	M	2192.00	SqFt
20	WEATHERING	H	244.00	SqFt
3	BLOCK CR	L	160.00	SqFt
3	BLOCK CR	L	400.00	SqFt
1	ALLIGATOR CR	M	80.00	SqFt

Sample Number: 60 **Type:** R **Area:** 1898.00 SqFt **PCI:** 67

Sample Comments:

20	WEATHERING	H	52.00	SqFt
10	L & T CR	L	18.00	Ft
20	WEATHERING	M	1846.00	SqFt
10	L & T CR	L	34.00	Ft
1	ALLIGATOR CR	M	20.00	SqFt
11	PATCH/UT CUT	L	104.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFHCAMPF **Name:** PARKING BUILDING FHCAM **Use:** PARKING **Area:** 52,815 SqFt

Section: 01 of 3 **From:** PFHCAMPF-02 **To:** FHCAM BLDG N **Last Const.:** 7/1/2005

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 5,174 SqFt **Length:** 167 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5173.00 SqFt **PCI:** 68

Sample Comments:

11	PATCH/UT CUT	L	49.00	SqFt
11	PATCH/UT CUT	L	70.00	SqFt
10	L & T CR	L	109.00	Ft
20	WEATHERING	M	2450.00	SqFt
10	L & T CR	L	141.00	Ft
1	ALLIGATOR CR	M	60.00	SqFt
19	RAVELING	M	140.00	SqFt
20	WEATHERING	L	2450.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFHCAMPF **Name:** PARKING BUILDING FHCAM **Use:** PARKING **Area:** 52,815 SqFt

Section: 03 of 3 **From:** 109TH ST SW **To:** FHCAM BLDG **Last Const.:** 7/2/1939

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,846 SqFt **Length:** 53 Ft **Width:** 35 Ft

Slabs: 1,846 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 3,604 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1939 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2.00 Slabs **PCI:** 59

Sample Comments:

29	LARGE PATCH	M	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
27	LAND SH DROP	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFHCAMPF **Name:** PARKING BUILDING FHCAM **Use:** PARKING **Area:** 52,815 SqFt

Section: 02 of 3 **From:** RDFHCAMPF-01 **To:** FHCAM BLDG **Last Const.:** 7/2/1951

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 45,795 SqFt **Length:** 453 Ft **Width:** 212 Ft

Slabs: 293 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 7,010 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1951 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 18.00 Slabs **PCI:** 75

Sample Comments:

28	LINEAR CR	L	6.00	Slabs
28	LINEAR CR	L	3.00	Slabs
38	CORNER SPALL	H	1.00	Slabs
36	SCALING	M	1.00	Slabs
39	JOINT SPALL	M	1.00	Slabs
30	SMALL PATCH	L	2.00	Slabs
37	SHRINK CR	N	2.00	Slabs

Sample Number: 05 **Type:** R **Area:** 18.00 Slabs **PCI:** 74

Sample Comments:

23	DIVIDED SLAB	L	1.00	Slabs
28	LINEAR CR	L	6.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
29	LARGE PATCH	L	2.00	Slabs
28	LINEAR CR	L	3.00	Slabs
22	CORNER BREAK	L	1.00	Slabs

Sample Number: 07 **Type:** R **Area:** 18.00 Slabs **PCI:** 81

Sample Comments:

38	CORNER SPALL	L	1.00	Slabs
28	LINEAR CR	L	2.00	Slabs
29	LARGE PATCH	M	1.00	Slabs
28	LINEAR CR	L	4.00	Slabs
37	SHRINK CR	N	1.00	Slabs
37	SHRINK CR	N	4.00	Slabs

Sample Number: 09 **Type:** R **Area:** 14.00 Slabs **PCI:** 56

Sample Comments:

28	LINEAR CR	L	5.00	Slabs
30	SMALL PATCH	L	1.00	Slabs
29	LARGE PATCH	H	1.00	Slabs
23	DIVIDED SLAB	L	2.00	Slabs
23	DIVIDED SLAB	L	2.00	Slabs
29	LARGE PATCH	H	1.00	Slabs
28	LINEAR CR	L	3.00	Slabs

Sample Number: 10 **Type:** R **Area:** 12.00 Slabs **PCI:** 26

Sample Comments:

39	JOINT SPALL	L	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
28	LINEAR CR	L	5.00	Slabs
28	LINEAR CR	L	1.00	Slabs
28	LINEAR CR	M	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs

28	LINEAR CR	L	2.00	Slabs
39	JOINT SPALL	M	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
23	DIVIDED SLAB	H	3.00	Slabs
23	DIVIDED SLAB	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFLIGHTPF **Name:** PARKING FLIGHT PARKING APRON **Use:** PARKING **Area:** 62,735 SqFt

Section: 07 of 7 **From:** DREAMLIFTER DR **To:** BLDG 7-336 **Last Const.:** 7/2/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 31,658 SqFt **Length:** 535 Ft **Width:** 64 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 13 **Surveyed:** 5

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2710.00 SqFt **PCI:** 93

Sample Comments:

11	PATCH/UT CUT	L	30.00	SqFt
20	WEATHERING	L	2680.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2529.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2529.00	SqFt
10	L & T CR	L	6.00	Ft

Sample Number: 05 **Type:** R **Area:** 2484.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2484.00	SqFt
10	L & T CR	L	20.00	Ft

Sample Number: 06 **Type:** R **Area:** 2552.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	23.00	Ft
20	WEATHERING	L	2552.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2928.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2928.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFLIGHTPF **Name:** PARKING FLIGHT PARKING APRON **Use:** PARKING **Area:** 62,735 SqFt

Section: 03 of 7 **From:** DREAMLIFTER DR **To:** FOF BLDG **Last Const.:** 7/1/2012

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 3,716 SqFt **Length:** 117 Ft **Width:** 103 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1413.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	75.00	Ft
20	WEATHERING	L	1413.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2300.00 SqFt **PCI:** 78

Sample Comments:

20	WEATHERING	L	2026.00	SqFt
11	PATCH/UT CUT	L	70.00	SqFt
11	PATCH/UT CUT	L	204.00	SqFt
10	L & T CR	L	23.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFLIGHTPF **Name:** PARKING FLIGHT PARKING APRON **Use:** PARKING **Area:** 62,735 SqFt

Section: 05 of 7 **From:** RDFLIGHTPF-01 **To:** PFLIGHTPF-06 **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 7,344 SqFt **Length:** 115 Ft **Width:** 67 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2073.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2073.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3084.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3084.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2187.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2187.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFLIGHTPF **Name:** PARKING FLIGHT PARKING APRON **Use:** PARKING **Area:** 62,735 SqFt

Section: 06 of 7 **From:** PFLIGHTPF-05 **To:** RDFLIGHTPF-02 **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 4,716 SqFt **Length:** 82 Ft **Width:** 67 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2484.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2484.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2231.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2231.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFLIGHTPF **Name:** PARKING FLIGHT PARKING APRON **Use:** PARKING **Area:** 62,735 SqFt

Section: 04 of 7 **From:** RDFLIGHTPF-02 **To:** FOF BLDG **Last Const.:** 6/30/2021

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,377 SqFt **Length:** 73 Ft **Width:** 26 Ft

Slabs: 40 **Slab Length:** 5 Ft **Slab Width:** 6 Ft **Joint Length:** 597 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/30/2021 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 02 **Type:** R **Area:** 15.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PFLIGHTPF **Name:** PARKING FLIGHT PARKING APRON **Use:** PARKING **Area:** 62,735 SqFt

Section: 02 of 7 **From:** PFLIGHTPF **To:** FOF BLDG **Last Const.:** 6/30/2021

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,017 SqFt **Length:** 50 Ft **Width:** 22 Ft

Slabs: 1,017 **Slab Length:** 1 Ft **Slab Width:** 1 Ft **Joint Length:** 1,968 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/30/2021 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 9.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PIACPF **Name:** PARKING BUILDING IAC **Use:** PARKING **Area:** 189,257 SqFt

Section: 05 of 5 **From:** 31ST AVE W **To:** 111TH AVE W **Last Const.:** 7/2/2006

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 52,109 SqFt **Length:** 517 Ft **Width:** 363 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 19 **Surveyed:** 5

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2225.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	126.00	Ft
20	WEATHERING	L	2116.00	SqFt
11	PATCH/UT CUT	L	109.00	SqFt

Sample Number: 07 **Type:** R **Area:** 3145.00 SqFt **PCI:** 87

Sample Comments:

11	PATCH/UT CUT	L	45.00	SqFt
20	WEATHERING	L	3100.00	SqFt
10	L & T CR	L	127.00	Ft

Sample Number: 11 **Type:** R **Area:** 3064.00 SqFt **PCI:** 24

Sample Comments:

11	PATCH/UT CUT	H	304.00	SqFt
1	ALLIGATOR CR	M	185.00	SqFt
20	WEATHERING	L	2354.00	SqFt
1	ALLIGATOR CR	M	155.00	SqFt
10	L & T CR	L	28.00	Ft
11	PATCH/UT CUT	H	102.00	SqFt
11	PATCH/UT CUT	L	304.00	SqFt

Sample Number: 16 **Type:** R **Area:** 3032.00 SqFt **PCI:** 81

Sample Comments:

20	WEATHERING	L	3032.00	SqFt
11	PATCH/UT CUT	L	265.00	SqFt
10	L & T CR	L	134.00	Ft

Sample Number: 18 **Type:** R **Area:** 2570.00 SqFt **PCI:** 78

Sample Comments:

20	WEATHERING	L	2570.00	SqFt
10	L & T CR	L	190.00	Ft
11	PATCH/UT CUT	L	212.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PIACPF **Name:** PARKING BUILDING IAC **Use:** PARKING **Area:** 189,257 SqFt

Section: 03 of 5 **From:** PIACPF-02 **To:** END **Last Const.:** 1/1/1900

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 1,270 SqFt **Length:** 86 Ft **Width:** 16 Ft

Slabs: 4 **Slab Length:** 20 Ft **Slab Width:** 15 Ft **Joint Length:** 56 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 21

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4.00 Slabs **PCI:** 21

Sample Comments:

22	CORNER BREAK	L	1.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
23	DIVIDED SLAB	H	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PIACPF **Name:** PARKING BUILDING IAC **Use:** PARKING **Area:** 189,257 SqFt

Section: 02 of 5 **From:** RDIACPF-01 **To:** PCC **Last Const.:** 1/1/2016

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 31,617 SqFt **Length:** 240 Ft **Width:** 160 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 13 **Surveyed:** 5

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 3156.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	3156.00	SqFt
10	L & T CR	L	123.00	Ft

Sample Number: 05 **Type:** R **Area:** 2939.00 SqFt **PCI:** 91

Sample Comments:

20	WEATHERING	L	2939.00	SqFt
10	L & T CR	L	82.00	Ft

Sample Number: 08 **Type:** R **Area:** 2176.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2176.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2431.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2431.00	SqFt
10	L & T CR	L	1.00	Ft

Sample Number: 13 **Type:** R **Area:** 2105.00 SqFt **PCI:** 72

Sample Comments:

3	BLOCK CR	M	555.00	SqFt
20	WEATHERING	L	2105.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PIACPF **Name:** PARKING BUILDING IAC **Use:** PARKING **Area:** 189,257 SqFt

Section: 01 of 5 **From:** 31ST AVE W **To:** 30TH AVE W **Last Const.:** 12/31/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 57,445 SqFt **Length:** 413 Ft **Width:** 186 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 22 **Surveyed:** 6

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 3190.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	3190.00	SqFt
10	L & T CR	L	58.00	Ft

Sample Number: 08 **Type:** R **Area:** 2751.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	L	2751.00	SqFt
10	L & T CR	L	44.00	Ft
1	ALLIGATOR CR	M	11.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2325.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	40.00	Ft
10	L & T CR	M	5.00	Ft
20	WEATHERING	L	2325.00	SqFt

Sample Number: 14 **Type:** R **Area:** 1981.00 SqFt **PCI:** 65

Sample Comments:

20	WEATHERING	L	1957.00	SqFt
1	ALLIGATOR CR	M	16.00	SqFt
10	L & T CR	L	129.00	Ft
6	DEPRESSION	M	57.00	SqFt
1	ALLIGATOR CR	H	3.00	SqFt
19	RAVELING	M	24.00	SqFt

Sample Number: 20 **Type:** R **Area:** 3633.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	3633.00	SqFt
10	L & T CR	L	35.00	Ft

Sample Number: 21 **Type:** R **Area:** 2542.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	105.00	Ft
20	WEATHERING	L	2542.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PIACPF **Name:** PARKING BUILDING IAC **Use:** PARKING **Area:** 189,257 SqFt

Section: 04 of 5 **From:** IAC BLDG **To:** END **Last Const.:** 1/1/1996

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 46,818 SqFt **Length:** 304 Ft **Width:** 267 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 18 **Surveyed:** 5

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2808.00 SqFt **PCI:** 52

Sample Comments:

1	ALLIGATOR CR	M	95.00	SqFt
11	PATCH/UT CUT	L	296.00	SqFt
10	L & T CR	M	8.00	Ft
6	DEPRESSION	H	30.00	SqFt
10	L & T CR	L	216.00	Ft
20	WEATHERING	L	2512.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2475.00 SqFt **PCI:** 32

Sample Comments:

20	WEATHERING	L	2383.00	SqFt
1	ALLIGATOR CR	M	782.00	SqFt
11	PATCH/UT CUT	M	92.00	SqFt
1	ALLIGATOR CR	M	65.00	SqFt
10	L & T CR	L	86.00	Ft

Sample Number: 08 **Type:** R **Area:** 2692.00 SqFt **PCI:** 29

Sample Comments:

10	L & T CR	L	147.00	Ft
1	ALLIGATOR CR	H	32.00	SqFt
11	PATCH/UT CUT	L	162.00	SqFt
1	ALLIGATOR CR	M	72.00	SqFt
11	PATCH/UT CUT	H	196.00	SqFt
20	WEATHERING	L	2334.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2692.00 SqFt **PCI:** 65

Sample Comments:

1	ALLIGATOR CR	M	60.00	SqFt
10	L & T CR	L	255.00	Ft
20	WEATHERING	L	2692.00	SqFt

Sample Number: 16 **Type:** R **Area:** 2773.00 SqFt **PCI:** 65

Sample Comments:

20	WEATHERING	L	2773.00	SqFt
1	ALLIGATOR CR	M	70.00	SqFt
10	L & T CR	L	123.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PLT12PF **Name:** PARKING BUILDING LOT 12 **Use:** PARKING **Area:** 28,250 SqFt

Section: 01 of 1 **From:** BERNIE WEBBER DR **To:** LOT 12 BLDG **Last Const.:** 12/31/2017

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 28,250 SqFt **Length:** 500 Ft **Width:** 175 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1700.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	1700.00	SqFt
10	L & T CR	L	26.00	Ft

Sample Number: 02 **Type:** R **Area:** 2345.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	45.00	Ft
20	WEATHERING	L	2345.00	SqFt

Sample Number: 05 **Type:** R **Area:** 3155.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	3155.00	SqFt
10	L & T CR	L	78.00	Ft

Sample Number: 06 **Type:** R **Area:** 3003.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	L	3003.00	SqFt
11	PATCH/UT CUT	L	8.00	SqFt

Sample Number: 10 **Type:** R **Area:** 3245.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	3245.00	SqFt
10	L & T CR	L	31.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PMEPF **Name:** PARKING BUILDING ME **Use:** PARKING **Area:** 17,746 SqFt

Section: 02 of 2 **From:** 29TH AVE W **To:** ME BLDG **Last Const.:** 7/2/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 6,380 SqFt **Length:** 180 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2153.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2153.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2036.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2036.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2189.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	M	200.00	SqFt
20	WEATHERING	L	1989.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PMEPF **Name:** PARKING BUILDING ME **Use:** PARKING **Area:** 17,746 SqFt

Section: 01 of 2 **From:** 29TH AVE W **To:** ME BLDG **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 11,366 SqFt **Length:** 193 Ft **Width:** 106 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2460.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2460.00 SqFt

Sample Number: 02 **Type:** R **Area:** 2340.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2340.00 SqFt

Sample Number: 04 **Type:** R **Area:** 2167.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2167.00 SqFt

Sample Number: 05 **Type:** R **Area:** 2117.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2117.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP1PF **Name:** PARKING P1 **Use:** PARKING **Area:** 112,753 SqFt

Section: 01 of 1 **From:** 100TH ST SW **To:** END **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 112,753 SqFt **Length:** 940 Ft **Width:** 132 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 44 **Surveyed:** 6

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5215.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	5215.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2232.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2232.00	SqFt

Sample Number: 18 **Type:** R **Area:** 3278.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3278.00	SqFt

Sample Number: 22 **Type:** R **Area:** 3318.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3318.00	SqFt

Sample Number: 29 **Type:** R **Area:** 1954.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	1954.00	SqFt
10	L & T CR	L	22.00	Ft

Sample Number: 39 **Type:** R **Area:** 2724.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2724.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP2PF **Name:** C1 PARKING LOT **Use:** PARKING **Area:** 37,241 SqFt

Section: 02 of 2 **From:** 100TH ST SW **To:** BLDG C-2 **Last Const.:** 7/2/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 7,125 SqFt **Length:** 276 Ft **Width:** 21 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1638.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	1638.00	SqFt
3	BLOCK CR	L	100.00	SqFt

Sample Number: 02 **Type:** R **Area:** 1626.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	1626.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2244.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2244.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP2PF **Name:** C1 PARKING LOT **Use:** PARKING **Area:** 37,241 SqFt

Section: 01 of 2 **From:** 100TH ST SW **To:** 33RD AVE W **Last Const.:** 7/1/2009

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 30,116 SqFt **Length:** 248 Ft **Width:** 125 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 1927.00 SqFt **PCI:** 76

Sample Comments:

10	L & T CR	L	132.00	Ft
20	WEATHERING	L	1000.00	SqFt
10	L & T CR	L	113.00	Ft
20	WEATHERING	M	927.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 71

Sample Comments:

20	WEATHERING	L	1250.00	SqFt
1	ALLIGATOR CR	L	18.00	SqFt
10	L & T CR	L	189.00	Ft
20	WEATHERING	M	1170.00	SqFt
10	L & T CR	L	191.00	Ft
11	PATCH/UT CUT	L	80.00	SqFt

Sample Number: 07 **Type:** R **Area:** 3131.00 SqFt **PCI:** 72

Sample Comments:

20	WEATHERING	L	2376.00	SqFt
10	L & T CR	L	169.00	Ft
10	L & T CR	L	265.00	Ft
10	L & T CR	M	15.00	Ft
11	PATCH/UT CUT	L	76.00	SqFt
20	WEATHERING	M	600.00	SqFt

Sample Number: 11 **Type:** R **Area:** 1726.00 SqFt **PCI:** 79

Sample Comments:

10	L & T CR	L	42.00	Ft
11	PATCH/UT CUT	L	125.00	SqFt
10	L & T CR	M	4.00	Ft
19	RAVELING	M	9.00	SqFt
10	L & T CR	L	33.00	Ft
20	WEATHERING	L	1592.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2024.00 SqFt **PCI:** 83

Sample Comments:

19	RAVELING	M	40.00	SqFt
10	L & T CR	L	26.00	Ft
20	WEATHERING	M	200.00	SqFt
10	L & T CR	L	60.00	Ft
20	WEATHERING	L	1786.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP3PF **Name:** EVCC PARKING **Use:** PARKING **Area:** 75,838 SqFt

Section: 02 of 3 **From:** 100TH ST SW **To:** FENCE **Last Const.:** 12/31/2018

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 23,694 SqFt **Length:** 226 Ft **Width:** 180 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2350.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2350.00 SqFt

Sample Number: 02 **Type:** R **Area:** 2680.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2680.00 SqFt

Sample Number: 04 **Type:** R **Area:** 2056.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2056.00 SqFt

Sample Number: 06 **Type:** R **Area:** 2000.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2000.00 SqFt

Sample Number: 09 **Type:** R **Area:** 1950.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 1950.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP3PF **Name:** EVCC PARKING **Use:** PARKING **Area:** 75,838 SqFt

Section: 01 of 3 **From:** 100TH ST SW **To:** FENCE **Last Const.:** 7/2/2015

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 46,684 SqFt **Length:** 343 Ft **Width:** 178 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 1760.00 SqFt **PCI:** 84

Sample Comments:

11	PATCH/UT CUT	L	68.00	SqFt
20	WEATHERING	M	175.00	SqFt
20	WEATHERING	L	1585.00	SqFt
10	L & T CR	L	74.00	Ft

Sample Number: 05 **Type:** R **Area:** 2895.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	83.00	Ft
20	WEATHERING	L	2895.00	SqFt

Sample Number: 07 **Type:** R **Area:** 1941.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	1941.00	SqFt

Sample Number: 12 **Type:** R **Area:** 3130.00 SqFt **PCI:** 81

Sample Comments:

20	WEATHERING	L	3130.00	SqFt
6	DEPRESSION	L	60.00	SqFt
10	L & T CR	M	60.00	Ft
10	L & T CR	L	120.00	Ft

Sample Number: 15 **Type:** R **Area:** 1826.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	1826.00	SqFt
10	L & T CR	L	6.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP3PF **Name:** EVCC PARKING **Use:** PARKING **Area:** 75,838 SqFt

Section: 03 of 3 **From:** X **To:** X **Last Const.:** 5/25/2021

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 5,460 SqFt **Length:** 130 Ft **Width:** 42 Ft

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

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

Section Comments:

Work Date: 5/25/2021 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	20.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP4PF **Name:** PARKING P4 **Use:** PARKING **Area:** 127,163 SqFt

Section: 01A of 3 **From:** 31ST AVE W **To:** FENCE **Last Const.:** 12/31/2006

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 64,867 SqFt **Length:** 408 Ft **Width:** 175 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/31/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 42 **Surveyed:** 3

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3330.00 SqFt **PCI:** 67

Sample Comments:

3	BLOCK CR	L	3300.00	SqFt
13	POTHOLE	L	1.00	Count
20	WEATHERING	L	1650.00	SqFt
20	WEATHERING	M	1650.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2188.00 SqFt **PCI:** 70

Sample Comments:

20	WEATHERING	L	2188.00	SqFt
3	BLOCK CR	L	2188.00	SqFt

Sample Number: 27 **Type:** R **Area:** 2669.00 SqFt **PCI:** 76

Sample Comments:

10	L & T CR	L	251.00	Ft
10	L & T CR	L	123.00	Ft
20	WEATHERING	L	2669.00	SqFt
11	PATCH/UT CUT	L	116.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP4PF **Name:** PARKING P4 **Use:** PARKING **Area:** 127,163 SqFt

Section: 01B of 3 **From:** 31ST AVE W **To:** FENCE **Last Const.:** 7/2/1991

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 35,585 SqFt **Length:** 215 Ft **Width:** 144 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 42 **Surveyed:** 3

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 2919.00 SqFt **PCI:** 23

Sample Comments:

1	ALLIGATOR CR	M	2174.00	SqFt
20	WEATHERING	M	2396.00	SqFt
20	WEATHERING	L	523.00	SqFt
11	PATCH/UT CUT	L	77.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2400.00 SqFt **PCI:** 37

Sample Comments:

20	WEATHERING	L	2300.00	SqFt
1	ALLIGATOR CR	M	459.00	SqFt
10	L & T CR	M	10.00	Ft
11	PATCH/UT CUT	L	100.00	SqFt
10	L & T CR	L	216.00	Ft
10	L & T CR	L	20.00	Ft

Sample Number: 34 **Type:** R **Area:** 2134.00 SqFt **PCI:** 66

Sample Comments:

10	L & T CR	L	25.00	Ft
20	WEATHERING	L	2134.00	SqFt
10	L & T CR	L	14.00	Ft
11	PATCH/UT CUT	L	784.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP4PF **Name:** PARKING P4 **Use:** PARKING **Area:** 127,163 SqFt

Section: 02 of 3 **From:** 31ST AVE W **To:** FENCE **Last Const.:** 7/2/1994

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 26,710 SqFt **Length:** 376 Ft **Width:** 74 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1994 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3130.00 SqFt **PCI:** 31

Sample Comments:

11	PATCH/UT CUT	M	28.00	SqFt
1	ALLIGATOR CR	M	961.00	SqFt
20	WEATHERING	M	961.00	SqFt
10	L & T CR	L	182.00	Ft
20	WEATHERING	L	2141.00	SqFt

Sample Number: 05 **Type:** R **Area:** 3250.00 SqFt **PCI:** 50

Sample Comments:

20	WEATHERING	M	240.00	SqFt
20	WEATHERING	L	3010.00	SqFt
1	ALLIGATOR CR	M	68.00	SqFt
3	BLOCK CR	L	420.00	SqFt
3	BLOCK CR	L	220.00	SqFt
10	L & T CR	L	130.00	Ft
10	L & T CR	M	86.00	Ft
1	ALLIGATOR CR	M	112.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2587.00 SqFt **PCI:** 33

Sample Comments:

11	PATCH/UT CUT	M	50.00	SqFt
1	ALLIGATOR CR	M	686.00	SqFt
3	BLOCK CR	L	316.00	SqFt
20	WEATHERING	L	1851.00	SqFt
20	WEATHERING	M	686.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2270.00 SqFt **PCI:** 74

Sample Comments:

11	PATCH/UT CUT	L	32.00	SqFt
3	BLOCK CR	L	500.00	SqFt
20	WEATHERING	L	2182.00	SqFt
10	L & T CR	M	23.00	Ft
3	BLOCK CR	M	216.00	SqFt
11	PATCH/UT CUT	L	56.00	SqFt

Sample Number: 10 **Type:** R **Area:** 1461.00 SqFt **PCI:** 48

Sample Comments:

1	ALLIGATOR CR	M	24.00	SqFt
10	L & T CR	L	139.00	Ft
1	ALLIGATOR CR	M	36.00	SqFt
1	ALLIGATOR CR	M	34.00	SqFt
1	ALLIGATOR CR	M	24.00	SqFt
1	ALLIGATOR CR	M	12.00	SqFt
20	WEATHERING	M	1461.00	SqFt
10	L & T CR	M	32.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP5PF **Name:** PARKING P5 **Use:** PARKING **Area:** 74,736 SqFt

Section: 02 of 2 **From:** NORTH LOT **To:** FENCE **Last Const.:** 7/2/2014

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 26,901 SqFt **Length:** 206 Ft **Width:** 132 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2210.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	L	2210.00	SqFt
3	BLOCK CR	L	560.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2129.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2056.00	SqFt
20	WEATHERING	M	72.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2184.00 SqFt **PCI:** 81

Sample Comments:

20	WEATHERING	L	1964.00	SqFt
11	PATCH/UT CUT	L	240.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2112.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	L	2080.00	SqFt
20	WEATHERING	M	32.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2690.00 SqFt **PCI:** 80

Sample Comments:

20	WEATHERING	L	2370.00	SqFt
11	PATCH/UT CUT	L	320.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PP5PF **Name:** PARKING P5 **Use:** PARKING **Area:** 74,736 SqFt

Section: 01 of 2 **From:** 100TH ST SW **To:** FENCE **Last Const.:** 7/1/2000

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 47,835 SqFt **Length:** 370 Ft **Width:** 165 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 19 **Surveyed:** 5

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 07 **Type:** R **Area:** 2431.00 SqFt **PCI:** 50

Sample Comments:

3	BLOCK CR	L	2279.00	SqFt
11	PATCH/UT CUT	L	36.00	SqFt
20	WEATHERING	L	2399.00	SqFt
1	ALLIGATOR CR	M	118.00	SqFt

Sample Number: 09 **Type:** R **Area:** 3270.00 SqFt **PCI:** 46

Sample Comments:

1	ALLIGATOR CR	M	300.00	SqFt
20	WEATHERING	L	3270.00	SqFt
3	BLOCK CR	L	2970.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2400.00 SqFt **PCI:** 70

Sample Comments:

3	BLOCK CR	L	2400.00	SqFt
20	WEATHERING	L	2400.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2433.00 SqFt **PCI:** 56

Sample Comments:

3	BLOCK CR	M	250.00	SqFt
3	BLOCK CR	L	2151.00	SqFt
20	WEATHERING	L	2433.00	SqFt
1	ALLIGATOR CR	M	32.00	SqFt

Sample Number: 14 **Type:** R **Area:** 2311.00 SqFt **PCI:** 70

Sample Comments:

20	WEATHERING	L	2311.00	SqFt
3	BLOCK CR	L	2311.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PTWRPF **Name:** PARKING FAA TOWER **Use:** PARKING **Area:** 7,617 SqFt

Section: 01 of 1 **From:** 100TH ST SW **To:** FENCE **Last Const.:** 1/1/2004

Surface: AC **Family:** GRI_Parking_AC **Zone:** **Category:** **Rank:** S

Area: 7,617 SqFt **Length:** 227 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1590.00 SqFt **PCI:** 70

Sample Comments:

11	PATCH/UT CUT	L	92.00	SqFt
10	L & T CR	L	85.00	Ft
20	WEATHERING	L	1498.00	SqFt
3	BLOCK CR	L	80.00	SqFt
1	ALLIGATOR CR	M	16.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2450.00 SqFt **PCI:** 69

Sample Comments:

10	L & T CR	L	127.00	Ft
1	ALLIGATOR CR	M	13.00	SqFt
20	WEATHERING	L	2450.00	SqFt
3	BLOCK CR	L	1137.00	SqFt

Sample Number: 03 **Type:** R **Area:** 3067.00 SqFt **PCI:** 59

Sample Comments:

11	PATCH/UT CUT	L	205.00	SqFt
1	ALLIGATOR CR	M	100.00	SqFt
3	BLOCK CR	L	695.00	SqFt
10	L & T CR	L	134.00	Ft
20	WEATHERING	L	2862.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PURRPF **Name:** PARKING BUILDING URR **Use:** PARKING **Area:** 18,914 SqFt

Section: 02 of 2 **From:** URR BLDG **To:** END **Last Const.:** 7/2/1979

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 6,400 SqFt **Length:** 80 Ft **Width:** 80 Ft

Slabs: 32 **Slab Length:** 20 Ft **Slab Width:** 10 Ft **Joint Length:** 800 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 7/2/1979 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 16.00 Slabs **PCI:** 82

Sample Comments:

28	LINEAR CR	L	5.00	Slabs
28	LINEAR CR	L	2.00	Slabs

Sample Number: 02 **Type:** R **Area:** 16.00 Slabs **PCI:** 75

Sample Comments:

28	LINEAR CR	L	8.00	Slabs
39	JOINT SPALL	L	2.00	Slabs
22	CORNER BREAK	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: PURRPF **Name:** PARKING BUILDING URR **Use:** PARKING **Area:** 18,914 SqFt

Section: 01 of 2 **From:** P45801PF **To:** URR BLDG **Last Const.:** 7/2/1979

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** S

Area: 12,514 SqFt **Length:** 256 Ft **Width:** 72 Ft

Slabs: 63 **Slab Length:** 20 Ft **Slab Width:** 10 Ft **Joint Length:** 1,654 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1979 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 21.00 Slabs **PCI:** 80

Sample Comments:

37	SHRINK CR	N	2.00	Slabs
37	SHRINK CR	N	1.00	Slabs
24	DURABIL. CR	L	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
38	CORNER SPALL	L	2.00	Slabs
37	SHRINK CR	N	3.00	Slabs
28	LINEAR CR	L	4.00	Slabs

Sample Number: 02 **Type:** R **Area:** 21.00 Slabs **PCI:** 76

Sample Comments:

28	LINEAR CR	L	15.00	Slabs
39	JOINT SPALL	L	2.00	Slabs

Sample Number: 03 **Type:** R **Area:** 21.00 Slabs **PCI:** 82

Sample Comments:

28	LINEAR CR	L	2.00	Slabs
38	CORNER SPALL	L	2.00	Slabs
28	LINEAR CR	L	5.00	Slabs
39	JOINT SPALL	L	3.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD100PF **Name:** ROADWAY 100TH STREET SW **Use:** ROADWAY **Area:** 122,070 SqFt

Section: 02 of 2 **From:** 33RD AVE W **To:** 33RD AVE W **Last Const.:** 2/6/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 68,210 SqFt **Length:** 2,236 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 27 **Surveyed:** 6

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	M	315.00	SqFt
20	WEATHERING	L	2185.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	M	105.00	SqFt
20	WEATHERING	L	2395.00	SqFt

Sample Number: 14 **Type:** R **Area:** 3270.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3270.00	SqFt

Sample Number: 18 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 25 **Type:** R **Area:** 2500.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	60.00	Ft
20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD100PF **Name:** ROADWAY 100TH STREET SW **Use:** ROADWAY **Area:** 122,070 SqFt

Section: 01 of 2 **From:** PC WEST OF AIRPORT RD **To:** 33RD AVE W **Last Const.:** 4/20/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 53,860 SqFt **Length:** 1,042 Ft **Width:** 49 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 22 **Surveyed:** 6

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3173.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	3035.00	SqFt
10	L & T CR	L	25.00	Ft
11	PATCH/UT CUT	L	128.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	14.00	Ft

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	4.00	Ft
20	WEATHERING	M	200.00	SqFt
20	WEATHERING	L	2300.00	SqFt

Sample Number: 13 **Type:** R **Area:** 2500.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	56.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 17 **Type:** R **Area:** 2040.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	M	12.00	SqFt
20	WEATHERING	L	2028.00	SqFt
10	L & T CR	L	7.00	Ft

Sample Number: 21 **Type:** R **Area:** 2508.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	M	80.00	SqFt
10	L & T CR	L	15.00	Ft
20	WEATHERING	L	2428.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD109PF **Name:** ROADWAY 109TH STREET SW **Use:** ROADWAY **Area:** 72,049 SqFt

Section: 01 of 1 **From:** 30TH AVE W **To:** SECURITY GATE S-13 **Last Const.:** 2/6/2015

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 72,049 SqFt **Length:** 1,927 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 29 **Surveyed:** 6

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 72

Sample Comments:

20	WEATHERING	H	208.00	SqFt
10	L & T CR	L	199.00	Ft
11	PATCH/UT CUT	L	66.00	SqFt
11	PATCH/UT CUT	L	215.00	SqFt
20	WEATHERING	L	2220.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 91

Sample Comments:

11	PATCH/UT CUT	L	72.00	SqFt
10	L & T CR	L	9.00	Ft
20	WEATHERING	L	2428.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	42.00	Ft

Sample Number: 14 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	M	120.00	SqFt
20	WEATHERING	L	2380.00	SqFt

Sample Number: 22 **Type:** R **Area:** 2500.00 SqFt **PCI:** 75

Sample Comments:

20	WEATHERING	L	2305.00	SqFt
1	ALLIGATOR CR	M	8.00	SqFt
10	L & T CR	L	143.00	Ft
11	PATCH/UT CUT	L	195.00	SqFt

Sample Number: 28 **Type:** R **Area:** 2755.00 SqFt **PCI:** 79

Sample Comments:

1	ALLIGATOR CR	L	22.00	SqFt
11	PATCH/UT CUT	L	86.00	SqFt
20	WEATHERING	L	1325.00	SqFt
10	L & T CR	L	102.00	Ft
20	WEATHERING	M	1325.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD111PF **Name:** ROADWAY 111TH STREET SW **Use:** ROADWAY **Area:** 21,096 SqFt

Section: 01 of 1 **From:** 31ST AVE W **To:** 30TH AVE W **Last Const.:** 4/20/2002

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 21,096 SqFt **Length:** 518 Ft **Width:** 41 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 48

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	155.00	Ft
1	ALLIGATOR CR	M	275.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 45

Sample Comments:

20	WEATHERING	M	2500.00	SqFt
1	ALLIGATOR CR	M	156.00	SqFt
1	ALLIGATOR CR	M	206.00	SqFt
10	L & T CR	L	177.00	Ft

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 47

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
1	ALLIGATOR CR	M	117.00	SqFt
10	L & T CR	L	217.00	Ft
1	ALLIGATOR CR	M	189.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 67

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	259.00	Ft
1	ALLIGATOR CR	M	42.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD112PF **Name:** ROADWAY 112TH STREET SW **Use:** ROADWAY **Area:** 102,301 SqFt

Section: 02 of 3 **From:** 31ST AVE W **To:** 30TH AVE W **Last Const.:** 2/5/2001

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 19,064 SqFt **Length:** 639 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1602.00 SqFt **PCI:** 48

Sample Comments:

1	ALLIGATOR CR	H	9.00	SqFt
20	WEATHERING	M	600.00	SqFt
11	PATCH/UT CUT	L	408.00	SqFt
10	L & T CR	M	22.00	Ft
10	L & T CR	L	9.00	Ft
20	WEATHERING	H	600.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 51

Sample Comments:

1	ALLIGATOR CR	M	44.00	SqFt
20	WEATHERING	H	1250.00	SqFt
10	L & T CR	L	51.00	Ft
1	ALLIGATOR CR	L	40.00	SqFt
20	WEATHERING	M	1250.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 24

Sample Comments:

1	ALLIGATOR CR	L	20.00	SqFt
1	ALLIGATOR CR	H	52.00	SqFt
20	WEATHERING	H	1250.00	SqFt
20	WEATHERING	M	1250.00	SqFt
11	PATCH/UT CUT	M	9.00	SqFt
1	ALLIGATOR CR	M	40.00	SqFt
11	PATCH/UT CUT	M	12.00	SqFt
11	PATCH/UT CUT	M	75.00	SqFt
10	L & T CR	L	93.00	Ft
1	ALLIGATOR CR	M	104.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 72

Sample Comments:

1	ALLIGATOR CR	L	12.00	SqFt
20	WEATHERING	M	2500.00	SqFt
1	ALLIGATOR CR	M	9.00	SqFt
10	L & T CR	L	86.00	Ft
1	ALLIGATOR CR	M	12.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD112PF **Name:** ROADWAY 112TH STREET SW **Use:** ROADWAY **Area:** 102,301 SqFt

Section: 03 of 3 **From:** 30TH AVE W **To:** WEST OF BEVERLY PARK RD **Last Const.:** 9/12/2008

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 57,897 SqFt **Length:** 1,260 Ft **Width:** 56 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/12/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 22 **Surveyed:** 6

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 41

Sample Comments:

20	WEATHERING	M	2500.00	SqFt
1	ALLIGATOR CR	M	488.00	SqFt
10	L & T CR	L	70.00	Ft

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 76

Sample Comments:

10	L & T CR	L	32.00	Ft
1	ALLIGATOR CR	L	37.00	SqFt
20	WEATHERING	M	2500.00	SqFt
11	PATCH/UT CUT	L	12.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2500.00 SqFt **PCI:** 70

Sample Comments:

1	ALLIGATOR CR	L	27.00	SqFt
10	L & T CR	L	24.00	Ft
10	L & T CR	L	26.00	Ft
1	ALLIGATOR CR	L	14.00	SqFt
1	ALLIGATOR CR	M	12.00	SqFt
20	WEATHERING	M	2500.00	SqFt

Sample Number: 14 **Type:** R **Area:** 2500.00 SqFt **PCI:** 71

Sample Comments:

1	ALLIGATOR CR	M	9.00	SqFt
20	WEATHERING	M	2500.00	SqFt
1	ALLIGATOR CR	L	12.00	SqFt
1	ALLIGATOR CR	L	36.00	SqFt
11	PATCH/UT CUT	L	60.00	SqFt

Sample Number: 18 **Type:** R **Area:** 2500.00 SqFt **PCI:** 73

Sample Comments:

1	ALLIGATOR CR	L	34.00	SqFt
3	BLOCK CR	L	24.00	SqFt
11	PATCH/UT CUT	L	90.00	SqFt
20	WEATHERING	M	2500.00	SqFt
3	BLOCK CR	L	48.00	SqFt
1	ALLIGATOR CR	L	23.00	SqFt

Sample Number: 22 **Type:** R **Area:** 3884.00 SqFt **PCI:** 74

Sample Comments:

10	L & T CR	L	20.00	Ft
1	ALLIGATOR CR	L	80.00	SqFt
1	ALLIGATOR CR	L	36.00	SqFt
20	WEATHERING	M	3884.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD112PF **Name:** ROADWAY 112TH STREET SW **Use:** ROADWAY **Area:** 102,301 SqFt

Section: 01 of 3 **From:** 31ST AVE W **To:** NAVAJO RD **Last Const.:** 11/25/2009

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 25,340 SqFt **Length:** 847 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2495.00 SqFt **PCI:** 61

Sample Comments:

20	WEATHERING	M	2351.00	SqFt
1	ALLIGATOR CR	M	72.00	SqFt
11	PATCH/UT CUT	L	99.00	SqFt
11	PATCH/UT CUT	L	45.00	SqFt
10	L & T CR	L	124.00	Ft

Sample Number: 04 **Type:** R **Area:** 2495.00 SqFt **PCI:** 63

Sample Comments:

20	WEATHERING	M	2495.00	SqFt
10	L & T CR	L	140.00	Ft
10	L & T CR	M	24.00	Ft
1	ALLIGATOR CR	M	56.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2595.00 SqFt **PCI:** 81

Sample Comments:

10	L & T CR	L	48.00	Ft
10	L & T CR	M	8.00	Ft
20	WEATHERING	M	2595.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2216.00 SqFt **PCI:** 68

Sample Comments:

10	L & T CR	M	12.00	Ft
1	ALLIGATOR CR	L	104.00	SqFt
10	L & T CR	L	31.00	Ft
20	WEATHERING	M	2216.00	SqFt

Sample Number: 10 **Type:** R **Area:** 1757.00 SqFt **PCI:** 82

Sample Comments:

10	L & T CR	L	55.00	Ft
20	WEATHERING	M	1757.00	SqFt
10	L & T CR	M	4.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD113PF **Name:** ROADWAY 113TH STREET SW **Use:** ROADWAY **Area:** 38,715 SqFt

Section: 01 of 1 **From:** 112TH ST SW **To:** COMMANDO RD **Last Const.:** 9/13/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 38,715 SqFt **Length:** 1,076 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2113.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	L	2113.00	SqFt
10	L & T CR	L	35.00	Ft

Sample Number: 04 **Type:** R **Area:** 2556.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	67.00	Ft
20	WEATHERING	L	2556.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2495.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	24.00	Ft
20	WEATHERING	L	2495.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2495.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	33.00	Ft
20	WEATHERING	L	2495.00	SqFt

Sample Number: 14 **Type:** R **Area:** 2495.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2495.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD11404PF **Name:** ROADWAY 11404 COMMANDO ROAD **Use:** ROADWAY **Area:** 51,423 SqFt

Section: 01 of 3 **From:** COMMANDO RD **To:** SW PKG LOT **Last Const.:** 9/13/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 50,659 SqFt **Length:** 1,675 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 21 **Surveyed:** 5

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	23.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2500.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	56.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 18 **Type:** R **Area:** 2500.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	61.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 21 **Type:** R **Area:** 2364.00 SqFt **PCI:** 94

Sample Comments:

10	L & T CR	L	15.00	Ft
20	WEATHERING	L	2364.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD11404PF **Name:** ROADWAY 11404 COMMANDO ROAD **Use:** ROADWAY **Area:** 51,423 SqFt

Section: 02 of 3 **From:** COMMANDO RD **To:** P11404PF **Last Const.:** 7/1/1989

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** P

Area: 368 SqFt **Length:** 13 Ft **Width:** 31 Ft

Slabs: 15 **Slab Length:** 5 Ft **Slab Width:** 5 Ft **Joint Length:** 117 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6.00 Slabs **PCI:** 84

Sample Comments:

28	LINEAR CR	L	1.00	Slabs
38	CORNER SPALL	L	3.00	Slabs
39	JOINT SPALL	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD11404PF **Name:** ROADWAY 11404 COMMANDO ROAD **Use:** ROADWAY **Area:** 51,423 SqFt

Section: 03 of 3 **From:** COMMANDO RD **To:** P11404PF **Last Const.:** 7/2/1991

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** P

Area: 396 SqFt **Length:** 13 Ft **Width:** 31 Ft

Slabs: 16 **Slab Length:** 5 Ft **Slab Width:** 5 Ft **Joint Length:** 117 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6.00 Slabs **PCI:** 85

Sample Comments:

38	CORNER SPALL	M	1.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
39	JOINT SPALL	L	1.00	Slabs
28	LINEAR CR	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD11910PF **Name:** ROADWAY 11910 BEVERLY PARK ROAD **Use:** ROADWAY **Area:** 1,239 SqFt

Section: 01 of 2 **From:** COMMANDO RD **To:** P11910PF **Last Const.:** 7/2/1955

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** P

Area: 578 SqFt **Length:** 13 Ft **Width:** 45 Ft

Slabs: 11 **Slab Length:** 10 Ft **Slab Width:** 5 Ft **Joint Length:** 106 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/1955 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6.00 Slabs **PCI:** 67

Sample Comments:

28	LINEAR CR	L	1.00	Slabs
38	CORNER SPALL	L	2.00	Slabs
22	CORNER BREAK	L	2.00	Slabs
39	JOINT SPALL	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD11910PF **Name:** ROADWAY 11910 BEVERLY PARK ROAD **Use:** ROADWAY **Area:** 1,239 SqFt

Section: 02 of 2 **From:** COMMANDO RD **To:** P11910PF **Last Const.:** 7/1/1977

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** P

Area: 661 SqFt **Length:** 13 Ft **Width:** 45 Ft

Slabs: 7 **Slab Length:** 16 Ft **Slab Width:** 6 Ft **Joint Length:** 86 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1977 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6.00 Slabs **PCI:** 78

Sample Comments:

28	LINEAR CR	L	4.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD219PF **Name:** ROADWAY BUILDING 219 **Use:** ROADWAY **Area:** 5,099 SqFt

Section: 01 of 1 **From:** 109TH ST SW **To:** P221PF **Last Const.:** 9/12/2008

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 5,099 SqFt **Length:** 105 Ft **Width:** 67 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/12/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2850.00 SqFt **PCI:** 72

Sample Comments:

20	WEATHERING	M	2850.00	SqFt
3	BLOCK CR	L	1196.00	SqFt
6	DEPRESSION	L	20.00	SqFt
10	L & T CR	L	110.00	Ft
10	L & T CR	M	4.00	Ft

Sample Number: 02 **Type:** R **Area:** 2249.00 SqFt **PCI:** 64

Sample Comments:

3	BLOCK CR	L	784.00	SqFt
19	RAVELING	M	36.00	SqFt
20	WEATHERING	M	2161.00	SqFt
10	L & T CR	L	161.00	Ft
10	L & T CR	M	56.00	Ft
11	PATCH/UT CUT	L	42.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD24PF **Name:** ROADWAY 24TH PLACE W **Use:** ROADWAY **Area:** 78,008 SqFt

Section: 01 of 2 **From:** 100TH ST SW **To:** 9501 **Last Const.:** 11/25/2011

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 58,469 SqFt **Length:** 1,795 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 23 **Surveyed:** 6

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 70

Sample Comments:

20	WEATHERING	M	2500.00	SqFt
3	BLOCK CR	L	2016.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 77

Sample Comments:

10	L & T CR	M	35.00	Ft
20	WEATHERING	L	2500.00	SqFt
1	ALLIGATOR CR	L	39.00	SqFt
10	L & T CR	L	105.00	Ft

Sample Number: 11 **Type:** R **Area:** 2500.00 SqFt **PCI:** 80

Sample Comments:

20	WEATHERING	L	1000.00	SqFt
11	PATCH/UT CUT	L	120.00	SqFt
20	WEATHERING	M	1380.00	SqFt
10	L & T CR	L	105.00	Ft

Sample Number: 16 **Type:** R **Area:** 2500.00 SqFt **PCI:** 79

Sample Comments:

10	L & T CR	L	92.00	Ft
11	PATCH/UT CUT	L	47.00	SqFt
20	WEATHERING	M	2390.00	SqFt
11	PATCH/UT CUT	M	18.00	SqFt

Sample Number: 19 **Type:** R **Area:** 2500.00 SqFt **PCI:** 65

Sample Comments:

11	PATCH/UT CUT	L	104.00	SqFt
20	WEATHERING	M	2171.00	SqFt
10	L & T CR	L	62.00	Ft
11	PATCH/UT CUT	M	225.00	SqFt

Sample Number: 22 **Type:** R **Area:** 2500.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD24PF **Name:** ROADWAY 24TH PLACE W **Use:** ROADWAY **Area:** 78,008 SqFt

Section: 02 of 2 **From:** 9501 **To:** END **Last Const.:** 2/5/2009

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** S

Area: 19,539 SqFt **Length:** 510 Ft **Width:** 44 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 77

Sample Comments:

10	L & T CR	L	152.00	Ft
20	WEATHERING	M	2500.00	SqFt
1	ALLIGATOR CR	M	6.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	1500.00	SqFt
20	WEATHERING	L	1000.00	SqFt
10	L & T CR	L	97.00	Ft

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 53

Sample Comments:

1	ALLIGATOR CR	M	160.00	SqFt
20	WEATHERING	M	750.00	SqFt
20	WEATHERING	L	1750.00	SqFt
10	L & T CR	L	85.00	Ft

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 62

Sample Comments:

20	WEATHERING	M	700.00	SqFt
10	L & T CR	L	65.00	Ft
20	WEATHERING	L	1800.00	SqFt
10	L & T CR	L	109.00	Ft
1	ALLIGATOR CR	M	73.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD2701PF **Name:** ROADWAY 2701 94TH STREET SW **Use:** ROADWAY **Area:** 106,925 SqFt

Section: 01 of 3 **From:** 94TH ST SW **To:** P2701PF **Last Const.:** 9/12/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 15,855 SqFt **Length:** 512 Ft **Width:** 27 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/12/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2868.00 SqFt **PCI:** 83

Sample Comments:

1	ALLIGATOR CR	M	4.00	SqFt
10	L & T CR	L	146.00	Ft
20	WEATHERING	L	2792.00	SqFt
11	PATCH/UT CUT	L	76.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3009.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	3009.00	SqFt
10	L & T CR	L	76.00	Ft

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 90

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	85.00	Ft

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	134.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD2701PF **Name:** ROADWAY 2701 94TH STREET SW **Use:** ROADWAY **Area:** 106,925 SqFt

Section: 02 of 3 **From:** 94TH ST SW **To:** P2701PF **Last Const.:** 4/20/2010

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 17,347 SqFt **Length:** 496 Ft **Width:** 44 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2378.00 SqFt **PCI:** 87

Sample Comments:

11	PATCH/UT CUT	L	50.00	SqFt
20	WEATHERING	L	2328.00	SqFt
10	L & T CR	L	97.00	Ft

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 45

Sample Comments:

1	ALLIGATOR CR	M	360.00	SqFt
10	L & T CR	L	92.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 66

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	97.00	Ft
1	ALLIGATOR CR	M	60.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	57.00	Ft
20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD2701PF **Name:** ROADWAY 2701 94TH STREET SW **Use:** ROADWAY **Area:** 106,925 SqFt

Section: 03 of 3 **From:** 94TH ST SW **To:** 94TH ST SW **Last Const.:** 9/12/2008

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 73,723 SqFt **Length:** 2,014 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/12/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 29 **Surveyed:** 6

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3660.00 SqFt **PCI:** 48

Sample Comments:

20	WEATHERING	L	3660.00	SqFt
1	ALLIGATOR CR	M	402.00	SqFt
10	L & T CR	L	199.00	Ft

Sample Number: 08 **Type:** R **Area:** 2738.00 SqFt **PCI:** 38

Sample Comments:

10	L & T CR	L	80.00	Ft
20	WEATHERING	L	2738.00	SqFt
1	ALLIGATOR CR	M	697.00	SqFt

Sample Number: 20 **Type:** R **Area:** 2500.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	79.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 22 **Type:** R **Area:** 2500.00 SqFt **PCI:** 87

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	134.00	Ft

Sample Number: 25 **Type:** R **Area:** 2550.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	98.00	Ft
20	WEATHERING	L	2550.00	SqFt

Sample Number: 27 **Type:** R **Area:** 2500.00 SqFt **PCI:** 65

Sample Comments:

1	ALLIGATOR CR	M	68.00	SqFt
10	L & T CR	L	182.00	Ft
20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD27PF **Name:** ROADWAY 27TH AVENUE W **Use:** ROADWAY **Area:** 71,207 SqFt

Section: 01 of 2 **From:** 94TH ST SW **To:** RD4580PF **Last Const.:** 4/20/2010

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 67,876 SqFt **Length:** 2,652 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 29 **Surveyed:** 6

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2064.00 SqFt **PCI:** 48

Sample Comments:

3	BLOCK CR	L	276.00	SqFt
20	WEATHERING	L	1584.00	SqFt
11	PATCH/UT CUT	L	420.00	SqFt
11	PATCH/UT CUT	H	126.00	SqFt
10	L & T CR	L	134.00	Ft

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 50

Sample Comments:

20	WEATHERING	L	2330.00	SqFt
1	ALLIGATOR CR	M	198.00	SqFt
10	L & T CR	L	194.00	Ft
11	PATCH/UT CUT	L	170.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2500.00 SqFt **PCI:** 90

Sample Comments:

10	L & T CR	L	91.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 14 **Type:** R **Area:** 2500.00 SqFt **PCI:** 74

Sample Comments:

20	WEATHERING	M	2500.00	SqFt
1	ALLIGATOR CR	H	8.00	SqFt
10	L & T CR	L	67.00	Ft

Sample Number: 18 **Type:** R **Area:** 2750.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	2750.00	SqFt
10	L & T CR	L	82.00	Ft

Sample Number: 26 **Type:** R **Area:** 1945.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	1945.00	SqFt
10	L & T CR	L	46.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD27PF **Name:** ROADWAY 27TH AVENUE W **Use:** ROADWAY **Area:** 71,207 SqFt

Section: 02 of 2 **From:** 94TH ST SW **To:** P27PF **Last Const.:** 11/25/2015

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 3,330 SqFt **Length:** 134 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3330.00 SqFt **PCI:** 86

Sample Comments:

10	L & T CR	M	8.00	Ft
10	L & T CR	L	176.00	Ft
20	WEATHERING	L	3330.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD29PF **Name:** ROADWAY 29TH AVENUE W **Use:** ROADWAY **Area:** 63,924 SqFt

Section: 03 of 5 **From:** PERIMETER RD E **To:** RDCHPF **Last Const.:** 4/19/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 5,453 SqFt **Length:** 145 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2950.00 SqFt **PCI:** 86

Sample Comments:

20	WEATHERING	L	2830.00	SqFt
3	BLOCK CR	L	120.00	SqFt
20	WEATHERING	M	120.00	SqFt
10	L & T CR	L	108.00	Ft

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	M	130.00	SqFt
3	BLOCK CR	L	268.00	SqFt
20	WEATHERING	M	268.00	SqFt
20	WEATHERING	L	2102.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD29PF **Name:** ROADWAY 29TH AVENUE W **Use:** ROADWAY **Area:** 63,924 SqFt

Section: 05 of 5 **From:** N OF 112TH ST SW **To:** 112TH ST SW **Last Const.:** 9/13/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 4,965 SqFt **Length:** 156 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2589.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2589.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2376.00 SqFt **PCI:** 90

Sample Comments:

20	WEATHERING	L	2361.00	SqFt
19	RAVELING	M	15.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD29PF **Name:** ROADWAY 29TH AVENUE W **Use:** ROADWAY **Area:** 63,924 SqFt

Section: 02 of 5 **From:** 100TH ST SW **To:** AIRPORT RD **Last Const.:** 7/2/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 19,080 SqFt **Length:** 689 Ft **Width:** 19 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 1761.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	1761.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2367.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2367.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD29PF **Name:** ROADWAY 29TH AVENUE W **Use:** ROADWAY **Area:** 63,924 SqFt

Section: 04 of 5 **From:** 30TH AVE W **To:** N OF 112TH ST SW **Last Const.:** 9/13/1998

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 14,657 SqFt **Length:** 603 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/1998 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2240.00 SqFt **PCI:** 23

Sample Comments:

11	PATCH/UT CUT	L	36.00	SqFt
1	ALLIGATOR CR	H	416.00	SqFt
1	ALLIGATOR CR	M	44.00	SqFt
10	L & T CR	L	121.00	Ft
20	WEATHERING	L	2206.00	SqFt
13	POTHOLE	H	1.00	Count

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 42

Sample Comments:

1	ALLIGATOR CR	M	432.00	SqFt
20	WEATHERING	L	2500.00	SqFt
3	BLOCK CR	L	2062.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 69

Sample Comments:

1	ALLIGATOR CR	H	8.00	SqFt
10	L & T CR	L	436.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 35

Sample Comments:

10	L & T CR	L	439.00	Ft
1	ALLIGATOR CR	M	773.00	SqFt
20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD29PF **Name:** ROADWAY 29TH AVENUE W **Use:** ROADWAY **Area:** 63,924 SqFt

Section: 01 of 5 **From:** 29TH AVE W **To:** PERIMETER RD N **Last Const.:** 7/2/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 19,769 SqFt **Length:** 358 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2500.00 SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2500.00 SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2500.00 SqFt

Sample Number: 07 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2500.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD30PF **Name:** ROADWAY 30TH AVENUE W **Use:** ROADWAY **Area:** 45,472 SqFt

Section: 02 of 3 **From:** 109TH ST SW **To:** 30TH AVE W **Last Const.:** 11/25/2013

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 7,478 SqFt **Length:** 227 Ft **Width:** 32 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2475.00 SqFt **PCI:** 85

Sample Comments:

10	L & T CR	L	4.00	Ft
11	PATCH/UT CUT	L	40.00	SqFt
20	WEATHERING	L	2185.00	SqFt
20	WEATHERING	M	250.00	SqFt
10	L & T CR	L	101.00	Ft

Sample Number: 02 **Type:** R **Area:** 2220.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	L	520.00	SqFt
20	WEATHERING	M	1700.00	SqFt
10	L & T CR	L	80.00	Ft

Sample Number: 03 **Type:** R **Area:** 2783.00 SqFt **PCI:** 77

Sample Comments:

20	WEATHERING	L	583.00	SqFt
20	WEATHERING	M	2008.00	SqFt
11	PATCH/UT CUT	L	192.00	SqFt
10	L & T CR	L	127.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD30PF **Name:** ROADWAY 30TH AVENUE W **Use:** ROADWAY **Area:** 45,472 SqFt

Section: 01 of 3 **From:** 100TH ST SW **To:** END PCC **Last Const.:** 7/1/1965

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** P

Area: 10,430 SqFt **Length:** 392 Ft **Width:** 25 Ft

Slabs: 72 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 1,216 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/1965 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 4

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 16.00 Slabs **PCI:** 71

Sample Comments:

28	LINEAR CR	L	7.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
22	CORNER BREAK	L	1.00	Slabs
37	SHRINK CR	N	1.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 16.00 Slabs **PCI:** 79

Sample Comments:

28	LINEAR CR	M	1.00	Slabs
39	JOINT SPALL	L	8.00	Slabs
37	SHRINK CR	N	2.00	Slabs
28	LINEAR CR	L	5.00	Slabs

Sample Number: 03 **Type:** R **Area:** 19.00 Slabs **PCI:** 73

Sample Comments:

39	JOINT SPALL	L	2.00	Slabs
38	CORNER SPALL	L	2.00	Slabs
37	SHRINK CR	N	1.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
28	LINEAR CR	L	6.00	Slabs
28	LINEAR CR	L	5.00	Slabs
38	CORNER SPALL	L	1.00	Slabs
28	LINEAR CR	M	2.00	Slabs
37	SHRINK CR	N	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 67

Sample Comments:

32	POPOUTS	N	4.00	Slabs
28	LINEAR CR	M	2.00	Slabs
23	DIVIDED SLAB	M	1.00	Slabs
28	LINEAR CR	L	6.00	Slabs
37	SHRINK CR	N	1.00	Slabs
28	LINEAR CR	L	5.00	Slabs
39	JOINT SPALL	L	3.00	Slabs
23	DIVIDED SLAB	L	1.00	Slabs
39	JOINT SPALL	L	2.00	Slabs
22	CORNER BREAK	L	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD30PF **Name:** ROADWAY 30TH AVENUE W **Use:** ROADWAY **Area:** 45,472 SqFt

Section: 03 of 3 **From:** 109TH ST SW **To:** 112TH ST SW **Last Const.:** 11/25/2007

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 27,564 SqFt **Length:** 1,166 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2950.00 SqFt **PCI:** 87

Sample Comments:

11	PATCH/UT CUT	L	118.00	SqFt
10	L & T CR	L	49.00	Ft
20	WEATHERING	L	2832.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 81

Sample Comments:

10	L & T CR	L	140.00	Ft
20	WEATHERING	L	2326.00	SqFt
11	PATCH/UT CUT	L	174.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 50

Sample Comments:

1	ALLIGATOR CR	H	15.00	SqFt
1	ALLIGATOR CR	M	126.00	SqFt
20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	192.00	Ft

Sample Number: 08 **Type:** R **Area:** 2500.00 SqFt **PCI:** 58

Sample Comments:

1	ALLIGATOR CR	M	120.00	SqFt
20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	38.00	Ft

Sample Number: 10 **Type:** R **Area:** 2500.00 SqFt **PCI:** 52

Sample Comments:

1	ALLIGATOR CR	M	176.00	SqFt
10	L & T CR	L	145.00	Ft
11	PATCH/UT CUT	L	360.00	SqFt
20	WEATHERING	L	2140.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD31PF **Name:** ROADWAY 31ST PLACE W **Use:** ROADWAY **Area:** 43,003 SqFt

Section: 01 of 3 **From:** 100TH ST SW **To:** PC71PF **Last Const.:** 2/5/2017

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 9,328 SqFt **Length:** 374 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 89

Sample Comments:

10	L & T CR	L	44.00	Ft
20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	60.00	Ft

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	100.00	Ft

Sample Number: 04 **Type:** R **Area:** 1845.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	1758.00	SqFt
10	L & T CR	L	30.00	Ft
20	WEATHERING	H	87.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD31PF **Name:** ROADWAY 31ST PLACE W **Use:** ROADWAY **Area:** 43,003 SqFt

Section: 03 of 3 **From:** 109TH ST SW **To:** 112TH ST SW **Last Const.:** 4/20/2010

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 27,391 SqFt **Length:** 848 Ft **Width:** 32 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 11 **Surveyed:** 5

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 77

Sample Comments:

10	L & T CR	L	387.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 82

Sample Comments:

10	L & T CR	L	233.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 70

Sample Comments:

20	WEATHERING	L	1825.00	SqFt
10	L & T CR	L	153.00	Ft
11	PATCH/UT CUT	L	675.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2500.00 SqFt **PCI:** 59

Sample Comments:

10	L & T CR	L	255.00	Ft
20	WEATHERING	L	1825.00	SqFt
11	PATCH/UT CUT	L	675.00	SqFt
1	ALLIGATOR CR	M	21.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2500.00 SqFt **PCI:** 71

Sample Comments:

10	L & T CR	L	73.00	Ft
11	PATCH/UT CUT	L	585.00	SqFt
20	WEATHERING	L	1915.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD31PF **Name:** ROADWAY 31ST PLACE W **Use:** ROADWAY **Area:** 43,003 SqFt

Section: 02 of 3 **From:** 109TH ST SW **To:** PATSPF **Last Const.:** 2/5/2005

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 6,284 SqFt **Length:** 187 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2904.00 SqFt **PCI:** 70

Sample Comments:

20	WEATHERING	L	2904.00	SqFt
1	ALLIGATOR CR	M	36.00	SqFt
10	L & T CR	L	250.00	Ft

Sample Number: 02 **Type:** R **Area:** 3379.00 SqFt **PCI:** 50

Sample Comments:

11	PATCH/UT CUT	L	904.00	SqFt
1	ALLIGATOR CR	M	174.00	SqFt
10	L & T CR	L	147.00	Ft
20	WEATHERING	L	2475.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD32PF **Name:** ROADWAY 32ND PLACE **Use:** ROADWAY **Area:** 10,325 SqFt

Section: 01 of 1 **From:** 100TH ST SW **To:** SECURITY GATE N9 **Last Const.:** 9/13/1998

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 10,325 SqFt **Length:** 350 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/1998 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 49

Sample Comments:

11	PATCH/UT CUT	L	150.00	SqFt
1	ALLIGATOR CR	M	52.00	SqFt
10	L & T CR	L	75.00	Ft
1	ALLIGATOR CR	M	30.00	SqFt
1	ALLIGATOR CR	M	30.00	SqFt
11	PATCH/UT CUT	L	585.00	SqFt
20	WEATHERING	M	1765.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2810.00 SqFt **PCI:** 42

Sample Comments:

20	WEATHERING	M	2648.00	SqFt
1	ALLIGATOR CR	M	358.00	SqFt
10	L & T CR	L	39.00	Ft
11	PATCH/UT CUT	M	12.00	SqFt
10	L & T CR	L	75.00	Ft
11	PATCH/UT CUT	L	150.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2922.00 SqFt **PCI:** 39

Sample Comments:

20	WEATHERING	M	2828.00	SqFt
11	PATCH/UT CUT	L	96.00	SqFt
10	L & T CR	L	110.00	Ft
1	ALLIGATOR CR	H	25.00	SqFt
10	L & T CR	L	28.00	Ft
1	ALLIGATOR CR	M	352.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD3311PF **Name:** ROADWAY 3311 109TH STREET SW **Use:** ROADWAY **Area:** 1,286 SqFt

Section: 01 of 1 **From:** 109TH ST SW **To:** AATSPF **Last Const.:** 4/20/2002

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 1,286 SqFt **Length:** 52 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1285.00 SqFt **PCI:** 52

Sample Comments:

1	ALLIGATOR CR	M	104.00	SqFt
20	WEATHERING	L	1285.00	SqFt
10	L & T CR	L	136.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD33PF **Name:** ROADWAY 33RD AVENUE W **Use:** ROADWAY **Area:** 16,002 SqFt

Section: 02 of 2 **From:** 100TH ST SW **To:** PC1PF **Last Const.:** 7/2/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 11,923 SqFt **Length:** 321 Ft **Width:** 32 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2500.00 SqFt

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2500.00 SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2500.00 SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20 WEATHERING L 2500.00 SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD33PF **Name:** ROADWAY 33RD AVENUE W **Use:** ROADWAY **Area:** 16,002 SqFt

Section: 01 of 2 **From:** 100TH ST SW **To:** 100TH ST SW **Last Const.:** 7/2/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 4,080 SqFt **Length:** 127 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2028.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2028.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2050.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2050.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD4570PF **Name:** ROADWAY BUILDING 45-70 **Use:** ROADWAY **Area:** 79,678 SqFt

Section: 01 of 1 **From:** 24TH PL W **To:** P4570PF **Last Const.:** 7/1/2013

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 79,678 SqFt **Length:** 2,345 Ft **Width:** 32 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 33 **Surveyed:** 6

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 85

Sample Comments:

10	L & T CR	L	163.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 09 **Type:** R **Area:** 1863.00 SqFt **PCI:** 46

Sample Comments:

11	PATCH/UT CUT	L	660.00	SqFt
1	ALLIGATOR CR	M	126.00	SqFt
20	WEATHERING	L	1203.00	SqFt
10	L & T CR	L	101.00	Ft

Sample Number: 16 **Type:** R **Area:** 2500.00 SqFt **PCI:** 81

Sample Comments:

10	L & T CR	L	152.00	Ft
20	WEATHERING	L	2350.00	SqFt
11	PATCH/UT CUT	L	150.00	SqFt

Sample Number: 22 **Type:** R **Area:** 2500.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	L	86.00	Ft
11	PATCH/UT CUT	L	48.00	SqFt
20	WEATHERING	L	2452.00	SqFt

Sample Number: 26 **Type:** R **Area:** 2500.00 SqFt **PCI:** 86

Sample Comments:

10	L & T CR	L	104.00	Ft
11	PATCH/UT CUT	L	91.00	SqFt
20	WEATHERING	L	2500.00	SqFt

Sample Number: 32 **Type:** R **Area:** 3070.00 SqFt **PCI:** 84

Sample Comments:

11	PATCH/UT CUT	L	160.00	SqFt
20	WEATHERING	L	2910.00	SqFt
10	L & T CR	L	142.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD45802PF **Name:** ROADWAY BUILDING 45-802 **Use:** ROADWAY **Area:** 5,191 SqFt

Section: 01 of 1 **From:** 24TH PL W **To:** END **Last Const.:** 7/2/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 5,191 SqFt **Length:** 167 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2236.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2236.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2954.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2954.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD4580PF **Name:** ROADWAY BUILDING 45-80 **Use:** ROADWAY **Area:** 12,316 SqFt

Section: 01A of 2 **From:** 24TH PL W **To:** BLDG 45-80 **Last Const.:** 9/13/2014

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 6,047 SqFt **Length:** 249 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2338.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	60.00	Ft
20	WEATHERING	M	2338.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD4580PF **Name:** ROADWAY BUILDING 45-80 **Use:** ROADWAY **Area:** 12,316 SqFt

Section: 01B of 2 **From:** 24TH PL W **To:** BLDG 45-80 **Last Const.:** 7/2/2015

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 6,269 SqFt **Length:** 249 Ft **Width:** 24 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 1269.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	26.00	Ft
20	WEATHERING	M	1269.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 85

Sample Comments:

20	WEATHERING	M	2500.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 85

Sample Comments:

10	L & T CR	L	9.00	Ft
20	WEATHERING	M	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD733PF **Name:** ROADWAY BUILDING 733 **Use:** ROADWAY **Area:** 4,324 SqFt

Section: 01 of 1 **From:** 112TH ST SW **To:** BLDG 733 **Last Const.:** 9/13/1998

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 4,324 SqFt **Length:** 171 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/1998 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1975.00 SqFt **PCI:** 43

Sample Comments:

10	L & T CR	M	8.00	Ft
1	ALLIGATOR CR	M	228.00	SqFt
10	L & T CR	L	163.00	Ft
20	WEATHERING	L	1601.00	SqFt
11	PATCH/UT CUT	L	374.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2348.00 SqFt **PCI:** 42

Sample Comments:

1	ALLIGATOR CR	H	8.00	SqFt
10	L & T CR	M	19.00	Ft
11	PATCH/UT CUT	H	4.00	SqFt
1	ALLIGATOR CR	M	260.00	SqFt
20	WEATHERING	L	2344.00	SqFt
10	L & T CR	L	275.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD84PF **Name:** ROADWAY 84TH STREET SW **Use:** ROADWAY **Area:** 41,884 SqFt

Section: 01 of 3 **From:** PAINE FIELD BLVD **To:** PCC **Last Const.:** 4/20/2010

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 14,518 SqFt **Length:** 324 Ft **Width:** 46 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2888.00 SqFt **PCI:** 68

Sample Comments:

20	WEATHERING	M	2888.00	SqFt
1	ALLIGATOR CR	L	69.00	SqFt
3	BLOCK CR	L	1020.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2850.00 SqFt **PCI:** 78

Sample Comments:

20	WEATHERING	M	1400.00	SqFt
10	L & T CR	L	169.00	Ft
1	ALLIGATOR CR	L	24.00	SqFt
20	WEATHERING	L	1450.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2700.00 SqFt **PCI:** 79

Sample Comments:

10	L & T CR	L	185.00	Ft
20	WEATHERING	M	1350.00	SqFt
20	WEATHERING	L	1350.00	SqFt
1	ALLIGATOR CR	L	9.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2182.00 SqFt **PCI:** 59

Sample Comments:

10	L & T CR	L	132.00	Ft
20	WEATHERING	M	1082.00	SqFt
20	WEATHERING	L	1100.00	SqFt
1	ALLIGATOR CR	M	84.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD84PF **Name:** ROADWAY 84TH STREET SW **Use:** ROADWAY **Area:** 41,884 SqFt

Section: 03 of 3 **From:** PCC **To:** SECURITY GATE W2 **Last Const.:** 2/5/2009

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 24,437 SqFt **Length:** 956 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2456.00 SqFt **PCI:** 83

Sample Comments:

10	L & T CR	L	219.00	Ft
20	WEATHERING	L	2456.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2418.00 SqFt **PCI:** 79

Sample Comments:

10	L & T CR	L	302.00	Ft
20	WEATHERING	L	2418.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2391.00 SqFt **PCI:** 59

Sample Comments:

11	PATCH/UT CUT	L	150.00	SqFt
10	L & T CR	L	169.00	Ft
1	ALLIGATOR CR	L	110.00	SqFt
1	ALLIGATOR CR	M	28.00	SqFt
20	WEATHERING	L	2241.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2617.00 SqFt **PCI:** 60

Sample Comments:

20	WEATHERING	L	2617.00	SqFt
1	ALLIGATOR CR	M	105.00	SqFt
10	L & T CR	L	179.00	Ft

Sample Number: 10 **Type:** R **Area:** 2531.00 SqFt **PCI:** 64

Sample Comments:

10	L & T CR	L	359.00	Ft
20	WEATHERING	L	2506.00	SqFt
19	RAVELING	M	24.00	SqFt
1	ALLIGATOR CR	M	36.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD84PF **Name:** ROADWAY 84TH STREET SW **Use:** ROADWAY **Area:** 41,884 SqFt

Section: 02 of 3 **From:** BEGIN PCC W **To:** END PCC E **Last Const.:** 7/1/2009

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** P

Area: 2,929 SqFt **Length:** 107 Ft **Width:** 27 Ft

Slabs: 732 **Slab Length:** 2 Ft **Slab Width:** 2 Ft **Joint Length:** 2,794 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 10.00 Slabs **PCI:** 94

Sample Comments:

37	SHRINK CR	N	9.00	Slabs
39	JOINT SPALL	L	2.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD94PF **Name:** ROADWAY 94TH STREET SW **Use:** ROADWAY **Area:** 38,238 SqFt

Section: 02 of 2 **From:** PC W OF AIRPORT RD **To:** P4570PF **Last Const.:** 4/19/2008

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 31,980 SqFt **Length:** 583 Ft **Width:** 47 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 13 **Surveyed:** 5

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 33

Sample Comments:

1	ALLIGATOR CR	H	203.00	SqFt
20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	71.00	Ft
1	ALLIGATOR CR	M	75.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 63

Sample Comments:

11	PATCH/UT CUT	L	1200.00	SqFt
20	WEATHERING	L	1300.00	SqFt
10	L & T CR	L	69.00	Ft

Sample Number: 08 **Type:** R **Area:** 2500.00 SqFt **PCI:** 55

Sample Comments:

10	L & T CR	L	90.00	Ft
1	ALLIGATOR CR	M	150.00	SqFt
20	WEATHERING	L	2500.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2500.00 SqFt **PCI:** 90

Sample Comments:

10	L & T CR	L	89.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2500.00 SqFt **PCI:** 92

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	54.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD94PF **Name:** ROADWAY 94TH STREET SW **Use:** ROADWAY **Area:** 38,238 SqFt

Section: 01 of 2 **From:** AIRPORT RD **To:** PC W OF AIRPORT RD **Last Const.:** 9/13/2006

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 6,258 SqFt **Length:** 102 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2245.00 SqFt **PCI:** 78

Sample Comments:

10	L & T CR	L	321.00	Ft
20	WEATHERING	L	2245.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2245.00 SqFt **PCI:** 56

Sample Comments:

20	WEATHERING	L	2197.00	SqFt
10	L & T CR	L	84.00	Ft
3	BLOCK CR	L	828.00	SqFt
1	ALLIGATOR CR	L	84.00	SqFt
11	PATCH/UT CUT	H	48.00	SqFt

Sample Number: 03 **Type:** R **Area:** 1767.00 SqFt **PCI:** 54

Sample Comments:

10	L & T CR	L	89.00	Ft
20	WEATHERING	L	1761.00	SqFt
11	PATCH/UT CUT	H	6.00	SqFt
1	ALLIGATOR CR	M	88.00	SqFt
3	BLOCK CR	L	306.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD9501PF **Name:** ROADWAY 9501 24TH PLACE W **Use:** ROADWAY **Area:** 5,006 SqFt

Section: 02 of 2 **From:** 24TH PL W **To:** P9501PF **Last Const.:** 7/2/2003

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** P

Area: 2,357 SqFt **Length:** 50 Ft **Width:** 56 Ft

Slabs: 24 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 382 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 12.00 Slabs **PCI:** 91

Sample Comments:

39	JOINT SPALL	L	4.00	Slabs
39	JOINT SPALL	M	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 12.00 Slabs **PCI:** 90

Sample Comments:

39	JOINT SPALL	M	2.00	Slabs
39	JOINT SPALL	L	4.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RD9501PF **Name:** ROADWAY 9501 24TH PLACE W **Use:** ROADWAY **Area:** 5,006 SqFt

Section: 01 of 2 **From:** 24TH PL W **To:** P9501PF **Last Const.:** 7/1/2005

Surface: PCC **Family:** GRI_Parking-Roadway-ShoulderAF_PCC **Zone:** **Category:** **Rank:** P

Area: 2,648 SqFt **Length:** 50 Ft **Width:** 56 Ft

Slabs: 26 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 429 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 13.00 Slabs **PCI:** 97

Sample Comments:

39	JOINT SPALL	L	2.00	Slabs

Sample Number: 02 **Type:** R **Area:** 13.00 Slabs **PCI:** 87

Sample Comments:

39	JOINT SPALL	L	3.00	Slabs
22	CORNER BREAK	M	1.00	Slabs

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDBRWBPF **Name:** ROADWAY BERNIE WEBBER DRIVE **Use:** ROADWAY **Area:** 78,958 SqFt

Section: 01 of 2 **From:** PAINE FIELD BLVD **To:** PC **Last Const.:** 11/25/2011

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 43,818 SqFt **Length:** 1,685 Ft **Width:** 26 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2400.00 SqFt **PCI:** 82

Sample Comments:

10	L & T CR	L	40.00	Ft
20	WEATHERING	M	2400.00	SqFt
10	L & T CR	L	73.00	Ft

Sample Number: 06 **Type:** R **Area:** 2780.00 SqFt **PCI:** 27

Sample Comments:

10	L & T CR	L	23.00	Ft
10	L & T CR	L	60.00	Ft
1	ALLIGATOR CR	H	432.00	SqFt
20	WEATHERING	M	2772.00	SqFt
11	PATCH/UT CUT	M	8.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2165.00 SqFt **PCI:** 79

Sample Comments:

20	WEATHERING	M	2017.00	SqFt
10	L & T CR	L	23.00	Ft
10	L & T CR	L	20.00	Ft
11	PATCH/UT CUT	L	128.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2540.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	69.00	Ft
20	WEATHERING	L	2540.00	SqFt

Sample Number: 15 **Type:** R **Area:** 4120.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	4120.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDBRWBPF **Name:** ROADWAY BERNIE WEBBER DRIVE **Use:** ROADWAY **Area:** 78,958 SqFt

Section: 02 of 2 **From:** PC **To:** W SIDE LOT 12 BLDG **Last Const.:** 2/6/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 35,140 SqFt **Length:** 1,285 Ft **Width:** 27 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 14 **Surveyed:** 5

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 2650.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2650.00	SqFt
10	L & T CR	L	8.00	Ft

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

20	WEATHERING	M	200.00	SqFt
20	WEATHERING	L	2300.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2540.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2540.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2450.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2450.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2400.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2400.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDC19PF **Name:** ROADWAY BUILDING C-19 **Use:** ROADWAY **Area:** 13,498 SqFt

Section: 01 of 1 **From:** 29TH AVE W **To:** PC23PF **Last Const.:** 2/5/1997

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 13,498 SqFt **Length:** 600 Ft **Width:** 22 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2537.00 SqFt **PCI:** 40

Sample Comments:

10	L & T CR	L	89.00	Ft
11	PATCH/UT CUT	M	585.00	SqFt
1	ALLIGATOR CR	M	88.00	SqFt
20	WEATHERING	M	1952.00	SqFt
1	ALLIGATOR CR	L	8.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2588.00 SqFt **PCI:** 52

Sample Comments:

1	ALLIGATOR CR	M	195.00	SqFt
10	L & T CR	L	264.00	Ft
20	WEATHERING	M	2588.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2435.00 SqFt **PCI:** 25

Sample Comments:

1	ALLIGATOR CR	M	36.00	SqFt
1	ALLIGATOR CR	M	24.00	SqFt
20	WEATHERING	M	2435.00	SqFt
1	ALLIGATOR CR	M	1848.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2335.00 SqFt **PCI:** 37

Sample Comments:

20	WEATHERING	M	2227.00	SqFt
11	PATCH/UT CUT	M	108.00	SqFt
1	ALLIGATOR CR	M	648.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDC23PF **Name:** ROADWAY BUILDING C-23 **Use:** ROADWAY **Area:** 28,458 SqFt

Section: 01 of 2 **From:** 30TH AVE W **To:** BLDG C-23 **Last Const.:** 2/5/1989

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 21,555 SqFt **Length:** 308 Ft **Width:** 29 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 19

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2981.00 SqFt **PCI:** 21

Sample Comments:

1	ALLIGATOR CR	H	650.00	SqFt
1	ALLIGATOR CR	M	296.00	SqFt
20	WEATHERING	H	2981.00	SqFt
1	ALLIGATOR CR	M	36.00	SqFt

Sample Number: 04 **Type:** R **Area:** 3392.00 SqFt **PCI:** 14

Sample Comments:

1	ALLIGATOR CR	M	2957.00	SqFt
11	PATCH/UT CUT	L	435.00	SqFt
20	WEATHERING	H	2957.00	SqFt
13	POTHOLE	H	1.00	Count

Sample Number: 06 **Type:** R **Area:** 2161.00 SqFt **PCI:** 7

Sample Comments:

11	PATCH/UT CUT	L	360.00	SqFt
1	ALLIGATOR CR	H	792.00	SqFt
20	WEATHERING	M	1801.00	SqFt
13	POTHOLE	H	4.00	Count

Sample Number: 08 **Type:** R **Area:** 2325.00 SqFt **PCI:** 33

Sample Comments:

1	ALLIGATOR CR	M	75.00	SqFt
10	L & T CR	L	99.00	Ft
1	ALLIGATOR CR	M	122.00	SqFt
11	PATCH/UT CUT	M	335.00	SqFt
11	PATCH/UT CUT	M	330.00	SqFt
20	WEATHERING	M	1700.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDC23PF **Name:** ROADWAY BUILDING C-23 **Use:** ROADWAY **Area:** 28,458 SqFt

Section: 02 of 2 **From:** RDC23PF **To:** BLDG C-23 **Last Const.:** 2/5/2005

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 6,903 SqFt **Length:** 276 Ft **Width:** 26 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2880.00 SqFt **PCI:** 68

Sample Comments:

10	L & T CR	L	304.00	Ft
20	WEATHERING	L	2880.00	SqFt
1	ALLIGATOR CR	M	15.00	SqFt
1	ALLIGATOR CR	M	24.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2220.00 SqFt **PCI:** 55

Sample Comments:

10	L & T CR	L	198.00	Ft
20	WEATHERING	L	2220.00	SqFt
1	ALLIGATOR CR	M	120.00	SqFt
1	ALLIGATOR CR	M	16.00	SqFt

Sample Number: 03 **Type:** R **Area:** 1800.00 SqFt **PCI:** 48

Sample Comments:

10	L & T CR	L	68.00	Ft
10	L & T CR	M	30.00	Ft
1	ALLIGATOR CR	M	46.00	SqFt
20	WEATHERING	L	1620.00	SqFt
1	ALLIGATOR CR	M	96.00	SqFt
20	WEATHERING	M	180.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDCMDPF **Name:** ROADWAY COMMANDO ROAD W **Use:** ROADWAY **Area:** 61,950 SqFt

Section: 02 of 3 **From:** 113TH ST SW **To:** 11404 COMMANDO RD **Last Const.:** 7/2/2015

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 20,756 SqFt **Length:** 450 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 91

Sample Comments:

10	L & T CR	L	54.00	Ft
20	WEATHERING	L	2500.00	SqFt
1	ALLIGATOR CR	L	8.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 89

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	72.00	Ft
1	ALLIGATOR CR	L	3.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 73

Sample Comments:

20	WEATHERING	L	1300.00	SqFt
11	PATCH/UT CUT	L	169.00	SqFt
20	WEATHERING	M	800.00	SqFt
11	PATCH/UT CUT	L	232.00	SqFt
10	L & T CR	L	51.00	Ft

Sample Number: 08 **Type:** R **Area:** 2500.00 SqFt **PCI:** 86

Sample Comments:

11	PATCH/UT CUT	L	120.00	SqFt
10	L & T CR	L	6.00	Ft
10	L & T CR	L	44.00	Ft
20	WEATHERING	L	2380.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDCMDPF **Name:** ROADWAY COMMANDO ROAD W **Use:** ROADWAY **Area:** 61,950 SqFt

Section: 03 of 3 **From:** 11404 COMMANDO RD **To:** BEVERLY PARK RD **Last Const.:** 4/20/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 24,965 SqFt **Length:** 604 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 10 **Surveyed:** 5

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	8.00	Ft

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 08 **Type:** R **Area:** 2500.00 SqFt **PCI:** 83

Sample Comments:

1	ALLIGATOR CR	L	24.00	SqFt
1	ALLIGATOR CR	L	8.00	SqFt
10	L & T CR	L	49.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 10 **Type:** R **Area:** 2500.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	22.00	Ft
20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDCMDPF **Name:** ROADWAY COMMANDO ROAD W **Use:** ROADWAY **Area:** 61,950 SqFt

Section: 01 of 3 **From:** 112TH ST SW **To:** 11323 COMMANDO RD **Last Const.:** 9/13/2014

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 16,229 SqFt **Length:** 283 Ft **Width:** 53 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2172.00 SqFt **PCI:** 84

Sample Comments:

20	WEATHERING	L	2172.00	SqFt
10	L & T CR	L	134.00	Ft
10	L & T CR	L	22.00	Ft

Sample Number: 03 **Type:** R **Area:** 3018.00 SqFt **PCI:** 85

Sample Comments:

10	L & T CR	L	106.00	Ft
10	L & T CR	L	105.00	Ft
20	WEATHERING	L	3018.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2393.00 SqFt **PCI:** 78

Sample Comments:

10	L & T CR	L	28.00	Ft
10	L & T CR	L	52.00	Ft
1	ALLIGATOR CR	L	58.00	SqFt
20	WEATHERING	L	2393.00	SqFt

Sample Number: 07 **Type:** R **Area:** 1546.00 SqFt **PCI:** 88

Sample Comments:

20	WEATHERING	L	1546.00	SqFt
10	L & T CR	L	72.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDDLFTPF **Name:** ROADWAY DREAMLIFTER DRIVE **Use:** ROADWAY **Area:** 50,868 SqFt

Section: 02 of 2 **From:** RDFLIGHTPF-01 **To:** PAINE FIELD BLVD **Last Const.:** 9/13/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** S

Area: 33,664 SqFt **Length:** 1,347 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 14 **Surveyed:** 5

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1740.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	24.00	Ft
20	WEATHERING	L	1740.00	SqFt
10	L & T CR	L	15.00	Ft

Sample Number: 04 **Type:** R **Area:** 2334.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	19.00	Ft
20	WEATHERING	L	2334.00	SqFt
11	PATCH/UT CUT	L	12.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2200.00 SqFt **PCI:** 92

Sample Comments:

10	L & T CR	L	54.00	Ft
20	WEATHERING	L	2200.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2296.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2296.00	SqFt
10	L & T CR	L	3.00	Ft

Sample Number: 14 **Type:** R **Area:** 3491.00 SqFt **PCI:** 94

Sample Comments:

10	L & T CR	L	19.00	Ft
20	WEATHERING	L	3491.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDDLFTPF **Name:** ROADWAY DREAMLIFTER DRIVE **Use:** ROADWAY **Area:** 50,868 SqFt

Section: 01 of 2 **From:** 84TH ST SW **To:** RDFLIGHTPF-01 **Last Const.:** 2/5/2017

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** S

Area: 17,204 SqFt **Length:** 437 Ft **Width:** 57 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/5/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2608.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	L	120.00	Ft
20	WEATHERING	L	2608.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2272.00 SqFt **PCI:** 83

Sample Comments:

1	ALLIGATOR CR	L	4.00	SqFt
20	WEATHERING	L	2272.00	SqFt
10	L & T CR	L	152.00	Ft

Sample Number: 04 **Type:** R **Area:** 2028.00 SqFt **PCI:** 87

Sample Comments:

10	L & T CR	L	107.00	Ft
20	WEATHERING	L	2028.00	SqFt

Sample Number: 07 **Type:** R **Area:** 2838.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2838.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDFALCPF **Name:** ROADWAY FALCON DRIVE **Use:** ROADWAY **Area:** 30,888 SqFt

Section: 01 of 1 **From:** 113TH ST SW **To:** SECURITY GATE S17 **Last Const.:** 7/2/2015

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 30,888 SqFt **Length:** 1,183 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 12 **Surveyed:** 5

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	17.00	Ft

Sample Number: 03 **Type:** R **Area:** 3027.00 SqFt **PCI:** 91

Sample Comments:

20	WEATHERING	L	3027.00	SqFt
10	L & T CR	L	45.00	Ft
10	L & T CR	L	40.00	Ft

Sample Number: 06 **Type:** R **Area:** 2500.00 SqFt **PCI:** 94

Sample Comments:

10	L & T CR	L	14.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2325.00 SqFt **PCI:** 88

Sample Comments:

10	L & T CR	L	25.00	Ft
10	L & T CR	L	79.00	Ft
20	WEATHERING	L	2325.00	SqFt

Sample Number: 12 **Type:** R **Area:** 2959.00 SqFt **PCI:** 59

Sample Comments:

10	L & T CR	L	272.00	Ft
20	WEATHERING	L	2959.00	SqFt
1	ALLIGATOR CR	M	129.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDFHCAMPF **Name:** ROADWAY BUILDING FHCAM **Use:** ROADWAY **Area:** 2,515 SqFt

Section: 01 of 1 **From:** 109TH ST SW **To:** PFHCAMPF **Last Const.:** 11/25/2013

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 2,515 SqFt **Length:** 55 Ft **Width:** 49 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2515.00 SqFt **PCI:** 81

Sample Comments:

10	L & T CR	L	81.00	Ft
10	L & T CR	L	74.00	Ft
11	PATCH/UT CUT	M	36.00	SqFt
20	WEATHERING	L	2479.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDFLIGHTPF **Name:** ROADWAY FLIGHT PARKING APRON **Use:** ROADWAY **Area:** 23,434 SqFt

Section: 01 of 3 **From:** DREAMLIFTER DR **To:** RDFLIGHTPF-02 **Last Const.:** 9/13/2014

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** S

Area: 10,417 SqFt **Length:** 168 Ft **Width:** 123 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2795.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2795.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2820.00 SqFt **PCI:** 80

Sample Comments:

10	L & T CR	L	39.00	Ft
10	L & T CR	L	16.00	Ft
11	PATCH/UT CUT	L	60.00	SqFt
20	WEATHERING	L	2546.00	SqFt
11	PATCH/UT CUT	L	100.00	SqFt
11	PATCH/UT CUT	L	124.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2225.00 SqFt **PCI:** 73

Sample Comments:

20	WEATHERING	L	1700.00	SqFt
11	PATCH/UT CUT	L	525.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDFLIGHTPF **Name:** ROADWAY FLIGHT PARKING APRON **Use:** ROADWAY **Area:** 23,434 SqFt

Section: 03 of 3 **From:** DREAMLIFTER DR **To:** END **Last Const.:** 4/19/2016

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 10,686 SqFt **Length:** 137 Ft **Width:** 97 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/19/2016 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2357.00 SqFt **PCI:** 92

Sample Comments:

11	PATCH/UT CUT	M	9.00	SqFt
20	WEATHERING	L	2347.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2431.00 SqFt **PCI:** 72

Sample Comments:

11	PATCH/UT CUT	M	144.00	SqFt
20	WEATHERING	L	2291.00	SqFt
10	L & T CR	L	19.00	Ft

Sample Number: 04 **Type:** R **Area:** 3210.00 SqFt **PCI:** 94

Sample Comments:

11	PATCH/UT CUT	L	4.00	SqFt
20	WEATHERING	L	3191.00	SqFt
11	PATCH/UT CUT	L	15.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDFLIGHTPF **Name:** ROADWAY FLIGHT PARKING APRON **Use:** ROADWAY **Area:** 23,434 SqFt

Section: 02 of 3 **From:** RDFLIGHTPF-01 **To:** SECURITY GATE F2 **Last Const.:** 9/13/2014

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** S

Area: 2,330 SqFt **Length:** 121 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/13/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2330.00 SqFt **PCI:** 83

Sample Comments:

20	WEATHERING	M	2330.00	SqFt
10	L & T CR	L	30.00	Ft
10	L & T CR	L	47.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDIACPF **Name:** ROADWAY BUILDING IAC **Use:** ROADWAY **Area:** 4,439 SqFt

Section: 01 of 1 **From:** 31ST AVE W **To:** PIACPF **Last Const.:** 7/1/2001

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 4,439 SqFt **Length:** 195 Ft **Width:** 21 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 50

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 40

Sample Comments:

11	PATCH/UT CUT	H	9.00	SqFt
10	L & T CR	L	133.00	Ft
1	ALLIGATOR CR	M	55.00	SqFt
1	ALLIGATOR CR	M	392.00	SqFt
20	WEATHERING	M	2491.00	SqFt

Sample Number: 02 **Type:** R **Area:** 1939.00 SqFt **PCI:** 63

Sample Comments:

20	WEATHERING	M	1939.00	SqFt
1	ALLIGATOR CR	M	44.00	SqFt
10	L & T CR	L	149.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDLT12PF **Name:** ROADWAY BUILDING LOT 12 **Use:** ROADWAY **Area:** 5,970 SqFt

Section: 01 of 1 **From:** BERNIE WEBBER DR **To:** END **Last Const.:** 7/2/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 5,970 SqFt **Length:** 175 Ft **Width:** 29 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3018.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	3018.00	SqFt
10	L & T CR	L	11.00	Ft

Sample Number: 02 **Type:** R **Area:** 2946.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2946.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDMINPF **Name:** ROADWAY MINUTEMAN DRIVE **Use:** ROADWAY **Area:** 87,345 SqFt

Section: 01 of 1 **From:** AIRPORT RD **To:** 112TH ST SW **Last Const.:** 11/25/2007

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 87,345 SqFt **Length:** 2,300 Ft **Width:** 38 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 35 **Surveyed:** 6

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 40

Sample Comments:

15	RUTTING	H	180.00	SqFt
20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	85.00	Ft
15	RUTTING	L	180.00	SqFt

Sample Number: 09 **Type:** R **Area:** 2500.00 SqFt **PCI:** 58

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	258.00	Ft
15	RUTTING	L	600.00	SqFt

Sample Number: 14 **Type:** R **Area:** 2500.00 SqFt **PCI:** 76

Sample Comments:

15	RUTTING	L	60.00	SqFt
10	L & T CR	L	243.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 19 **Type:** R **Area:** 2500.00 SqFt **PCI:** 77

Sample Comments:

15	RUTTING	L	40.00	SqFt
20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	305.00	Ft

Sample Number: 27 **Type:** R **Area:** 2500.00 SqFt **PCI:** 72

Sample Comments:

10	L & T CR	L	245.00	Ft
1	ALLIGATOR CR	L	73.00	SqFt
20	WEATHERING	L	2500.00	SqFt

Sample Number: 32 **Type:** R **Area:** 2500.00 SqFt **PCI:** 74

Sample Comments:

1	ALLIGATOR CR	L	56.00	SqFt
20	WEATHERING	M	2500.00	SqFt
1	ALLIGATOR CR	L	23.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDNRPF **Name:** ROADWAY NORTH APRON **Use:** ROADWAY **Area:** 37,411 SqFt

Section: 05 of 5 **From:** 29TH AVE W **To:** BLDG C-86 **Last Const.:** 7/1/2009

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 11,892 SqFt **Length:** 515 Ft **Width:** 26 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1800.00 SqFt **PCI:** 62

Sample Comments:

10	L & T CR	L	116.00	Ft
1	ALLIGATOR CR	M	22.00	SqFt
20	WEATHERING	L	1800.00	SqFt
3	BLOCK CR	L	550.00	SqFt
3	BLOCK CR	L	416.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2400.00 SqFt **PCI:** 72

Sample Comments:

10	L & T CR	L	50.00	Ft
20	WEATHERING	L	2212.00	SqFt
3	BLOCK CR	L	1200.00	SqFt
11	PATCH/UT CUT	L	188.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 64

Sample Comments:

11	PATCH/UT CUT	L	75.00	SqFt
10	L & T CR	L	320.00	Ft
1	ALLIGATOR CR	M	21.00	SqFt
11	PATCH/UT CUT	L	175.00	SqFt
20	WEATHERING	L	2250.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 78

Sample Comments:

10	L & T CR	L	149.00	Ft
11	PATCH/UT CUT	L	240.00	SqFt
20	WEATHERING	L	2260.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDNRPF **Name:** ROADWAY NORTH APRON **Use:** ROADWAY **Area:** 37,411 SqFt

Section: 04 of 5 **From:** BLDG C-86 **To:** BLDG C-88 **Last Const.:** 7/2/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** T

Area: 12,526 SqFt **Length:** 454 Ft **Width:** 27 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/2/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2382.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2382.00	SqFt

Sample Number: 02 **Type:** R **Area:** 2660.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2660.00	SqFt

Sample Number: 03 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

10	L & T CR	L	2.00	Ft
20	WEATHERING	L	2500.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDP2PF **Name:** ROADWAY P2 PARKING **Use:** ROADWAY **Area:** 12,200 SqFt

Section: 01 of 1 **From:** 100TH ST SW **To:** 33RD AVE W **Last Const.:** 2/6/2019

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 12,200 SqFt **Length:** 406 Ft **Width:** 27 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 2/6/2019 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2500.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	L	2500.00	SqFt
10	L & T CR	L	18.00	Ft

Sample Number: 02 **Type:** R **Area:** 2440.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2440.00	SqFt

Sample Number: 04 **Type:** R **Area:** 2500.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2500.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2500.00 SqFt **PCI:** 94

Sample Comments:

20	WEATHERING	M	26.00	SqFt
20	WEATHERING	L	2472.00	SqFt
2	BLEEDING	L	1.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPEREPF **Name:** ROADWAY PERIMETER ROAD EAST **Use:** ROADWAY **Area:** 73,904 SqFt

Section: 01 of 2 **From:** 100TH ST SW **To:** MINUTEMAN DR **Last Const.:** 4/20/2018

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 67,627 SqFt **Length:** 2,568 Ft **Width:** 24 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/20/2018 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 27 **Surveyed:** 6

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 2048.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2048.00	SqFt

Sample Number: 06 **Type:** R **Area:** 2799.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2799.00	SqFt

Sample Number: 11 **Type:** R **Area:** 2458.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2458.00	SqFt

Sample Number: 16 **Type:** R **Area:** 2495.00 SqFt **PCI:** 93

Sample Comments:

10	L & T CR	L	26.00	Ft
20	WEATHERING	L	2495.00	SqFt

Sample Number: 20 **Type:** R **Area:** 2495.00 SqFt **PCI:** 95

Sample Comments:

20	WEATHERING	L	2495.00	SqFt

Sample Number: 27 **Type:** R **Area:** 3394.00 SqFt **PCI:** 82

Sample Comments:

3	BLOCK CR	L	540.00	SqFt
20	WEATHERING	L	3394.00	SqFt
10	L & T CR	L	185.00	Ft

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPEREPF **Name:** ROADWAY PERIMETER ROAD EAST **Use:** ROADWAY **Area:** 73,904 SqFt

Section: 02 of 2 **From:** PERIMETER RD E **To:** PERIMETER RD E **Last Const.:** 11/25/1995

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 6,277 SqFt **Length:** 340 Ft **Width:** 18 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/25/1995 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3088.00 SqFt **PCI:** 53

Sample Comments:

20	WEATHERING	L	3088.00	SqFt
1	ALLIGATOR CR	M	70.00	SqFt
10	L & T CR	M	354.00	Ft

Sample Number: 02 **Type:** R **Area:** 3189.00 SqFt **PCI:** 19

Sample Comments:

20	WEATHERING	L	3189.00	SqFt
6	DEPRESSION	L	40.00	SqFt
10	L & T CR	L	138.00	Ft
1	ALLIGATOR CR	M	714.00	SqFt
1	ALLIGATOR CR	H	300.00	SqFt

Network: EVERETT **Name:** SNOHOMISH COUNTY AIRPORT (PAINE FIELD)

Branch: RDPERNPF **Name:** ROADWAY PERIMETER ROAD NORTH **Use:** ROADWAY **Area:** 181,001 SqFt

Section: 04 of 4 **From:** SECURITY GATE N-15 **To:** 29TH AVE W **Last Const.:** 7/1/2017

Surface: AC **Family:** GRI_Roadway_AC **Zone:** **Category:** **Rank:** P

Area: 2,622 SqFt **Length:** 105 Ft **Width:** 22 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2017 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/1/2021 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2621.00 SqFt **PCI:** 90

Sample Comments:

10	L & T CR	L	98.00	Ft
20	WEATHERING	L	2621.00	SqFt

Paine Field Master Plan 2040

Appendix G | Capital Improvement Plan Details

G

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

Contents

G. Capital Improvement Plan Details

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TABLE A.1 CAPITAL IMPROVEMENT PLAN DETAILS

G. Capital Improvement Plan Details

PAINE FIELD (PAE) MASTER PLAN
2023-2040 CIP Program Costs

Revised: 12/13/2023

Project #	Description	Project Category	Project Year	PAL 1 (2019-2025) 2023	2024	2025	Total PAL 1	PAL 2 (2026-2030) 2026	2027	2028	2029	2030	Total PAL 2	PAL 3 (2040) 2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total PAL 3
Airfield																								
--	**Stormwater Masterplan Update**	Airfield	2024		$500,000		$500,000						$0											$0
1	**High Speed Exit (remove TW A6)**	Airfield					$0						$0											$0
	1.1 Environmental and Design	Airfield	2025				$0						$0									$2,900,000		$2,900,000
	1.2 Construction	Airfield	2026				$0						$0										$7,700,000	$7,700,000
2	**High Speed Exit (remove TW A8)**	Airfield					$0						$0											$0
	2.1 Environmental and Design	Airfield	2028				$0						$0							$1,650,000				$1,650,000
	2.2 Construction	Airfield	2029				$0						$0								$5,540,000			$5,540,000
3	**Remove Taxiway A9**	Airfield					$0						$0											$0
	3.1 Environmental and Design	Airfield	2035				$0						$0											$0
	3.2 Construction	Airfield	2036				$0						$0											$0
4	**Resolve Hot Spot 2**	Airfield					$0						$0											$0
	4.1 Construction	Airfield	2022				$0						$0											$0
5	**Airside Ramp in Decomm. RW Site**	Airfield					$0						$0											$0
	5.1 Environmental and Design	Airfield	2032				$0						$0		$4,500,000									$4,500,000
	5.2 Construction	Airfield	2033				$0						$0			$18,100,000								$18,100,000
6	**High Speed Exit (remove TW A2)**	Airfield					$0						$0											$0
	6.1 Environmental and Design	Airfield	2038				$0						$0											$0
	6.2 Construction	Airfield	2039				$0						$0											$0
7	**Shift Taxiway A3**	Airfield					$0						$0											$0
	7.1 Environmental and Design	Airfield	2035				$0						$0											$0
	7.2 Construction	Airfield	2036				$0						$0											$0
8	**High Speed Exit (remove TW A4 & A5)**	Airfield					$0						$0											$0
	8.1 Environmental and Design	Airfield	2033				$0						$0			$1,750,000								$1,750,000
	8.2 Construction	Airfield	2034				$0						$0				$5,810,000							$5,810,000
9	**Reconfigure TW G5 at RW 34R End**	Airfield					$0						$0											$0
	9.1 Environmental and Design	Airfield	2030				$0					$700,000	$700,000											$0
	9.2 Construction	Airfield	2031				$0						$0	$2,300,000										$2,300,000
10	**Reconfigure TW A7 and K7**	Airfield					$0						$0											$0
	9.1 Environmental and Design	Airfield	2037				$0			$2,050,000			$2,050,000							$2,050,000				$2,050,000
	9.2 Construction	Airfield	2038				$0				$6,750,000		$6,750,000								$6,750,000			$6,750,000
11	**Runway 16R-34L Reconstruction** *(see note)*	Airfield					$0						$0											$0
	10.1 Phase 1	Airfield	2026				$0	$25,000,000					$25,000,000											$0
	10.2 Phase 2	Airfield	2027				$0		$25,000,000				$25,000,000											$0
	10.3 Phase 3	Airfield	2028				$0			$25,000,000			$25,000,000											$0
12	**Rehabilitate Eastern Portion Taxiway E**	Airfield					$0						$0											$0
	11.1 Design and Construction	Airfield	2024		$7,000,000		$7,000,000						$0											$0
13	**Rehabilitate Central Hangar Taxilanes**	Airfield					$0						$0											$0
	12.1 Design and Construction	Airfield	2026				$0	$6,000,000					$6,000,000											$0
14	**ADG-V Remote Pad**	Airfield					$0						$0											$0
	14.1 Environmental and Design	Airfield	2023	$1,250,000			$1,250,000						$0											$0
	14.2 Construction	Airfield	2024		$4,185,000		$4,185,000						$0											$0
Terminal																								
15	**Construct Additional Gates (Apron Only)**	Terminal Apron					$0						$0											$0
	15.1 Environmental for one add'l gate	Terminal Apron	2026				$0	$100,000					$100,000											$0
	15.2 Design for one additional gate	Terminal Apron	2027				$0		$250,000				$250,000											$0
	15.3 Construct one additional gate	Terminal Apron	2028				$0			$2,000,000			$2,000,000											$0
	15.4 EA for 3 additional gates	Terminal Apron	2027				$0		$900,000				$900,000											$0
	15.5 Design for 3 additional gates	Terminal Apron	2028				$0			$2,200,000			$2,200,000											$0
	15.6 Construct 3 add'l gates-Phase 1	Terminal Apron	2029				$0				$9,200,000		$9,200,000											$0
	15.7 Construct 3 add'l gates-Phase 2	Terminal Apron	2030				$0					$9,200,000	$9,200,000											$0
	15.8 Utilities Contengency	Terminal Apron	2030				$0					$1,000,000	$1,000,000											$0
'16'	**Terminal Taxiways & Taxilanes**	Terminal Taxiway/Taxilanes					$0						$0											$0
	16.1 Environmental & Design	Terminal Taxiway/Taxilanes	2024		$2,400,000		$2,400,000						$0											$0
	16.2 Construction	Terminal Taxiway/Taxilanes	2025			$18,030,000	$18,030,000						$0											$0
Ground Transportation																								
17	**Expand Terminal Loop Road**	Terminal Roadway					$0						$0											$0
	17.1 Env./Design for one add'l lane	Terminal Roadway	2024		$1,050,000		$1,050,000						$0											$0
	17.2 Construct one additional lane	Terminal Roadway	2025			$4,420,000	$4,420,000						$0											$0
	17.3 Env./Design for full buildout	Terminal Roadway	2035				$0						$0					$1,800,000						$1,800,000
	17.4 Construct full buildout	Terminal Roadway	2036				$0						$0						$10,530,000					$10,530,000
18	**100th St & Airport Rd Signalized Intersection**						$0						$0											$0
	18.1 Design	Airport Access	2031				$0						$0	$2,000,000										$2,000,000
	18.2 Construction	Airport Access	2032				$0						$0		$12,500,000									$12,500,000
Support Facilities																								
19	**Airport Support - Maintenance Facility**	Support Facilities					$0						$0											$0
	19.1 National Guard Facility Tenant Improvements	Support Facilities	2031				$0						$0	$6,000,000										$6,000,000
	ARFF Expansion	Support Facilities	2024		$1,000,000	$4,500,000	$5,500,000																	
20	**Airport Support - Administration**	Support Facilities					$0						$0											$0
	20.1 Airport Administration Building	Support Facilities	2022				$0						$0											$0
21	**Demo Facilites**	Support Facilities					$0						$0											$0
	21.1 Demo C-20, C-21, C-22 (TECT)	Support Facilities	2023	$350,000			$350,000						$0											$0
Pavement Management Program (PMP)																								
22	**Airside PMP**	Airside Pavement Management					$0						$0											$0
	Airside Improvements (PAE Directed)	Airside Pavement Management					$0						$0								$500,000	$500,000	$500,000	$1,500,000

PAINE FIELD (PAE) MASTER PLAN
2023-2040 CIP Program Costs

Revised: 12/13/2023

Project #	Description	Project Category	Project Year	PAL 1 (2019-2025)				PAL 2 (2026-2030)						PAL 3 (2040)									
				2023	2024	2025	Total PAL 1	2026	2027	2028	2029	2030	Total PAL 2	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total PAL 3
	East Ramp Reconstruction (Phase 2)	Airside Pavement Management		$4,444,444			$4,444,444						$0											$0
	Taxiway A3 Panel Replacement & Shoulder Mill & Overlay (4")	Airside Pavement Management					$0			$326,798			$326,798											$0
	TW E Slurry Seal & Crack Seal	Airside Pavement Management					$0			$3,112			$3,112											$0
	TW W Slurry Seal & Crack Seal	Airside Pavement Management					$0						$0			$134,252								$134,252
	Apron Ctrl Reconstruction Fog Seal + Crack Seal	Airside Pavement Management		$961,966			$961,966						$0											$0
	Apron Fuel Farm	Airside Pavement Management		$2,943			$2,943						$0											$0
	Roadway Perimeter Road North	Airside Pavement Management					$0						$0		$735,199									$735,199
	Taxiway C Reconstruction	Airside Pavement Management					$0						$0							$195,481				$195,481
	Taxiway D Reconstruction	Airside Pavement Management					$0						$0				$983,705							$983,705
	Taxiway F Reconstruction	Airside Pavement Management					$0						$0						$800,492					$800,492
	Taxiway G Reconstruction	Airside Pavement Management					$0						$0					$589,791						$589,791
	Taxiway L Reconstruction	Airside Pavement Management					$0						$0				$500,744							$500,744
	Taxiway A4 Mill & Overlay (2-3")	Airside Pavement Management					$0				$107,965		$107,965											$0
	Taxiway A5 Mill & Overlay (2")	Airside Pavement Management					$0				$825,863		$825,863											$0
	Taxiway A7 Mill & Overlay (2-3")	Airside Pavement Management					$0				$266,685		$266,685											$0
	Taxiway A9 Reconstruction	Airside Pavement Management					$0	$813,588					$813,588											$0
	Taxiway A Reconst. Mill & Overlay (2-3")	Airside Pavement Management					$0					$2,432,242	$2,432,242											$0
	Taxiway C Slurry Seal + Crack Seal	Airside Pavement Management				$49,157	$49,157						$0											$0
	Taxiway D1 Slurry Seal + Crack Seal	Airside Pavement Management				$13,587	$13,587						$0											$0
	Taxiway D Slurry Seal + Crack Seal	Airside Pavement Management				$58,157	$58,157						$0											$0
	Taxiway A Reconstruction	Airside Pavement Management					$0					$2,114,986	$2,114,986											$0
	Apron East Hangar Fog Seal + Crack Seal	Airside Pavement Management				$173,788	$173,788						$0											$0
	Taxiway A2 Mill & Overlay (2")	Airside Pavement Management				$157,380	$157,380						$0											$0
23	**Landside PMP**						$0						$0											$0
	Landside Improvements (PAE Directed)	Landside Pavement Management					$0				$300,000	$300,000	$600,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$3,000,000
	Asphalt Overlay 31st, 32nd, 33rd	Landside Pavement Management		$250,000			$250,000						$0											$0
	109th St. SW Seal + Crack Seal	Landside Pavement Management			$115,279		$115,279						$0											$0
	112th St. SW Mill & Overlay (4")	Landside Pavement Management			$152,033		$152,033						$0											$0
	31st Place W Seal + Crack Seal	Landside Pavement Management			$43,826		$43,826						$0											$0
	Bldg FHCAM Seal + Crack Seal	Landside Pavement Management			$4,025		$4,025						$0											$0
	Parking Bldg C-23 Reconstruction	Landside Pavement Management			$4,784		$4,784						$0											$0
	Flight Parking Apron	Landside Pavement Management					$0	$5,945					$5,945											$0
	Parking Building IA C Reconstruction	Landside Pavement Management				$12,825	$12,825						$0											$0
	24th Place W Seal + Crack Seal	Landside Pavement Management				$93,551	$93,551						$0											$0
	32nd Place Reconstruction	Landside Pavement Management				$140,415	$140,415						$0											$0
	Roadway Bldg 45-80 Seal + Crack Seal	Landside Pavement Management				$10,031	$10,031						$0											$0
	94th St. SW Mill & Overlay (4")	Landside Pavement Management				$191,872	$191,872						$0											$0
	Dreamlifter Drive Seal + Crack Seal	Landside Pavement Management					$0	$27,527					$27,527											$0
	Flight Parking Apron Seal + Crack Seal	Landside Pavement Management					$0	$37,495					$37,495											$0
	31st Place W Reconstruction	Landside Pavement Management			$56,805		$56,805						$0											$0
	33rd Ave W Seal + Crack Seal	Landside Pavement Management					$0			$25,603			$25,603											$0
	84th St SW Mill & Overlay (4")	Landside Pavement Management					$0	$233,714					$233,714											$0
	Roadway Bldg C-23 Reconstruction	Landside Pavement Management					$0	$62,399					$62,399											$0
	Commando Road W Seal + Crack Seal	Landside Pavement Management					$0	$99,120					$99,120											$0
	Parking Bldg. C-78 Seal + Crack Seal	Landside Pavement Management					$0		$11,541				$11,541											$0
	112th St. SW Reconstruction	Landside Pavement Management					$0		$259,277				$259,277											$0
	2701 94th St. SW Seal + Crack Seal	Landside Pavement Management					$0		$25,367				$25,367											$0
	27th Ave W Seal + Crack Seal	Landside Pavement Management					$0		$5,328				$5,328											$0
	29th Ave W Seal + Crack Seal	Landside Pavement Management					$0		$8,724				$8,724											$0
	31st Place W Seal + Crack Seal	Landside Pavement Management					$0		$14,925				$14,925											$0
	30th Ave W Mill & Overlay (4"), Seal + Crack Seal	Landside Pavement Management					$0		$177,341				$177,341											$0
	3311 109th St. SW Reconst.	Landside Pavement Management					$0		$17,491				$17,491											$0
	Building IA C Reconstruction	Landside Pavement Management					$0		$60,376				$60,376											$0
	Perimeter Rd East Seal + Crack Seal	Landside Pavement Management					$0		$108,203				$108,203											$0
	Parking Building 219 Reconst.	Landside Pavement Management			$16,009		$16,009						$16,009											$0
	Parking Building C-19 Reconst.	Landside Pavement Management					$0			$8,484			$8,484											$0
	Parking Bldg FHCAM Mill & Overlay (4")	Landside Pavement Management			$31,042		$31,042						$31,042											$0
	100th St. SW Seal + Crack Seal	Landside Pavement Management					$0			$86,175			$86,175											$0
	11404 Commando Road Seal + Crack Seal	Landside Pavement Management					$0	$81,055					$81,055											$0
	Roadway Bldg 219 Mill & Overlay (4")	Landside Pavement Management			$30,593		$30,593						$30,593											$0
	29th Ave. W Seal + Crack Seal	Landside Pavement Management					$0			$7,945			$7,945											$0
	Bernie Webber Drive Mill & Overlay (4")	Landside Pavement Management					$0			$262,895			$262,895											$0
Equipment																								
	Hillside remote mower	Airport Equipment		$150,000			$150,000						$0			$150,000								$150,000
	Dewez Hillside Mower	Airport Equipment				$115,000	$115,000						$0					$115,000						$115,000
	Pickup Truck	Airport Equipment		$75,000	$75,000	$75,000	$225,000		$75,000		$75,000		$150,000	$75,000		$75,000		$75,000		$75,000		$75,000		$375,000
	Office Vehicle	Airport Equipment		$60,000			$60,000	$60,000		$60,000		$60,000	$180,000		$60,000		$60,000		$60,000		$60,000		$60,000	$300,000
	Runway sweeper/blower	Airport Equipment			$450,000		$450,000						$0				$450,000							$450,000
	John Deere Gator/Mule	Airport Equipment			$20,000		$20,000				$20,000		$20,000				$20,000					$20,000		$40,000

PAINE FIELD (PAE) MASTER PLAN

2023-2040 CIP Program Costs

Revised: 12/13/2023

Project #	Description	Project Category	Project Year	PAL 1 (2019-2025)				PAL 2 (2026-2030)						PAL 3 (2040)									
				2023	2024	2025	Total PAL 1	2026	2027	2028	2029	2030	Total PAL 2	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total PAL 3
	Landscape Trailers Enclosed	Airport Equipment			$15,000		$15,000				$15,000		$15,000				$15,000					$15,000		$30,000
	Equipment Trailer Small	Airport Equipment				$15,000	$15,000					$15,000	$15,000					$15,000					$15,000	$30,000
	MTE snow machines	Airport Equipment		$950,000	$950,000		$1,900,000	$950,000	$950,000				$1,900,000			$950,000			$950,000		$950,000	$950,000	$950,000	$4,750,000
	Service truck w/ crane	Airport Equipment					$0	$150,000					$150,000	$150,000					$150,000					$300,000
	Service body truck- walk in	Airport Equipment					$0			$150,000			$150,000		$150,000						$150,000			$300,000
	5 yard dump truck	Airport Equipment					$0	$200,000					$200,000						$200,000					$200,000
	8 yard dump truck	Airport Equipment					$0	$300,000					$300,000						$300,000					$300,000
	Bucket truck	Airport Equipment		$200,000			$200,000						$0											$0
	Crane- small	Airport Equipment				$200,000	$200,000						$0											$0
	Delce truck large	Airport Equipment				$600,000	$600,000						$0					$600,000						$600,000
	Equipment trailer- excavation	Airport Equipment			$75,000		$75,000						$0				$75,000							$75,000
	Front end loader	Airport Equipment				$600,000	$600,000						$0											$0
	Skid Steer Loader W/Mower	Airport Equipment					$0		$200,000				$200,000							$200,000				$200,000
	Excavator small w/ buckets	Airport Equipment		$100,000			$100,000						$0			$100,000								$100,000
	Excavator medium w/ buckets	Airport Equipment			$200,000		$200,000						$0											$0
	Replace New Holland Mower Flail	Airport Equipment		$300,000			$300,000						$0											$0
	Replace Tiger Mower Flail	Airport Equipment					$0		$200,000				$200,000											$0
	Runway Rubber/Paint Removal Truck	Airport Equipment			$600,000		$600,000						$0										$600,000	$600,000
	Paint Striping equipment	Airport Equipment					$0			$600,000			$600,000											$0
	Mantis Type Mower	Airport Equipment					$0			$350,000			$350,000								$350,000			$350,000
	Trackless Mower	Airport Equipment					$0		$125,000				$125,000				$125,000						$125,000	$250,000
	Manlift 80'	Airport Equipment					$0	$150,000					$150,000											$0
	Manlift Scissor and Trailer	Airport Equipment		$60,000			$60,000			$60,000			$60,000				$60,000					$60,000		$120,000
	Crack Sealer	Airport Equipment					$0				$75,000		$75,000									$75,000		$75,000
	Forklift small	Airport Equipment					$0	$75,000					$75,000											$0
	Forklift large	Airport Equipment					$0	$100,000					$100,000											$0
													$0											
Total Annual Capital Costs				$9,154,353	$18,974,396	$29,455,763	$57,584,512	$34,445,843	$28,388,573	$33,191,012	$17,635,513	$15,822,228	$129,483,169	$10,825,000	$18,245,199	$21,559,252	$8,399,449	$3,494,791	$13,290,492	$4,470,481	$14,600,000	$4,895,000	$10,250,000	$110,029,664

Paine Field Master Plan 2040

Appendix H | Master Plan Meeting Log

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

Contents

H. Master Plan Meeting Log

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TABLE H.1 MASTER PLAN MEETING LOG 1

H. Master Plan Meeting Log

Table H.1 depicts all acronyms used in the 2040 Paine Field Master Plan.

Table H.1 Master Plan Meeting Log

Date	Audience	Purpose
10/22/2020	Steering Committee	Master Plan Initiation
11/19/2020	Stakeholder Advisory Committee	Master Plan Initiation
11/19/2020	Airport Commission	Master Plan Update - Kickoff
12/10/2020	Steering Committee	Visioning and Master Plan Guiding Principles Workshop
1/14/2021	Stakeholder Advisory Committee	Visioning and Master Plan Guiding Principles Workshop
2/2/2021	Technical Committee	Air Traffic Forecast Framework
3/4/2021	Steering Committee	Draft Forecasts
5/27/2021	Technical Committee	Draft Forecasts
7/22/2021	Airport Commission	Master Plan Progress Update
9/22/2021	Airport Commission	Master Plan Progress Update
10/28/2021	Airport Commission	Master Plan Progress Update
11/3/2021	Technical Committee	Facility Requirements and Alternatives
11/3/2021	Public Open House #1- Webinar	Introduction and Status
11/9/2021	Public Open House #1- Webinar	Introduction and Status
1/13/2022	Stakeholder Advisory Committee	Facility Requirements and Alternatives
1/28/2022	Airport Commission	Master Plan Progress Update
2/5/2022	Stakeholder Advisory Committee	Facility Requirements and Alternatives
3/23/2022	SCCIT	Master Plan Progress Update
3/31/2022	FAA	Master Plan Progress Update
4/13/2022	Steering Committee	Alternatives Refinements
4/28/2022	Airport Commission	Master Plan Progress Update
6/16/2022	Public Open House #2- Webinar	Master Plan Progress Update
7/28/2022	Airport Commission	Master Plan Progress Update
8/5/2022	Technical Committee	Implementation and CIP Update
9/1/2022	Steering Committee	Implementation and CIP Update
10/27/2022	Airport Commission	Master Plan Progress Update
11/8/2022	Stakeholder Advisory Committee	Implementation and CIP Update
11/10/2022	FAA	Master Plan Progress Update
1/19/2023	Steering Commission	Present Final Deliverables
1/26/2023	Airport Commission	Present Final Deliverables

2/21/2023	Stakeholder Commission	Present Final Deliverables
2/28/2023	Public open House #3 Webinar	Implementation, Noise, and CIP

Paine Field Master Plan 2040

Appendix I | Public Open House #1 Summary Report - November 2021

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

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1 Webinar and Online Open House Report

February 2022

1.1 Background

Paine Field Airport has a long history of serving Northwest Washington and beyond. Originally envisioned in the 1930s as a commercial airport, in response to World War II, it served the military and continued to do so for decades. Since the military left in the 1960s, the airport has become vital to the quality of life and economic sustainability of Snohomish County's residents. Today there are more than fifty businesses at the airport that provide more than 30,000 jobs to the community, and demand for expanded services and flights continues.

Snohomish County owns the airport and relies on a strategic framework, the *Airport Master Plan*, to guide the development of structures, runways, infrastructure, traffic, and more at the airport. This plan guides investments of public and private dollars on airport property and helps the businesses and communities near the airport to plan for their investments as well.

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others interested in the airport.

To share information about the Master Plan status and collect input, Snohomish County held two virtual meetings in November 2021 a hosted an online open house from early November 2021 through the end of January 2022. This document summarizes feedback collected from those public events, along with emailed comments.

1.2 Format and Notification

1.2.1 Webinars

Snohomish County hosted two webinars over a two-week period:

- Wednesday, November 3, 2021, 6 – 7 p.m.
- Tuesday, November 9, 2021, 11 a.m. – noon

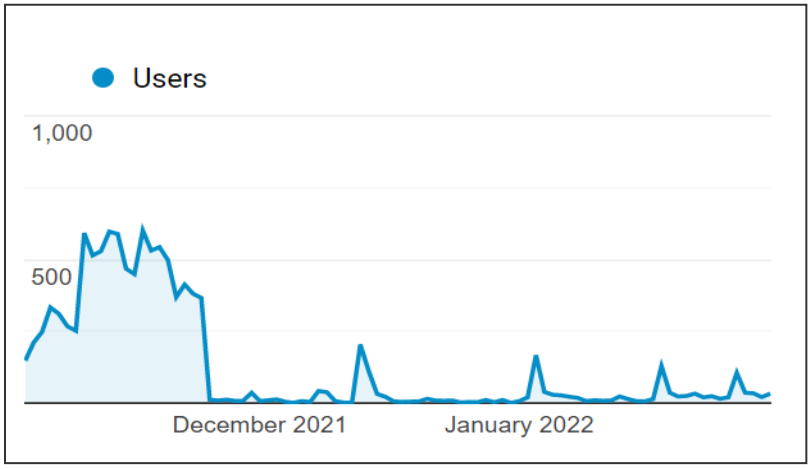
All meetings were hosted on Zoom Webinar. Meetings included a roughly one-hour presentation that included a question-and-answer session. The first webinar, held on November 3, had 38 attendees. The second webinar, held on November 9, had 81 attendees.

See Appendix B for screenshots of the full presentation; not all information in the presentation is detailed in these notes. Transcriptions of Q&A questions are included in Appendix D.

1.2.2 Online Open House

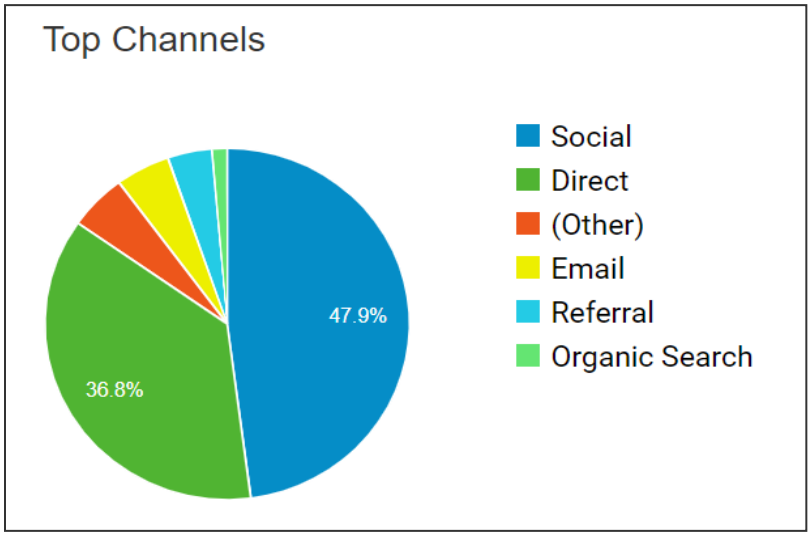
Snohomish County hosted an online open house, a website designed to share information about the airport and the master planning process from November 3, 2021, through January 31, 2022. During this time, visitors were encouraged to provide their thoughts on the airport and the planning process through an online form that allowed for free-form comments.

Exhibit 1 USERS



Source: Landrum & Brown

Exhibit 2 TOP CHANNELS

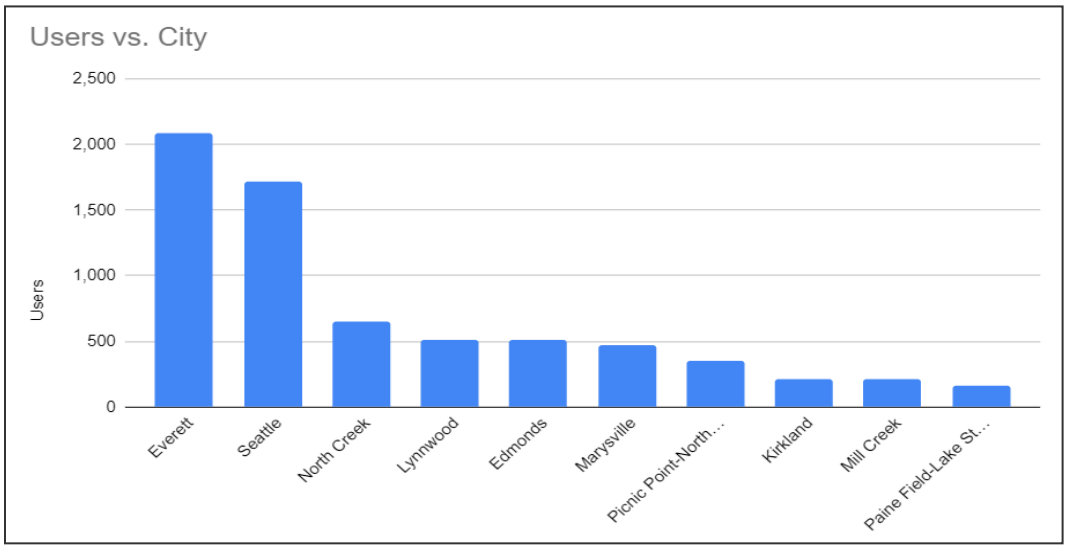


Source: Landrum & Brown

Most visitors learned of the online open house through social media or through a web search, and the majority visited during the month of November 2021, when the comment period first opened.

There were 16,266 page views for the online open house and over 10,000 visitors during the comment period. Google Analytics isn't always able to identify where a user is located, but of the two-thirds of users whose locations are visible, most were in Everett and Seattle. 1.5% of visitors to the online open house primarily visited Spanish Language pages.

Exhibit 3 USERS VS CITY



Source: Landrum & Brown

58 users left 206 comments. Elected officials and city leaders of Everett, Lynwood, and Mukilteo submitted comments on behalf of their jurisdictions, and 174 users answered demographic questions.

A majority (117) of comments expressed support for the airport and its expansion, while 73 were against airport expansion. The remaining comments were questions or comments about the information presented in the online open house or comments regarding flight destinations. 67 comments complained about airport noise. Other complaints included a lack of parking options at the airport. Several comments expressed support for continuing General Aviation.

Visitors to the online open house were invited to fill out an optional survey that collected demographic information. The overwhelming majority of survey respondents identified as white or Caucasian and spoke English. Residents also tended to be older and more identified as male than the area population.

See Appendix E for the full online open house. Survey results and comments are included in Appendix F.

1.2.3 Notification

The team notified community members in Everett and other communities surrounding the airport through online advertising, emails, social media posts, postcards, and print ads.

- Postcards were mailed to 38,461 addresses the week of October 25
- Print ads in the Everett Herald ran three times a week from October 25 to November 8 and again on December 13 and 23
- Online ads on Facebook and Twitter ran from November 3 through November 24
- Social media posts urging community participation continued throughout the comment period.
- On October 28, Paine Field Airport invited 860 community members via an email to the online open house
- Advertisements across digital platforms received over 350,000 impressions and performed above industry averages, with outstanding Click-Through Rates (CTR) on English Facebook and Twitter ads.

- Final press release(s), date(s) of various publications.
  - November 3, 2021. Media also received emailed newsletters on 12/13/2021, 1/3/2022, 1/18/2022, and 1/27/2022
- PRR has the data on our paid Twitter and Facebook ads.
- Organic social media posts
  - Twitter: 11/1/2021, 11/3/2021, 11/10/2021, 11/17/2021, 11/18/2021, 12/13/2021, 1/3/2022, 1/18/2022, and 1/27/2022
  - Facebook: 11/1/2021, 11/3/2021, 11/10/2021, 11/17/2021, 11/18/2021, 12/13/2021, 1/3/2022, 1/18/2022, and 1/27/2022
- Direct emails
  - Initial invitations for upcoming comment period issued 10/28/2021 – to 860 subscribers
  - Direct emails on extension – 12/13 to 860 members plus anyone who commented in first window and 1/3 to 1,674 registered individuals
  - Enewsletters – 1/18 to 1,666 subscribers and 1/27 to 1,662 registered individuals
- Any earned media
  - Everett Herald, 11/8/2021
  - Everett Post, 11/16/2021
  - MyEdmondsNews, 1/2/2022
  - Mukilteo Beacon, 11/3/2021
  - Mukilteo Beacon, 1/19/2022
  - Lynnwood Times, 11/5/2021
  - KING-5, 11/30/2021
- Paid advertisements in Everett Herald
  - Initial comment period – 10/27/2021, 11/3/2021, 11/8/2021, and 11/17/2021
  - Extended comment period – 12/13/2021 and 12/23/2021

TABLE 1 ADVERTISEMENTS ACROSS DIGITAL PLATFORMS

Date	Platform	Ad Set	Impressions	Clicks	Click Through Rate (CTR)
11/3 - 11/24	Twitter	PAE MP - English Ads	39,955	579	1.45%
11/3 - 11/24	Twitter	PAE MP - Spanish Ads	968	3	0.31%
11/4 - 11/24	Facebook	Master Plan - English	251,222	6,956	2.77%
11/4 - 11/24	Facebook	Master Plan - Spanish	89,377	759	0.85%
		Total	**381,522**	**8,297**	**5.38%**

Source: Landrum & Brown

Paine Field Airport also reached out to specific groups and jurisdictions, including:

- Village on Casino Road Community Center
- Habitat for Humanity of Snohomish County
- Casa Latina
- The Arc of Snohomish County
- United Way of Snohomish County
- Catholic Community Services
- Familias Unidas Latino Community Resources Center
- Sno-Isle Libraries
- Edmonds Chamber of Commerce
- Mukilteo Chamber of Commerce
- Everett Chamber of Commerce
- Edmonds School District
- Mukilteo School District
- Everett School District
- Everett Community College
- Edmonds College
- University of Washington Bothell
- Community Transit
- Washington State University
- WSU Everett
- Snohomish PUD
- Port of Everett
- City of Mukilteo
- City of Marysville
- City of Arlington
- City of Lynnwood
- City of Everett
- City of Brier
- City of Bothell
- City of Darington
- City of Edmonds
- City of Gold Bar
- City of Granite Falls
- City of Monroe
- City of Montlake Terrace
- City of Stanwood
- City of Sultan
- City of Woodway
- City of Millcreek
- City of Lake Stevens
- Take Flight, Snohomish Members
- Aerospace Taskforce Members
- Hangar Tenants
- Paine Field Business contacts

See Appendix A for the notification report and copies of notification materials.

1.3 Webinar Summary

1.3.1 Welcome

Terry Ryan, Snohomish County's Aerospace Economic Development Director, greeted attendees, opened the webinar meeting, provided an overview of the presentation, and gave background on Paine Field.

1.3.2 Technical Presentation

Michael Tubridy, Landrum & Brown project manager, explained what a master plan is and why it needs to be updated, who is involved in the process, and the timeline, then explained what the technical team had done so far, including the passenger forecast and needs that have been identified, as well as how alternatives evaluation criteria will be developed and how Paine Field Master Plan will be implemented.

1.3.3 Q&A

Terry Ryan facilitated the question-and-answer session for both webinars. Participants asked a variety of questions that fell into the following broad categories: flight traffic, airport and adjoining property, community outreach efforts, ground transportation, funding, and airlines and airport logistics.

A list of questions and comments provided during the two public webinars, with answers from the consulting team and Paine Field staff is provided in Appendix D. Appendix F presents the various comments provided by the general public during the Open House comment period.

1.3.4 Closing

Terry Ryan thanked participants for joining and encouraged anyone with additional input to visit the online open house to submit comments.

2 Appendix

2.1 Appendix A: Notifications

TABLE 2 NOTIFICATIONS

Advertisement Graphic	Ad Platform Run Dates
	Mailed postcard Reached mailboxes approximately Oct. 27, 2021
	Mailed to 38,461 addresses
	¼ page print add in Everett Herald 3 times between October. 27 through Nov. 08, 2021

Advertisement Graphic	Ad Platform Run Dates
	

Advertisement Graphic	Ad Platform Run Dates
	Facebook, Twitter Nov. 3 through Nov. 24, 2021
	Facebook, Twitter Nov. 3 through Nov. 24, 2021
	Facebook, Twitter Nov. 4 through Nov. 24, 2021

Advertisement Graphic	Ad Platform Run Dates
	Facebook, Twitter Nov. 4 through Nov. 24, 2021
	Facebook, Twitter Nov. 1 through Nov. 24, 2021
	Facebook, Twitter Nov. 1 through Nov. 24, 2021

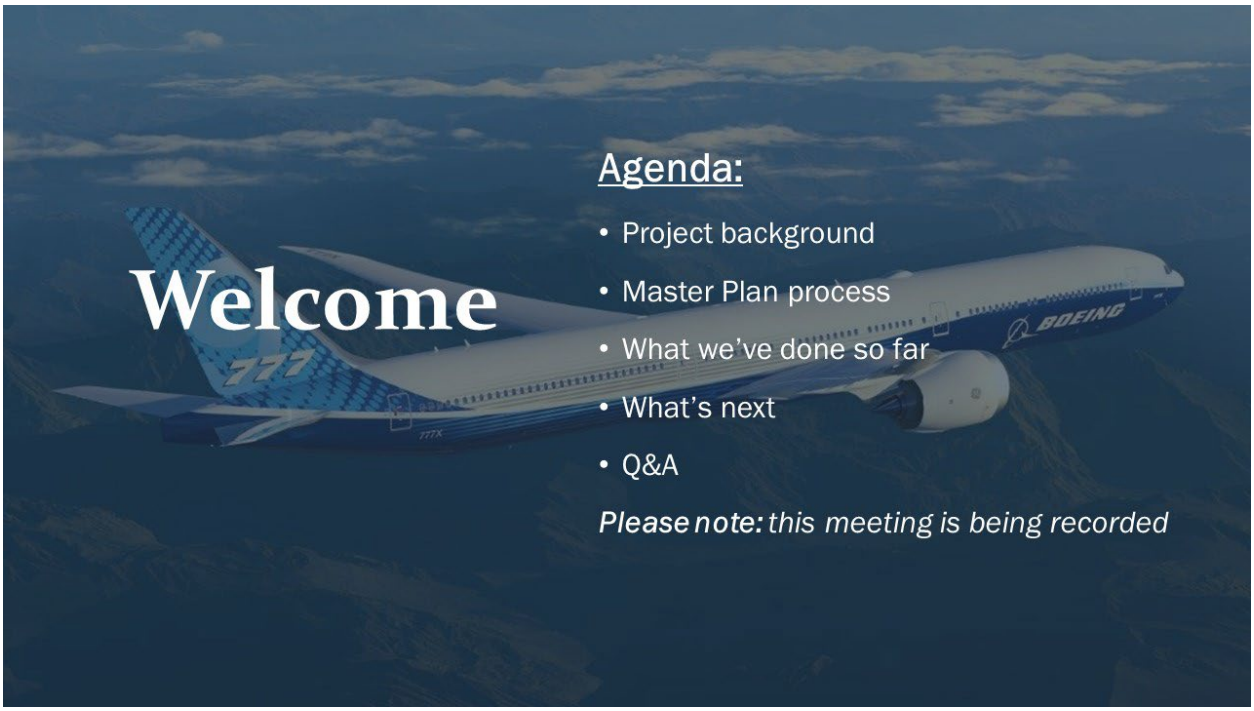
Advertisement Graphic	Ad Platform Run Dates
	Facebook, Twitter Nov. 1 through Nov. 9, 2021
	Facebook, Twitter Nov. 1 through Nov. 9, 2021

Source: Landrum & Brown

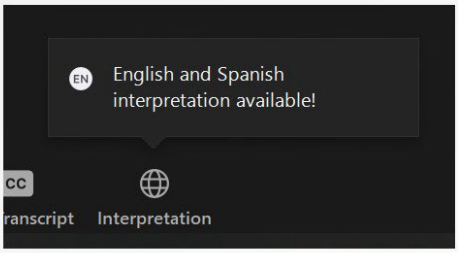
2.2 Appendix B: Presentation

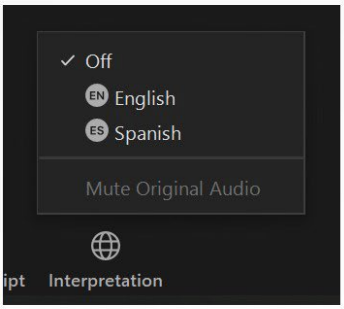
EXHIBIT 4 PRESENTATION





Using Zoom interpretation channels





Paine Field
MASTER PLAN

Using Zoom

- Click CC Live Transcript to turn on captions.
- Participants are automatically muted
- Use the Q&A chat box to ask questions

Paine Field
MASTER PLAN



Paine Field
MASTER PLAN



Paine Field
MASTER PLAN

Team introductions



Terry Ryan
Snohomish County



Michael Tubridy
Landrum & Brown



Cody Meyer
Landrum & Brown

Paine Field
MASTER PLAN

What is a master plan?

The Master Plan is a long-range planning document that recommends a strategy for development of airport land and facilities



Paine Field
MASTER PLAN


Why is there a need for an updated master plan?
• Demand for aviation in the Puget Sound region is growing
• Paine Field is changing
• Sea-Tac is nearing capacity


Who is involved?
PAE Steering Committee
Public/Gov. Involvement
PAE Stakeholder Committee
Strat./Bus. Planning
PAE Technical Committee
PAE Project Coordination Team
Paine Field
MASTER PLAN

Project schedule

December 2002
Paine Field Master Plan currently in effect was adopted by Snohomish County Council

Early—mid 2021
Began Master Plan update, including inventory of existing facilities, aviation forecasts, and facility requirements

Late 2021: Community input: Online open house and virtual public meeting

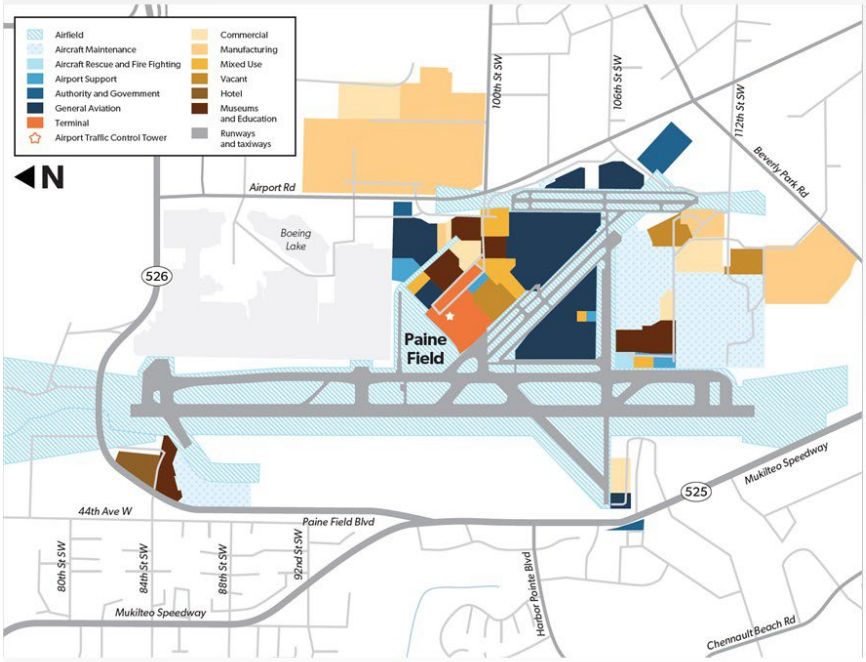
Late 2021—mid 2022
Develop alternatives

Mid 2022: Community input

Mid 2022—early 2023
Evaluate alternatives and select a preferred alternative and analyze financial viability

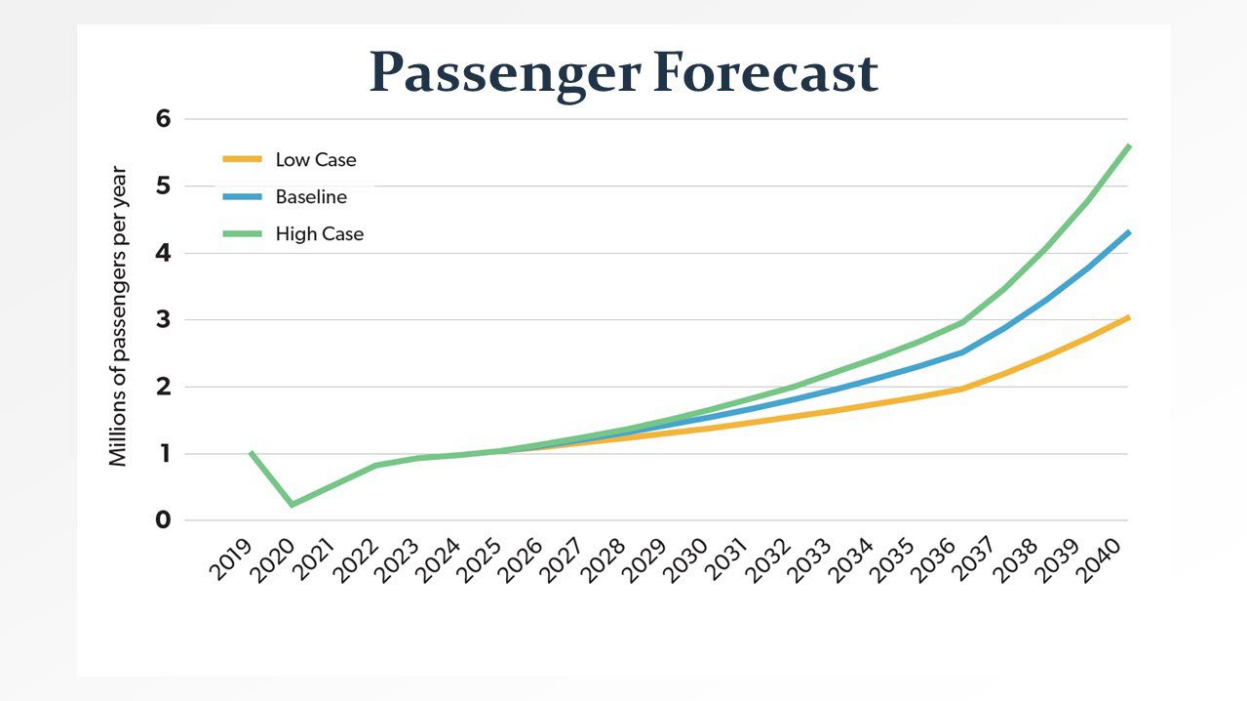
Early 2023: Community input

Spring 2023
Finalize Master Plan



What we've done so far

- Inventory
- Traffic forecast
- Facility requirements

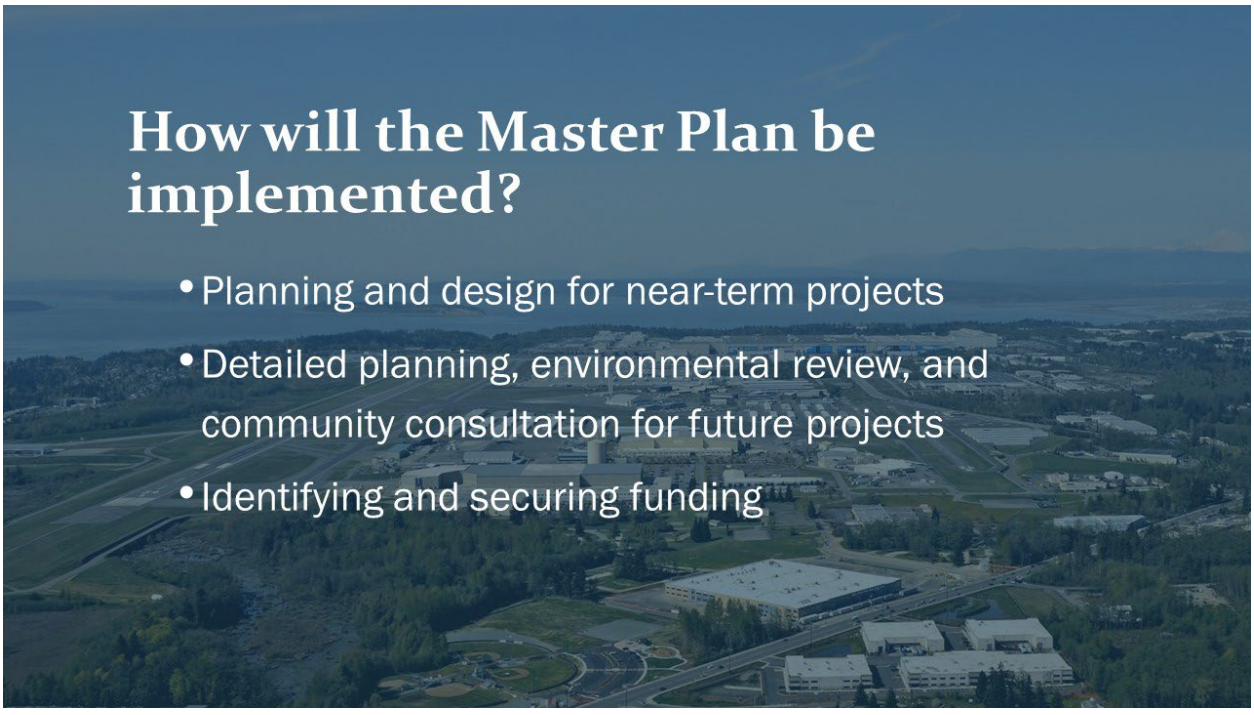


Needs we've identified

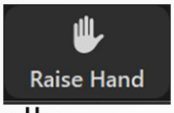
Paine Field
MASTER PLAN

- Airfield system, including runways, taxiways, and apron areas
- Access roads to and from the passenger terminal
- Corporate and private hangars
- Passenger terminal
- Air cargo facilities


Alternatives evaluation criteria
Paine Field
MASTER PLAN


How will the Master Plan be implemented?
• Planning and design for near-term projects
• Detailed planning, environmental review, and community consultation for future projects
• Identifying and securing funding

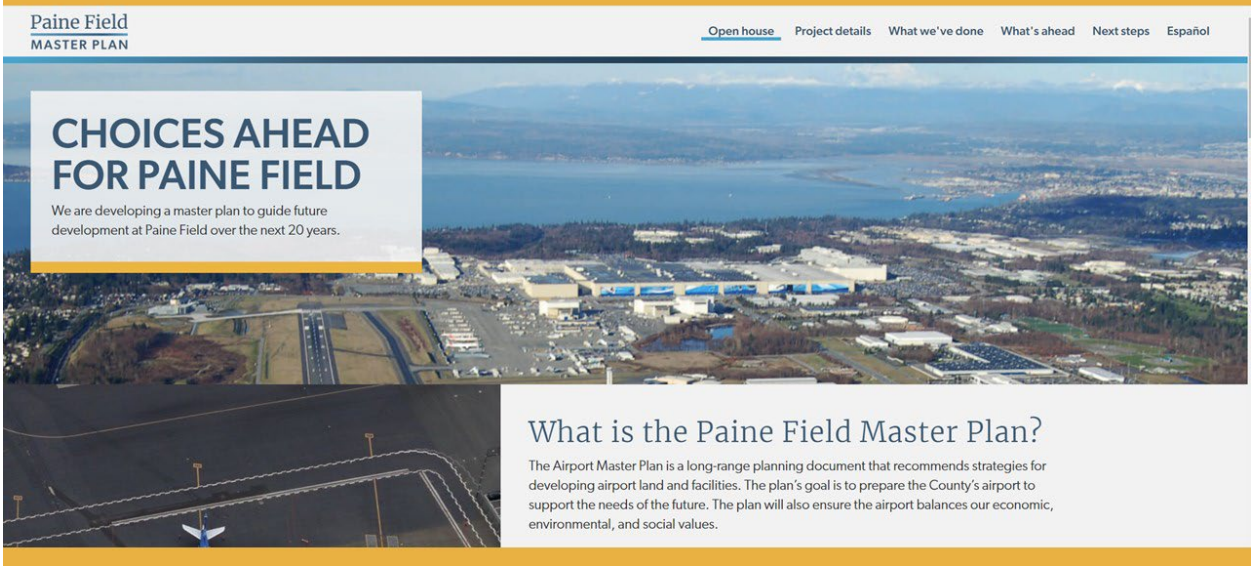
Questions?

- Use the Q&A chat box to ask questions
- You can also use the Raise Hand 

feature to share a question or comment verbally
- If you are joining us by phone, use *9 to raise your hand

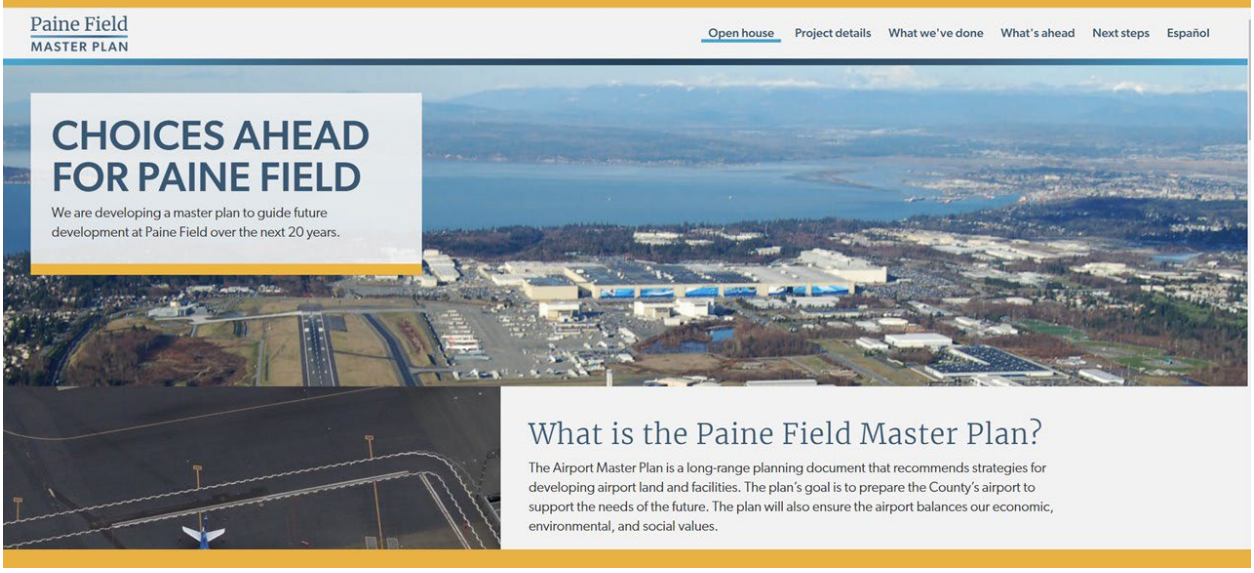
Paine Field
MASTER PLAN

Share your input: PaineFieldMasterPlan.com





Share your input: PaineFieldMasterPlan.com



2.3 Appendix C: Online Open House Visitor Detail

TABLE 3 ONLINE OPEN HOUSE VISITOR DETAIL

Acquisition Channel	Users	Percent Total Users	New Users	Sessions
Social	4,898	47.92%	4,886	5,193
Direct	3,760	36.79%	3,727	4,201
(Other)	528	5.17%	526	560
Email	494	4.83%	466	658
Referral	402	3.93%	355	544
Organic Search	139	1.36%	120	193
	10,221		**10,080**	**11,349**

TABLE 4 ONLINE OPEN HOUSE VISITOR DETAIL

Visitor City (where known)	Users	New Users	Sessions
Everett	2,083	2,038	2,329
Seattle	1,716	1,656	1,984
North Creek	653	642	700
Lynnwood	515	499	546
Edmonds	509	499	541
Marysville	473	464	503
Picnic Point-North Lynnwood	356	350	380
Kirkland	210	198	227
Mill Creek	210	208	238
Paine Field-Lake Stickney	165	161	180

2.4 Appendix D: Virtual Webinar Q&A Transcripts

2.4.1 Virtual Webinar #1 Q&A Transcript

Questions and answers from the virtual webinar #1 are provide below.

2.4.1.1 Traffic Forecasts

What counts as a passenger in the forecast?
A passenger is a person who arrives at Paine Field airport and uses a plane to travel to another destination.

Have airline operation reductions been accounted for in your forecast?
Yes, reductions were considered.

What causes changes in the traffic forecast?
Historical data and expected population growth in the region was used for airport projections. The potential growth increase in the 2030s comes as Seattle-Tacoma International Airport (Sea-Tac) becomes constrained and more passengers choose to use Paine Field.

Where can the detailed traffic projections be found?
Traffic projections will be made public and will be available at www.painefieldmasterplan.com.

2.4.1.2 Land, Structure, and Runway Developments

Will the Washington Air National Guard property be considered?
Yes. Conversations with the legislative offices in Washington, D.C., and the Washington Air National Guard are taking place to see how the property can fold into Paine Field. The Washington Air National Guard property is not part of this master planning process.

What kind of expansion will take place, and where?
We forecast traffic by type of aircraft, and those projections will be used to identify what type of new facilities the airport will need to accommodate growth. At this point in the process, we have finished defining the facility requirements. Identification of where new facilities will be placed has not been made.

How much is airport land still available for commercial development? Does the Master Plan take into consideration businesses in the area and their future needs?
The west side has about 120 acres of developable land. There will be an area of land designated in the Master Plan to expand commercial uses beyond current uses.

Is eminent domain being considered?
We do not anticipate needing land beyond what's already part of the airport property or the need to use eminent domain.

How will the runways be used for general and commercial aviation?
The runway usage in the short term will probably stay the same. The general aviation runway – the shorter one - sees about 80% of the total traffic. The remaining 20% uses the longer runway. We will have more information at the next public meeting.

Is the County's plan to expand commercial operations (part 121)? How would you weigh the county's interest in Part 121 operations vs. general aviation or MROs (Maintenance Repair Operations)
We interviewed the MROs and ATS and listened to their potential needs over the next 20 years. They all anticipate growth but indicated that their current facilities were likely to accommodate that growth. Some indicated they are in the position of optimizing their current facilities while others are growing and working at being more efficient.

What will happen to the Flying Heritage and Combat Armor Museum?
Both museums are an important part of the community, and we want to support them both. It is unlikely airport expansion will have an impact on them.

What will happen to the five [flight] schools on the central ramp?
There are no current plans within the Master Plan that will affect the flight schools.

What will be the electrical power need be for growth over the next 20 years?
We'll know more about how much power demand will grow at the airport after we've completed our facilities needs analysis.

How will the Master Plan address stormwater needs?
The Master Plan will include a review of stormwater needs. If modifications are needed in airport storm water retention facilities, they will be included as part of the Master Plan process.

What about Runway 1129? Do you see that being developed differently?
Runway 11/29 was decommissioned, and parts of the runway are currently being leased to Boeing. There is no short-term plan or need to redevelop the decommissioned runway.

2.4.1.3 Airport Impact on the Surrounding Community

How are you planning to minimize the impact on climate and residents' livability?
We will include environmental impacts when we filter alternatives with aviation specialists.

Will there be noise studies on the impacts on surrounding residential neighborhoods? How will noise impacts be evaluated with the projected changes?
Yes, noise impacts associated with changing travel demand will be analyzed, reviewed, and evaluated against traffic forecasts, including cargo. At this stage, it is premature to discuss mitigation until we know whether the noise may be greater than what is currently at the airport.

2.4.1.4 Community Notification and Engagement

Will SEPA/EIS scoping be needed for this plan?
Environmental Impact Statements are typically used for construction projects and are not required for the Master Plan we are currently updating. Improvements identified in the Airport Master Plan will be the subject of subsequent environmental review, such as an EIS, when the individual project proceeds.

How can the community share their input?
There will be other webinars and events that will seek public input in the coming year. We will give notice of open houses and webinars using several tools: postcard mailings to a wide area

around the airport, email distribution to interested individuals who registered on the website, social media posts, paid advertisements, outreach to media outlets, outreach to schools, churches, and community organizations near the airport, and to cities and towns across the county. If you would like to ensure you are notified of any updates or events, please subscribe to email updates on the website. www.PaineFieldMasterPlan.com.

Are residents and neighboring communities like Lynnwood and Mukilteo represented on the Stakeholder Committee for the Master Plan process?
There are three primary committees that help develop the Master Plan: The Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee. The Stakeholder Committee includes many representatives of Snohomish County representatives. You can see the list of members here: https://www.painefield.com/DocumentCenter/View/1202/Master-Plan-Stakeholder-Committee-Directory-for-Website?bidId=To read more about the committees helping to guide this Master Plan here: https://www.painefield.com/153/Airport-Master-Plan.

2.4.1.5 Ground Transportation

Will the Master Plan include access to the airport using Community Transit and alternate modes of transportation (i.e., light rail, bikes, and walking)?
One of the components of the analysis is to look at ground transportation, such as light rail, and access roads to the airport. There is an existing right-of-way for future light rail to the airport terminal; a connection will be part of the Master Plan. We hope to have more information about that in future updates.

Will suggestions for interim/permanent "Last Mile" access, such as direct PAE connections from Amtrak Cascades (Everett stations plus northern Amtrak stations) or DIRECT Community Transit buses from major city centers such as Lake Stevens, Marysville, etc., be part of the Master Plan?
This is a topic that is currently in research. We hope to have more information about that in future updates.

Are there plans to complete and expand 100th Street SW in conjunction with the Everett Transportation Master Plan?
As traffic increases, the Master Plan has identified that the intersection of Airport Road and 100th Street will need to be modified to accommodate the forecast demand. Depending on the pace of traffic growth, it is likely that these modifications, however, will not be needed for another 15+ years.

2.4.1.6 Funding

How much will elements in the Master Plan cost?
We are still outlining potential elements in the Master Plan. Once those are established, we may be better able to provide cost estimates.

How will the improvements be funded?
Funding for improvements at the airport will depend on the nature of the project. For airfield safety and capacity improvements, the Federal Aviation Administration provides funding. The

County, airport operator, or developers might fund other improvements. This Master Plan will look at which funding sources are available for each project and make recommendations.

2.4.1.7 Airlines and Airport Logistics

Does the Master Plan consider airfare subsidies to make Paine Field competitive with Sea-Tac?
This falls outside the scope of this Master Plan.

How many gates will the airport have?
Approximately seven contact bridges and eight remote bridges.

Will there ever be flights from Paine Field to Sea-Tac?
Airlines decide the destinations for commercial flights.

Is there any consideration of international travel capability?
This would be a policy decision for the County; it is not something in this plan.

Will only smaller passenger aircraft be allowed, or will larger planes also be allowed at the airport?
The types of aircraft are not likely to change.

Are there plans to invite future all-electric airline carriers to provide noise- and carbon-free emissions air service?
This falls outside the scope of this Master Plan.

Are flight paths projected to change?
An analysis is being conducted. The air traffic control tower chiefs are included in the conversations, and the analysis will be based on a variety of factors.

What will be done about parking at the airport? Will there be long-term parking with plug-in spaces for electric vehicles?
An analysis of parking needs associated with general aviation, car rental parking, and employee parking is currently happening. The type of parking is up to Propeller, the terminal operator.

Will working with Boeing on new infrastructure for efficient airplane gates be considered as part of this Master Plan?
Airport operator Propeller oversees the terminal and the gates. The Master Plan forecast will show potential areas of growth for gates, the terminal, and the taxiing of aircraft. It will be a function of both the airlines and Propeller to ensure gate efficiency.

2.4.1.8 Other Questions

Our local communities like Linwood represented on the stakeholder committee. Yes

Is eminent domain being considered to build additional runways? No additional runways will be required during the Master Plan period (20 years)

Does passenger traffic multiply over the next 20 years? Passenger traffic is forecast to grow to 4.3 million annual passengers by the end of the planning period in 2040.

It seems like the plan involves the current footprint and immediate activities on the current airport property. Does it take into account the needs of businesses attracted to the area, and they're expanding needs? Yes, the Master Plan will include land set asides for the future possibility of commercial development at the airport

Do predictions of demand for flights include the changes on the horizon for less business travel? Yes

How will noise impacts be evaluated with the projected changes? will cargo be considered? And what mitigation plans will be included in this process? Noise contours are currently being prepared and will be available to the public in the Fall 2022

How do you see the general aviation growth need for additional hangar space provided for? Estimates of future general aviation growth have been undertaken. The Master Plan will also include available land reservation for future general aviation.

If the Puget Sound Regional Council and the state's airport commission choose Paine Field as the site to handle the commercial traffic overflow from Sea-Tac, will your forecasted number of passengers change for 2040? The County does not envision that the published Paine Field forecasts will change as a result of the States Airport Commission recommendations. The traffic forecasts were prepared independently and considered the capacity constraints, the economic conditions of the region and impacts of dual airports in a major metropolitan region.

Is the county's plan to primarily provide expansion for commercial operations? How would you weigh the county's interest in part 121 operations versus general aviation, or MROs?, which are maintenance, and repair operations. The County's plan is to accommodate all aspect of aviation growth at the airport and to ensure that the airport is in a position to accommodate growth as the various needs of the businesses arise. The Master Plan is providing a roadmap to allow for the future of aviation at PAE to occur.

What is the process plan for coordinating with large infrastructure projects, such as the potential Sound Transit light rail to serve Boeing? PAE is constantly in communication and coordination with Sound Transit and other transportation agencies.

Will there be adequate parking on-site or off-site? Yes

How many gates will the airport eventually have? 11 Gates

How much airport land is still available for commercial development?, non-airport operations area land? There are extensive lands west of Runway 16R-34L that will be dedicated for future commercial development. However, the exact amount of land that will be available will be dependent on further detailed environmental analysis. There are significant wetlands in this area, and some of the land will not be conducive to commercial development. The environmental analysis will be conducted when and if the County receives interest from the private sector for the long term lease of these lands.

It seems like business travel data is already available since Alaska has canceled some routes already. Due to the large reduction on business travel per the recent Everett Herald article, was that data used for your forecast? The consultants prepared an

independent assessment of existing and future traffic and considered a wide variety of variables. Detailed explanations are included in the traffic forecast report

Are most commercial flights in and out of Paine Field full? Aircraft load factors fluctuate and during the Pandemic were exceptionally low. Since 2021, air traffic is growing and average load factors are increasing. It is expected that load factors will continue to climb as traffic rebounds.

What about runway 11/29? Initially, we had that area reserved to be a row, but now it is a parking lot. Do you see that being developed in a different way? In the short-term the County envisions this area to remain as a parking facility for Boeing aircraft. As demand increases in the future this area could expand to accommodate additional parking facilities for Boeing or other tenants.

How soon might we expect cargo flight (UPS operation) at Paine Field? Air cargo is currently operating at Paine Field just south of the Future of Flight Museum

Are there any other airlines that are planning on coming in and joining Alaska ? The County is not aware of additional airlines that will be coming to Paine Field, however Propeller is likely meeting with airlines to entice them to operate at Paine Field.

Could you define what counts as a passenger in the forecast? A passenger in the forecast includes either an arriving or a departing passenger.

2.4.2 Virtual Webinar #2 Q&A Transcript

Additional questions and answers to Virtual webinar #2 are provided below.

Will there be noise studies on the impacts to surrounding residential neighborhoods? Yes, noise analysis for the current and future traffic at Paine Field is currently underway and will be available to the public at Q4 2022.

As part of this Master Plan, are you considering working with Boeing to innovate, innovate prototypes test new infrastructure such as more efficient airplane gates? The Airport Master Plan focuses on the airport infrastructure and facilities, not the development of future aircraft prototypes.

How will the improvements be funded? Improvements will be funded in large part by the FAA with some County funding and the possibility of state funding. It depends on the nature of the projects. The Master Plan will include the cost of projects and their funding sources.

Does the master plan include the future light rail station and bus bike and pedestrian access to and from now? Yes consideration is being made to set aside land for the future possibility of a light rail station.

While waiting for the Everett Paine Field, Link light rail to reduce current passenger access roads capacity. Suggest plans for an interim permanent last mile access, such as direct Paine Field connections to Paine Field from Amtrak cascades Everett station, plus northern Amtrak stations or direct community transit buses from major city centers, such as Lake Stevens Marysville etc. you have any thoughts on that? The Master Plan will be identifying multi-modal transit locations that will facilitate direct access to the airport and specifically to the passenger terminal.

Are there any consideration for international travel capability? Not in the near future

Are there any predictions based on other airports and how much elements of the master plan cost? What are all of these pieces going to cost? This is in the next phase of the Master Plan. The timing of the projects and their costs will be presented to the public in Q4 of 2022.

You mentioned that the Master Plan includes local road infrastructure. Are there any plans to complete and expand 100 St. Southwest, in conjunction with the Everett transportation master plan? The County is coordinating the various transportation agencies to ensure that 100 St.and at the intersection of Airport Rd are not congested in the 20 year timeframe of the Master Plan.

Is there any consideration for the Washington Air National Guard property? Yes, the County is currently negotiating with the National Guard to acquire their land and buildings for future use

United has dropped out of Paine Field and Alaska cut back on flights. Have these reductions been accounted for in your forecast? Yes

Will there be long-term – four-plus days of parking with plugin spaces for electric vehicles? That is a question for the Developer of the terminal.

Are there plans to invite future all-electric airline carriers to provide noise and carbon-free emissions to Paine Field? The County will absolutely encourage the use of all electric vehicles at the airport. The current airfield will facilitate the use of any currently proposed electric airline carriers.

Will future flight paths be similar to what they are currently? The FAA air traffic controllers direct all air traffic at the airport. It is not anticipated that the flight paths will change in the near future

Will there ever be flights from Paine Field to Sea-Tac? There are no flights currently planned to Sea-Tac.

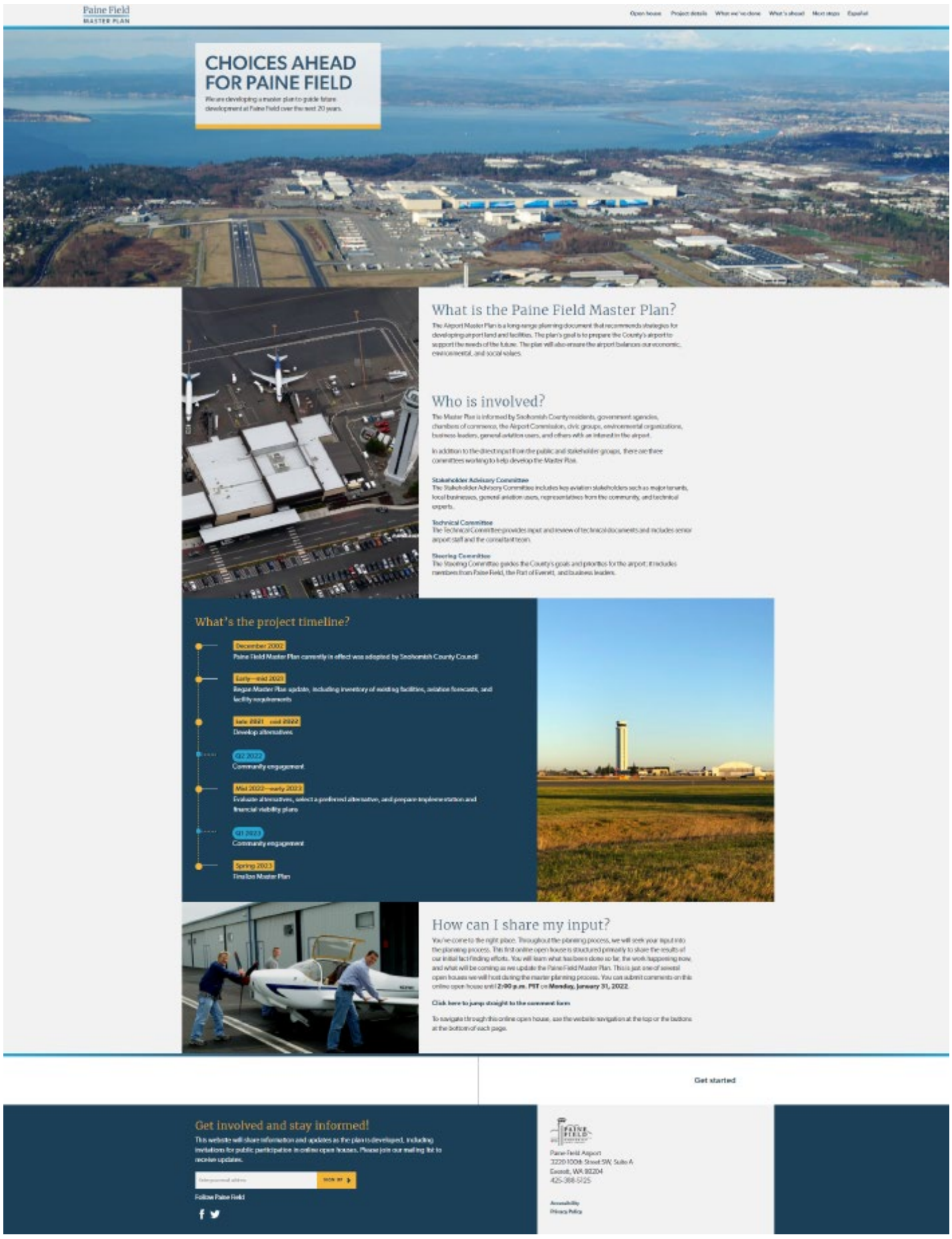
Do we know why United Airlines pulled out and what they were looking at in future projections that might impact the master plan? The County was not given a specific answer to why United Airlines departed.

Are there any details of the traffic projections available to the public? Yes they are on the website

The 2002 Master Plan dealt with stormwater based on the 1992 stormwater manual. I heard no conversation discussion on the stormwater issues. And given the fact that Paine Field has circumvented compliance with stormwater regulations is using the best available science. What do you propose to do to meet the stormwater requirements of the 2021 drainage manual? The Master Plan will identify areas where further stormwater analysis is needed. Stormwater analysis is typically not an element of a Master Plan. One recommendation that will come out of the Master Plan is to conduct an airport wide Utility and Stormwater Master Plan.

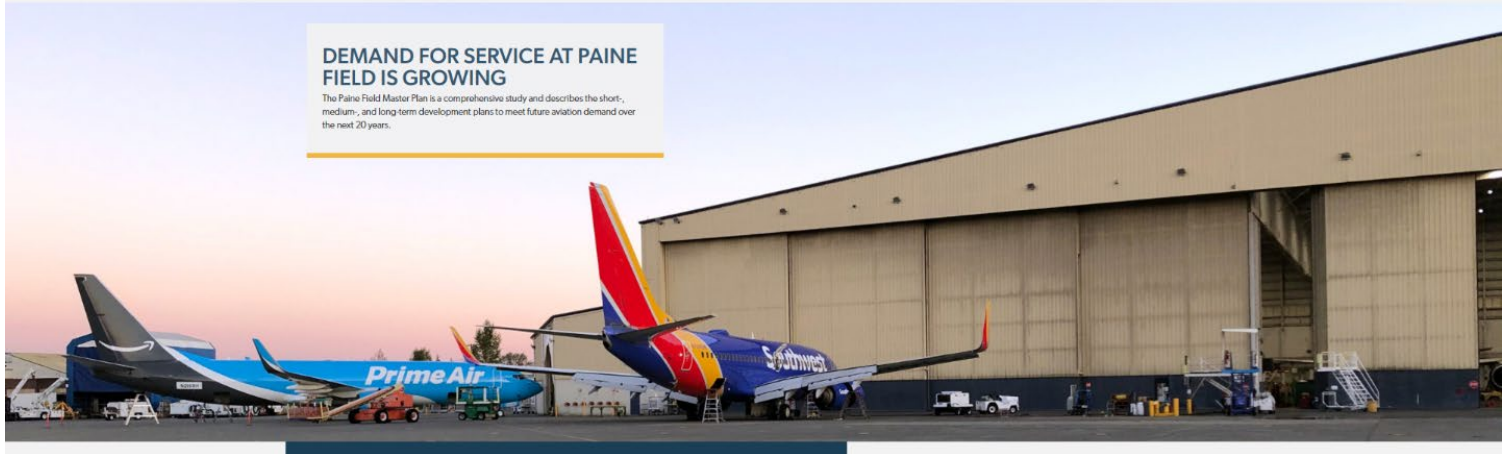
2.5 Appendix E: Online Open House

EXHIBIT 5 ONLINE OPEN HOUSE



Paine Field
MASTER PLAN

Open house | Project details | What we've done | What's ahead | Next steps | Español



DEMAND FOR SERVICE AT PAINE FIELD IS GROWING

The Paine Field Master Plan is a comprehensive study and describes the short-, medium-, and long-term development plans to meet future aviation demand over the next 20 years.

Demand for aviation in the Puget Sound region is growing

The Puget Sound region is one of the fastest growing in the United States. The area in which most Paine Field customers live added 500,000 people to its population between 2009 and 2019. We expect this growth to drive increased demand for many sectors of aviation activity. Paine Field accounts for 158,227 total jobs and $59.9 billion in economic output as of 2018, compared to the statewide airport impact of 407,000 jobs and $107 billion in economic impact, and SeaTac's impact of 151,000 jobs and $22.47 billion in economic revenue. Paine Field is the largest economic driver in the County.

158,227 JOBS
CREATED BY PAINE FIELD*

$59.9 BILLION
IN ECONOMIC OUTPUT*

500,000
POPULATION GROWTH IN THE AREA SERVED BY PAINE FIELD BETWEEN 2009 AND 2019

* as of 2018

Paine Field is changing

The recent start of passenger service means there have been major changes at the airport since 2019. Because there is little historic data to compare to, the Master Plan team reviewed the Puget Sound region's economy and air service market as well as other "secondary market" airports to forecast demand.

Boeing is the major employer at Paine Field, employing approximately 30,000 people. This workforce supports a variety of Boeing's operations, including aircraft fabrication and production, product development, and aviation safety and security and aircraft certifications. Other businesses at Paine Field include paint hangars, Boeing's customer delivery center, as well as aviation maintenance, repair and overhaul. Advances in aviation technology have also brought new players to the aviation manufacturing industry, with leaders in electric aviation like magniX and Eviation locating in Snohomish County.

FedEx has started operations at Paine Field, bringing increased air cargo service to the airport.





Sea-Tac is nearing its capacity

Recent studies indicate that Seattle-Tacoma International Airport (Sea-Tac) will likely reach capacity during the next 20 years. Sea-Tac is planning short-term and long-term projects to increase capacity, but Paine Field has the potential to attract additional passenger service and cargo activity as Sea-Tac becomes more crowded.

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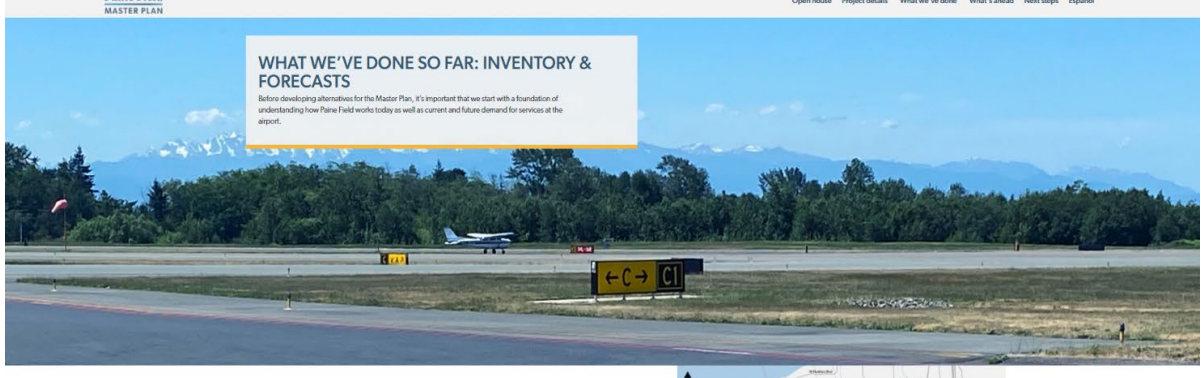
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Paine Field
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Open house | Project details | What we've done | What's ahead | Next steps | Español



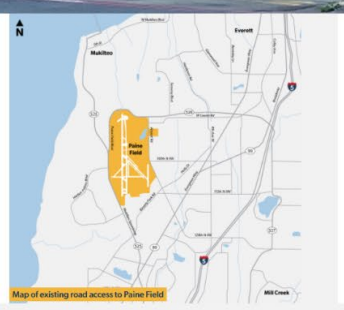
WHAT WE'VE DONE SO FAR: INVENTORY & FORECASTS

Before developing alternatives for the Master Plan, it's important that we start with a foundation of understanding how Paine Field works today as well as current and future demand for services at the airport.

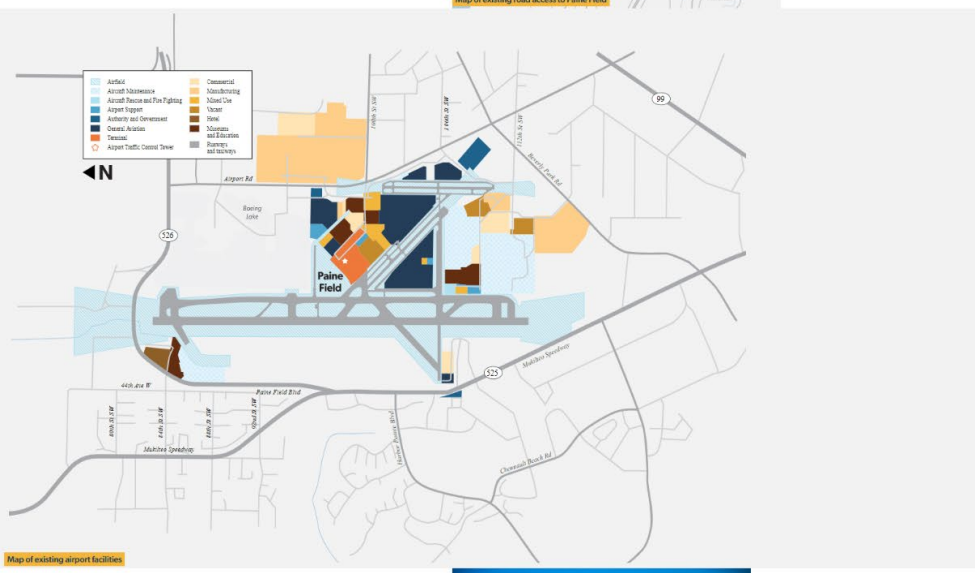
Inventory of existing conditions

Paine Field has served general aviation needs in Snohomish County for 85 years. It briefly offered commercial service in its earliest days before being converted into an air force base. In the 1960s, the Boeing Company built its Everett assembly plant, and by the 1970s Paine Field was a hub for manufacturing and general aviation. Paine Field Passenger Terminal, operated by Propeller Airports, began scheduled passenger commercial service in March 2019 with air service provided by Alaska Airlines and United Airlines to a variety of destinations. As of November 2021, Alaska Airlines is the current carrier providing commercial service.

The property on which Paine Field is located serves a number of uses, including commercial and general aviation activities, manufacturing, museums, lodging, educational and commercial facilities, and airport support services and facilities.



Map of existing road access to Paine Field



Map of existing airport facilities

Types of Aviation

Commercial Aviation
Commercial aviation refers to passenger flights. We measure commercial aviation in terms of enplanements – one enplanement is one passenger boarding a plane.

Air Cargo
Air cargo refers to shipping of goods by plane, whether on dedicated flights or in the belly of commercial flights.

General Aviation
General aviation is everything else and includes medical flights, firefighting operations, private/chartered flights, tourism, military flights, and recreation. Boeing's manufacturing and testing operations at Paine Field fall under this category.





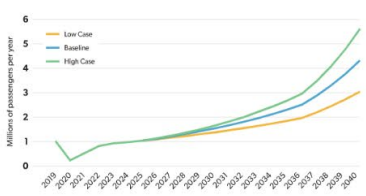
Impact of Boeing

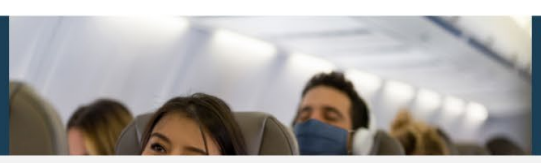
As one of the airport's major tenants, Boeing has a significant impact on operations at Paine Field. Boeing's facility in Everett is heralded as containing the largest manufacturing building in the world, and the plant is also the largest in the world by volume. Boeing Everett has a workforce of approximately 30,000 people. And it's not just Boeing: the area served by Paine Field is the center of commercial airplane production in the U.S., with 1,350 aerospace-related companies. Boeing has also inspired other aviation and aerospace industry to base their operations at or near Paine Field, such as ATS, Collins, Korry, and electric aircraft leaders magniX and Eviation.

Forecast

Demand for passenger service at Paine Field is expected to grow to more than 4 million passengers by 2040.

Paine Field is forecasted to generate 4.3 million passengers per year by 2040, compared to about 1 million in 2019. We expect more rapid growth in the late 2030s as Sea-Tac capacity constraints become more pronounced. Continued population growth in the Puget Sound region will also drive growth.





The ongoing COVID-19 pandemic has had significant impacts on air travel. Both the pandemic and the recent change to start offering commercial service mean the past several years have been highly unusual for Paine Field, so we've taken extra steps in developing the forecast to ensure that it is accurate. For the forecast, we have assumed that air travel demand returns to 2019 levels in 2025.

What does this mean for Paine Field?

Over time, as traffic continues to grow at Paine Field, some of the existing facilities at the airport will need to be expanded or improved. Defining the facility requirements is the next step in the Master Plan process and will help us determine alternatives for the airport.

Factors such as aircraft size, traffic demand, and peak volumes are key drivers of facility needs. Based on those factors, we will use standards and recommended practices from the FAA and others to determine what types and sizes of facilities will be needed in the future.

The primary facilities that will be analyzed include

- Airfield system, including runways, taxiways, and apron areas
- Access roads to and from the passenger terminal
- Corporate and private hangars
- Passenger terminal
- Air cargo facilities

At this point, we expect the following changes will need to be made in the next 20 years to meet the future needs of the airport.

Airfield system

- Improve taxiways to improve airfield capacity
- Rehabilitate various airfield pavements
- Expand deicing capabilities



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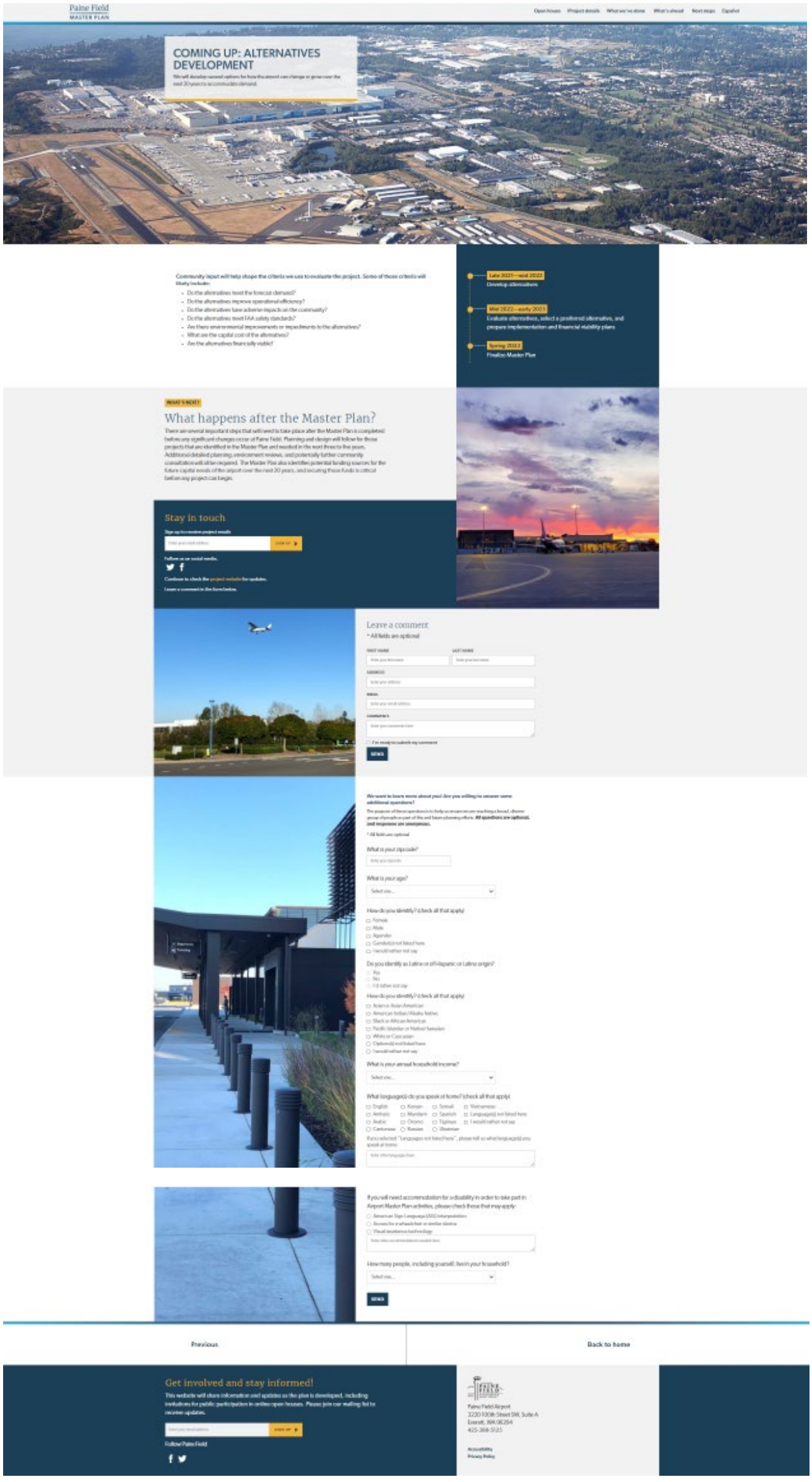
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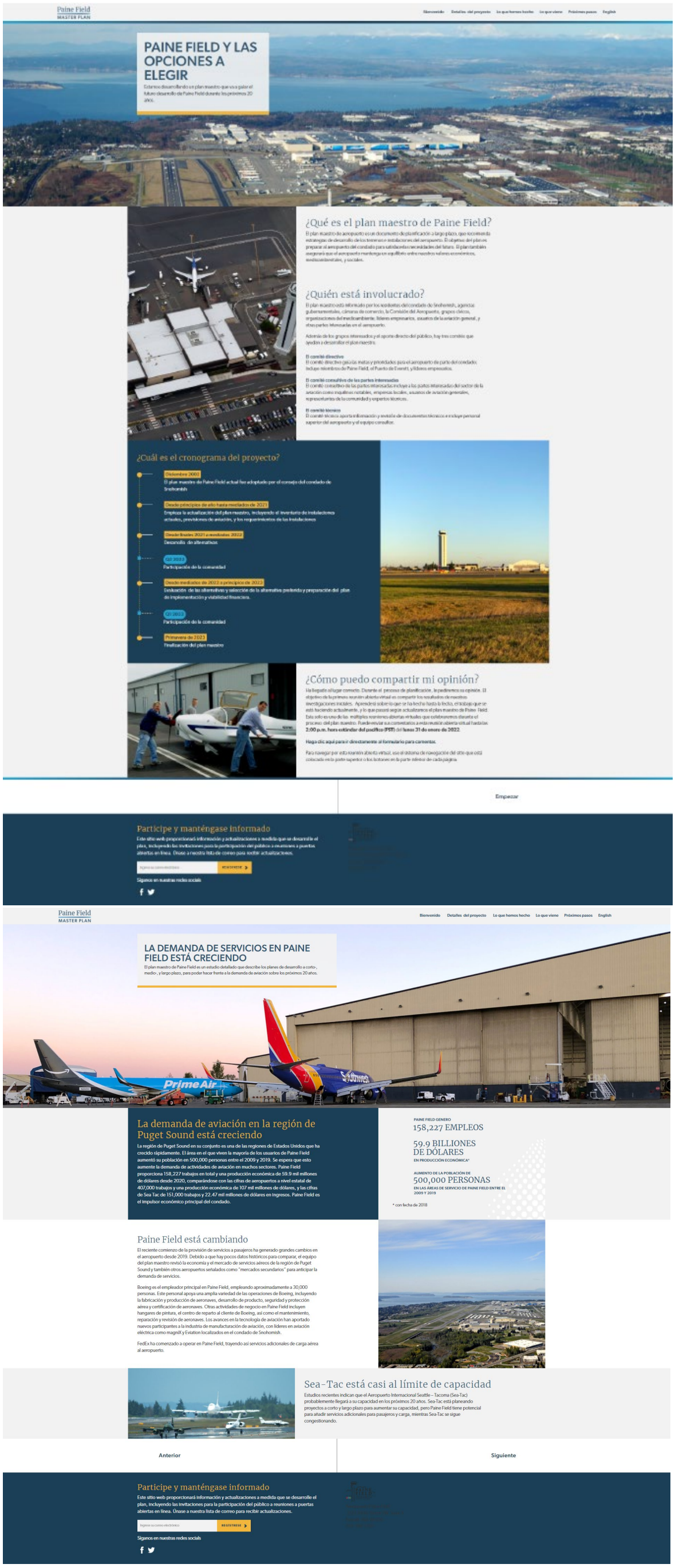
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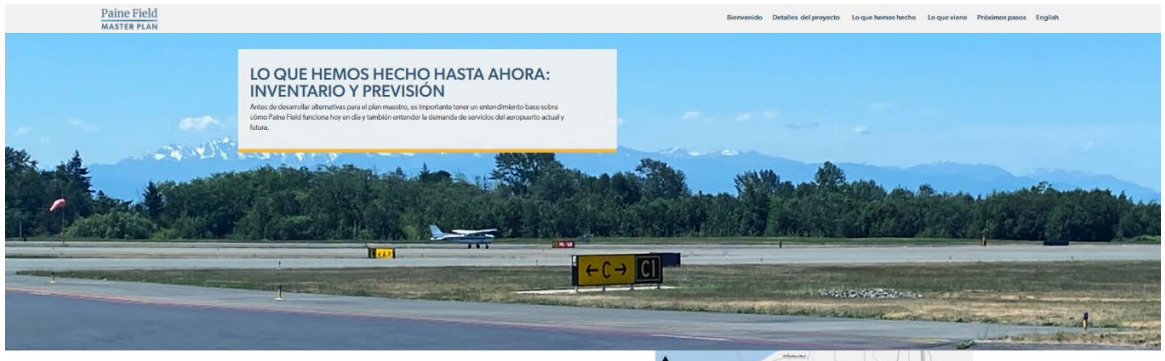
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COMING UP: ALTERNATIVES DEVELOPMENT
Community input will help shape the criteria we use to evaluate the project. Some of those criteria will likely include:
Do the alternatives meet the forecast demand?
Do the alternatives improve operational efficiency?
Do the alternatives have adverse impacts on the community?
Do the alternatives meet FAA safety standards?
Are there environmental improvements or impediments to the alternatives?
What are the capital cost of the alternatives?
Are the alternatives financially viable?
Late 2023—mid 2024
Develop alternatives
Mid 2024—early 2025
Evaluate alternatives, select a preferred alternative, and prepare implementation and financial viability plans
Spring 2025
Finalize Master Plan
WHAT'S NEXT
What happens after the Master Plan?
Stay in touch
Sign up to receive project emails
Follow us on social media.
Continue to check the project website for updates.
Leave a comment in the form below.
Leave a comment
* All fields are optional
FIRST NAME
LAST NAME
ADDRESS
EMAIL
COMMENTS
I'm ready to submit my comment
SEND
We want to learn more about you! Are you willing to answer some additional questions?
* All fields are optional
What is your zipcode?
What is your age?
How do you identify? (check all that apply)
Female
Male
Agender
Gender(s) not listed here
I would rather not say
Do you identify as Latino or of Hispanic or Latino origin?
Yes
No
I'd rather not say
How do you identify? (check all that apply)
Asian or Asian American
American Indian/Alaska Native
Black or African American
Pacific Islander or Native Hawaiian
White or Caucasian
Option(s) not listed here
I would rather not say
What is your annual household income?
What language(s) do you speak at home? (check all that apply)
English
Amharic
Arabic
Cantonese
Korean
Mandarin
Oromo
Russian
Somali
Spanish
Tigrinya
Ukrainian
Vietnamese
Language(s) not listed here
I would rather not say
If you selected "Languages not listed here", please tell us what language(s) you speak at home:
If you will need accommodation for a disability in order to take part in Airport Master Plan activities, please check those that may apply:
American Sign Language (ASL) interpretation
Access for a wheelchair or similar device
Visual assistance technology
How many people, including yourself, live in your household?
SEND
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Back to home
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Privacy Policy

Spanish Online Open House

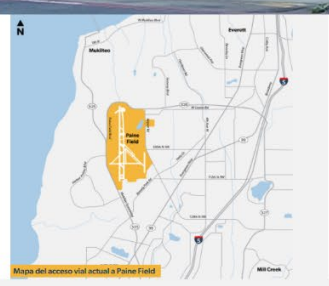




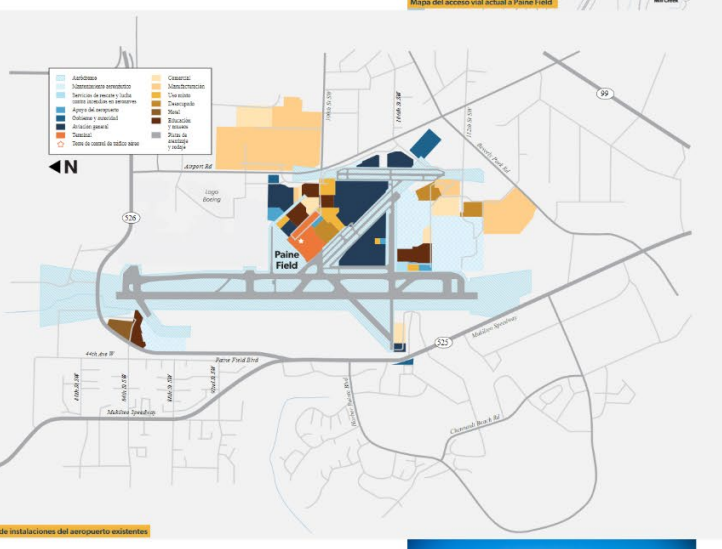
Inventario de las condiciones existentes

Paine Field ha cumplido con las necesidades de aviación general del condado de Snohomish durante 85 años. Ofreció servicios comerciales en sus primeros días antes de convertirse en una base militar aérea. En los años 60, la compañía Boeing construyó su planta de montaje en Everett y en los años 70 Paine Field se estableció como un centro de manufacturación y aviación general. La terminal de pasajeros Paine Field, gestionada por Propeller Airports, empezó a programar servicios comerciales para pasajeros en marzo 2019 con servicios aéreos suministrados por Alaska Airlines y United Airlines a una variedad de destinos. Desde noviembre del 2021, Alaska Airlines es la aerolínea que ofrece servicios comerciales.

La propiedad en la que Paine Field se encuentra sirve numerosos propósitos, incluyendo actividades de aviación comercial y general, manufacturación, museos, alojamiento, instalaciones educativas y comerciales y servicios e instalaciones de apoyo al aeropuerto.



Mapa del acceso vial actual a Paine Field



Mapa de instalaciones del aeropuerto existentes

Tipos de aviación

Aviación comercial
Aviación comercial se refiere a vuelos con pasajeros. La aviación comercial se mide en términos de embarques – un embarque cuenta cuando un pasajero se sube en el avión.

Carga aérea
Carga aérea se refiere al envío de mercancías por avión, ya sea en vuelos particulares o en la parte inferior de los vuelos comerciales. Se mide en toneladas métricas.

Aviación general
Aviación general es todo lo restante e incluye vuelos médicos, operativos contra incendios, vuelos privados/contratados, turismo, vuelos militares y de ocio. Las operaciones de manufacturación y pruebas de Boeing en Paine Field entran en esta categoría.





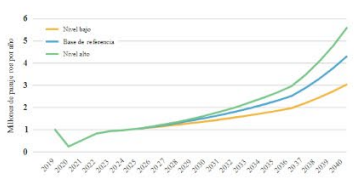
El impacto de Boeing

Boeing ha tenido un impacto significativo en las operaciones de Paine Field como uno de los inquilinos principiantes del aeropuerto. La instalación de Boeing en Everett está proclamada como el edificio de manufacturación más grande del mundo, y la fábrica también es la más grande del mundo en cuanto a volumen. Incluso después de haber trasladado alguna producción fuera del área de Puget Sound, Boeing Everett tiene un personal de aproximadamente 30,000 personas. No solamente es Boeing; el área de servicio de Paine Field es el centro de la producción comercial de aviones en los Estados Unidos, con 1,350 compañías aeroespaciales. Boeing también ha inspirado a otras industrias aeroespaciales y de aviación a fijar sus operaciones en -o cerca de- Paine Field, como ATS, Collins, Korry, y líderes de las aeronaves eléctricas como magniX y Eviation.

Pronóstico

Se espera que la demanda de servicios al pasajero en Paine Field crezca a más de 4 millones de pasajeros en el 2040.

Se prevé que Paine Field genere 4.3 millones de pasajeros anuales para el 2040, comparado con alrededor de 1 millón en 2019. Esperamos un crecimiento más rápido a finales de la década de 2030, según las limitaciones de capacidad en Sea-Tac sean más evidentes. El crecimiento constante de la población en la región de Puget Sound también promoverá el crecimiento.





La actual pandemia de COVID-19 ha tenido impactos significativos en el transporte aéreo. Tanto la pandemia como el reciente cambio al comenzar a ofrecer servicios comerciales, ha hecho que los últimos años sean sumamente inusuales para Paine Field, por eso hemos tomado medidas adicionales para desarrollar el pronóstico para asegurarnos de que éste sea preciso. El pronóstico asume que la demanda de transporte aéreo regrese a los niveles del 2019 en el 2025.

¿Qué significa esto para Paine Field?

Con el tiempo, a medida que el tráfico crezca en Paine Field, será necesario ampliar o mejorar algunas de las instalaciones existentes en el aeropuerto. El siguiente paso en el plan maestro es definir los requerimientos de las instalaciones, y esto nos ayudará a determinar las alternativas para el aeropuerto.

Factores como el tamaño del avión, la demanda de tráfico, y el máximo rendimiento son los impulsores esenciales de las necesidades de las instalaciones. Basándonos en estos factores, usaremos estándares y prácticas recomendadas por la FAA y otros para determinar qué tipos y tamaños de instalaciones se necesitarán en el futuro.

Las instalaciones principales que serán analizadas incluyen

- El sistema del aeródromo, incluyendo las pistas, las pistas de rodaje, y las plataformas
- Terminales de pasajeros
- Acceso a las carreteras desde y hacia la terminal de pasajeros
- Hangares empresariales y privados y zonas de plataforma
- Instalaciones de carga aérea

En este momento, esperamos que los cambios se harán en los próximos 20 años para satisfacer las futuras necesidades del aeropuerto.

El sistema del aeródromo

- Mejorar las salidas de las pistas de rodaje
- Rehabilitar varios pavimentos del aeródromo
- Extender las capacidades de deshielo



Anterior

Siguiente

Participe y manténgase informado

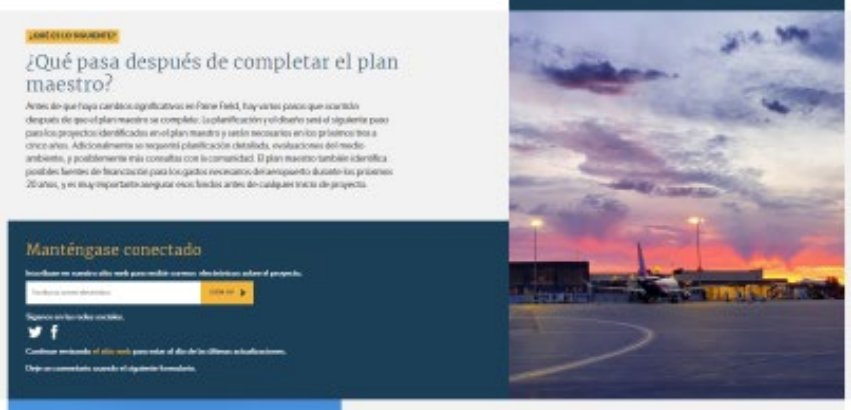
Este sitio web proporcionará información y actualizaciones a medida que se desarrolle el plan, incluyendo las invitaciones para la participación del público a reuniones a puertas abiertas en línea. Únase a nuestra lista de correo para recibir actualizaciones.

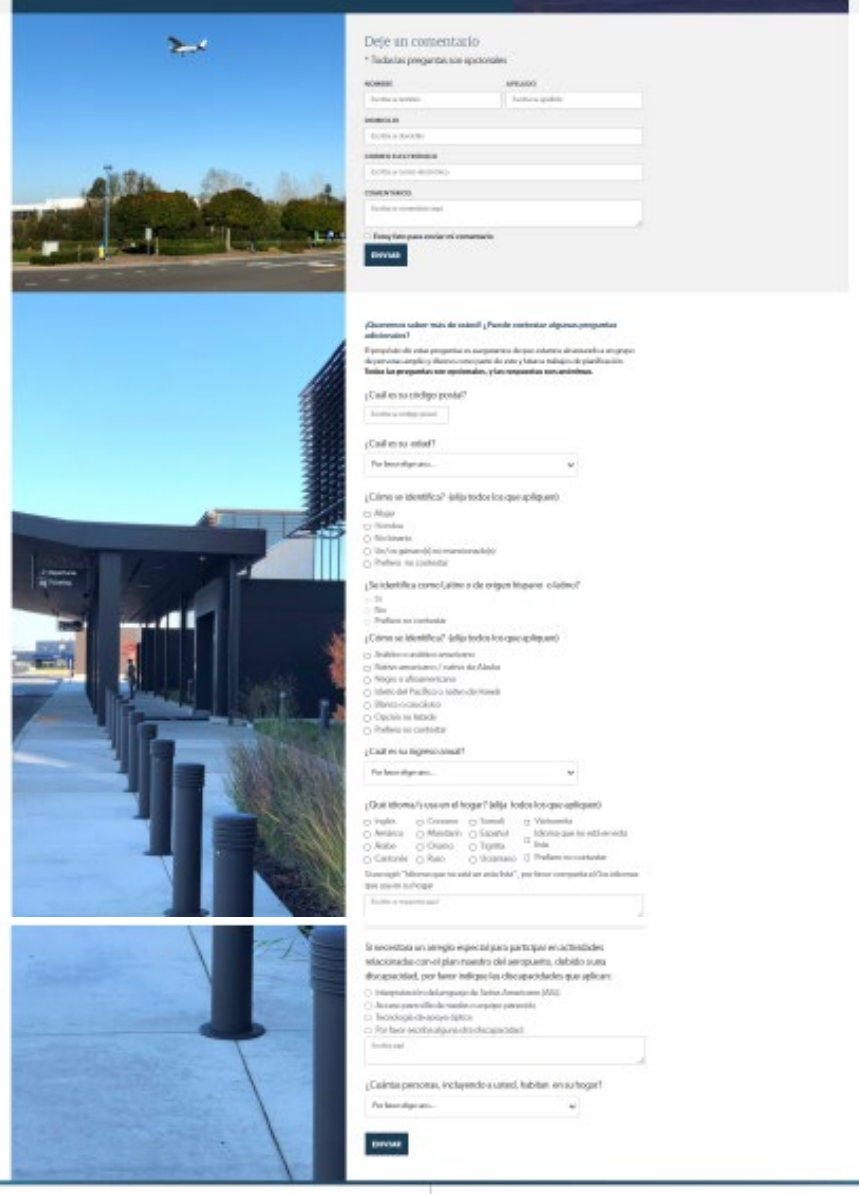
REGÍSTRESE

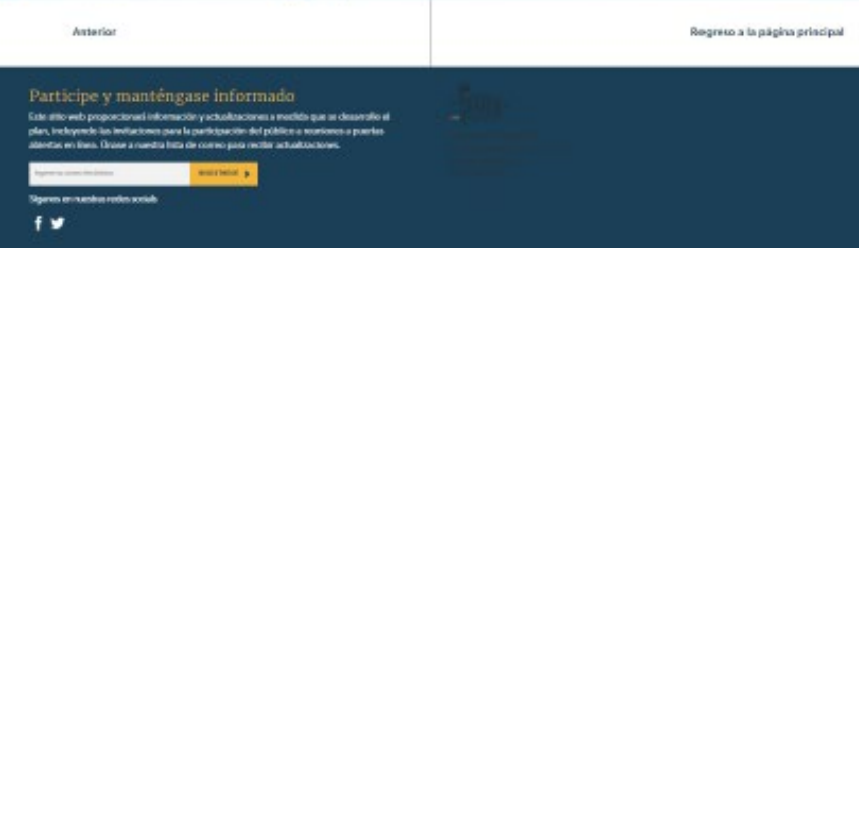
Síganos en nuestras redes sociales


Paine Field
MASTER PLAN
LO QUE VIENE: DESARROLLO DE ALTERNATIVAS


Desde finales 2021 a mediados 2022
Desarrollo de alternativas
Desde mediados de 2022 a principios de 2023
Evaluación de alternativas y selección de alternativas preferidas
Primavera de 2023
Se finaliza el plan maestro


¿Qué pasa después de completar el plan maestro?
Manténgase conectado


Deje un comentario
ENVIAR


Anterior
Regreso a la página principal
Participe y manténgase informado

2.6 Appendix F: Online Open House Survey Comments

EXHIBIT 6 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY AGE

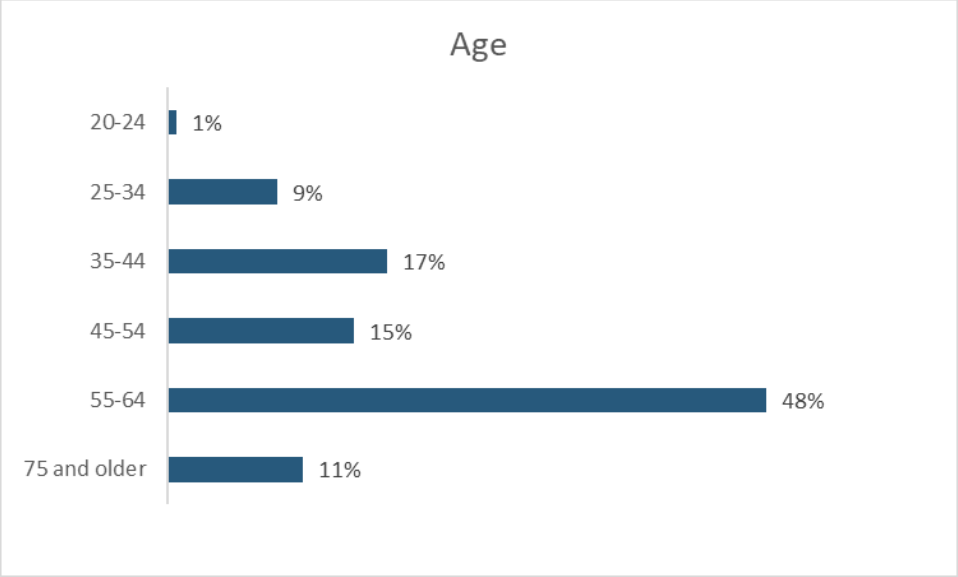


EXHIBIT 7 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY GENDER

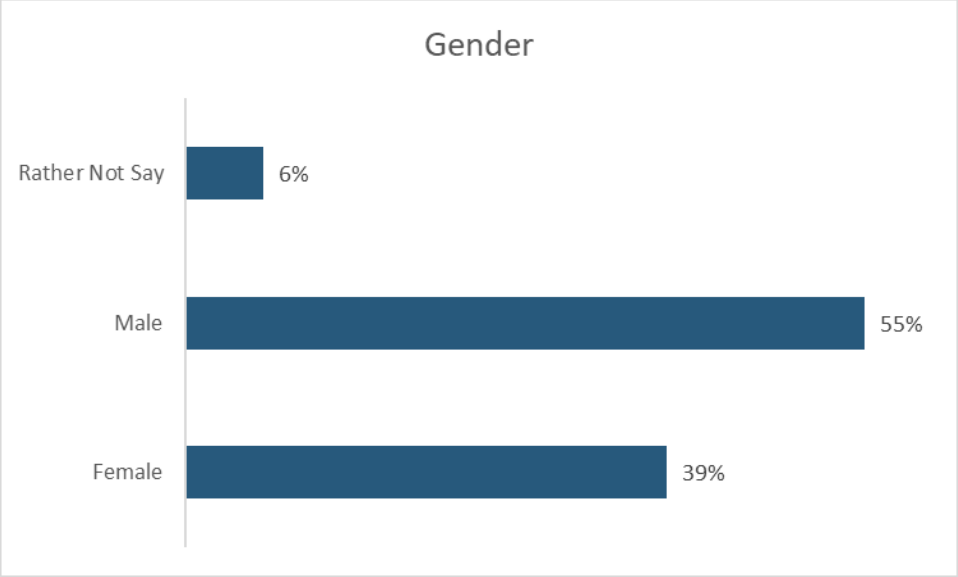


EXHIBIT 8 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY RACE AND ETHNICITY

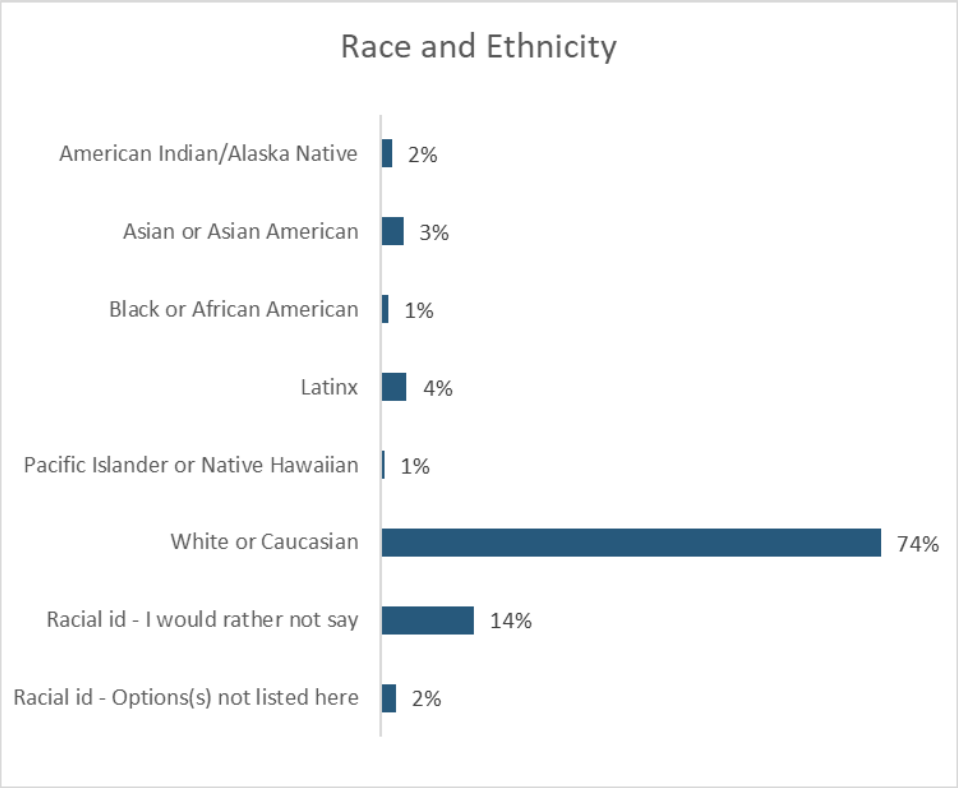


EXHIBIT 9 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY LANGUAGE

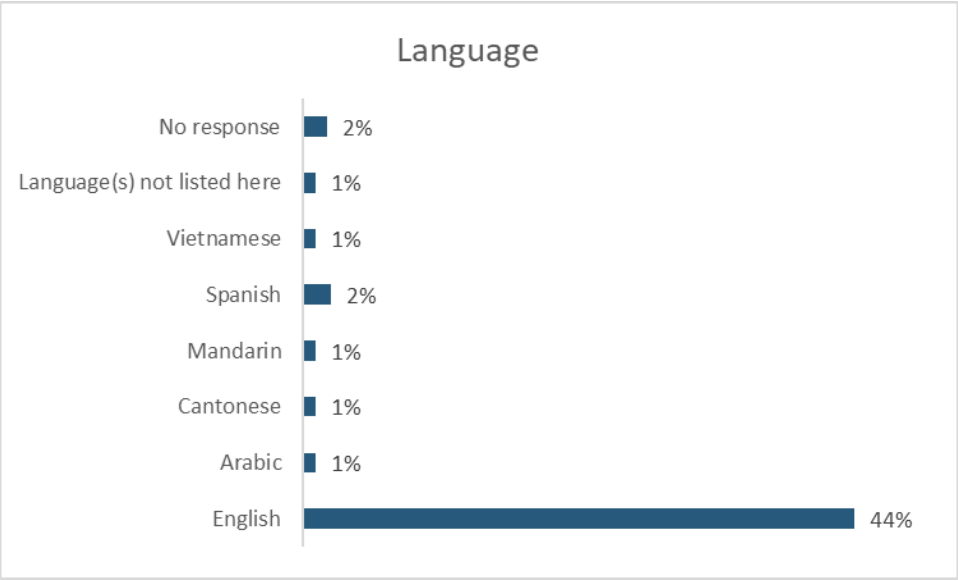


EXHIBIT 10 ONLINE OPEN HOUSE SURVEY ANSWERS AND COMMENTS – BY HOUSEHOLD SIZE

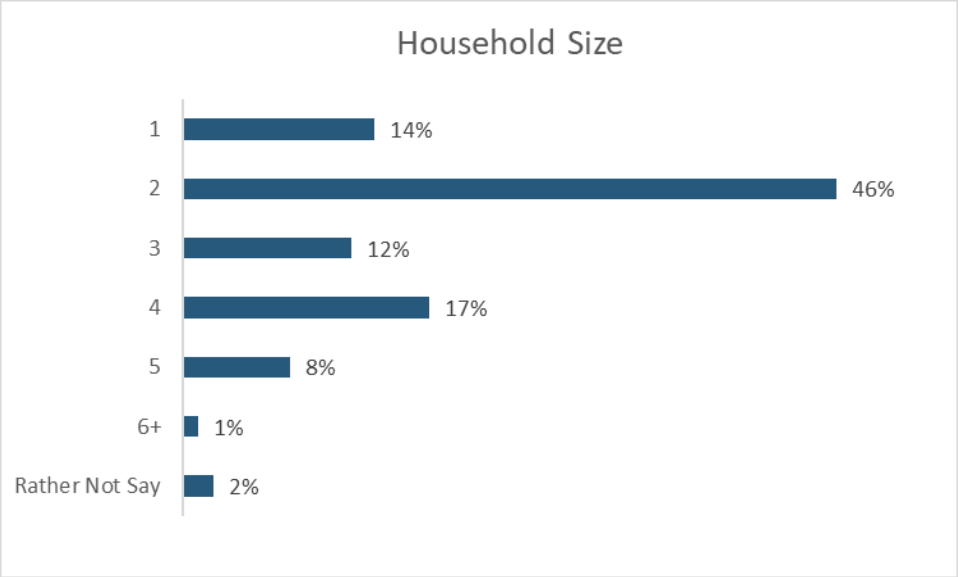


TABLE 5 ONLINE OPEN HOUSE COMMENTS

Date	Comment	Email	Address	Name
11/4/2021	It's wonderful to be able to fly out from Paine Field rather than Sea-Tac. I hope our airport prospers and the airlines add more flights out of Paine. THANKS!!	sandc.larson@comcast.net	8516 12th Place SE	Steve Larson
11/4/2021	Please include quiet hours for the residents who live near the flight path. JWA has a plan in place, and we should have it too. Also, include a study on the health effects of exposure to jet engine emissions in your master plan.	mrsbrenneke@gmail.com		Shawna Brenneke
11/4/2021	We live very close to the flight path, and I have two concerns: flight schedules and air traffic control.	christine.secor.druelle@gmail.com	601 Park Avenue, Mukilteo	Chris Druelle
11/5/2021	I do not want the additional noise, traffic, and pollution from increased commercial airline service at Paine Field. The growth and expansion that happened at Sea-Tac brought disaster to the surrounding communities. Sea-Tac should serve as an example of what	schonbrunj@gmail.com	8507 220th ST SW	Jeffrey Schonbrun
11/5/2021	I would love to see increased passenger destinations out of Paine using greener technology.	jjwine2@msn.com	41 pine Street #210	Julia P Wiese
11/6/2021	As a resident that uses Paine Field for passenger service and flight training to become an airline pilot, I understand the need to balance commercial service with light general aviation interests. However, with Sea-Tac reaching its capacity in the next ten	csmith82675@comcast.net	5518 160th St SW, Edmonds, WA 98026	Casey Smith
11/6/2021	The promised flight path didn't pan out. You can't carry on a conversation INSIDE your home in the Housing Development off Bev. Ed. Road while the passenger plans are flying over during takeoff and landing. This is a new development.	Krippee@yahoo.com	10508 Rosewood Ave.	Kelli Rippee
11/6/2021	I would like to have my opinion heard that I want Paine Field to stay open as a commercial airline. I have flown out of there on both United and Alaska airlines	routhlr@gmail.com	2710 85TH AVE NE lake stevens wa 98258	Lynda Routh
11/6/2021	As traffic increases in the area, there NEEDS to be a streetlight at airport road and the little side street of 104th. The houses further down the road also need to stop using the road as a parking lot.	Krippee@yahoo.com	10508 Rosewood Ave.	Kelli Rippee

Date	Comment	Email	Address	Name
11/7/2021	I lived in Federal Way and Auburn for 15 years before moving back to Lynnwood. The noise from airplanes flying in and out of Sea-Tac was awful. I suggest flight path noise should be shared with wealthier neighborhoods such as Bellevue too.	karenmirante@hotmail.com	5620 200th ST SW A307	Karen Mirante
11/7/2021	We need to take better advantage of existing assets, upgrade passenger facilities, expand general aviation to more tenants, and foster an aerospace startup ecosystem with Arlington Airport. The local commercial strips need economic vitality!	DHALLMUSICMAN@GMAIL.COM	13727 26th Pl W	Damien Hall
11/8/2021	As a resident of Mukilteo living only a couple of miles from Paine Field, I am opposed to the expansion of the airport because of noise and air pollution from jet fumes as well as increased traffic.	susan.smithson39@gmail.com	10115 53rd Ave W Mukilteo, WA 98275	Susan Smithson
11/8/2021	Whatever happened to the promises made to the surrounding communities that expansion would be curtailed? What happened with Paine Field being a good neighbor to the surrounding communities? Our county officials have betrayed us and succumbed to outside $	dknwebb@comcast.net	603 Washington Ave, Mukiteo, WA. 98275	Norman Webb
11/8/2021	As the master plan efforts move forward and Paine Field considers expansion to meet demand, I believe			
11/8/2021	As a Mukilteo resident, I am concerned about the long-term impact of noise and pollution in Paine Field. Since passenger service started, I have been woken up multiple times by airplane noise in the early morning and late-night times.	mark.rundle@gmail.com	4724 75th St SW	Mark Rundle
11/9/2021	United announced earlier this year that before PAE elimination, they were reducing their CRJ-50 fleet, which served PAE. Other airports such as EVV (Evansville, IN) are now also getting cut.	dougmzqpae@outlook.com		
11/10/2021	When it comes to Paine Field, I want to see at least 1 or 2 more airlines fly out of there in the next 5-10 years. In addition, I also want Alaska to increase the number of flights back to pre-pandemic levels.	chris.guardiano0817@gmail.com	22203 48th Ave W	Christopher Guardiano

Date	Comment	Email	Address	Name
11/10/2021	I think Paine fields airport has been great for south Snohomish County and the region in general; what I DO NOT want to see is the airport expands. I think it's the perfect size for the area and getting in and out of the airport is awesome, and I'd hate to	loutsis@outlook.com	12303 harbour pointe blvd	David Loutsis
11/11/2021	Hello, I'm looking for information on how you are going to mitigate the noise in neighboring areas. Right now, the small planes take off and fly over Lake Stickney, and since the lake is in a bowl-shaped dip, the noise is conversation stopping.	sparke92@hotmail.com	1411 S LAKE STICKNEY DR	sheila parke
11/11/2021	We need to focus on preparing for future growth in regional air coverage provided by more electrified aircraft/mobility vehicles	patrickber2001@yahoo.com	2502 Highland Ave, Everett WA	Patrick Bertiaux
11/11/2021	A recent article in the Herald outlined there are three primary committees to guide the plan's development. None of	egraham5023@gmail.com		Elizabeth Graham
11/11/2021	I live in the Boulevard Bluffs neighborhood and			
11/11/2021	A recent article in the Herald outlined there are 3 primary committees to guide the plan's development. None of the committees address the issue of how future development will affect climate change and global warming.	egraham5023@gmail.com		Elizabeth Graham
11/11/2021	As a Whidbey Island resident who has to travel often for work, I cannot overstate how valuable additional travel options from Paine Field would be.	jonathanrbeard@yahoo.com	2203 Teronda Dr, Coupeville WA 98239	Jonathan Beard
11/11/2021	As a Whidbey Island resident who has to travel often for work, I cannot overstate how valuable more commercial air options out of Paine Field would be. Particularly increased nonstop service to west coast cities (LAX, SFO) would be immensely valuable!	jonathanrbeard@yahoo.com	2203 Teronda Dr, Coupeville WA 98239	JonathanBeard
11/12/2021	Flight patterns and environmental impact are important to me	stephzz3615@gmail.com	23512 97 th Pl W, edmonds 98020	Stephanie Broughton
11/12/2021	When I lived in Bellingham, there were short hops to Sea-Tac, so we could easily connect with flights not offered from the B'ham Airport. Also, I would hope that you are planning to work with	lizmargolis@hotmail.com	330 Elm St, #203, Everett, WA 98203	Elizabeth Margolis

Date	Comment	Email	Address	Name
	transport companies to offer van rides to this new airport.			
11/12/2021	You should be working with Boeing and nearby hotels to set up reasonable parking,	lizmargolis@hotmail.com	330 Elm St, #203, Everett, WA 98203	Elizabeth Margolis
11/12/2021	YAHOO! Get more airlines and direct flights, quick making us ride on the horizon to connect, please	davidmichaelbraulT@hotmail.com	12020 127th ave ne	Dave Brault
11/13/2021	I feel that enlarging Paine Field and increasing commercial traffic will negatively impact the health of our neighborhoods and our property values.	book25359@mypacks.net	Lynnwood, WA	Chris S
11/13/2021	Please call it options development, not “alternatives”.	wknelson@live.com	22973 23rd Pl W	Walt Nelson
11/15/2021	My family of 4 (all adults) live in the Boulevard Bluffs neighborhood. If you increase the airport traffic more than it is now, we will be selling our business in Everett and our home and relocating to a different state. It is already too loud and shakes.			
11/15/2021	Please do not create a Sea-Tac environment with all the added air pollution and noise. Why is the minimal benefit of those who don’t like commuting to Sea-Tac more important than protecting the quality of life in Mukilteo and Lynwood as well as Whidbey Island		1565 Mukilteo lane Mukilteo 98275	Leslie Nelson
11/15/2021	We live at the north end of the flight path, and the noise is unbearable. AS promised no flights before 7 am or after 10 pm and immediately broke that promise. Complaints are worthless. The environmental impact done was a joke. No flights between 10p-7 am!	nealthatcher@hotmail.com	1010 8th st	Neal Thatcher
11/17/2021	How are you involving the local community on steering committees? Where and how are community members able to join this planning process? It is important you have a cross-section on community residents involved to understand their needs and concerns	andy.buchan@depbluestrategic.com	5009 70th pl sw, Mukilteo	Andy Buchan
11/17/2021	I have only had the opportunity to use Paine Field once before the pandemic hit. I loved it!	ladybugroach@gmail.com	7213 Centerville ct Stanwood wa	Carol Roach

Date	Comment	Email	Address	Name
	Migraine medicine and enjoy, and I hope it will continue to grow with increased flight			
11/17/2021	Please take into consideration the neighborhoods that surround Paine Field. Noise and traffic from airports can be hard for those who live close by			Linda Hoult
11/18/2021	I was shocked to find it would cost me an additional several hundred dollars to fly out of Paine vs Sea-Tac. So I am still having to fight my way to Sea-Tac and pay for parking. No advantage to fly from Paine. I would like to be able to Kalispell.	carol.eisenhauer@comcast.net	11620 Siilver Way #B, Everett, WA 98208	Carol Eisenhauer
11/19/2021	We need a secondary international airport to Sea-Tac - Paine Field is a perfect location.			
11/19/2021	I support the development of Paine Field. But, living in Lynnwood, directly under the flight path, the noise at times is nearing unbearable. I would like to know what noise studies have been completed.	markmaass1@gmail.com	20618 36 PL W	Mark Maass
11/19/2021	Please strategize better parking options for airport personnel and also for passengers. I really like the valet option for passengers. However, I recently came to the airport to meet with folks in the Alaska office and found parking 100% unavailable.	ryan.p.fox@gmail.com	29010 Cedar Ponds Road, Monroe, WA 98272	Ryan Fox
11/19/2021	I have noticed increased noise pollution as well as increased air pollution in my area lately. I would like to see another area chosen with a less dense population for increased airport traffic. The soot and the noise pollution are disturbing the area.	sandi_bond@yahoo.com	2515 143rd Ln Sw	Sandra Bond
11/20/2021	Since Paine Field opened, the plane noise has increased, and the quality of life has diminished. The planes fly over our area, and at times, it is one plane after another. One night there were over 20 planes that flew over my house!!	narnia5803@comcast.net	24222 54th Ave. West #43, Mountlake Terrace, WA 98043	Linda Stromeyer
11/20/2021	This info is pretty and useless. Where is the plan? Am I missing it somewhere?	peter@usadams.com	711 Driftwood Pl, Edmonds, WA 98020	Peter Adams
11/20/2021	I do not approve of any more expansion at Paine Field. I am directly affected by anything that happens here. It's horrible to have planes fly	ANGELFLOWER21@HOTMAIL.COM	6507 183rd PL SW	Sherryl Kenney

Date	Comment	Email	Address	Name
	right over my housetop, taking away any privacy I might have. Sometimes waking me up in the middle of the night.			
11/20/2021	Please limit current commercial flights to a current level which also exceeds the original commitment of zero from 20+ years ago. There should be no more commercial flights and no increase (in fact, a decrease) in Fed-Ex flights. Thanks for allowing us to c	steve.throckmorton@comcast.net	Mukilteo, WA	Steve Throckmorton
11/21/2021	The future number of commercial airline flights should be capped at the 2019 maximum. No increase should be allowed. The current conflict with surrounding communities could be dramatically mitigated by imposing the 2019 limits and imposing nighttime	cougar1987@comcast.net	9550 57th Avenue West	Robert Tucker
11/21/2021	Try again. I did not hear much in your master plan presentation how issues with immediate surrounding communities like Mukilteo would be addressed.	tengel21@gmail.com	5366 93rd PL SW MUKILTEO	Tom Engel
11/21/2021	Fully support further development and improvement of Paine Field. As a General Aviation user and hangar client of the field, of course, I want this to be accommodated. That said, the master plan should seek to identify and catalyze alternatives for Genera	edalaska@whidbey.com	2430 Discovery Place, Langley, WA 98260	Edmond Thompson
11/21/2021	Your online tool does not work well. Limit commercial airline flights and departures to 2019 maximums. Do not allow landing and departure between 10 pm and 7 am. Emphasize Boeing and general aviation at Paine Field. Emphasize historic flight collections	cougar1987@comcast.net	9550 57th Avenue West, Mukilteo	Robert Tucker
11/21/2021	Commercial airline flights and departures should be limited to	cougar1987@comcast.net	9550 57th Avenue West, Mukilteo, WA	Robert Tucker
11/21/2021	I did not hear much about how Paine field will work with the immediate surrounding	tengel21@gmail.com	5366 93rd PL SW MUKILTEO	Tom Engel
11/22/2021	Does anyone monitor compliance with flight paths? The many planes flying low over my neighborhood (Emerald Hills) are supposed to be flying over the water. The noise pollution is significant.	beeseat@gmail.com	PO Box 236, Edmonds, WA 98020	Barbara Stuart

Date	Comment	Email	Address	Name
11/22/2021	The expansion of Paine Field and the proposed increase in commercial service contradicts assurances made to the community when commercial service was introduced. I oppose further expansion due to the noise & air pollution from the current level of comm service	kirstuw@yahoo.com		Kirsten Foot
11/22/2021	When I look at the flight path maps, the planes are supposed to be flying over the water or quite a bit inland,	beeseat@gmail.com	PO Box 236, Edmonds, WA 98020	Barbara Stuart
11/22/2021	Be sure to include the light rail project in those plans. A link between Sea-Tac and KPAE is a win!	edalaska@whidbey.com	2430 Discovery Place, Langley, WA 98260	Edmond Thompson
11/24/2021	I am excited to see the potential changes to my favorite airport. Using Paine instead of Sea-Tac provides incredible value for me and for Snohomish county.	shanadean@hotmail.com	4727 103rd Ave se 98258	Shana Singer
11/24/2021	As a Mukilteo resident, I strongly oppose any expansion of Paine Field service. When service was first negotiated, there were strict limits on the number of flights and times of service. This expansion is a blatant effort to over-reach the original limits.	booshcacao@gmail.com	8240 46th Pl W	Matthew Grant
11/24/2021	I live in Richmond Beach, King County, and subsequently had no vote in the expansion of Paine Field. The major runway brings the planes straight over here. In order to avoid a conflict with Sea-Tac traffic, their landing pattern was adjusted so that it	boekee1917@hotmail.com	18335 17th Pl NW, Shoreline, WA 98177	marion woodfield
11/24/2021	I'm against any expansion in commercial flights at PAE and find your 4x expansion results non-scientific. How did you arrive at this conclusion? Sounds like we need to replace all of the county representatives to me!	timthomson93@gmail.com	4409 121st Pl SE Everett Washington	Tim Tomson
11/24/2021	I don't like the idea of more commercial air at Paine Field. Sea-Tac and the airlines there need to improve	suejensen571@gmail.com	13611 56th Ave SE, Everett WA	Sue Johnson
11/24/2021	1) I'm hoping that moving forward with the updated PAE master plan there is still the provision for a park and ride and/or airport parking on the west side just off of Bernie Weber drive. This usage was approved by the FAA, and the County Council.	kstoltz@citynetwork.com	904 4th Street, Mukilteo WA 98275	Kevin Stoltz

Date	Comment	Email	Address	Name
11/24/2021	The city of Lynnwood requests that the Master Planning process include noise and height compatibility plans to minimize adverse impacts from air traffic flight patterns and runway approaches on Lynnwood's Regional Growth Center.	bwolters@lynnwoodwa.gov	Development and Business Services, City of Lynnwood, 20816 44th Ave W, Suite 230, Lynnwood, WA 98036	Ben Wolters
11/24/2021	1) Moving forward with the updates to the PAE Master Plan I hope there's still the provision for a park and ride/airport parking on the west side just off of Bernie Weber drive. This previously had the support of the FAA, the Snohomish County Council	kstoltz@citynetwork.com	904 4th Street, Mukilteo WA 98275	Kevin Stoltz
11/24/2021	got cut off again. You're expanding an airport in a heavily residential area. Did you learn anything from Sea-Tac? Probably don't even consider it. Just a few residential reps? I'm in KC & very impacted. 100% against any expansion. Fix your comment column	boekee1917@hotmail.com	18335 17th pl nw, shoreline, wa 98117	marion woodfield
11/24/2021	I give up. Your comments box limits to one line and won't wrap. I've tried two different browsers. Please let me know if there's an email address to submit comments. Thanks, Kevin	kstoltz@citynetwork.com	904 4th Street, Mukilteo WA 98275	Kevin Stoltz
11/24/2021	lots of committees and people who probably don't even live near the airport and just how many	boekee1917@hotmail.com	18335 17th pl NW, shoreline, wa 98177	marion woodfield
11/25/2021 3:25	I watched the video and found the slide on Passenger Forecast to be not based in any current data. Currently, Sea-Tac reports that they are still down 20% capacity from 2019 in their most recent monthly report. Want to comment more but am unable. KH	drharr@urikapathology.com	8712 53rd Pl W	Kendal Harr
11/25/2021 5:40	I personally love the convenience of the airport and not having to drive to Sea-Tac. However, I do have concerns about more flights and air traffic noise on property values as I currently live on the flight path of the smaller planes that are going to the	cathygladwell@msn.com	1608 highland ct , mukilteo , wa 98275	Cathy Gladwell
11/25/2021 9:46	I generally support Paine Field, but especially a few more commercial flights to say San	growlernoise@gmail.com	901 Metcalf Street, PMB 21,	Joe A Kunzler

Date	Comment	Email	Address	Name
	Francisco or Portland would be nice. Ditto Vancouver or Victoria.		Sedro-Woolley, WA	
12/13/2021	Please provide more hangars and more parking for small airplanes. General Aviation and airlines co-exist at many other airports, and it is possible at Paine field too.	bkbehrend@gmail.com	5113 NE 17th Street, Renton, WA	Brian Behrend
12/13/2021	More flights to Tucson and Palm Springs	g60n@hotmail.com	13530 49th Ave se Snohomish wa 98296	Glenn Noller
12/13/2021	We were told “two gates and a maximum of 24 flights.” Give them an inch, and they will take a mile.			
12/13/2021	Hi there, I am happy with the level of flights that are going in and out of Paine Field now. I am in the flight path over here in Lake Stevens and already, there is way too much noise pollution from the flights now. I feel like my property value is declining by the minute as you make these plans. Please take in consideration that Bellingham is not that far away and that airport is in a more rural location and right off I-5. We are not in a financial position to move and like where we are but to have constant low and loud flights over us is NOT what we want. Thank you, Megan	meganslaker@gmail.com		Megan Slaker
12/13/2021	I am puzzled why a second runway for commercial traffic has been ruled out by the experts, at least in the near future. I understand noise abatement concerns and have the view it is best to concentrate growth during peak daytime hours when more noise is best tolerated and restrict evening hours in deference to adjacent residential quality of life. Mitigation of noise might be achieved by offering resident owners in the most affected flight path subsidized or even free state-of-the-art soundproofing, including state-of-the-art windows. Electric-powered flights may become practical for small commercial flights in twenty years and could fly at late evening times without adverse effects. We should have private aviation also accommodated and a manned air traffic	storkbod@hotmail.com	12303 Harbour Pointe Blvd	Steven Carlson

Date	Comment	Email	Address	Name
	control tower to safeguard commercial traffic growth.			
12/13/2021	I have family and friends who and myself who wish flights from Paine Field to Denver would start up again. Most large metropolitan cities have two functioning airports. We need a north end airport with more flights options I live close to the airport and the noise is not an issue to me	candyspilates@gmail.com>		Candy Halligan
12/13/2021	I must have voice texted my comment because I have no idea what migraine medicine meant in my comment. Yes, I have only had the opportunity to use Paine Field once and my point was being I hope you will continue to add more flights. Thanks	ladybugroach@gmail.com		Carol Roach
12/14/2021	Consider extending leases for hangar owners. Make space available for more hangar condos. Opening space for small GA businesses that support Business and GA aviation locally.	airplanedriver60@me.com	11829 176th AVE SE Snohomish WA 98290	Sergio Von borries
12/14/2021	I am interested in seeing the Master Plan to expand airline service from PAE. It is very convenient for us. I retired from Boeing and live close to PAE.	buz.sawyer@comcast.net	8221 53rd Ave W, Unit 25	Chuck Sawyer
12/14/2021	"The promised flight path didn't pan out. You can't carry on a conversation INSIDE your home in the Housing Development off Bev. Ed. Road while the passenger plans are flying over during take-off and landing. This is a new development. As traffic increases in the area, there NEEDS to be a streetlight at airport road and the little side street of 104th. The houses further down the road also need to stop using the road as a parking lot." That is my message, but the street I was referring to has a typo; it's 103rd that needs a street light.	krippee@yahoo.com		Kelli
12/15/2021	I am not in favor of the expansion of this airport; however, if you do plan to expand regardless of the quality of life of Mukilteo residents, then at least put in place time restrictions and noise	drrmchugh@gmail.com	1124 3rd Street	Danielle McHugh

Date	Comment	Email	Address	Name
	restrictions. Airports like John Wayne or SNA have been doing this successfully for years and are able to grow their flights while not destroying the quality of life for nearby residents.			
12/15/2021	I am concerned that Island County is not involved in planning since our airspace and noise, and environmental impact is directly impacted, as well as traffic implications for us on the roads to the ferry for our commutes. Noise from commercial and small plane traffic greatly increased, and COVID actually gave us relief from some of that. With the Navy pilots, Boeing test flights, we had plenty of noise, and hope you will address these concerns. The last study before the airport opened ignored any traffic increases. As flights increase, and if freight is received, there will be trucks, and this impact on our roads and communities should not be ignored. I grew up near Sea-Tac and know firsthand how airplane noise affects the quality of life, and even telephone conversations and classroom instruction had to wait for the noise to dissipate. I moved away for a better quality of life on Whidbey Island. Please consider the surrounding areas impacted by pollution, noise, and traffic and limit expansion to preserve our rural and tranquil quality of life.	dianacarew2010@comcast.net	1281 Via Toscana Lane, Greenbank, WA. 98253-0267	Diana Carew
12/15/2021	I don't need to resubmit anything--what you have from me is fine. In general, I do encourage Paine Field to work hard to connect the airport to light rail and also reimagine parking. In comparison to the beautiful terminal, the parking seems insufficient and second-rate.	ryan.p.fox@gmail.com		Ryan Fox
12/15/2021	I would love to be able to afford to fly out of Paine rather than drive to Sea-Tac. The routes, however, are limited to places I do not fly to. Also, why does it cost a couple of hundred dollars more to fly out of Paine? I just drove a friend last month going to Yakima to Sea-Tac because of the extra cost. My son flies to Vegas every year but goes to Sea-Tac. I can’t fly to Kalispell from here. Even adding parking at Sea-Tac is still cheaper. We want Paine to be successful, but higher fare prices are not	carol.eisenhauer@comcast.net		CAROL ANN EISENHAUER

Date	Comment	Email	Address	Name
	acceptable. A frustrated traveler - Carol Eisenhauer			
12/15/2021	Thank you for advising me of the technical problem during my attempt to comment on the Paine Field Master Plan. I did notice some problems as I was typing so I made my comment shorter. However, I did want to expand on why I am opposed to the expansion of Paine Field. During the past year, there have been reports regarding microparticles from jet fuel that can be inhaled by residents who are outdoors near the airport and these particles can be harmful to our health. I and many others, including children, walk along and near Mukilteo Speedway daily. I have noticed the smell of jet fuel on days when there is no wind. The increase in flights would most definitely increase the air pollution and endanger the health of Mukilteo residents. The noise from increased flights is also a concern for the residents living near the airport. I have walked down the Big Gulch where it is very quiet but when a jet flies over, it is extremely loud and problematic for those of us looking for some peace in the woods but also for the wildlife, particularly birds, that may affect their well-being. The last issue I have concerns expansion of businesses on the west side of the Paine Field property where there are acres of undeveloped land. It would be terrible from an aesthetic standpoint to lose the beauty of the trees but more important, the ecological value of having those mature trees needed for keeping the air clean, carbon capture, and noise mitigation from the planes or other equipment on the property. I am hoping that future development would leave that forest of trees untouched. Thank you for listening to my concerns. Susan Smithson - Mukilteo resident since 2005	susan.smithson39@gmail.com		Susan Smithson

Date	Comment	Email	Address	Name
12/16/2021	I am concerned that Island County is not involved in planning, since our airspace and noise and environmental impact is directly impacted, as well as traffic implications for us on the roads to the ferry for our commutes. Noise from commercial and small plane traffic greatly increased and COVID actually gave us relief from some of that. With the Navy pilots, Boeing test flights, we had plenty of noise and hope you will address these concerns. The last study before the airport opened ignored any traffic increases. As flights increase, and if freight is received, there will be trucks, and this impact on our roads and communities should not be ignored. I grew up near Sea-Tac and know firsthand how airplane noise affects the quality of life, and even telephone conversations, and classroom instruction had to wait for the noise to dissipate. I moved away for a better quality of life on Whidbey Island. Please consider the surrounding areas impacted by pollution, noise, and traffic and limit expansion to preserve our rural and tranquil quality of life.	dianacarew2010@comcast.net	1281 Via Toscana Lane, Greenbank, WA. 98253-0267	Diana Carew
12/17/2021	I understand the need, but I'm already concerned I won't be able to sit in my quiet backyard come summer. I can't be the only one concerned over the increased air traffic over their house.	teaateatzis@yahoo.com	11104 50th Ave SE Everett, WA 98208	Gail Martinez
12/18/2021	Please consider the impact to single-family housing. We do not need to take another area in the Seattle area and cause noise pollution.	mmn21253@gmail.com	5128 Dover Street	Monica Nelson
12/18/2021	Any expansion of Paine Field is a poor idea considering its negative effect on climate change due to increased emissions and pollution and the increase in noise levels. Sure, the County can line its pockets with more money, but there is a real social cost associated. Not to mention the airport cities like Sea-Tac and local airport cities in California have more crime than people want-even more crime than Everett which is seeing crime increase very rapidly. However, I'm a realist and understand the people making the decisions have already been purchased so I fully expect to have to move out of the area due to the deteriorating safety, health impacts, traffic, and			

Date	Comment	Email	Address	Name
	noise pollution. It's also interesting nobody seems concerned with the potential safety impacts from greatly increasing Paine operations. With the County approved schools and numerous housing developments directly under the flight paths the increasing traffic increases the probability a serious accident may occur. The County made a huge mistake by first approving all the development with a claim Paine Field would not be expanded commercially, and then after it was in, people and housing were in place, assuring housing money flowing, deciding to expand the airport to get more money.			
12/21/2021	I am an owner of one of the units in the West Condo hangars. Our ground lease is up on 4/30/2041. Prior to that, the condo association will need/want to renew/extend the ground lease. This master plan needs to make it clear to the airport that renewing that lease is (or isn't) in alignment with the long-term plan so that we can negotiate a renewal prior to the lease expiration or have clarity that the buildings will be worthless (or even a liability - due to lease requirements to remove them from the property at the end of the lease) shortly after the end of 2040. Failure to address this will leave owners of these units in a very uncomfortable place until the master plan makes clear the long-term intentions for that area of the airport and will make buying and selling these units increasingly difficult in the upcoming years.	jason@hills.org	10814 NE 190th Pl, Bothell, WA 98011	Jason Hills
12/23/2021	You have no category for ages 65-74. Might want to revise your drop-down table	Nw_sailor@hotmail.com	6107 91st Place SW	Ralph Munson
12/23/2021	As a resident that uses Paine Field for passenger service and flight training to become an airline pilot, I understand the need to balance commercial service with light general aviation interests. However, with Sea-Tac reaching its capacity in the next ten years or so, I think that having Paine field expand its commercial service to better serve residents of the north Puget Sound is important. I know the WADOT options only really include Paine as a north sound option. I already hate having to drive to Sea-Tac and	csmith82675@comcast.net	5518 160th St SW, Edmonds WA 98026	Casey Smith

Date	Comment	Email	Address	Name
	would hate to have a second large airport further south. It seems the state government doesn't care about us in the north end. Let's make them understand that we need to have great commercial service here and that Paine Field is the place to have the next larger commercial service airport. Service levels can be increased considerably using just one large runway. The small runway would be fine for most light GA use. I am also saying all this as someone who lives on the base to final turn for commercial aircraft and an increase in that traffic would increase noise at my own house. Please feel free to contact me if you would like any clarification or to expand on any comments.			
12/28/2021	I am a local who has lived here since 1957. I would hope the board will take into consideration the private residents who live in the flight path of Paine field. I would hope that you consider the effects of noise. Two of my suggestions would be no passenger flights after 10:00 pm and before 7:00 am. Also, consider flying out and in along hwy. 525 till elevation is sufficient to decrease the noise that affects the area now. Currently, the planes go south to overpopulated areas. With not enough elevation, they create a major noise problem. I love being able to use the passenger service that is now available. I would hope you take into consideration your neighbors in the area. Originally you stated that no flights would be scheduled after 10:00 pm. I realized that you disregarded that commitment recently when my daughter had a recent flight that was scheduled for 11:00 pm arrival. I ask you again to take into consideration your neighbors in the area. Sincerely Brett Little.	brettl.dawnl@gmail.com	17015 44th ave w Lynnwood	Brett Little
12/30/2021	At this point in your process, it seems easy to agree that the need for increasing aviation service will grow in your 20-year timeline. I will be interested to see what alternatives you develop especially in the area of general aviation.	bjacksonjmurphy@aol.com	717 33RD ST	Bob Jackson

Date	Comment	Email	Address	Name
1/2/2022	1. Moving forward with the updates to the PAE Master Plan I hope there's still the provision for a park and ride/airport parking on the west side just off of Bernie Weber drive. This previously had the support of the FAA, the Snohomish County Council and many others before a series of missteps resulted in the project not happening. Previous airport staff had helped create a feasible project that should be allowed for in the future.	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz
1/2/2022	2. The County should implement a Voluntary Nighttime Curfew at PAE similar to what Burbank has (https://hollywoodburbankairport.com/noise-environment/noise-rules-summary/). This is different than what currently exists in part because it would give airport staff the direction necessary to work with commercial operators to discourage nighttime (10 pm-7 am) scheduled/jet operations which impact a significant number of residents around the airport. Although the 1990 ANCA allows 24x7 operation, the county should adopt a Voluntary Nighttime Curfew to demonstrate a show of good faith to be consistent with the intent of the MRD that resulted in so much development around the airport.	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz
1/2/2022	3. Independent of whether or not the County entertains a Voluntary Nighttime Curfew, the airport should have a policy that at a minimum, discourages scheduled commercial passenger flights from arrivals and departures when the PAE FAA control tower is closed (currently closed from 9 pm-7 am). The airspace around PAE is complex and even though it's allowed, having scheduled passenger flights operating at times where the communication from arriving and departing aircraft is "Paine Area Traffic …" should be a safety concern regardless of whether or not it's allowed. Adding other factors, including opposite direction runway traffic (currently occurs), low altitude arrivals into SEA queuing and turning in PAE airspace during busy times (currently occurs) and many other potential conflicts (additional detailed information provided upon request) shouldn't be condoned due to a	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz

Date	Comment	Email	Address	Name
	lack of policy from the airport operator (Snohomish County).			
1/2/2022	4. Snohomish County Airport (PAE) needs to do a much better job reaching out and informing the community (especially Mukilteo) about airport operations and changes that will impact the surrounding community. The previous focus of Airport Staff included making sure the airport was a good neighbor. This included routine visits to the Mukilteo City Council, having quarterly Paine Field Community Council meetings open to and friendly to the community (which included airport tenants, operators, users, and residents), and a welcoming environment to meet with the knowledgeable airport staff. All of this has suffered greatly in recent years or is simply non-existent.	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz
1/2/2022	5. There's more to the noise impact on the surrounding community than whether or not the DNL noise level contours fall within "acceptable" limits or not. There is currently a culture within Snohomish County Government (including the airport commission) to dismiss the real noise impact on the surrounding community. Instead of dismissing noise concerns expressed by community members by over emphasizing that "most of the noise complaints come from a few individuals", for example, the airport should recognize that many people (including me) don't even complain about the noise produced by jet aircraft operations at PAE because it's clearly a waste of time and falls on deaf ears (recent public records requests clearly underscore this statement).	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz
1/2/2022	6. General Aviation has suffered greatly in recent years due to the over emphasis of competing interests. I earned my private pilot's license nearly 40 years ago at PAE and have seen a lot. It's pretty obvious to many of us, that the desired direction for the airport is not compatible with general aviation. It's shameful that what was once a primary focus for the future of the airport has been systematically destroyed by the recent decisions of the powers that be without any real	kstoltz@citynetwork.com	904 4th Street	Kevin Stoltz

Date	Comment	Email	Address	Name
	effort to even mitigate the impacts on general aviation.			
1/2/2022	Unfortunately, there really is no point in commenting that the allowance of scheduled commercial flights was unjustly forced on the huge residential population surrounding Paine Field, not to mention the many affected schools. Clearly, the mindset of those in power is to keep increasing commercial flights to the detriment the surrounding communities and to continue to completely ignore the stated purpose of Paine Field to be the support of Boeing, commercial interests supporting Boeing, and private aviation. To the greedy, selfish few who don't give a damn about anyone else, I would say I hope you can live with yourself. Unfortunately, obviously, you can since you have no interest in the public good. For what it is worth, the master plan should keep scheduled commercial flights to an absolute minimum.	victor@victorcoupez.com		Victor Coupez
1/2/2022	Affordable parking. I love this airport - every single thing about it…. except the crazy parking. There are no options.	ellchick@gmail.com	21100 Pioneer Way, Edmonds WA	Michelle Tessier
1/3/2022	I live in Edmonds but work for a San Francisco company. Previously there were direct morning flights from Paine to SFO and direct flights back in the evening. I made the trip back and forth numerous times and on every trip the flight was very well utilized (full or close to full). Those flights were discontinued and it's now necessary for me and everyone else who used to fly from Paine to SFO to travel to Sea-Tac (there are no direct flights, and the connecting flights take 7-8 hours to get to SFO). The direct early Morning and late evening flights were a huge convenience for people wishing to take advantage of remote work for the many Bay Area high tech companies and have the added advantage of reducing traffic on I-5 south. I hope these flights will be restored.	keane.anne@gmail.com	7235 Soundview Lane, Edmonds, WA	Anne Keane

Date	Comment	Email	Address	Name
1/3/2022	I would embrace and continue to support expansion of flights and additional destinations moving forward.	murray.ta@gmail.com	5406 S 1st AVE	Tom Murray
1/3/2022	I look forward to the ability to add flights and new destinations of service. As the drive to Sea-Tac becomes more difficult and requires more time, I am anxious to have an airport in close proximity.	rime@westiesnw.com	Stanwood	Anne
1/3/2022	I am opposed to the expansion of Paine Field Airport. I believe it will negatively impact the region. The extra noise, traffic, and pollution will not be worth the convenience of having a second major airport near Sea-Tac. I believe the airport planners should look at other options that have more of an ability to start from scratch when designing an airport. Paine Field is already in a densely residential-based community of Everett, Mukilteo, and Edmonds. There are large residential communities on three sides of the airport. The already busy Mukilteo Speedway, 526, Airport Road, and 128th Street cannot handle more vehicles. Where are the needed hotels, car rental and parking, and airline offices and hangars going to be built? Who is going to be responsible for plummeting home values in the area due to the extra noise, pollution, and traffic? I hope that the planners will honestly think about the concerns of the people that live in the surrounding area around Paine Field. I do not want to have my family's lifestyle destroyed by the greed and insensitivity of others. More and larger airplanes would definitely have a negative impact on our neighbors and us. Please consider building a new regional airport further away from Sea-Tac as they built in Denver in a less populated area.	rylenk@gmail.com	1509 Debrelon Lane	Nichols Rylen
1/3/2022	Seattle is the largest city in the US with virtually only one airport serving it. If you are truly interested in a twenty-year plan, Paine Field should have enough gate space to serve as a secondary Seattle airport. There are at least a million people in the north end that would prefer to not drive through the city to Sea-Tac. Yes, those living in the vicinity of the airport would have an increase to daily flights, but if the airport	mcandrewwarren@gmail.com	23705 74th Ave W	Andrew McAndrew

Date	Comment	Email	Address	Name
	worked something like Orange County in California with time curfews, the mitigation could be pretty much eliminated to the residents and still serve the needs of the city.			
1/3/2022	As a private pilot and hanger renter, it seems the most immediate and obvious change is to eliminate Runway 11/29. This allows a 30% increase in useful space for private and commercial hangers and operations. Other than storing Boeing overflow from production problem aircraft, the space occupied by 11/29 is not anyplace close to its highest and best use.	pbburnham@comcast.net	15520 160th Ave NE	Peter Burnham
1/3/2022	How will the growth of the Boeing airport affect communities south of it, Mukilteo and Edmonds specifically?	cyndiebennett@gmail.com	9702 240th PL SW	Cynthia Bennett
1/3/2022	My concerns are noise pollution, air pollution, and the tight air traffic corridor that both Sea-Tac and Paine Field use. Isn't this an awful location air traffic-wise when it comes to adding or expanding a commercial airport, given the location of Sea-Tac? How does this not negatively affect Sea-Tac traffic or flight schedules? There has been a huge increase in noise pollution due to the airport. Planes are even taking off later at night. Why is it that pilots flying planes out of Paine Field, especially private planes, don't have to consider noise pollution when they fly over residential areas? I've lived just as close to DFW (Dallas Fort Worth International Airport), and the pilots there follow noise abatement rules. We didn't have airport noise pollution issues from DFW. So, Texas cares more about how noise and air pollution affect residents around an airport than Washington State? Please make all pilots, from private to commercial to experimental, follow the FAA noise abatement rules. Get rid of any exceptions when it comes to airport noise. Noise pollution is extremely damaging to human mental health. I know because the noise has had negative mental health impacts on me. There might be an increase in air pollution too. Have there been any studies done? The health and		4800 Pointes Drive, Mukilteo WA 98275	Noller

Date	Comment	Email	Address	Name
	safety of animals and people who live near the airport and most likely voted against making Paine Field commercial are affected the most. On a personal note, due to the housing cost increase across the country and low housing inventory (Shared walled living is too noisy, and people need yards along with privacy for mental health - packing people together in apartments will increase crime), we're stuck and cannot find a noise pollution-free home. It's sad when you find yourself dreaming about living out of your car for peace. As soon as my husband and I find a home, we will be living this state. Keep ignoring those who live next to the airport and more will leave.			
1/3/2022	1. I am an A&P, GA pilot, hangar renter and instructor at EVCC A&P School on the field. I think becoming a second Sea-Tac is a possible outcome in 15-20 years, but far from certain. It's what you do for this master plan period that counts. So, until exponential commercial growth is realized: (a), GA should be preserved and enhanced for as long as possible. For this Master Plan period, GA is still a major player on the field. (b) PAE GA infrastructure needs significant renewal - and expansion. Your landings and take-off numbers need GA. (c) Over the next 15-20 years, additional GA capacity can and should be developed in the region (I note it's already underway in Arlington & Skagit); but it's not a safety valve for failing to invest at PAE. PAE should become a valued and credible voice for a rational GA regional plan. 2. For commercial operations, please improve upon Sea-Tac's snow plan, which, as far as I can tell, consists of throwing up hands and letting chaos reign. This is the result of leaving it all up to the airlines. As a former 20yr resident of AK and a frequent Sea-Tac user, I have direct experience of this failed approach on a number of occasions. 3. Keep PAE will a center of excellence for all things aviation: aircraft fabrication; museums;	elnarrowboat@gmail.com	2430 Discovery Place, Langley, WA 98260 {Whidbey Island}	Edmond Thompson

Date	Comment	Email	Address	Name
	technical schools, and repair facilities must remain a muscular part of the long-range PAE plan. Don't abdicate innovative small-scale development and fabrication beneath your scale. Compete for it.			
1/3/2022	Paine Field should remain as limited commercial usage, general aviation, and Boeing. Growth needs to be capped for hours and the number of flights. Moses Lake should be developed to assist those in eastern Washington to have real alternatives to Sea-Tac. It would take volume pressure off of Sea-Tac, add real service to eastern Washington residents, and ensure Paine Field remains a small commuter-type airport with limited regional-type service.	familyjester@outlook.com		
1/3/2022	I am opposed to an increase in air traffic over the residential areas near Paine Field. A majority of the residences lie on the North/South trajectory, and yet that is where the flight line is. I am opposed to increasing anything at Paine field if this flight path remains the same. I would propose a consideration of switching it to an East/West trajectory. I also haven't seen how this increase in traffic will impact local areas in Everett/Mukilteo. Overall, I advocate to leave this as a small hub for Alaska Airlines and have a second large airport for Western Washington further north.	soraya.dossa@Gmail.com	3221 56th ST SW, Everett, WA, 98203	Soraya Shattuck
1/3/2022	Please ensure the GA aircraft hangar forecast includes aircraft which must relocate due to airports closing and population expansion. The current waitlist for a county owned hangar is still too long in my opinion and does not help foster aviation!	tylerperrella@gmail.com		Tyler Perrella

Date	Comment	Email	Address	Name
1/3/2022	Our family has lived in Old Town Mukilteo for a very long time, and while we would prefer no expansion, we also realize the benefits of enhanced regional transportation and commerce. With this balance in mind, our feedback is that you continue to require newer, quieter jets for any expansion initiative. The commercial air traffic added in the past several years is a good example of responsible expansion. We feel that continuing to require these quieter aircraft strikes a good balance between the need for expansion, and responsiveness to the local community. Thank you, Loren West 425 268-8713	painefield@lorenwest.com	959 5th St	Loren West
1/3/2022	I am against the airport expansion as it will cause a significant impact on surrounding communities from the noise, both its unpredictable and predictable flyovers. Also, the emissions increase air pollution. The cost of adding multiple stressors to our living spaces does not provide a collective benefit. Being “so close” to catching a flight (i.e., less of a Seattle traffic drive on I-5) is not enough of a reason to increase air traffic here. Alternatives for people include using light rail to Sea-Tac airport. Be forward-thinking on quality-of-life issues, not just development and revenue. Thank you.			
1/3/2022	Paine Field Expansion needs to be stopped. The residents in South Snohomish County do not want to become Sea-Tac North. This expansion will hurt our environment, add pollution, significantly add noise pollution, increase crime, and increase traffic, among other things. This area will be significantly impacted. Your Plan should be expanding Bellingham, Moses Lake, or somewhere else. Our home values are too high here. Prior to Covid limiting flights, the aircraft noise has already become unbearable. We have noticed even Sea-Tac traffic is being routed more now over our houses. Also, the Propellor Airports was purposely named in order to misrepresent your mission for commercial jet expansion. This is false advertising purposefully named to misguide the public to minimize the public reaction to your glorious plans. Please stop any more expansion. Sea-Tac residents	jimtastic99@gmail.com		Jim England

Date	Comment	Email	Address	Name
	have always had the airport there. We moved to Snohomish County to get away from that noise, pollution, and poorer quality of life.			
1/3/2022	I fly nearly every week for work and am so happy I now get to use Paine Field instead of Sea-Tac sometimes. I would love to see the routes and frequency of flights expanded. I fully support expanding Paine Field if that is what is needed.	tiffany@mcclurg.biz	816 Driftwood Lane, Edmonds 98020	Tiffany McClurg
1/3/2022	Is there any way to entice Southwest back to Paine? My sister only flies SW, and I'd love to pick her up there instead of Seattle.	norma777@hotmail.com	7706 234th St SW	Norma Middleton
1/3/2022	Hello, I'm very concerned about the extra noise and the extra traffic that would coincide with this expansion. This is a very congested area. Noise levels with the current traffic are unhealthy and affect sleep now. Sleep affects mental health. Mental health issues are rampant throughout our community. Please consider these issues when reviewing your plans. Thank you very much!	stacey7@live.com	1421 W Casino Road, Apt 6, Everett, WA 98204	Stacey Elings
1/3/2022	With Boeing downsizing and moving some operations to other states, will they need this expansion? I am concerned about the environmental impact on the surrounding community after living near the 3rd runway in Des Moines for 6 years. Will the port and county mitigate to keep the business expansion surrounding the airport limited? The roads surrounding the airport are already busy. Will the number of major airlines be limited? Why did Allianz pull out? Was it due to infrastructure problems?	purplecrafter@hotmail.com	12207 29th Ave. W. Everett, WA 98204	Pam LaRoche

Date	Comment	Email	Address	Name
1/3/2022	Paine is an incredible asset. If you look at a model like ABQ, it will enable transportation growth, service, and GA growth. People in the area have lived with Boeing/air traffic for nearly 100 years, so no accommodation should be given to noise complaints from any surrounding cities or neighborhoods. There is a need to focus on aviation acceleration in the business plan vs. tech/job growth. Electrical power-based planes/carbon fiber GA, new designs, and new security designs for aviation should be integrated and grown into the plan. GA hangars around the perimeter are needed, and the price is relevant. How is PAE set up for cyber-attacks; are the networks/comm secure; is their leadership, and is it tested and not shared. What about recruiting Otto Aviation and other like-sized startups that are about to change aviation and lead the country, vs. on-prem businesses like Tyco, etc. The plan comes down to leadership and execution. Brad Smith has brilliantly done more in the past couple of years than what was done in the prior 50. Also, fix the airshow. It put PAE on the map and made dreams for young aviators, fans, and families; it is sorely missing. The old deal is not a substitute or replacement. Where are the blue angels, thunderbirds, SR71s, etc.? Find a way to fix this? Be relevant, warm, and friendly. Also, happy to help.	emike@outlook.com	5728 144th St. SE	Mike Smith
1/3/2022	The increase in plane noise in the past several years has been unbelievable. I admit I don't know which airport the individual planes are going to/coming from, but I certainly don't want an increase in commercial traffic from Paine Field.	cstay@aol.com	543 Seamont Ln	Chris Stay
1/3/2022	With the increase of carrier traffic and the frequency of larger airframes taking off/landing can has sound abatement been included in your expansion discussions? Property values for those impacted will be affected if sound mitigation is not an important part of these discussions and plans.	john@spencewa.com	7233 53rd St NE Marysville	John Spence

Date	Comment	Email	Address	Name
1/3/2022	Please leave room for general aviation hangars in the middle of the field. If we are going to lose runway 11/29 than please allot that space for GA to expand. If you combine the west condo and airport hangar area with the central hangar area, then you could close off the private vehicular access to the west area over taxiway Echo. The access to the new combined area could come off of 100th. FBOs could be moved to the north edge of the central area so that their buildings could serve as thru-fence locations allowing the public to visit the businesses. This combination would make a nice square area for general aviation hangars and related services in a nonmovement area inside the security fence.	rogerc@sierraind.com	15425 NE 144th Pl	Roger Collins
1/3/2022	As a longtime resident that was promised no commercial activities at Paine Field, I am angry that we were sold out on that promise. So here are my suggestions: 1) Limit commercials flights to the current 24. 2) Do not expand Fed Ex operations any further (ideally, they should be cancelled all together). Mukilteo gets the brunt of the noise due to our location - send flights over other cities so they can raise their objections as well. Thanks for the opportunity to comment. I hope you take them into account.	stephendthrockmorton@gmail.com	12914 50th Pl W Mukilteo, wa 98275	Stephen Throckmorton
1/3/2022	I would like to see more airlines using the field with flights going to Chicago, Tampa, Boston, and Dallas. I would use any airline to these cities at least once per year at minimum. I haven't seen a place to park while waiting to pick up passengers which has been inconvenient. Once found myself in the Uber/etc., lot which irritated the Uber drivers, but I was not sure where else to go so either no lot available or poor signage. I would like to see 1–7-day parking also. I admit I haven't tried to use something like that but am told it is very expensive. Only used Uber which did work for pick up fine but when flights early I had had issues with Uber or Taxi showing up so would love to take my car and pay. Really hope more flights become possible.	gailmk121290@gmail.com	3722 114th Street SE	Gail KIECKHEFER
1/3/2022	While commercial flights are convenient and fill a public need, please continue to mitigate noise	allisonrq@comcast.net	879 Goat Trail Loop Road,	Rick Allison

Date	Comment	Email	Address	Name
	issues for the surrounding community by restricting commercial traffic to lower noise aircraft and limiting flights to daytime hours.		Mukilteo, WA 98275	
1/3/2022	As a new homeowner in the area, I'm concerned that the potential air traffic increase will make a living here very loud with continued flyovers. I also wonder about the continued quality of life around this area. Are there any considerations regarding this?	leperrigo@gmail.com	13101 42nd Ave w, Mukilteo WA 98275	Lindsay Perrigo
1/3/2022	I live in PAE and would happily see it expanded. It would be disappointing though if, through the process, PAE lost the atmosphere and charm. So, I hope growth doesn't mean turning a beautiful airport into an industrial building. I live near the flight path, and I can hear the planes. But that doesn't bother us, and we knew an airport was here when we moved in. So, we're supportive of commercial growth.	millcreek.jill@gmail.com	4945 Ocean Ave	Jill P
1/3/2022	I have no idea what I am commenting on because I just "followed a link," but I wish to comment that if your proposal in any way involves increasing commercial flights or dream lifter flights, then please do not do it. Also, please, please, please, look at my noise complaints over the past several years. In terms of reducing your nasty impact (and that of Sea-Tac) reduced flights are great! Oh, it is 10:24 p.m. on Jan 3, and a noisy one just flew over. I hope it wasn't yours.	votepetso@aol.com	10616 237th Place SW, Edmonds WA 98020	Lora Petso
1/3/2022	There is a shortage of hangars for general aviation in Puget Sound. The new master plan must provide for more hangars and tie downs for GA airplanes. Offsite parking for airline travelers should be part of the plan so there is no loss of space for aircraft.	bkbehrend@gmail.com	5113 NE 17th St, Renton, WA 98059	Brian Behrend
1/3/2022	I would really like a lot more flight options out of Paine Field! Great start, but let's add a lot more flights and better parking option.	f2504x4ps@yahoo.com	14107 27th St SE	John Burt
1/3/2022	We LOVE Paine field airport and hope you expand service and flights!	rlemons77@gmail.com	4417 138th Ave SW Lynnwood, WA 98087	Rachel Arellano
1/3/2022	I'm a long-time resident who lives two blocks from downtown Edmonds. I fly to California a lot	cathroz@hotmail.com		Cathy

Date	Comment	Email	Address	Name
	and am all for Paine Filed Master Plan. Thank you.			
1/3/2022	Hello, I have lived in Lynnwood for 11 years. One of the reasons I chose to live here was the relative quiet compared to affordable areas in Seattle. The increased noise from aircraft at Paine Field after the opening of commercial flights has had a negative impact on our neighborhoods, and I hope that noise mitigation will be front and center of any development plans. To be honest, we enjoyed the reduction in flights during the pandemic and are not looking forward to the newly expanded service. For most of us, who fly maybe once or twice a year, the benefits of having an airport close by do not make up for the significant noise pollution. Before the 2020 lockdown, there were flights regularly waking us up after midnight or around 6 a·m. I understand that some change is inevitable, but I hope that the concerns of long-term residents who invested in the area partly because of the quiet will not be dismissed in the name of development at any cost. Thank you for your consideration.			Louisa Mackenzie
1/4/2022	It's important for PAE to: Expand terminal size to accommodate passenger space and flights and Attract new carriers so that the market is competitive			Jordan Atui
1/4/2022	I do not want the additional noise, traffic, and pollution from increased commercial airline service at Paine Field. The growth and expansion that happened at Sea-Tac brought disastrous impacts to the surrounding communities. Sea-Tac should serve as an example of what can happen to communities from unacceptable growth in air traffic. Furthermore, Paine Field does not have to be the only airport to absorb the overflow from Sea-Tac when Sea-Tac reaches its capacity, which seems to be the sole basis in this study for future Paine Field expansion. The region needs to find other options then just more traffic at Paine Field!	schonbrunj@gmail.com	8507 220th ST SW	Jeffrey Schonbrun
1/4/2022	I'd like to know when the service (Alaska) to San Jose will return?? I have family there so I need	Designerlou@icloud.com		Louise Holder

Date	Comment	Email	Address	Name
	the flights. On the last trip, I flew through Sea-Tac—which I thought was ridiculous. I live in Mukilteo. Please let me know what the plans are.			
1/5/2022	I have been pleasantly surprised by the commercial operations at Paine Field thus far. Growth in the future is to be expected and should occur with appropriate traffic and noise mitigations.	Cn67@hotmail.com	10631 57th Pl W Mukilteo	Cynthia Nelsen
1/8/2022	The open house website provides basic descriptions of the information developed by the consultants presented in an easy-to-read manner. As an aviation professional, I am looking for more details. Please provide links to the full documents presented to all three of the working committees in future updates to the website.	ken_nichols@icloud.com	3430 166TH ST SW, Lynnwood, WA 98037	Ken Nichols
1/18/2022	Take the environmental (emissions, noise, etc.) aspect into account as well as if the infrastructure can handle airport expansion.	eschwedhelm@gmail.com	12062 Concord Way	Erik Schwedhelm
1/18/2022	We love the ease and convenience of the current Paine Field. Did Paine Field promise residents that they would stay as a non-jet airport? If so, that should be kept. Please don't turn it into another Sea-Tac. Thanks.	kchardiman@hotmail.com	10050 NE 197th ST, Bothell, WA	Karen Hardiman
1/18/2022	As a hangar tenant (#52-05) on the central ramp, I have seen a steady increase in monthly rent with no improvement in services. I share a 15-amp electrical service with 4 other hangars. This is woefully inadequate. I would like to see this upgraded to at least 20 amps per hangar.	lago55@me.com	15916 E Shore Dr , Lynnwood, WA 98087	Richard Kasperson
1/18/2022	My quality of life has significantly decreased since Paine Field opened to commercial flights. Not only do the flights seem to be coming and leaving at a lower elevation, but flights connected with Sea-Tac also seem to have increased their frequency coming in, flying over Paine Field, then directly over my house and on to Sea-Tac. The sometimes almost constant huhum mm to ROAR of planes is what has led me to consider moving out of this area, where I have lived since 1980. When I first moved here, I believe there was a contract between the county and Paine Field limiting flights. I now cannot find that information - but the point is now moot anyway. I	nankunze@yahoo.com	17420 54th Pl W, Lynnwood, Wa 98037-3016	Nancy Kunze

Date	Comment	Email	Address	Name
	personally see no direct benefits to me with the expansion of Paine Field but instead lower property value, increased traffic on already congested and poorly equipped roads, and on some days, the constant noise.			
1/18/2022	The noise created by planes from Paine Field is significant. Prior to COVID it appeared the flight path was directly over our home multiple times a day. The aircraft being used by Alaska Airlines are extremely noisy, and it has been notably quieter since the co-vid shutdown. I would like to know who is benefiting from having this airport operate passenger flights. Why are we polluting our beautiful area with another airport? Bellingham and Sea-Tac have met our needs for years. I thought Washington State was more progressive when it came to the environment. I don't believe the convenience of having flights out of Paine Field trumps the impact on our area; someone is making some dollars off this.	dbeauchamp47@yahoo.com	1455 NW 185th ST, Shoreline, WA 98117	Debra Beauchamp
1/18/2022	I'm a supporter and lover of aviation. I believe that growth in this area is going to continue at a rapid pace. While I don't particularly care to see, PAE become the Sea-Tac of the north. I feel that commercial aviation definitely has a big future in Snohomish County.	govd65@yahoo.com	4425 76th St SW	Phil Hendricks
1/18/2022	I am excited for Paine Field to grow to meet the demand and contribute to economic development in Snohomish County. It is very important to make sure that the burden of growth (noise in particular) is shared equitably by surrounding communities. One community's property values should not be depressed to save other communities from the noise associated with being in the flight path.	deborah.kilgore@gmail.com	4508 183rd PL SW	Deborah Kilgore
1/18/2022	Please make it an airport serve more than 100 flights a day. Not just minor expansion for the next 10 years. I live in Everett and never used the airport, because the current airport status is not satisfying. Few destinations and expensive	Mkayyali2@gmail.com	7620 Upper Ridge rd Everett WA 98203	Mohammad Alkayyali

Date	Comment	Email	Address	Name
	tickets. Make it more favorable for airlines to acquire slots.			
1/18/2022	We love the ease and convenience of the current Paine Field. Did Paine Field promise residents that they would stay a non-jet airport? If so, that should be kept. Please don't turn it into another Sea-Tac. Thanks.	kchardiman@hotmail.com	10050 NE 197th ST, Bothell, WA	Karen Hardiman
1/18/2022	I want to make sure that any expansion in commercial services at PAE does not come at the expense of GA hangars or operations.	tjstaggs13@gmail.com	17005 NE 112th Way	Tom Staggs
1/18/2022	COVID aside, we fly regularly to New York airports. Thanks	faustdana@icloud.com	11600 Bella Coola Road	Dana Faust
1/18/2022	We are looking forward to expanded travel routes in the future	jjwine2@msn.com	41 Pine Street #210 Edmonds WA 98020	Julia Wiese
1/18/2022	I would like to see more flights to more places!!!!!	volante32@gmail.com	8612 56 ct w	Mike Smith
1/18/2022	The ground transportation and traffic flow in the area should also be included in the master planning.	cgchuang@yahoo.com	1419 140th PL SW Lynnwood WA 98087	Harold Chuang
1/18/2022	It's important to me that KPAE remain functional, accessible, and affordable as a GA airport for our region. Hangar, fuel, and service availability are important. We're already losing access to our hangars as the TSA security theater demands documentation before we can get in the gate. Let's figure out how to keep that nonsense from encroaching further on our freedom to fly. I am concerned that commercial growth will push out GA uses, such as by terminating hangar leases. We need to go the other direction and increase hangar and tie-down capacity for GA. I'd like to see unleaded fuel available on the field; let's get out ahead of the leaded fuel problem.	jonh.kpae@jonh.net	6827 18th Ave NE	Jonathan Howell
1/18/2022	outstanding. Must expand to attract more providers	loctout@comcast.net	8407 18th Ave W	Stephen Whaley
1/18/2022	I love PAE - I love flying out and into that airport - so convenient (I live in Everett) - so nicely done. Before COVID I was starting to use it when flying to visit family in Texas, even with the layover it was so much more convenient! I would have	angelique.edwards@gmail.com	5010 Seahurst Avenue	Angelique Edwards

Date	Comment	Email	Address	Name
	used it more times but it did not have the flights I needed (I can only handle one layover) nor the prices I needed. I will pay a little more to fly out from/into PAE if the flights are available. I love the airport and look forward to flying in and out of there more often!!!!			
1/19/2022	I am supportive of increased commercial flights from Paine Field to support passengers from Snohomish, Island, and Skagit counties.	pastorepc@frontier.com	2600 96th Ave W, Edmonds, WA 98020	Rob Christ
1/19/2022	I'm all for expanding the airport. I'm anxiously waiting for Alaska Airlines to start flying to Anchorage, Alaska! Keep up the good work!	sharebear1116@aol.com		Sherry
1/23/2022	There must be a voluntary nighttime curfew similar to Burbank airport. The noise of planes arriving and departing during a time when we need to sleep is not something we can simply turn on a rhythmic fan to block. Thank you for your consideration.	derekdonahue9@gmail.com	4405 130th Pl SW	Michael Donahue
1/24/2022	I am particularly concerned about the environmental impact of the expansion of the airport and use of it. I live SE of the field and already hear plenty of noise. My concerns are both with regards to noise pollution and air pollution in the area affecting both the quality of life in the area and the values of homes. The future air quality is of particular concern to me. How extensively has this been researched? We already have to deal with automobile traffic pollution. I have heard airplanes are far more detrimental to the environment and carbon footprint than automobiles. I am encouraged by the light rail but am quite concerned about increased air traffic as far as the environmental impact goes. Could the expansion not go to a less populated area?	sandi_bond@yahoo.com	2515 143rd Ln SW	Sandi Bond
1/24/2022	I'm fully favor of expanding commercial flights from Paine Field. It is important for continued economic viability of the region and livability for folks living north of Seattle. My biggest concern is that flight availability and costs need to reasonable as an alternative to Sea-Tac. This may be outside your control, but it is important to	chrisetal@yahoo.com	916 92ND ST SE	Paul Jenkins

Date	Comment	Email	Address	Name
	bear on mind during planning. Good public transportation to and from the airport is critical.			
1/22/2022	Many of my friends are pleased with your routes and avoiding the drive to Sea-Tac, but I am NOT interested in having increased numbers of annoying low flights over the north end of Lake Washington. We have already been subjected to too many in recent years. How can this noise and air pollution be mitigated?	speedyg303@gmail.com	17360 Beach DR NE, LFP	Allison Reagan
1/21/2022	Originally, I was excited to fly out of Paine field but now I go to Sea-Tac. There is no way to get there unless I drive or UBER. Parking is way too expensive. Maybe I will come back when the light rail is finished. If I am still alive by then. Or change the cost of parking to match Sea-Tac shuttle services. Better yet help area businesses to make a park n ride facility nearby. Also, you need to have a shuttle picking up from the bus stop at 100th street. "a short walk" is a joke.			
1/22/2022	planes too low and loud	kfellstrom@comcast.net	2824 NE 187th St.	Kathy Fellstrom
1/24/2022	We want limited flight schedules and no airport expansion. And no large aircraft that is not currently flying out of Paine Field. STOP expansion!		5716 128th st sw	debbie lindell
1/22/2022	It is sooo convenient to take the plane from Paine field to Spokane - little traffic and calm at the airport. Please keep doing what you have been doing.		18200 15 Ave NE Shoreline WA 98155	Cornelia Miller
1/23/2022	I'd like to hear more details about the master plan and it's impact on the local community and environment.	pinkrobotsblackcats@gmail.com	8614 54th Pl W	Tiffany Uribe
1/22/2022	Planes from Paine Field fly TOO LOW over our residential area, even late at night. Sometimes they are so loud conversation is impossible.	singlebritson@yahoo.com	17522 6th Ave NW	Charles Inglebritson
1/24/2022	What is being done in terms of mitigation to the surrounding communities and communities right under the flight path? Additionally, what sort of mitigation will be happening to aid the noise to schools which are near and under the flight path	Laurianomaritza@gmail.com	12102 4th Ave W, Apt 2-301	Maritza Lauriano Ortega

Date	Comment	Email	Address	Name
	of airplanes? I would like to know more on the community engagement being done especially to communities who don't have access to internet and don't speak English.			
1/21/2022	Please don't expand service at the airport. I wake up all the time, due to late night flights buzzing over my house. I can't sleep!		Lake Forest Park	Maris Abelson
1/23/2022	The larger planes are so loud, they wake us up early in the morning. Please enforce a timeframe that commercial flights won't fly. I sure hope the large plane traffic doesn't increase.	alyssaridrii95@gmail.com	404 lamar dr	Alyssa Rodriguez
1/20/2022	Parking and shuttle services are key. Supporting and publicizing should be part of the Paine Field responsibility.	mekudo@comcast.net	17113 74th Dr SE, Snohomish, 98296	Mary Kudo
1/24/2022	Keep Paine Field a airport for small planes, Boeing, and some Commercial Flights. Keep the hours from 8:00 A.M to 8:00 P.M so people can sleep. Give Mukilteo some money for all that we have to put with. Traffic, noise and the threat of a large airport right beside us. Keep Paine Field for all.	eleanorstromberg974@gmail.com	7920 53rd Ave W Unit D Mukilteo, WA 98275	Eleanor Stromberg
1/24/2022	We love the airport at Paine Field very convenient for us to fly into and out of. We would love to have Southwest Airlines as an option also!	christineagrace@aim.com	22925 Brier Road	Christine Hinrichs
1/22/2022	We had our first flight from Paine Dec 2021. Our experience resulted in the vow to only fly to and from Paine from now on. In all ways like the "old" days of flying -- an easy and enjoyable event.	johncolleencarmody@msn.com	Shoreline, WA	COLLEEN CARMODY
1/21/2022	Originally, I was excited to fly out of Paine field but now I go to Sea-Tac. There is no way to get there unless I drive or UBER. Parking is way too expensive. Maybe I will come back when the light rail is finished. If I am still alive by then. Or change the cost of parking to match Sea-Tac shuttle services. Better yet help area businesses to make a park n ride facility nearby.			
1/22/2022	Please no more planes. It has ruined our quiet Shoreline neighborhood already.			

Date	Comment	Email	Address	Name
1/9/2022	just as an FYI - UPS 2984 SDF to BFI came over the house at 1800 feet. If it can influence anything, it's a request that all planes that take off to the south, for instance, turn right or left prior to reaching the county border. It should be doable.	boekee1917@hotmail.com		Marion Woodfield
1/9/2022	the online link cannot be opened. Here are my comments/concerns: I live in Richmond Beach/King County and have no voting voice in the matter of your desire to expand the airport. However, the planes come over here all the time. In the middle of the night, it's a UPS plane and someone else around 5 am when we thought that no take-offs should occur prior to 6 am. That's one issue. Because of the present airport expansion that planes from/to Sea-Tac now circle just before the county line so that they don't interfere with the Paine Field traffic. That has added quite a lot more noise/air pollution. Wanting to expand an airport in the middle of a residential area seems unconscionable, and back in the '70s, the plan was nixed, as you know. Since then, there's been a population explosion because there was an assurance that Paine Field would remain a small commuter plane airport. It's, of course, if you proceed with your plans, it'll be only a matter of time until Snohomish residents who live near the airport will realize that the proximity is detrimental to your property values, just as is true in the case of Sea-Tac. Sure, there are those who believe that having a nearby airport is convenient. But how many of those people really travel frequently, never mind that flying in and out of Paine Field adds a considerable cost to the airfare. The quality-of-life issue needs to be addressed. If I wanted to live near Sea-Tac with the constant rumbling of planes, screeching tires, etc. I would ... but I moved here for a reason. Peace and quiet - up to a point since nothing can be done about the train.	boekee1917@hotmail.com		Marion Woodfield

Date	Comment	Email	Address	Name
	thanks			
1/25/2022	Would love to see more support for general aviation in the master plan- GA days and GA promotional activities (airshow?), new hangar construction, and more GA services on-field.	goodmojo@gmail.com	3025 NE 98TH STREET	Wade Tsai
1/31/2021	We attend all Paine Field Master Planning meetings. We strongly feel that adding more commercial flights will greatly imbalance GA and commercial aviation at Paine Field and greatly reduce its overall safety. We were under the impression that becoming a commercial "Sea-Tac reliever airport" was only if the surrounding communities and airport stakeholders all really wanted that. But clearly, there are two distinctly differing viewpoints in the surrounding communities and airport stakeholders. It appears more like the Paine Field airport staff and Master Plan consultant have "stars in their eyes" for a much bigger commercial airport with many more	jvrotunda@frontier.com	Mill Creek Silver Firs	Vivian Rotunda

Date	Comment	Email	Address	Name
	"toys and fun projects" to play with, inevitably at the expense of the very large existing GA aviation base and existing aerospace businesses (Boeing and ATS), which were all encouraged to grow for many years before. Where will they park all those many more cars (4X times 737 sized jets)? Space was already chopped-out of the GA Central Ramp for "economy terminal car parking" without any input from the GA community at Paine Field. We don't want to see any additional commercial expansion at Paine Field, and we hope you listen and respect that.			
1/28/2022	Taking a big capable existing airport like SEA and expanding it or building a new, more capable airport makes good sense. Taking an already heavily developed GA / Business based airport like PAE with limited space to safely grow and then "maxing it out" makes absolutely no sense! Expansion to 4X commercial is an extremely bad plan for PAE.	sinclairjames293@gmail.com	Edmonds WA	James Sinclair
1/27/2022	I prefer to fly out of Paine Field, so I am happy to see the potential growth of passenger flights out of Paine Field. Please include expanded passenger parking, either on-site or off-site. Parking and availability of flights are the main problems for passengers hoping to fly out of Paine Field.	christinamlucas@gmail.com	432 Priest Point Drive NW, Tulalip, WA	Christina Lucas
1/28/2022	No additional commercial flights to be added to the schedule.			
1/28/2022	I don't support expanding more commercial services into Paine Field. Sea-tac their airlines need to improve Sea-tac first. We don't want to become another Federal Way North. What is really needed is more Link Light Rail service to Sea-Tac on the North end (an express train to Sea-tac). This has already greatly helped folks further South and in Seattle. North enders enjoy a better lifestyle without passenger airports everywhere. My family moved from Orange County to get away from this! My previous comment got cut to one line.	suejensen571@gmail.com	114311 51st Ave SE Everett WA	Susie Johnson
1/28/2022	I like just what we have now for commercial service and airlines at Paine Field, but I don't	lrrbatman315@gmail.com	Silver Lake Area	Larry Batman

Date	Comment	Email	Address	Name
	want to see any more growth in jet traffic up this way!!!			
1/27/2022	Fix your 5G problem. You have disgraced your airport with all these flight cancellations.	scottmariastickls nd@msn.com	881 Monroe Landing Road	Scott Strickland
1/28/2022	Please, NO more commercial jet service at PAE. Snohomish County needs to take a step back and look at what they already have. I feel expanding PAE would reck a "gemstone." I know MANY wonderful people who keep their airplanes at PAE (including myself). We simply don't see a good outcome for GA, Boeing, ATS or any other airport tenants.	tonyroberts5566 @gmail.com	1703 144th PL SE Everett Wa	Tony Roberts
1/27/2022	Paine Field has been a wonderful airport for our community, and I have been a pilot and user of airport services for over 20 years. I am a senior engineering leader at Boeing, and it has been great that the industrial complex of Boeing has supported and expanded the resources for Paine Field. This has impacts on the overall local economy, and community and enriches all of our lives and recreation. I fully support any expansion plans that are totally inclusive of the GA community (including the Experimental Aircraft Association). This is a vibrant community of aviation pioneers from which many of the advancements in aerospace occur. All plans should include substantial provisions for reducing the pressure on hangar space availability (and cost) and support for organizations such as EAA, AOPA, WPA and the community enriching facilities such as Museums, etc. (There has perhaps been recent negative pressure on these communities which have driven them away from KPAE). It is crucial that the public community remains strong and open as practical in the airport environment and that it doesn't turn into the equivalent of LAX over time. I think the concept of a wonderful regional airport that both facilities three balanced interests: 1) Industrial (Boeing and other Aerospace suppliers), 2) Recreation and Access for GA related businesses such as GA private travel (to nearby islands, etc.) Flight Training, Maintenance, Corporate Jets and Turbo, Experimental Aircraft,	sdame.rv9a@gm ail.com	4119 125TH ST SE	Stephen Dame

Date	Comment	Email	Address	Name
	3) Limited Regional Travel -- Propeller Airports is wonderful. As a modern side note, I would like to see Paine Field also become on of the leading airports that will support Urban Air Mobility (eVTOL traffic) through the allocation and development of new Vertiport facilities as a part of the future roadmap. I look forward to seeing the Paine Field master plan becoming a positive model for American airports and as a pathfinder for future clean travel.			
1/28/2022	The lifecycle of aviation starts and ends with small GA operations. Pilots get their start at flight schools, and they retire to fly their personal aircraft for fun. Paine Field has historically balanced both the needs of small GA operators and commercial/manufacturing operations, but the balance has to be carefully maintained. This master plan must continue to support both, but this website does not mention small-time GA or flight school operations. Creating a safe, thriving airport environment requires thoughtfully crafting the community present at that airport. That means ensuring that flight training has its place, that flying clubs have their place, and that the community integrates seamlessly with the new spaces and operations arriving at the airport. To establish a community at PAE, we should want student pilots to see and be among the occupations they might have ahead of them—to learn how to operate safely with the folks who might be their future coworkers and fellow pilots. PAE should feel like home. It's magical when everyone who operates at an airport feels like they are part of the place. SMO (and itS restaurant with a wall of pilot certificates) and Van Nuys in California, Portland, and Eugene in OR, those are great examples. Palomar (where I	mmcknett@gmail.com	9014 Evanston Ave N, Seattle, WA 98103	Matthew McKnett

Date	Comment	Email	Address	Name
	learned to fly before PAE became home) is a counterexample—the airport used to feel like home but then did not consider community as it expanded airline and biz jet operations and did away with institutions that held together the airport community. PAE is currently a gateway to the aviation world for the general public. Make sure it doesn't become merely a pilot/ops workplace that people commute to and leave in the evening. Make sure pilots and aviation enthusiasts can learn how to get jobs there, can socialize there, can care deeply about safety on the field, can bring their families to fun events, and can retire there, too.			
1/26/2022	There is no doubt that regional air capacity needs to be expanded and that PAE is the frontrunner to absorb some of this demand, as every other location has put up roadblocks as to why it cannot be there. Instead of caving in, the planners need to put the capacity where the demand is, period. It's very important to, if possible, separate GA planes from commercial jets for a variety of reasons, from the practicality of it - GA planes typically need far less runway - to the safety aspect of the small planes catching the eddies of the large planes. However, there doesn't appear to be room for a smaller, parallel runway without some heavy lifting. Another key aspect for PAE is accessibility by mass transit, which is presently mediocre: a frequent Swift bus rapid transit where stops are too distant to be practical and only useful for the lightest and able-bodied travelers, much like the bicycle lanes are great for those same folks. Meanwhile, the local bus - Everett Transit #8 - meanders around the north to get there, bypassing the densest areas of West Casino Road to get there from downtown, from the south going through some of the lightest-density areas from the east. Community Transit has a peak-only 107 bus that only goes to/from Seaway Transit Center.	abcs99@hotmail.com	1430 W Casino Rd	Brian Doennebrink

Date	Comment	Email	Address	Name
	Meanwhile, the future light rail line doesn't even have any station planned for PAE! This aspect sorely needs improving: ET #8 should go the length of West Casino Road, then backtrack to Seaway TC on weekdays, the Swift BRT needs to go into the terminal, especially on weekends. The #107 should be extended to the terminal on the north and to Mountlake Terrace Transit Center to the south to provide south county riders some access. Lastly, Link light rail should have a station that's close to the passenger terminal. In addition, some linkage to/from Mukilteo Sounder and ferry needs to be made, and something that encircles the airport and the various museums, and such could be worthwhile.			
1/27/2022	The door is open for more commercial flights: originally, I believe the number was going to be 12/day, then 18; in and out, this number doubles. I object to having a flight path over my house; there is obvious noise and disruption regardless of the comments otherwise. Small planes and Boeing test flights are what we had for decades; expansion will decrease both our ability to enjoy our property and the resale value of our home. A few years back, we attended an in-person meeting, recorded our objections one on one and then attended a full meeting. It was obvious during both encounters that the parties involved were simply going through the motions of getting public input rather than taking citizen input and concerns seriously, decisions had been made. Only one person spoke in favor of the plan, there were many many who opposed it.	cougfan70@hotmail.com	7207 176th St SW Edmonds WA 98026	Kristie Simard
1/27/2022	Please focus on expanding commercial flight opportunities to more destinations.	Purplehase79@yahoo.com		Jeffrey Hase
1/31/2022	It seems like the biggest detriment will be the air traffic noise. It would be great to find ways to manage its impact. I'm guessing that centralizing the facility (rather than expanding to Arlington etc.) would protect other areas from the negative impacts of noise and traffic. It seems like	plainbrownbag@icloud.com		Jill Armitage

Date	Comment	Email	Address	Name
	focusing resources on Paine Field could, and hopefully would be used to, most effectively manage traffic, noise, and logistics to help maintain the quality of beauty, enjoyment of nature, and continual progress towards environmentally conscious development of this area.			
1/31/2022	Please don't have the airplane fly over the Meadowdale Schools it is very distracting to the students and unsafe if there is an engine failure etc.	bjmerrill007@yahoo.com	6626 164th St SW	Harold Merrill
1/30/2022	Thank you for the opportunity to provide comments. I am a longtime lover of travel, and I am overall positive with the future growth/expansion of Paine Field and the passenger terminal. Here are some of my thoughts, not necessarily in priority order: Additional facilities or an increase in capacity of existing facilities should ensure the use of Airport Road for access. The Mukilteo Speedway is already congested at numerous parts of the day with Mukilteo resident and visitor traffic, as well as ferry terminal passengers. There has been consideration of a Park and Ride off of the Mukilteo Speedway at Bernie Webber. This area should be reserved for this function and not be converted to a paid parking lot for the airport or other facilities to otherwise use the space. It was disappointing to see the end of the Jet Deck restaurant/bar. However, this had become fairly run down, and it was understandable. A new restaurant/bar should be considered in a similar area where one could overlook the general aviation area and be externally accessed (easy for people to drop in and out for a time without needing to go through a passenger terminal). There really isn't a good place to offer a "Hundred Dollar Hamburger" for the general aviation fly-in. Alternatively, or additionally, the former location of Heritage Flight on the SW area of Paine Field could be a nice spot with easy access from the Mukilteo Speedway. The county should push to get expanded hours of the FAA control tower. Paine Field has a significant amount of air traffic for having so much evening	mach1_rotax@hotmail.com	5817 Central Dr.	Jason Raaum

Date	Comment	Email	Address	Name
	time without active air traffic control. I am not as concerned with the eventual increase in passenger traffic since the next generation of airplanes that would fulfill this (737MAX, A220, A320NEO) have newer and quieter engine technologies. Alaska and any future commercial service operators should be encouraged to use these latest airplane types, and community education could be provided to compare the noise signature differences between today's ERJ-175s and 737NGs and the newer airplane types mentioned above. Also, regarding passenger airplane traffic, "quiet times" should be strongly encouraged for hours beyond 11 pm and before 6 am. Perhaps landing fees can be structured to discourage takeoffs and landings outside of 6 am and 11 pm. Plan for dedicated free viewing areas of the approach and/or runways. This is both for passengers and for outside Plantespotters. Check out seatmaestro.com for some of the best passenger viewing airports. There can also be organized locations outside of airport security. The In-N-Out at LAX is legendary for the Planespotting and even has an annual gathering of Av-Geeks. Perhaps Paine Field can be known as an ideal location to watch planes approach and take off. Yes, the Future of Flight is a great location, but that isn't exactly public. Please find a way to continue with Paine Field Aviation Days. I know that as more and more passenger flights utilize Paine Field, this may be more of a challenge. But the small little air show is something that is great for this community and has been a great way to connect with Youth who might become future pilots or aviation workers. Thank you, Jason Raaum Mukilteo Citizen			
1/30/2022	I love flying from PAE, and I would like PAE to adopt a Voluntary Nighttime Curfew to limit scheduled flights from about 6 am to 10 or 11 pm. The late-night noise does bother many people in Mukilteo, although it doesn't affect me personally. Thanks! Tom Jordal, Mukilteo City Council Member.	tom.jordal@skylinecommunications.net	11606 60th Place West	Thomas Jordal

Date	Comment	Email	Address	Name
1/30/2022	Recommend Master plan account for. CAT3 approach CPDLC Digital ATIS WI-FI for airport	madarrow1@comcast.net	11001 Westridge dr Mukilteo	Mark Darrow
1/29/2022	If the terminal is privately owned, shouldn't it be the terminal owner to request expansion and not the airport? The terminal and the number of flights are reasonable, so don't expand. My family and I really like Puget Sound because it's not like where we came from. Trust me; you don't want to go there!!!	robhannich@gmail.com	17121 11th Pl West, Alderwood WA	Robert Hannich
1/30/2022	Keep Paine Field as a smaller regional airport and send shuttle flights to other Alaska hubs with the same flight selection as Seattle. Look at Bellingham's model with all Alaska flights going to Sea-Tac. Yes, Paine is probably too close to Sea-Tac, so maybe expand Portland instead, which is underutilized, to say the least. Don't risk our already 59.9 billion in economic output by allowing the airlines to exploit our wonderful "golden goose" we already have! We don't have the room at Paine without major disruptions to existing airport infrastructure and our highly valued economic output systems. Why is that so hard to see?	robhannich@gmail.com	North End	Thomas Hannich
1/30/2022	The following are my comments on the master class lab development: 1. Commercial airline flights should be limited in number to the 2019 levels, including freight operators such as FedEx. 2. Commercial airline flights and freight operator flights such as FedEx should be limited to the hours of 7 AM to 10 PM. 3. The use of Paine Field to support the aerospace industry should be a prior and encouraged. 4. The use of Paine Field for general aviation should be a priority and encouraged. 5. The use of Paine Field to house historic aviation collections, displays, and showcases should be a priority and encouraged. 6. The western side, including the southwestern corner, of Paine Field, should remain undeveloped to act as a buffer between the airport operations and the businesses and homes in that vicinity. This also probably videos protection for wildlife, including deer, coyotes, and others. 7. Big Gulch is an active salmon	cougar1987@comcast.net	9550 57th Avenue West, Mukilteo, WA 98275	Robert Tucker

Date	Comment	Email	Address	Name
	stream, so Paine Field and airport operations should protect and enhance big gulch			
1/29/2022	Your Map of "Existing Airport Facilities" does not show Boeing Manufacturing or the Boeing flight line, which is used for Manufacturing too. Why was this left out of your Map?? The noise problem is NOT just coming from the Dream Lifter; it's coming from regular daily early AM and late PM commercial flights. Build another "green site" airport somewhere else but NOT in my backyard please!!!	chuckfields128@gmail.com	Mukilteo (i.e. right over the flight path)Lenard	Bowen Lenard
1/30/2022	To PAE master planners, As the Snohomish County Airport moves forward into the future, general aviation needs to be a central focus with respect to the future of airport operations. PAE serves a vital need for the general aviation community. Over the past four decades, several smaller airports have been closed in the Puget Sound area. Recently, Boeing Field in Seattle has made the decision to remove small aircraft hangar space to make accommodations for other purposes. These events have reduced small aircraft hangar capacity in the area. The hangar space that PAE provides is desperately needed, and the airport should consider adding more hangar space, in my opinion. The general aviation business at PAE generates jobs and provides services for maintenance and pilot training that is needed for the survival of the aviation industry. We need to continue to nurture and grow general aviation activity at PAE. PAE is and should continue to be a real epicenter for general aviation activity in Washington State going forward into the future. Thank you.	smithx44@frontier.com	12712 47th Ave SE Everett, WA 98208	Anthony Smith

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December 30, 2021

Kristin Banfield
Public Information Specialist
Paine Field | Snohomish County Airport
3220 100th St SW, Suite A | Everett, WA 98204-1303

Via E-mail

Dear Kristin,

Thank you for hosting the virtual open house to gather public comment on the Master Plan Update for Paine Field and the opportunity to email you the City of Lynnwood's comments directly. As you proceed next year with the initial factfinding effort in preparation for developing alternatives for managing potential growth of Paine Field operations, I wanted to share a few past and current perspectives from the Lynnwood community.

In 2008, the City of Lynnwood City Council passed Resolution 2008-04 re-affirming its position opposing any expansion of operations of Paine Field Airport to provide regional or major commercial passenger airline service . While passenger service began in 2019 despite opposition of the City of Lynnwood and other nearby communities, the resolution remains and reflects ongoing community concerns further growth in commercial and other operations at Paine Field will impact negatively the community's quality of life through increased noise, air pollution, traffic congestion and other potential impacts.

Paine Field is a significant economic engine for the region, serving Boeing manufacturing for decades and now providing convenient, limited, commercial passenger air service and cargo operations. This economic benefit needs to be balanced with the impact growing operations will have on Lynnwood and other adjacent communities. Just as Paine Field has seen significant changes in the last few years, so too has the City of Lynnwood. In the last decade, Lynnwood has grown in residential population and commercial activity expanding the community that could potentially be impacted by expanded flight operations.

Years ago, in anticipation of light rail service arriving in 2024, the Puget Sound Regional Council (PSRC) designated the area that includes the Lynnwood Link Station and Alderwood Mall as a Regional Growth Center (RGC). Lynnwood has been planning for urban development in the RGC since the early 2000s and has recently authorized further planning to accommodate growth. The ability to develop these areas with taller urban developments is vital to meeting our growth allocations and our obligations as an RGC.

The Lynnwood RGC is experiencing tremendous urban growth and permit review is underway for tall mixed-use buildings exceeding the height of buildings in Lynnwood

20816 44th Avenue West, Suite 230 | Lynnwood, WA 98036 | Phone: 425-670-5400 | Fax: 425-771-6534 | www.LynnwoodWA.gov

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today. With light rail service imminent, the market is responding with urban-scale development as called for by VISION 2050. However, the Lynnwood's RGC is in the alignment of Paine Field's 16R/34L runway.

In addition to impacts on potential urban development, the Paine Field Master Plan Update must include careful consideration of how future operations will impact nearby noise-sensitive land uses which include residences, businesses, schools, places of worship, parks, and wildlife habitat. Changes at Paine Field must balance the regional need for passenger service and commercial operations with the city obligations to accommodate future growth through densification of Lynnwood's RGC. Limitations on height in the RGC would limit the ability to provide housing, further exacerbating housing deficiencies in the region. We ask that the Master Planning process include noise and height compatibility plans to minimize adverse impacts from air traffic flight patterns and runway approaches.

Thank you for your efforts to reach out and connect with surrounding communities. We look forward to engaging with you as the region plans for the future of Paine Field as an economic engine that addresses the needs of local communities through evaluation and mitigation of potential impacts.

Sincerely,

Ben Wolters

Economic Development Manager
Development & Business Services
20816 44th Ave W, Suite 230
Office: 425-670-5401 | Cell: 425-480-2295

EVERETT
WASHINGTON

CITY OF EVERETT

January 31, 2022

Paine Field Master Plan Update Project
c/o Kristin Banfield
Snohomish County
3000 Rockefeller Ave
Everett, WA 98201

Thank you for the opportunity to provide comments as part of the Paine Field airport master planning process.

The recently completed Regional Aviation Baseline Study estimates a near doubling of passenger enplanements and air cargo tonnage in the central Puget Sound region by 2050 (unconstrained). The study also concludes that SeaTac Airport and Boeing Field are unlikely to be able to accommodate this growth.

We ask that Snohomish County consider the following comments as the master plan update project progresses.

Develop Paine Field into the region's second hub passenger airport

Paine Field is a logical second hub airport for the central Puget Sound region's passenger service based on geographical balance, available airport land and facilities, flight paths, and connections to the regional ground transportation system. More importantly, development of robust commercial air service in the SW Everett area is an extremely valuable economic development tool that is already attracting interest and investment.

The city supports continued development and expansion of Paine Field into a world-class airport serving the city's, and region's, residents, businesses, and travel and tourism sector.

Support the Boeing Everett production facility and the associated aerospace cluster

Boeing's Everett production facility employs over 30,000 people, with thousands more employed by suppliers and associated aerospace businesses. This aerospace cluster is a bedrock of the city's, and the county's, economy. Any development or changes contemplated at Paine Field must be viewed through a lens of support for the surrounding aerospace cluster.

Maintain support for the Boeing Everett production facility and associated aerospace cluster as a primary consideration in planning for the future of Paine Field.

Plan for balanced and sustainable transportation access

Nearly every passenger enplanement at Paine Field will entail a trip through the City of Everett on the ground. The positive impact on the city from growing commercial service will be somewhat blunted by negative impacts from traffic and pollution associated with access to and from the airport. Planning for a light rail station near the passenger terminal is underway, but no option currently under consideration will have a stop directly at the station; shuttle service or other strategies will be necessary to conveniently connect passengers from the light rail station to the terminal, and direct and welcoming bus service to the terminal itself should also be a priority.

2930 Wetmore Ave., Ste. 8-A
Everett, WA 98201

425.257.8731
425.257.8742 fax

planning@everettwa.gov
everettwa.gov

Plan for welcoming, convenient, and efficient transit service to the passenger terminal and ultimately capture a significant proportion of passenger traffic on buses and trains.

Thank you again for providing this opportunity to comment as part of the master plan update process. If you have any questions or need further information, please contact Yorik Stevens-Wajda, Everett Planning Director at (425) 257-8725 or ystevens@everettwa.gov.

Sincerely,



Cassie Franklin, Mayor, City of Everett

From: Steve Powers
To: Banfield, Kristin
Cc: Joe Marine
Subject: Paine Field Master Plan Comments
Date: Monday, January 31, 2022 1:47:23 PM
Attachments: image001.png

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Dear Ms. Banfield,

The City of Mukilteo thanks you for the opportunity to submit these comments regarding the Paine Field Master Plan update process. As you might expect, we have a strong interest in the outcome of the planning effort for this regionally significant facility located immediately east of our city limits.

According to information found on the Paine Field Master Plan website, Paine Field generates 158,227 jobs (direct and indirect) and $59.9 billion revenue annually. These jobs, and the revenue associated with them, are of great importance to the region. The City of Mukilteo strongly encourages Snohomish County to keep this economic impact in mind as you chart the course for the airport's future.

Most of the information found on the Master Plan website, and the materials published to date, seem to focus on the expansion of the commercial air service to meet forecasted needs. While we understand the interest in this topic (especially in light of the State studying options to meet future air travel demands for the Puget Sound region) we hope it is not at the expense of Paine Field's other roles. When reviewing the materials on the website, we see little mention of the airport's role in supporting the region's aerospace industry. We urge you to keep this vital function of Paine Field in mind as you continue the Master Plan update. We look forward to seeing how the future needs of the aerospace industry are incorporated in the Master Plan.

Again, thank you for the opportunity to submit these comments. Please do no hesitate to contact me should you have any questions about this email.

Sincerely,

Steve Powers | City Administrator
(425) 263-8001 | spowers@mukilteowa.gov



All email, including attachments, sent to or from the City of Mukilteo are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

Paine Field Master Plan 2040

Appendix J | Public Open House #2 Summary Report - June 2022

J

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

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1 Webinar and Online Open House Report

July 2022

1.1 Background

Paine Field Airport has a long history of serving Northwest Washington and beyond. Originally envisioned in the 1930s as a commercial airport, in response to World War II, it served the military and continued to do so for decades. Since the military left in the 1960s, the airport has become vital to the quality of life and economic sustainability of Snohomish County's residents. Today there are more than fifty businesses at the airport that provide more than 30,000 jobs to the community, and demand for expanded services and flights continues.

Snohomish County owns the airport and relies on a strategic framework, the *Airport Master Plan*, to guide the development of structures, runways, infrastructure, traffic, and more at the airport. This plan guides investments of public and private dollars on airport property and helps the businesses and communities near the airport to plan for their investments as well.

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others interested in the airport.

To share information about the Master Plan status and collect input, Snohomish County held one virtual meeting in June 2022 a hosted an online open house from through the month of June 2022.

1.2 Format and Notification

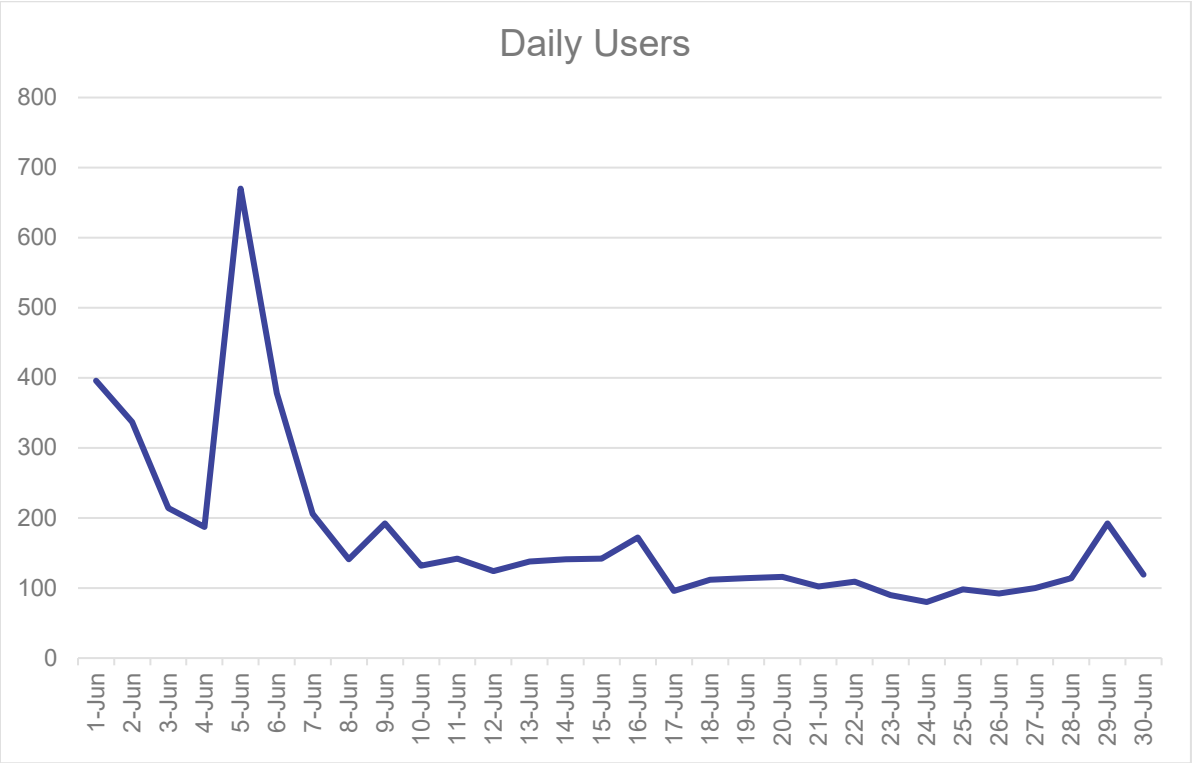
1.2.1 Webinars

Snohomish County hosted a webinar on Thursday, June 16, 2022, 6 – 7 p.m. It included a presentation and a question-and-answer session (see appendix for slides). 250 people registered and 120 attended.

1.2.2 Online Open House

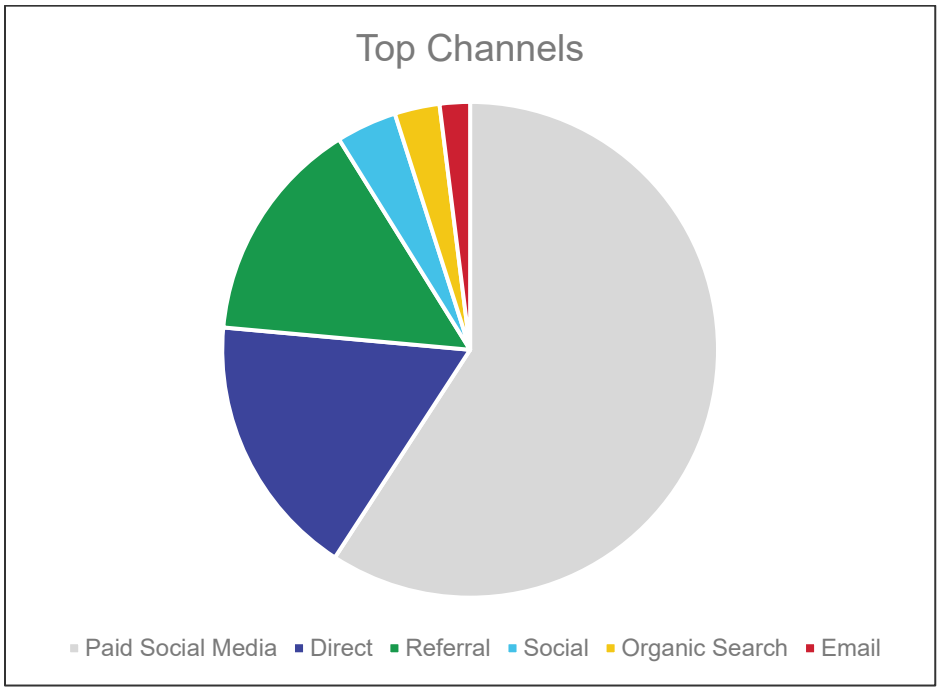
Snohomish County updated its online open house in early June and opened comment to the public for the 30 days. Visitors were encouraged to review updates on the airport planning process and provide their thoughts through an online form that allowed for free-form comments.

Exhibit 1 USERS



Source: Google Analytics

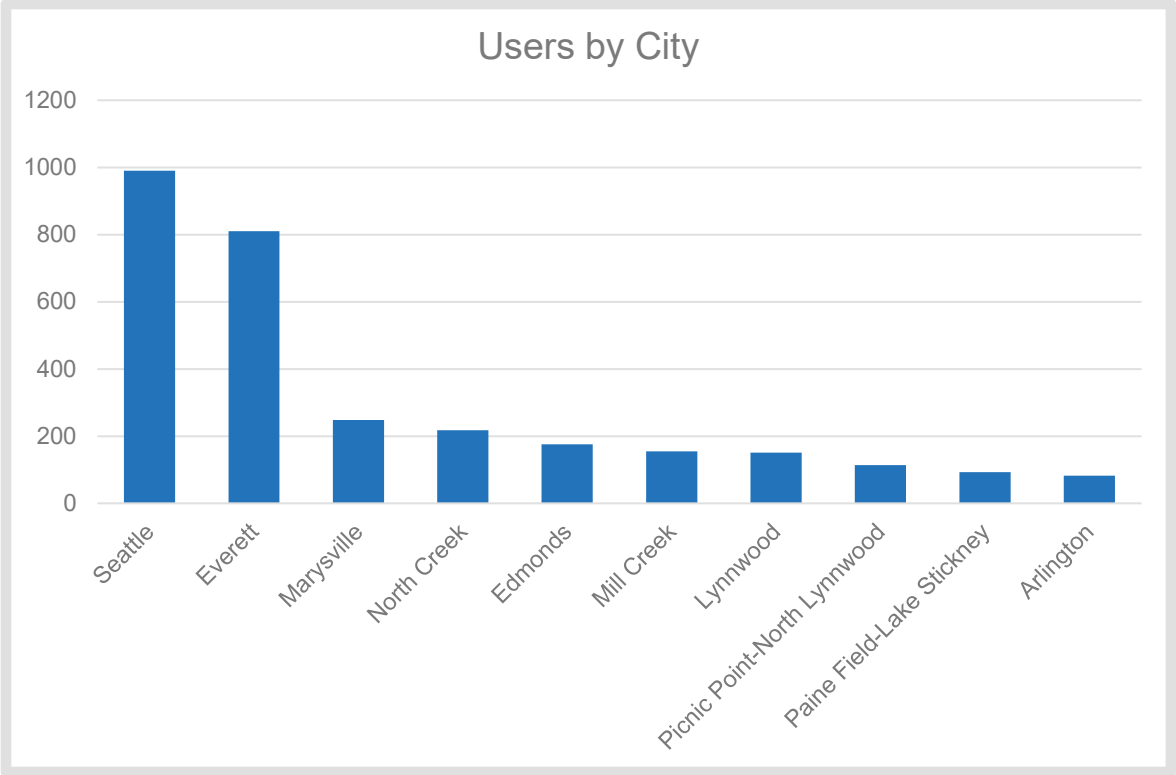
Exhibit 2 TOP CHANNELS



Source: Google Analytics

Paid Facebook and Twitter ads performed well. The June online open house had 8177 page views and almost 5000 visitors during the comment period. Google Analytics isn't always able to identify where a user is located, but of the 82% of users it was able to identify as being in Washington, with most from Everett and Seattle. This is consistent with visitors to the winter online open house. The percentage of Spanish-speaking of visitors to the online open house decreased to 1.3% from 1.5%.

Exhibit 3 USERS VS CITY



Source: Landrum & Brown

At least 71 users left 78 comments (not all commenters included their names or email addresses). 13 comments expressed support for the airport and its expansion, and most of the remaining comments were against airport expansion or regarding flight destinations. About a third (23) of comments complained about airport noise. Other complaints included concerns for the local environment, the impacts of aviation on climate change, concern about how airport-related decisions are being made, and a lack of parking options at the airport.

Visitors to the June online open house were not invited to disclose their demographics, but based on the comments left, it appears many are homeowners.

See Appendix E for screenshots of online open house. Comments are included in Appendix F.

1.2.3 Notifications

The team notified community members in Everett and other communities surrounding the airport through online advertising, emails, social media posts, postcards, and print ads.

- Postcards were mailed to 30,523 addresses the week of May 25
- Print ads in the Beacon Publishing, Sound Publishing, and the Lynwood Times ran three times a week from June 1 to June 27 and a digital ad ran between June 1 and 30 at each publication's websites.
- Online ads on Facebook and Twitter ran from June 1 through June 30
- Social media posts urging community participation continued throughout the comment period.
- On May 26, Paine Field Airport sent emails to 1,054 addresses inviting them to visit the online open house.
- Advertisements across digital platforms received over 225,000 impressions and performed above industry averages, with outstanding click-through rates on English Facebook and Twitter ads.

TABLE 1 ADVERTISEMENTS ACROSS DIGITAL PLATFORMS

Date	Platform	Ad Set	Impressions	Clicks	Click Through Rate (CTR)
6/1 - 6/30	Twitter	PAE MP – English/ Spanish Combined Ads	41304	421	1.02%
6/1 - 6/30	Facebook	Master Plan - English	135266	2582	1.91%
6/1 - 6/30	Facebook	Master Plan - Spanish	48471	279	0.58%
		Total	**225,041**	**3,282**	

Paine Field Airport also reached out to specific groups and jurisdictions, including:

Village on Casino Road Community Center
Habitat for Humanity of Snohomish County
Casa Latina
The Arc of Snohomish County
United Way of Snohomish County
Catholic Community Services
Familias Unidas Latino Community Resources Center
Sno-Isle Libraries
Edmonds Chamber of Commerce
Mukilteo Chamber of Commerce
Everett Chamber of Commerce
Edmonds School District
Mukilteo School District
Everett School District
Everett Community College
Edmonds College
University of Washington Bothell
Community Transit
Washington State University
WSU Everett
Snohomish PUD
Port of Everett
City of Mukilteo
City of Marysville
City of Arlington

City of Lynnwood
City of Everett
City of Brier
City of Bothell
City of Darington
City of Edmonds
City of Gold Bar
City of Granite Falls
City of Monroe
City of Montlake Terrace
City of Stanwood
City of Sultan
City of Woodway
City of Millcreek
City of Lake Stevens
Take Flight, Snohomish Members
Aerospace Taskforce Members
Hangar tenants
Paine Field business contacts

See Appendix A for the notification report and copies of notification materials.

1.3 Webinar Summary

1.3.1 Welcome

Terry Ryan, Snohomish County's Aerospace Economic Development Director, greeted attendees, opened the webinar meeting, provided an overview of the presentation, and introduced Michael Tubridy and Cody Meyer as the main presenters.

1.3.2 Technical Presentation

Michael Tubridy, Landrum & Brown project manager, explained what a master plan is and why it needs to be updated, and then shared an update about what the technical team has been working on since Fall 2022. This included sharing information about airport capacity triggers, proposed safety improvements, proposed terminal alternatives, how alternatives evaluation criteria is being developed and how the Paine Field Master Plan will be implemented.

1.3.3 Q&A

Terry Ryan facilitated the question-and-answer session. Participants asked a variety of questions that fell into the following broad categories: flight traffic, airport and adjoining property, community outreach efforts, ground transportation, funding, and airlines and airport logistics.

A list of questions and comments provided during the two public webinars, with answers from the consulting team and Paine Field staff is provided in Appendix D. Appendix F presents the various comments provided by the general public during the Open House comment period.

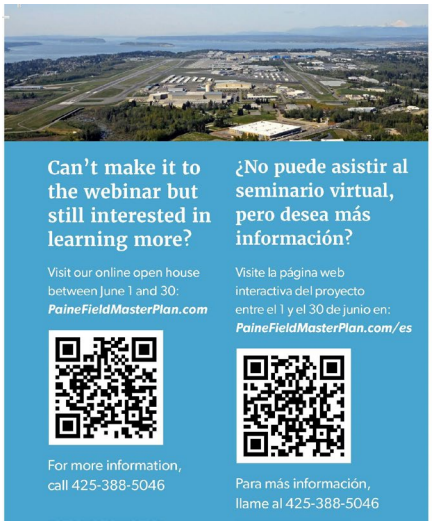
1.3.4 Closing

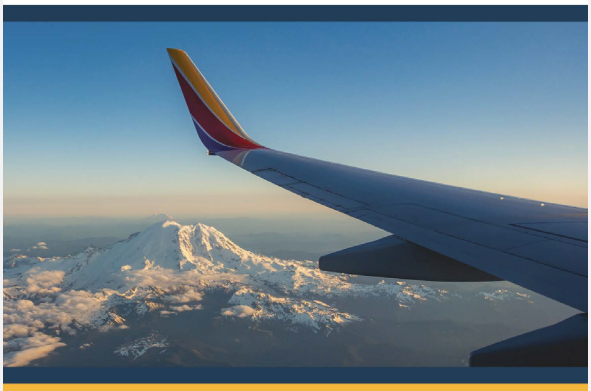
Terry Ryan thanked participants for joining and encouraged anyone with additional input to visit the online open house to submit comments.

2 Appendices

2.1 Appendix A: Notifications

TABLE 2 NOTIFICATIONS

Advertisement Graphic	Ad Platform Run Dates
 PAINE FIELD SNOHOMISH COUNTY AIRPORT Paine Field Airport 3220 100th Street SW, Suite A Everett, WA 98204	Mailed postcard Reached mailboxes approximately May 27, 2022
	Mailed to 30,523 addresses
	¼ page print add in Beacon Publishing, Sound Publishing and Lynwood Times

Advertisement Graphic	Ad Platform Run Dates
Paine Field MASTER PLAN **What should Paine Field look like in 2042?** Visit our online open house between June 1 and 30 to let us know your vision for your hometown airport, and see some preliminary designs: *PaineFieldMasterPlan.com* Talk to the project team at the online webinar on June 16! Register at *PaineFieldMasterPlan.com*  **¿Cómo debería ser Paine Field en 2042?** Visite la página web interactiva del proyecto entre el 1 y el 30 de junio para que nos comparta su visión para el aeropuerto local, y para ver algunos de los diseños preliminares: *PaineFieldMasterPlan.com/es* ¡Hable con el equipo en el seminario virtual el 16 de junio! Regístrese en *PaineFieldMasterPlan.com/es*	3 times between June 1 through June 30, 2022

Advertisement Graphic	Ad Platform Run Dates
	Sound Publishing Digital Ad 300x25 June 1 through June 30, 2022
	Facebook, Twitter June 1 through June 30, 2022
	Facebook June 1 through June 30, 2022

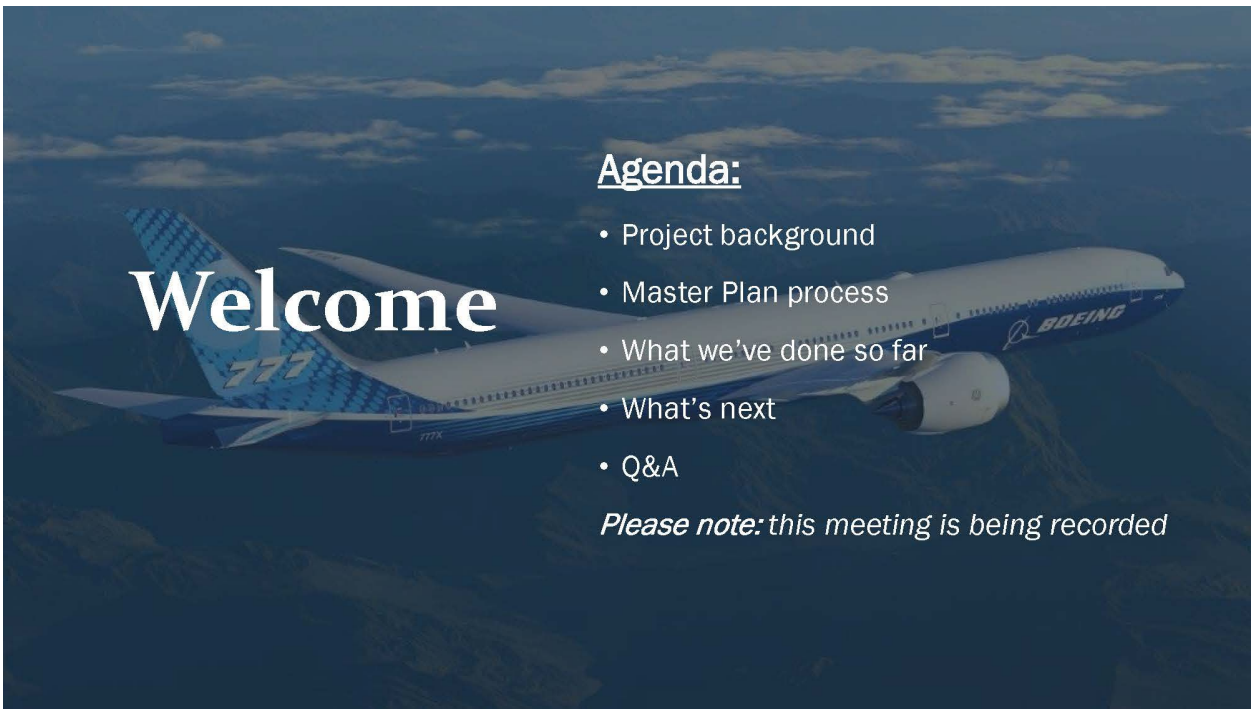
Advertisement Graphic	Ad Platform Run Dates
	Facebook, Twitter June 1 through June 30, 2022
	Facebook June 1 through June 30, 2022

Source: Landrum & Brown

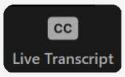
2.2 Appendix B: Presentation

EXHIBIT 4 PRESENTATION DECK





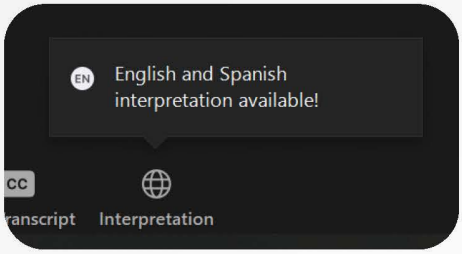
Using Zoom

- Click 

to turn on captions.
- Participants are automatically muted
- Use the Q&A chat box to ask questions

Paine Field
MASTER PLAN

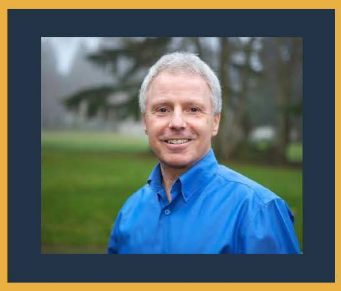
Using Zoom interpretation channels





Paine Field
MASTER PLAN

Team introductions



Terry Ryan
Snohomish County



Michael Tubridy
Landrum & Brown



Cody Meyer
Landrum & Brown

Paine Field
MASTER PLAN

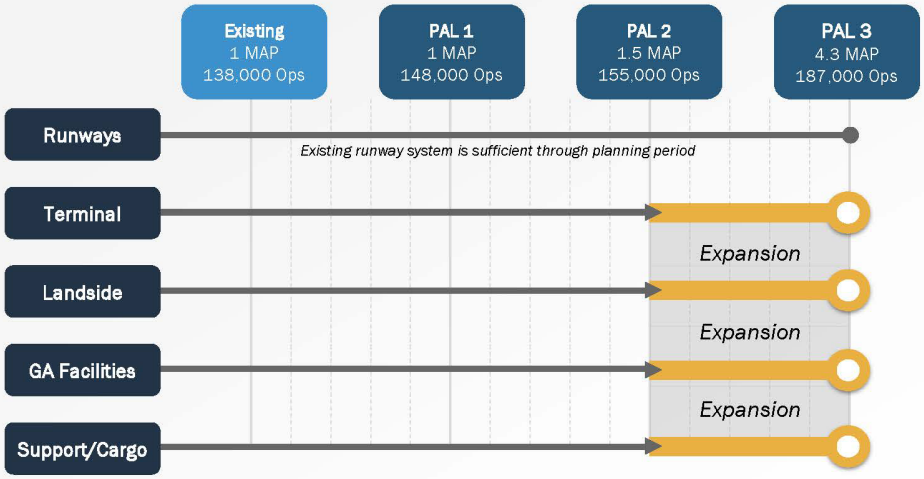
What is a Master Plan?

The Master Plan is a long-range planning document that recommends a strategy for development of airport land and facilities



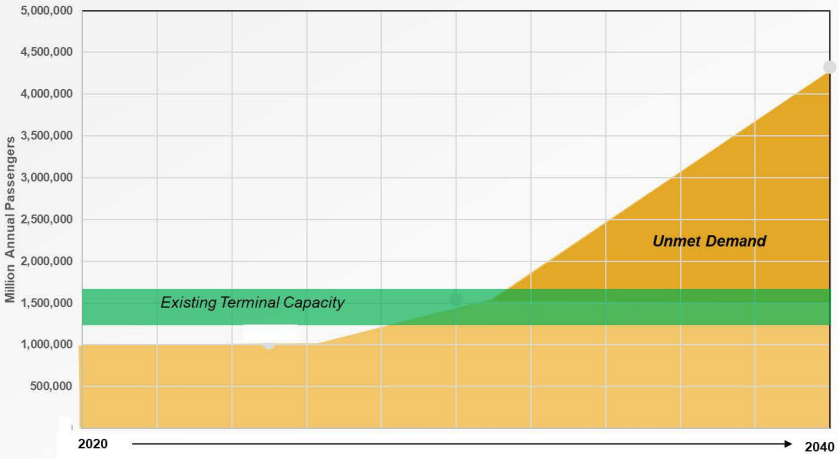
Paine Field
MASTER PLAN

Airport Capacity Triggers



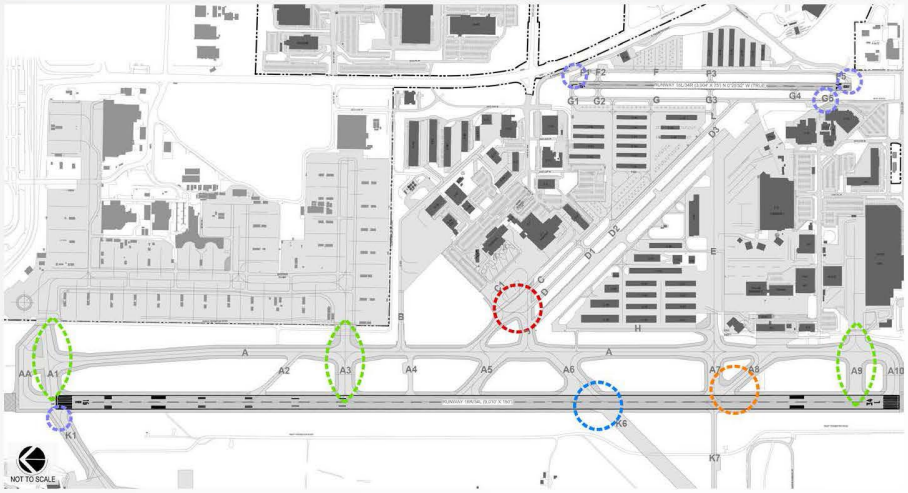
Paine Field
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Terminal Capacity



Paine Field
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Proposed Airfield Safety Improvements



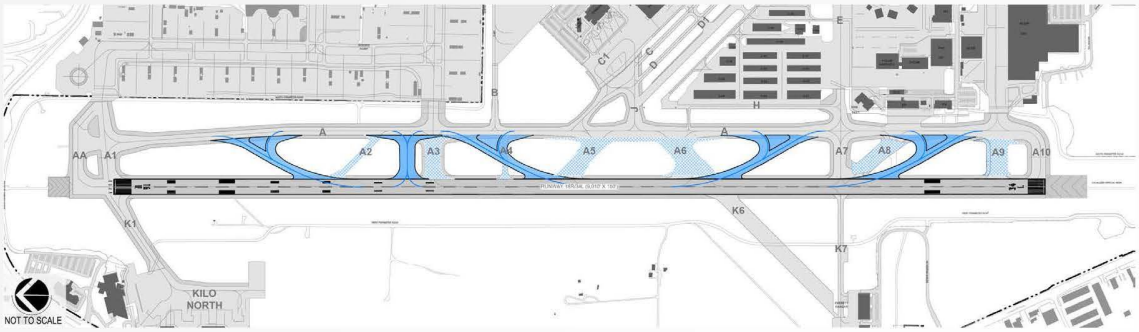
Master Plan alternatives investigated mitigation measures to improve safety across the entire airfield.

- Violation of 3-Node Concept
- Wide Throat Runway Entrance/Taxiway Crossing
- High-Energy Intersection
- Acute Angle Intersection
- Direct Access from Apron to Runway

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Optimizing Airfield Taxiways



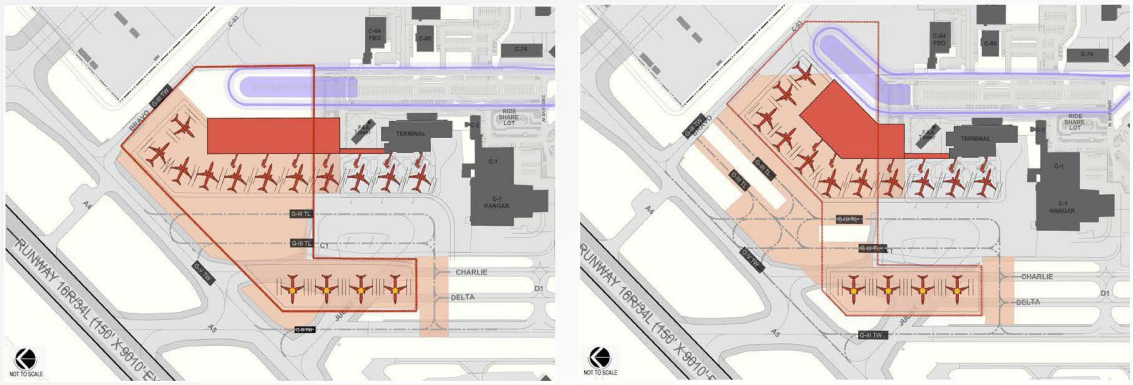
In tandem with Safety Improvements, alternatives that optimized and maximized capacity were analyzed

- Future Taxiway
- Pavement Demo

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Terminal Alternatives



Alternatives focused on defining the overall limits of terminal buildout and supporting gates and apron layouts

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MASTER PLAN

Evaluation Criteria

- Forecasted Demand
- Expansion Flexibility
- Airfield Circulation Efficiency
- Landside Efficiency
- Disruption to Existing Infrastructure
- Environmental Issues
- Capital Cost

Paine Field
MASTER PLAN

Ground Transportation

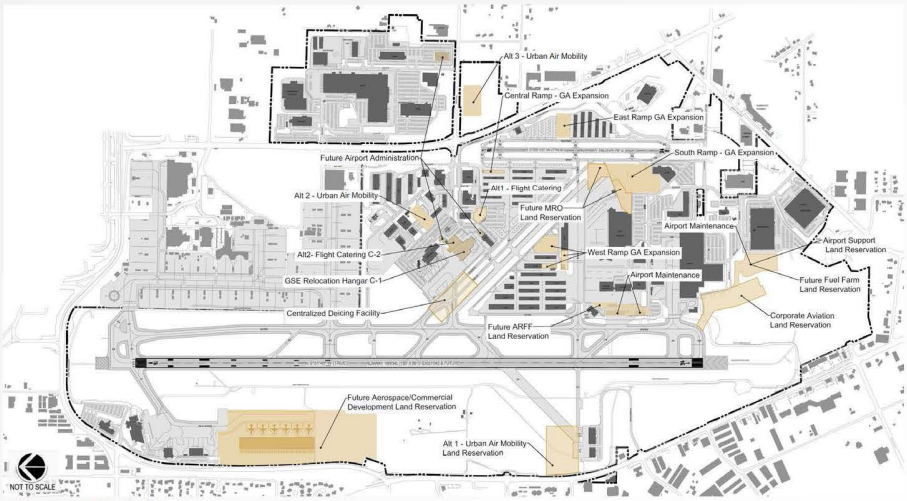


The existing roadway network and parking facilities will require expansion in the planning period to support an expanded passenger terminal

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MASTER PLAN

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Support Facilities - Alternatives Summary



A range of support facility land alternatives were identified, strategically reserving areas for expansion

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MASTER PLAN

General Aviation and Corporate Aviation



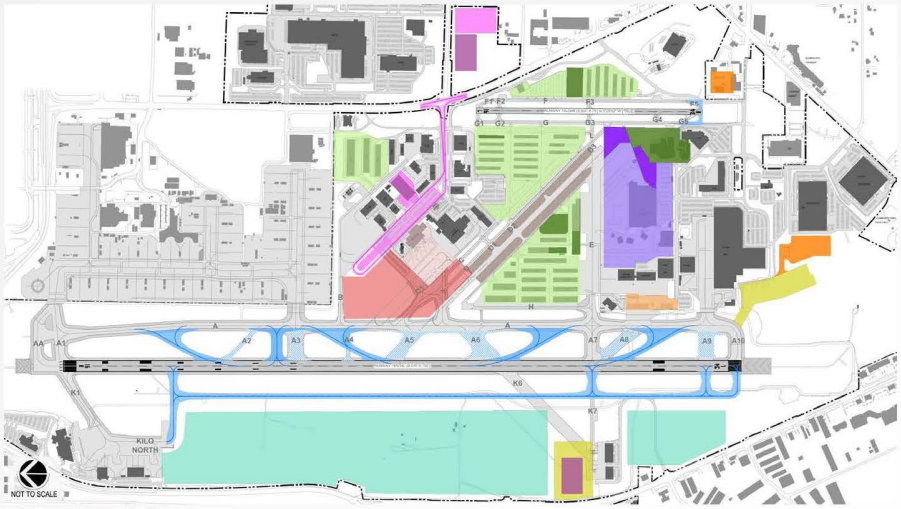
Existing GA
Potential GA Expansion
Existing Corporate Aviation
Corporate Aviation Land Reservation

A range of General Aviation and Corporate Aviation land alternatives were identified, strategically reserving areas for expansion

*Long-Term: South Ramp Expansion

Paine Field
MASTER PLAN

Draft Land Development Reserves

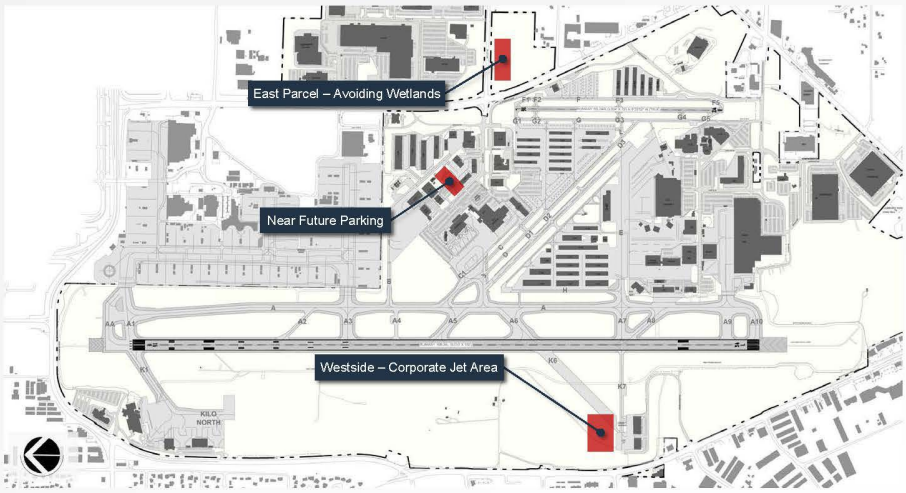


Aircraft Maintenance, Repair, and Overhaul (MRO)
Airport Maintenance
Terminal Area
General Aviation
Landside Development
Airside Development
Airside Support/Commercial (Decommissioned RW)
Corporate Aviation
Aerospace/Commercial Development
Urban Air Mobility

Strategic Roadmap for the airport, combining land use reservations and 20-year (demand based) land development

Paine Field
MASTER PLAN

Urban Air Mobility – Potential Sites



Incorporating modern trends and technologies in the planning process

Paine Field MASTER PLAN

17

Major Milestones

Inventory of Existing Conditions
- Draft complete (June 2021)
- Pavement Conditions Assessment (Complete)

Forecasts of Aviation Activity
- Draft completed and approved by the FAA, August 2021

Public Open House #1
Nov 2021/Jan 2022

Capacity Analysis and Facility Requirements
- Draft complete (November 2021)

Concepts, Alternatives and Development Plan
- Phase 1 Alternatives

Public Open House #2
June 2022

Development Plan
- Around the corner

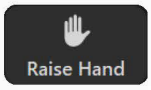
Airport Plans
- Airport Layout Plan (draft Q4 2022)
- Exhibit A (draft Q4 2022)

Public Open House #3
Q4 2023

18



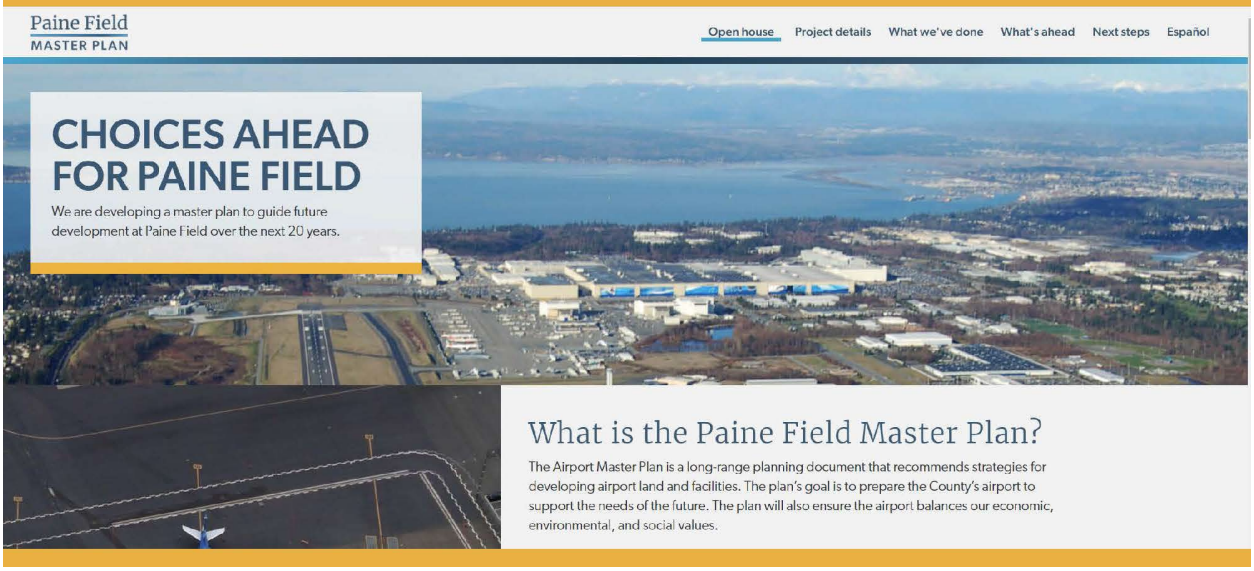
Questions?

- Use the Q&A chat box to ask questions
- You can also use the Raise Hand 

feature to share a question or comment verbally
- If you are joining us by phone, use *9 to raise your hand

Paine Field
MASTER PLAN

Share your input: PaineFieldMasterPlan.com





2.3 Appendix C: Online Open House Visitor Detail

TABLE 4 ONLINE OPEN HOUSE VISITOR DETAIL

City	Users	New Users	Sessions
Seattle	1004	965	1124
Everett	825	806	916
Los Angeles	423	404	515
Marysville	255	248	275
North Creek	225	221	247
Edmonds	178	177	201
Lynnwood	157	155	166
Mill Creek	156	153	177
Picnic Point-North Lynnwood	116	114	128
Paine Field-Lake Stickney	95	92	108
	5149	**5011**	**5664**

2.4 Appendix D: Webinar Questions and Answers

2.4.1 Webinar Q&A

Below are questions asked during the webinar Paine Field held on June 16, edited for clarity. Time ran out before presenters were able to answer all questions. Answers are provided here.

2.4.1.1 Traffic Forecasts

Will there be a review of impact to tenant activities (e.g., GA) if increased TSA requirements are needed in conjunction with increased airline operations?
PAE is a Category II airfield and is currently required to amend and update TSA regulations as they change. Even though we are much smaller than a CAT X airport (SEA) we still abide by the same requirements today.

2.4.1.2 Land, Structure, and Runway Developments

How much is airport land still available for commercial development? Does the Master Plan take into consideration businesses in the area and their future needs?
The west side has about 120 acres of developable land. There will be an area of land designated in the Master Plan to expand commercial uses beyond current uses.

Is there a plan to develop additional runways on the northwest end?
There are no plans for additional runways in this Master Plan.

The bar chart showing the PAL 1 through PAL 4 timeframe, indicates that GA activities at some point in the future (PAL 3 column) need to expand. Does PAL 3 mean that no expansion is needed until year 15 of the 20 year master plan? The challenge with pinning it to a time is that we will invariably be off. So, we've tried to say that PALS are the true power as an activity level as opposed to time being the trigger. It does not mean expansion is not needed until 15 or 20 of the master plan, it means activity is needed at that level for expansion.

Does "GA Activities" include GA hangars? Potentially, yes

Is there any possibility that this airport will not expand? Growth in aircraft activity will continue. Therefore, facilities will need to be developed to keep pace with this growth.

What will happen to the Flying Heritage and Combat Armor Museum?
Both museums are an important part of the community, and we want to support them both. It is unlikely airport expansion will have an impact on them.

How will the Master Plan address stormwater needs?
The Master Plan will include a review of stormwater needs. If modifications are needed in airport storm water retention facilities, they will be included as part of the Master Plan process.

2.4.1.3 Airport Impact on the Surrounding Community

Will there be an environmental study regarding the air quality and extra jet emissions with this expansion?
Not in this specific planning effort. The County may decide to engage in additional analysis at some point in the future.

Will there be noise studies on the impacts on surrounding residential neighborhoods? What would be the level of noise we should expect in the vicinity of the airport? How will noise impacts be evaluated with the projected changes?
Yes, noise impacts associated with changing travel demand will be analyzed, reviewed, and evaluated against traffic forecasts, including cargo. At this stage, it is premature to discuss mitigation until we know whether the noise may be greater than what is currently at the airport. An analysis of noise impacts is being done on each of the runways and they are being compared to the 2002 noise analysis.

Will the noise studies study AVERAGE noise levels, or PEAK noise levels? Average

Will the FAA partner with PAE to implement a noise reduction program for the local neighborhoods, like they are completing right now at LAX, SFO, SEA? This would be a question for the operations department.

Will your study include impacts to local property values due to noise, traffic, air quality?
The Master Plan will not get into that level of detail

Will expansion take into consideration current issues like crime and people experiencing homelessness on Airport Road and Hwy 99? While those are important issues, they are not part of the scope of this study.

2.4.1.4 Community Notification and Engagement

Will SEPA/EIS scoping be needed for this plan?
Environmental Impact Statements are typically used for construction projects and are not required for the Master Plan we are currently updating. Improvements identified in the Airport Master Plan will be the subject of subsequent environmental review, such as an EIS, when the individual project proceeds.

How are community members and neighbors who are impacted by the increased noise and traffic represented in your decision-making process?. The Master Plan has an ongoing website that offers community members information about the master plan process. Additionally, there are 3 open house events and webinars and commentary is highly encouraged. And, the airport staff could also be available to address and queries as needed during the process.

Is this a plan the community can vote on?
This plan includes a significant amount of community engagement. That engagement involves providing comments on the content of the plan. The County and its consultants take these comments very seriously and where applicable incorporate them into the Master Plan. A formal vote however, is not part of this process.

2.4.1.5 Ground Transportation

Will the Master Plan include access to the airport using Community Transit and alternate modes of transportation (i.e., light rail, bikes, and walking)?
One of the components of the analysis is to look at ground transportation, such as light rail, and access roads to the airport. There is an existing right-of-way for future light rail to the airport terminal; a connection will be part of the Master Plan. The county is working hand in hand with the City of Everett and Sound Transit as to what service could be and would look like.

Does the master plan consider impacts to traffic flow in the areas surrounding (and outside of) the airport property? Yes, impacts to traffic flow are considered in the plan.

Are there plans to complete and expand 100th Street SW in conjunction with the Everett Transportation Master Plan?
As traffic increases, the Master Plan has identified that the intersection of Airport Road and 100th Street will need to be modified to accommodate the forecast demand. Depending on the pace of traffic growth, it is likely that these modifications, however, will not be needed for another 15+ years.

Potential "shortcut" routes through surrounding communities are mentioned (e.g. Mukilteo Speedway/SR525, Paine Field Blvd/SR526, 84th St. SW, 80th St. SW, etc.), how do you plan to assess potential impact of that? Any new development proposed as a result of the master plan is still required to go through local, State, and/or Federal environmental review, depending on the scope of work and funding sources, prior to construction. These permitting processes include review of potential impacts and mitigation for multiple environmental categories, including traffic impacts.

2.4.1.6 Funding

How will the improvements be funded?
Funding for improvements at the airport will depend on the nature of the project. For airfield safety and capacity improvements, the Federal Aviation Administration provides funding. The County, airport operator, or developers might fund other improvements. This Master Plan will look at which funding sources are available for each project and make recommendations.

Will the improvements be result in additional taxes to the residents of Snohomish County?
Paine field airport is an enterprise fund and is self-funded. It does not as for tax dollars to subsidize the airport. During development of the plan cost will be identified as well as funding sources. Potential funding sources include Federal, State, and local funds. The FAA will identify the funds and it takes several things into consideration.

Are there different sources of funding within this enterprise funding model that are allocated to mitigate impacts to Paine Field Lessee's?
Yes. The airport does reallocate both aeronautical and nonaeronautical funds to support the overall operation of the airport. All funds remain at the airport and are reallocated annually and prioritized via the County's budget process.

What role will FAA play in determining what master plan options are pursued? The FAA funded the entirety of this Master Plan. It specifically reviews every aspect of the plan and formally approves the traffic forecasts and the Airport Layout Plan.

2.4.1.7 Airlines and Airport Logistics

Will there be no fly hours?
This falls outside the scope of this Master Plan, and would be an Airport operational policy decision.

What will be done to keep the aircraft at a good height when taking off or landing?
This falls outside the scope of this Master Plan. FAA air traffic would need be involved in this.

How many flights per day would FedEx and Amazon make from Paine Field? Would there be an increase from current level?
Currently Amazon does not fly into Paine Field, only Fed Ex does at one flight per day. At the planning level assumptions have been made for this activity, an increase to 50 was taken into consideration. These assumptions were made in in absence of any information from FedEx.

Will there be a "remote check-in" option for SeaTac? The passenger terminal is operated by Propeller and its air carrier is Alaska Airlines. Alaska Airlines does not fly to Sea-tac so at this moment in time, remote check-in is not available. It is not known what their plans are in the future.

Will there be any new destinations or connections added? Will there be daily BLI -> SeaTac flights stopping into PAE? Airlines decide the destinations for commercial flights.

As part of airport capacity triggers, do the "ops" include freight / cargo flights? "Ops" includes freight cargo, based on what we currently know from FedEx. Assessments have been made going forward and they included in the traffic forecast.

2.4.1.8 Other Questions

Is there a breakdown of "GA expansion" between things like Boeing/larger corporate aviation vs light aircraft facilities? During development the traffic forecast was broken down in detail and does include general aviation as it has potential impacts on the capacity of the airfield, as well as taxi ways to and from the airfield. Hangers, and box hangers are also included. Those forecasts are translated into facility requirements throughout the airport.

What's the earliest any development could be implemented? As traffic grows, there will be a need to improve facilities at the airport. There are also ongoing maintenance needs at the airport, so development is an ongoing process at the airport.

If the Puget Sound Regional Council and the State influence the master plan? These entities will not directly influence the Master Plan, however, they are entitled to provide comments.

Is the county's plan to primarily provide expansion for commercial operations? How would you weigh the county's interest in part 121 operations versus general aviation, or MROs?, which are maintenance, and repair operations. The County's plan is to accommodate all aspect of aviation growth at the airport and to ensure that the airport is in a position to accommodate growth as the various needs of the businesses arise. The Master Plan is providing a roadmap to allow for the future of aviation at PAE to occur.

Where would "far-term" parking be located? The Master Plan has set aside area for parking at the airport. Propeller as the terminal operator will decide how to designate its use, as either short-term or long-term parking.

How many gates will the airport eventually have? When traffic is proposed to reach approximately 4.3 million annual passenger, there will be a need for 11 contact gates.

What is the maximum number of flights that could be served by 11 gates per day? Currently, the maximum number is 24 operations per day.

It seems like the plan involves the current footprint and immediate activities on the current airport property. Does it take into account the needs of businesses attracted to the area, and they're expanding needs (- e.g. rental cars, hotels, restaurants, taxis, bars)? Yes, the Master Plan will include land set asides for the future possibility of commercial development at the airport

How much airport land is still available for commercial development?, non-airport operations area land? There are extensive lands west of Runway 16R-34L that will be dedicated for future commercial development. However, the exact amount of land that will be available will be dependent on further detailed environmental analysis. There are significant wetlands in this area, and some of the land will not be conducive to commercial development. The environmental analysis will be conducted when and if the County receives interest from the private sector for the long term lease of these lands.

What happens to de-icing chemical runoff? Existing deicing fluid collection at the passenger terminal area and Taxiway A is collected and uses the Boeing Campus sewer conveyance system, where it is treated and sent to the City of Everett. As deicing operations increase, the capacity of the existing system will be further evaluated .

2.5 Appendix E: Online Open House

EXHIBIT 5 ONLINE OPEN HOUSE

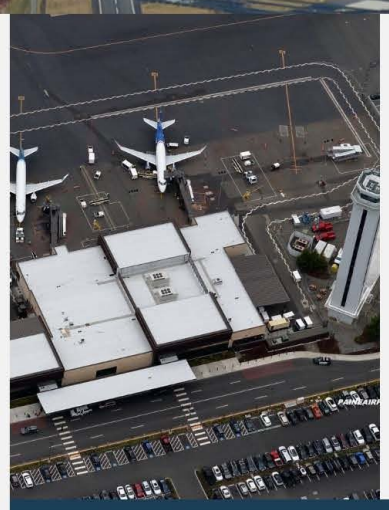
Paine Field
MASTER PLAN

Open House | Project Details | Inventory & Forecasts | Meeting Demand | What's Ahead | FAQ | Español



CHOICES AHEAD FOR PAINE FIELD

We are developing a master plan to guide future development at Paine Field over the next 20 years.



What is the Paine Field Master Plan?

The Airport Master Plan is a long-range planning document that recommends strategies for developing airport land and facilities. The plan's goal is to prepare the County's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.

Who is involved?

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others with an interest in the airport.

In addition to the direct input from the public and stakeholder groups, there are three committees working to help develop the Master Plan.

Stakeholder Advisory Committee
The Stakeholder Advisory Committee includes key aviation stakeholders such as major tenants, local businesses, general aviation users, representatives from the community, and technical experts.

Technical Committee
The Technical Committee provides input and review of technical documents and includes senior airport staff and the consultant team.

Steering Committee
The Steering Committee guides the County's goals and priorities for the airport; it includes members from Paine Field, the Port of Everett, and business leaders.

What's the project timeline?

1. **Inventory of Existing Conditions**
   - Draft complete June 2021
2. **Forecasts of Aviation Activity**
   - Draft completed and approved by the FAA in August 2021

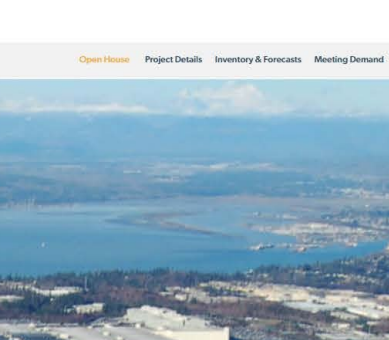
Public Open House #1 Nov 2021 - Jan 2022

3. **Capacity Analysis and Facility Requirements**
   - Draft complete November 2021
4. **Concepts and Alternatives**
   - Draft complete April 2022

Public Open House #2 June 2022

5. **Phased Development Plan**
   - August 2022
6. **Airport Layout Plans**
   - Airport Layout Plan - draft Q4 2022

Public Open House #3 Q4 2022





How can I share my input?

Share your thoughts **here**! On the next few pages, we'll share updates on our master plan process. Read through the information and let us know what you think.

Get started

Get involved and stay informed!

This website will share information and updates as the plan is developed, including invitations for public participation in online open houses. Please join our mailing list to receive updates.

Enter your email address | SIGN UP

Follow Paine Field

Paine Field Airport
3220 100th Street SW, Suite A
Everett, WA 98204
425-388-5125

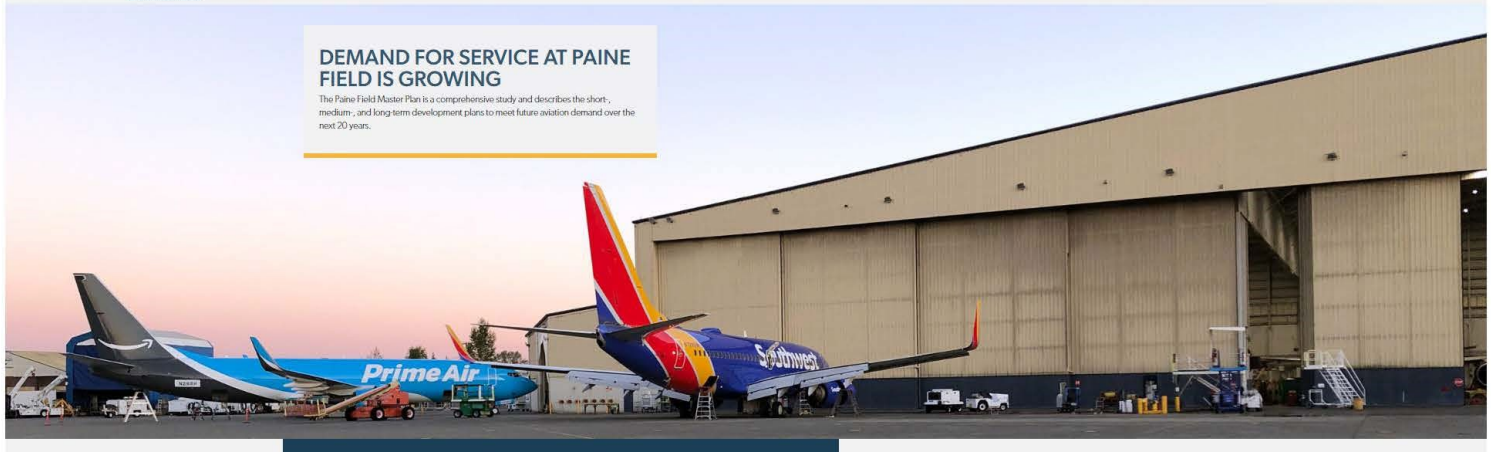
Accessibility
Privacy Policy

Paine Field
MASTER PLAN

Open House | Project Details | Inventory & Forecasts | Meeting Demand | What's Ahead | FAQ | Español

DEMAND FOR SERVICE AT PAINE FIELD IS GROWING

The Paine Field Master Plan is a comprehensive study and describes the short-, medium-, and long-term development plans to meet future aviation demand over the next 20 years.



Demand for aviation in the Puget Sound region is growing

The Puget Sound region is one of the fastest growing in the United States. The area in which most Paine Field customers live added 500,000 people to its population between 2009 and 2019. We expect this growth to drive increased demand for many sectors of aviation activity. Paine Field accounts for 158,227 total jobs and $59.9 billion in economic output as of 2018, compared to the statewide airport impact of 407,000 jobs and $107 billion in economic impact, and SeaTac's impact of 151,000 jobs and $22.47 billion in economic revenue. Paine Field is the largest economic driver in the County.

158,227 JOBS
CREATED BY PAINE FIELD*

$59.9 BILLION
IN ECONOMIC OUTPUT*

500,000
POPULATION GROWTH IN THE AREA SERVED BY PAINE FIELD BETWEEN 2009 AND 2019

*as of 2018

Paine Field is changing

The recent start of passenger service means there have been major changes at the airport since 2019. Because there is little historic data to compare to, the Master Plan team reviewed the Puget Sound region's economy and air service market as well as other "secondary market" airports to forecast demand.

Boeing is the major employer at Paine Field, employing approximately 30,000 people. This workforce supports a variety of Boeing's operations, including aircraft fabrication and production, product development, and aviation safety and security and aircraft certifications. Other businesses at Paine Field include paint hangars, Boeing's customer delivery center, as well as aviation maintenance, repair and overhaul. Advances in aviation technology have also brought new players to the aviation manufacturing industry, with leaders in electric aviation like magniX and Eviation locating in Snohomish County.

FedEx has started operations at Paine Field, bringing increased air cargo service to the airport.





Sea-Tac is nearing its capacity

Recent studies indicate that Seattle-Tacoma International Airport (Sea-Tac) will likely reach capacity during the next 20 years. Sea-Tac is planning short-term and long-term projects to increase capacity, but Paine Field has the potential to attract additional passenger service and cargo activity as Sea-Tac becomes more crowded.

Previous | Next

Get involved and stay informed!

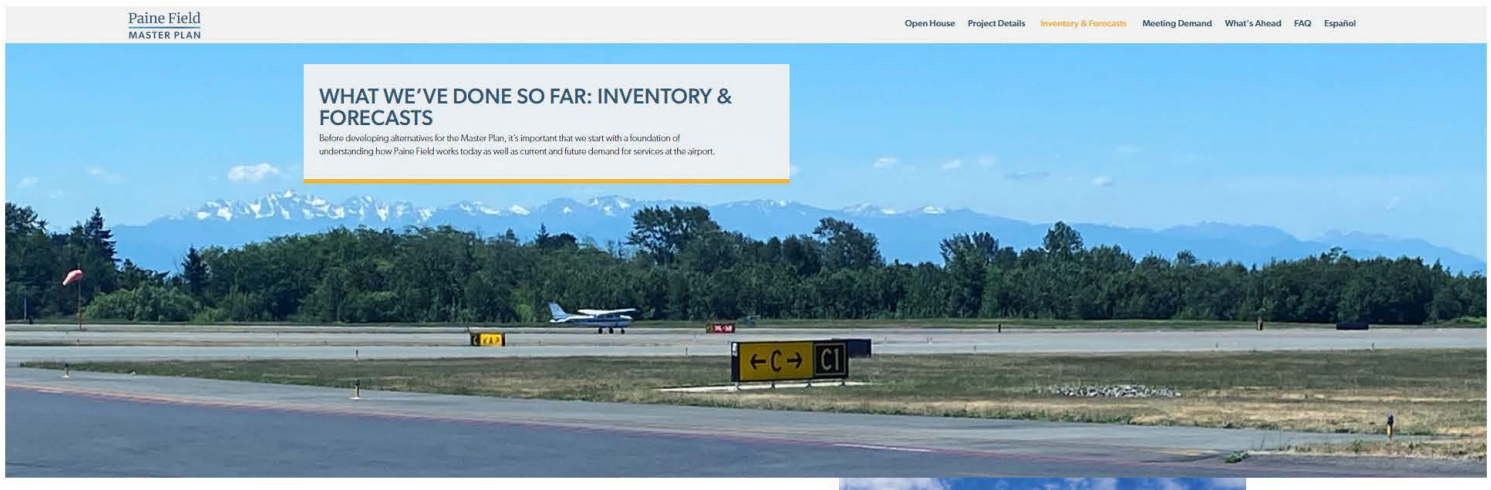
This website will share information and updates as the plan is developed, including invitations for public participation in online open houses. Please join our mailing list to receive updates.

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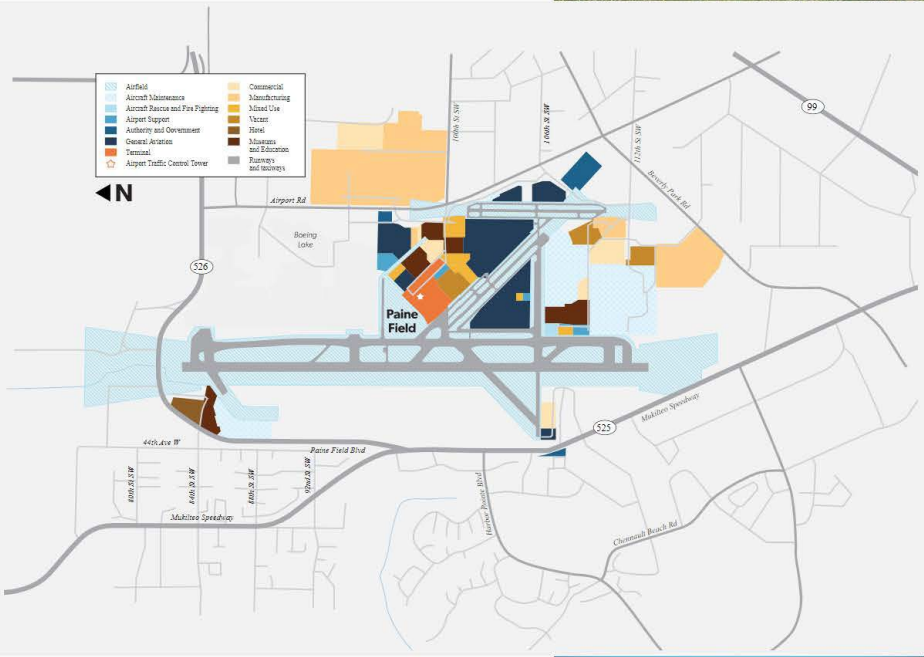


Inventory of existing conditions

Paine Field has served general aviation needs in Snohomish County for 85 years. It briefly offered commercial service in its earliest days before being converted into an air force base. In the 1960s, the Boeing Company built its Everett assembly plant, and by the 1970s Paine Field was a hub for manufacturing and general aviation. Paine Field Passenger Terminal, operated by Propeller Airports, began scheduled passenger commercial service in March 2019 with air service provided by Alaska Airlines and United Airlines to a variety of destinations. As of November 2021, Alaska Airlines is the current carrier providing commercial service.

The property on which Paine Field is located serves a number of uses, including commercial and general aviation activities, manufacturing, museums, lodging, educational and commercial facilities, and airport support services and facilities.





Types of aviation

Commercial Aviation
Commercial aviation refers to passenger flights. We measure commercial aviation in terms of enplanements – one enplanement is one passenger boarding a plane.

Air Cargo
Air cargo refers to shipping of goods by plane, whether on dedicated flights or in the belly of commercial flights.

General Aviation
General aviation is everything else and includes medical flights, firefighting operations, private/chartered flights, tourism, military flights, and recreation. Boeing's manufacturing and testing operations at Paine Field fall under this category.





Impact of Boeing

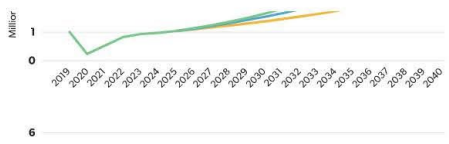
As one of the airport's major tenants, Boeing has a significant impact on operations at Paine Field. Boeing's facility in Everett is heralded as containing the largest manufacturing building in the world, and the plant is also the largest in the world by volume. Boeing Everett has a workforce of approximately 30,000 people. And it's not just Boeing: the area served by Paine Field is the center of commercial airplane production in the U.S., with 1,350 aerospace-related companies. Boeing has also inspired other aviation and aerospace industry to base their operations at or near Paine Field, such as ATS, Collins, Korry, and electric aircraft leaders magniX and Eviation.



Forecast

Demand for passenger service at Paine Field is expected to grow to more than 4 million passengers by 2040.

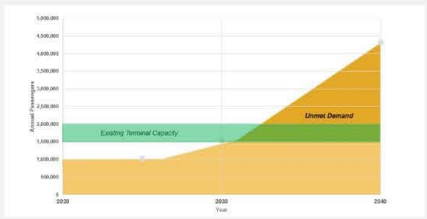
Paine Field is forecasted to generate 4.3 million passengers per year by 2040, compared to about 1 million in 2019. We expect more rapid growth in the late 2030s as Sea-Tac capacity constraints become more pronounced. Continued population growth in the Puget Sound region will also drive growth.



Terminal capacity

More passengers will mean more needs for our terminal, general aviation and other facilities over time. This growth will not, however, mean more runways. We anticipate that Paine Field will remain a two-runway airport for the 20 years covered in this plan.

Demand for services is increasing, and eventually the existing terminal will no longer be able to accommodate the peak number of passengers. This chart illustrates the expected unmet demand that will result if we don't plan now for future uses.





The ongoing COVID-19 pandemic has had significant impacts on air travel. Both the pandemic and the recent change to start offering commercial service mean the past several years have been highly unusual for Paine Field, so we've taken extra steps in developing the forecast to ensure that it is accurate. For the forecast, we have assumed that air travel demand returns to 2019 levels in 2025.

What does this mean for Paine Field?

Over time, as traffic continues to grow at Paine Field, some of the existing facilities at the airport will need to be expanded or improved. Defining the facility requirements is the next step in the Master Plan process and will help us determine alternatives for the airport.

Factors such as aircraft size, traffic demand, and peak volumes are key drivers of facility needs. Based on those factors, we will use standards and recommended practices from the FAA and others to determine what types and sizes of facilities will be needed in the future.

Areas we looked at

- **Airfield system, including runways, taxiways, and apron areas**
- **Access roads to and from the passenger terminal**
- **Corporate and private hangars**
- **Passenger terminal**
- **Air cargo facilities**

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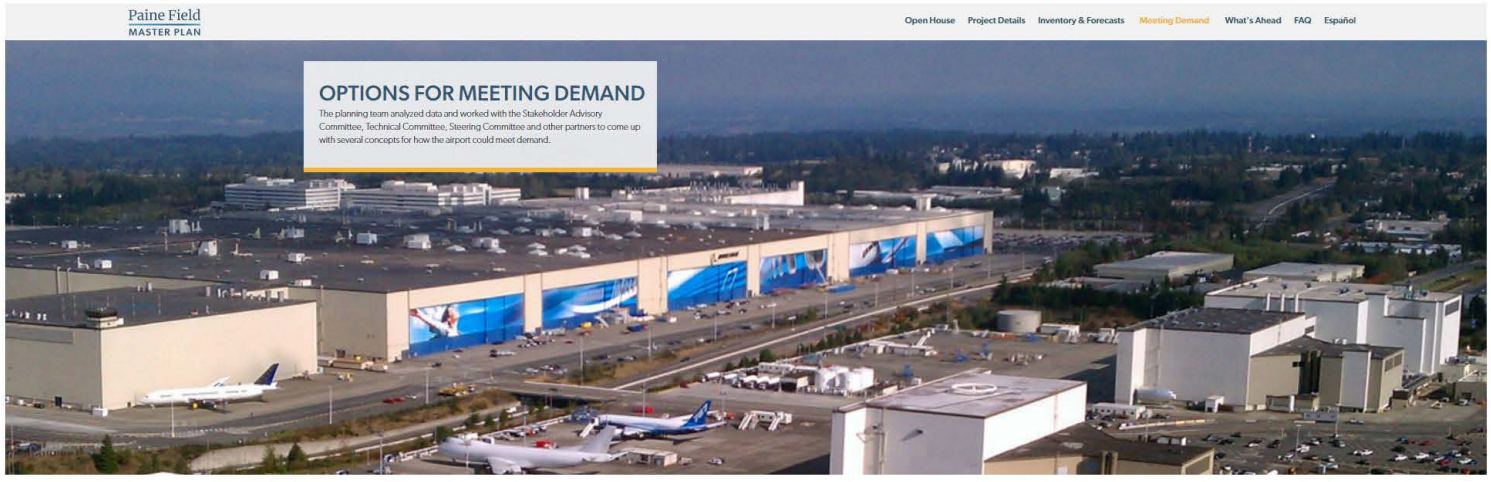
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OPTIONS FOR MEETING DEMAND

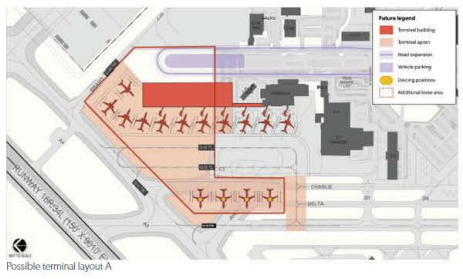
The planning team analyzed data and worked with the Stakeholder Advisory Committee, Technical Committee, Steering Committee and other partners to come up with several concepts for how the airport could meet demand.

Meeting demand

We looked at passenger demand, airfield and ground transport routes, safety, technological advances, environmental limitations, capital costs and other factors.

When and how the passenger terminal might expand is not part of this long-range planning effort. Snohomish County owns all of Paine Field, and a developer, Propeller, owns and operates the terminal, the area where commercial airlines serve arriving and departing passengers. Propeller has a long-term lease with Snohomish County for the land where the terminal sits.

Accommodating commercial demand is an important part of this plan, and we've identified possible ways in which Propeller could increase its footprint. Two sample possibilities are shown here. The exact configuration will be worked out when and if the airport operator wants to expand.



Possible terminal layout A



Possible terminal layout B



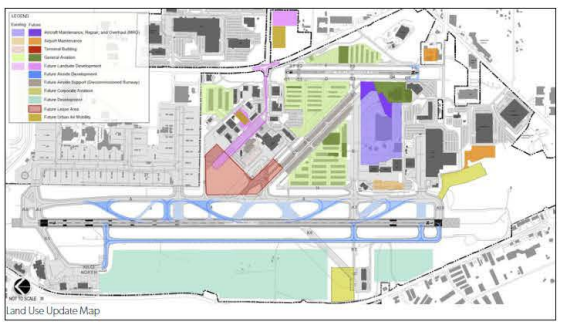
Ground transportation

Ground transportation is an important part of the long-range plan. Our plan will improve the capacity and efficiency of road and transit systems that serve the airport. We're doing this by looking at passenger demand, regional transit system expansions and signal improvements.

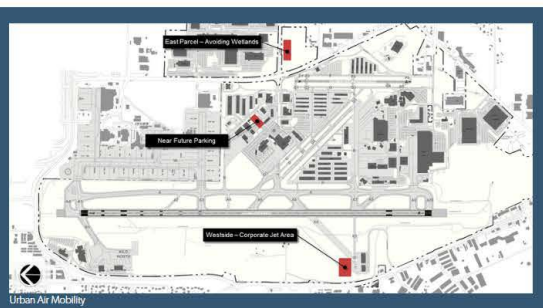
We're improving multi-modal access. Right now, users can get to Paine Field via single occupancy vehicle, rideshare, bike, bus or on foot. We're planning for transportation options that could include light rail or even urban air transport.

Land use updates

As air traffic at Paine Field grows, support services and facilities will need to grow as well. Potential expansion areas include facilities for aircraft maintenance, repair, and overhaul; airport maintenance; general aviation; and commercial service. Potential expansion areas are highlighted in the image.



Land Use Update Map



Urban Air Mobility

New technologies

A long-range airport plan must accommodate potential new technology. We don't yet know what urban air mobility - personal or highly automated, on-demand air travel - could look like in the future, but we are planning for the arrival of this technology in the master plan by including several potential sites for urban air mobility, as shown on the graphic in red.

There are other planning efforts taking place in the region that look at Paine Field's role in regional air travel. For example, the state's Commercial Aviation Coordinating Commission (CACC), managed by the Washington State Department of Transportation, is looking at potential for what type of demand Paine Field could accommodate if changes were made to the regional air travel system. To learn more about that project, visit the **CACC website**.

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COMING UP: ALTERNATIVES DEVELOPMENT

We will develop several options for how the airport can change or grow over the next 20 years to accommodate demand.

Community input will help shape the criteria we use to evaluate the project. Some of those criteria will likely include:

- Do the alternatives meet the forecast demand?
- Do the alternatives improve operational efficiency?
- Do the alternatives have adverse impacts on the community?
- Do the alternatives meet FAA safety standards?
- Are there environmental improvements or impediments to the alternatives?
- What are the capital cost of the alternatives?
- Are the alternatives financially viable?

Late 2021—mid 2022
Develop alternatives

Mid 2022—early 2023
Evaluate alternatives, select a preferred alternative, and prepare implementation and financial viability plans

Spring 2023
Finalize Master Plan

WHAT'S NEXT?

What happens after the Master Plan?

There are several important steps that will need to take place after the Master Plan is completed before any significant changes occur at Paine Field. Planning and design will follow for those projects that are identified in the Master Plan and needed in the next three to five years. Additional detailed planning, environment reviews, and potentially further community consultation will all be required. The Master Plan also identifies potential funding sources for the future capital needs of the airport over the next 20 years, and securing those funds is critical before any project can begin.





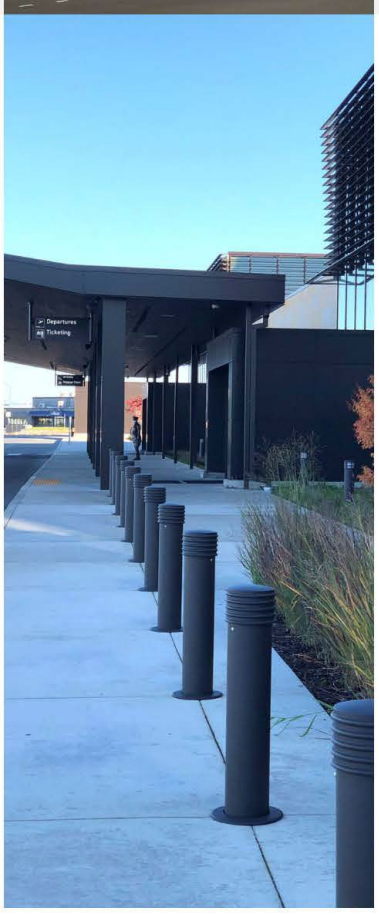
Leave a comment

* All fields are optional

FIRST NAME — Enter your first name
LAST NAME — Enter your last name
ADDRESS — Enter your address
EMAIL — Enter your email address
COMMENTS — Enter your comments here

☐ I'm ready to submit my comment

SEND



We want to learn more about you! Are you willing to answer some additional questions?

The purpose of these questions is to help us ensure we are reaching a broad, diverse group of people as part of this and future planning efforts. **All questions are optional, and responses are anonymous.**

* All fields are optional

What is your zipcode?
Enter your zipcode

What is your age?
Select one...

How do you identify? (check all that apply)
- ☐ Female
- ☐ Male
- ☐ Agender
- ☐ Gender(s) not listed here
- ☐ I would rather not say

Do you identify as Latinx or of Hispanic or Latino origin?
- ○ Yes
- ○ No
- ○ I'd rather not say

How do you identify? (check all that apply)
- ☐ Asian or Asian American
- ☐ American Indian/Alaska Native
- ☐ Black or African American
- ☐ Pacific Islander or Native Hawaiian
- ☐ White or Caucasian
- ☐ Options(s) not listed here
- ☐ I would rather not say

What is your annual household income?
Select one...

What language(s) do you speak at home? (check all that apply)
- ☐ English ☐ Korean ☐ Somali ☐ Vietnamese
- ☐ Amharic ☐ Mandarin ☐ Spanish ☐ Language(s) not listed here
- ☐ Arabic ☐ Oromo ☐ Tigrinya ☐ I would rather not say
- ☐ Cantonese ☐ Russian ☐ Ukrainian

If you selected "Languages not listed here", please tell us what language(s) you speak at home
Enter other languages here

If you will need accommodation for a disability in order to take part in Airport Master Plan activities, please check those that may apply:
- ☐ American Sign Language (ASL) interpretation
- ☐ Access for a wheelchair or similar device
- ☐ Visual assistance technology

Enter other accommodations needed here

How many people, including yourself, live in your household?
Select one...



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Where can the detailed traffic projections be found?
Detailed air traffic projections are available at **https://www.painefield.com/153/Airport-Master-Plan**.

What kind of expansion to the airport will take place, and where?
We forecast traffic by types of aircraft, and those projections are used to identify what type of facilities the airport will need. Over the next 20 years, we anticipate a need for a larger terminal and parking facilities, modifications to the internal airport road network, and additional support facilities for general aviation. The next phase of the Master Plan process will present ideas on where these facilities may be located.

Will the airport need additional property within the next 20 years to satisfy its future demand?
No additional property will be needed.

How will the runways be used for general and commercial aviation?
The types of aircraft using each runway airport will remain the same. The longer runway will continue to serve jet and turbo prop aircraft and the shorter runway will continue to serve turbo prop aircraft only.

What will happen to the flight schools at the airport?
The flight schools are owned and operated by private entities. The Master Plan will not affect the flight schools.

What will happen to Runway 11-29?
The FAA recently decommissioned this runway. As part of the master planning process, we will identify future uses for this part of the airport.

Will there be noise studies on the impacts to surrounding residential neighborhoods? How will noise impacts be evaluated with the projected changes?
Yes, noise studies are currently underway. We'll present some of our findings at the next public briefing.

Will environmental scoping be needed for this plan?
Environmental Impact Statements are typically used for construction projects and are not required for the Master Plan. Certain improvements identified in the Airport Master Plan will be the subject of subsequent environmental review as they're developed.

How can the community share their input?
The planning team will seek public input through webinars and events in the coming year. We'll notify the public about open houses and webinars using tools such as postcard mailings, emails, social media posts, paid advertisements, outreach to media outlets, and community organizations near the airport, and to cities and towns across the county. If you would like to ensure you are notified of any updates or events, please subscribe to email updates at **www.painefieldmasterplan.com**.

Are residents and neighboring communities like Lynnwood and Mukilteo represented on the Stakeholder Committee for the Master Plan process?
There are three committees that are developing the Master Plan: The Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee. The Stakeholder Committee includes many representatives across Snohomish County. The list of members is **found here** and you can read more about the committees helping to guide this Master Plan **here**.

Are there plans to complete 100th Street SW in conjunction with the Everett Transportation Master Plan?
The team has identified that the intersection of Airport Road and 100th Street SW will need to be modified to accommodate increased demand. Depending on the pace of traffic growth, it is likely that these modifications may not be needed for another 15+ years.

How much will projects in the Master Plan cost?
We will be in a better position to provide cost estimates once we have outlined what projects may be proposed in the fall of 2022.

How will the improvements be funded?
Funding for improvements at the airport will depend on the nature of the project. The Master Plan will identify the funding sources available for each project and make recommendations. For airfield safety and capacity improvements, the Federal Aviation Administration provides the majority of funding. The County, airport operator or developers might fund other improvements.

Will only smaller passenger aircraft be allowed, or will larger planes also be allowed at the airport?
PAE is a public airport, and it does not decide on the types of aircraft that use the airport. We assume that the types of aircraft currently operating at the airport will not change.

Are flight paths projected to change?
Flight paths are controlled by the FAA and we do not anticipate that they will change.

Is there any consideration of international travel capability?
This would be a policy decision for the County, but it is not something currently being considered in this plan.

Will the Washington Air National Guard property be considered?
Conversations with legislative offices in Washington, D.C., and the Washington Air National Guard are taking place to see how the property can fold into Paine Field. The Washington Air National Guard property is not part of this master planning process.

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Spanish Online Open House

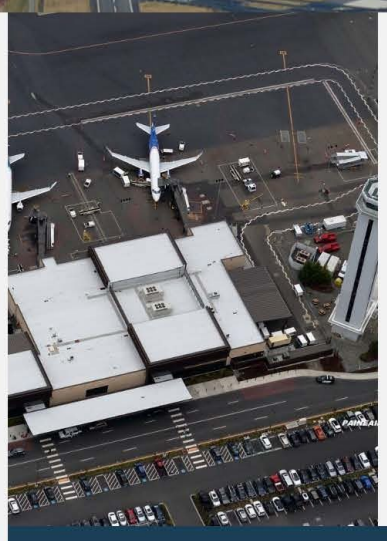
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Bienvenido Detalles del proyecto Lo que hemos hecho Cumpliendo con la demanda Lo que viene English



PAINE FIELD Y LAS OPCIONES A ELEGIR

Estamos desarrollando un plan maestro que va a guiar el futuro desarrollo de Paine Field durante los próximos 20 años.



¿Qué es el plan maestro de Paine Field?

El plan maestro de aeropuerto es un documento de planificación a largo plazo, que recomienda estrategias de desarrollo de los terrenos e instalaciones del aeropuerto. El objetivo del plan es preparar al aeropuerto del condado para satisfacerlas necesidades del futuro. El plan también asegurará que el aeropuerto mantenga un equilibrio entre nuestros valores económicos, medioambientales, y sociales.

¿Quién está involucrado?

El plan maestro está informado por los residentes del condado de Snohomish, agencias gubernamentales, cámaras de comercio, la Comisión del Aeropuerto, grupos cívicos, organizaciones del medioambiente, líderes empresarios, usuarios de la aviación general, y otras partes interesadas en el aeropuerto.

Además de los grupos interesados y el aporte directo del público, hay tres comités que ayudan a desarrollar el plan maestro.

El comité directivo
El comité directivo guía las metas y prioridades para el aeropuerto de parte del condado; incluye miembros de Paine Field, el Puerto de Everett, y líderes empresarios.

El comité consultivo de las partes interesadas
El comité consultivo de las partes interesadas incluye a las partes interesadas del sector de la aviación como inquilinos notables, empresas locales, usuarios de aviación generales, representantes de la comunidad y expertos técnicos.

El comité técnico
El comité técnico aporta información y revisión de documentos técnicos e incluye personal superior del aeropuerto y el equipo consultor.

¿Cuál es el cronograma del proyecto?

1. Inventario de las condiciones existentes
- Borrador finalizado en junio de 2021

2. Proyecciones de la actividad de aviación
- Borrador finalizado y aprobado por la FAA en agosto de 2021

Reunión a puertas abiertas #1
Noviembre 21 – enero 2022

3. Análisis de capacidad y requisitos de las instalaciones
- Borrador finalizado en noviembre de 2021

4. Conceptos y alternativas
- Borrador finalizado en abril de 2022

Reunión a puertas abiertas #2
Junio de 2022

5. Plan de desarrollo por fases
- Agosto de 2022

6. Planes de configuración del aeropuerto
- Plan de configuración del aeropuerto - borrador del cuarto trimestre de 2022

Reunión a puertas abiertas #3
Cuarto trimestre





¿Cómo puedo compartir mi opinión?

La reunión abierta virtual se ha cerrado. Esta solo fue una de las múltiples reuniones abiertas virtuales que celebraremos durante el proceso del plan maestro. Este sitio web será actualizado para proporcionar información y actualizaciones a medida que se desarrolle el plan, incluyendo las invitaciones para la participación del público en futuras reuniones virtuales.

Empezar

Participe y manténgase informado

Este sitio web proporcionará información y actualizaciones a medida que se desarrolle el plan, incluyendo las invitaciones para la participación del público a reuniones a puertas abiertas en línea. Únase a nuestra lista de correo para recibir actualizaciones.

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LA DEMANDA DE SERVICIOS EN PAINE FIELD ESTÁ CRECIENDO

El plan maestro de Paine Field es un estudio detallado que describe los planes de desarrollo a corto-, medio-, y largo plazo, para poder hacer frente a la demanda de aviación sobre los próximos 20 años.



La demanda de aviación en la región de Puget Sound está creciendo

La región de Puget Sound en su conjunto es una de las regiones de Estados Unidos que ha crecido rápidamente. El área en el que viven la mayoría de los usuarios de Paine Field aumentó su población en 500,000 personas entre el 2009 y 2019. Se espera que esto aumente la demanda de actividades de aviación en muchos sectores. Paine Field proporciona 158,227 trabajos en total y una producción económica de 59.9 mil millones de dólares desde 2020, comparándose con las cifras de aeropuertos a nivel estatal de 407,000 trabajos y una producción económica de 107 mil millones de dólares, y las cifras de Sea Tac de 151,000 trabajos y 22.47 mil millones de dólares en ingresos. Paine Field es el impulsor económico principal del condado.

PAINE FIELD GENERO
158,227 EMPLEOS

59.9 BILLIONES DE DÓLARES
EN PRODUCCIÓN ECONÓMICA*

AUMENTO DE LA POBLACIÓN DE
500,000 PERSONAS
EN LAS ÁREAS DE SERVICIO DE PAINE FIELD ENTRE EL 2009 Y 2019

* con fecha de 2018

Paine Field está cambiando

El reciente comienzo de la provisión de servicios a pasajeros ha generado grandes cambios en el aeropuerto desde 2019. Debido a que hay pocos datos históricos para comparar, el equipo del plan maestro revisó la economía y el mercado de servicios aéreos de la región de Puget Sound y también otros aeropuertos señalados como "mercados secundarios" para anticipar la demanda de servicios.

Boeing es el empleador principal en Paine Field, empleando aproximadamente a 30,000 personas. Este personal apoya una amplia variedad de las operaciones de Boeing, incluyendo la fabricación y producción de aeronaves, desarrollo de producto, seguridad y protección aérea y certificación de aeronaves. Otras actividades de negocio en Paine Field incluyen hangares de pintura, el centro de reparto al cliente de Boeing, así como el mantenimiento, reparación y revisión de aeronaves. Los avances en la tecnología de aviación han aportado nuevos participantes a la industria de manufacturación de aviación, con líderes en aviación eléctrica como magniX y Eviation localizados en el condado de Snohomish.

FedEx ha comenzado a operar en Paine Field, trayendo así servicios adicionales de carga aérea al aeropuerto.





Sea-Tac está casi al límite de capacidad

Estudios recientes indican que el Aeropuerto Internacional Seattle – Tacoma (Sea-Tac) probablemente llegará a su capacidad en los próximos 20 años. Sea-Tac está planeando proyectos a corto y largo plazo para aumentar su capacidad, pero Paine Field tiene potencial para añadir servicios adicionales para pasajeros y carga, mientras Sea-Tac se sigue congestionando.

Anterior | Siguiente

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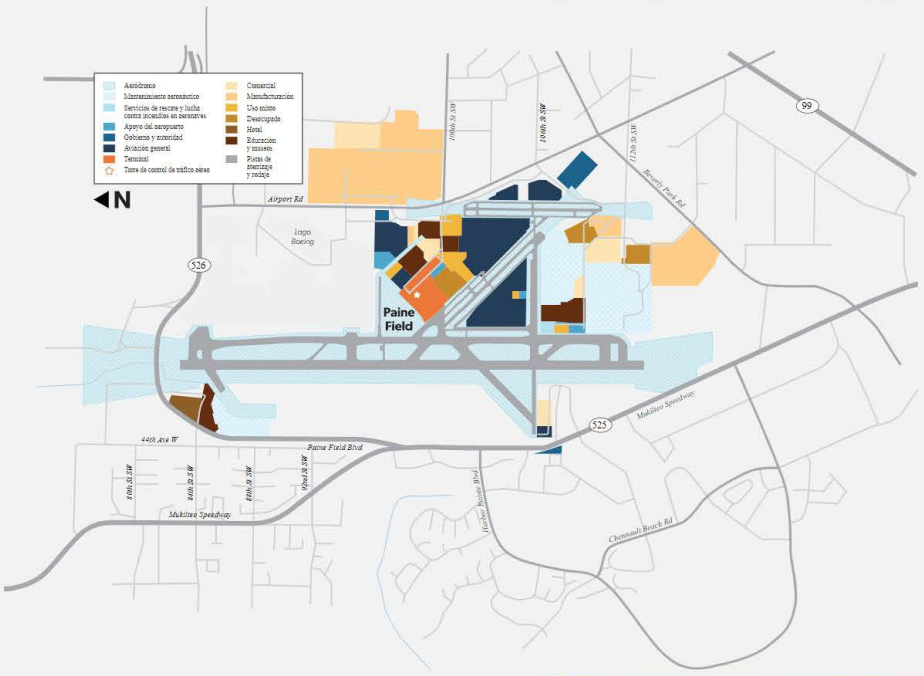


Inventario de las condiciones existentes

Paine Field ha cumplido con las necesidades de aviación general del condado de Snohomish durante 85 años. Ofreció servicios comerciales en sus primeros días antes de convertirse en una base militar aérea. En los años 60, la compañía Boeing construyó su planta de montaje en Everett y en los años 70 Paine Field se estableció como un centro de manufacturación y aviación general. La terminal de pasajeros Paine Field, gestionada por Propeller Airports, empezó a programar servicios comerciales para pasajeros en marzo 2019 con servicios aéreos suministrados por Alaska Airlines y United Airlines a una variedad de destinos. Desde noviembre del 2021, Alaska Airlines es la aerolínea que ofrece servicios comerciales.

La propiedad en la que Paine Field se encuentra sirve numerosos propósitos, incluyendo actividades de aviación comercial y general, manufacturación, museos, alojamiento, instalaciones educativas y comerciales y servicios e instalaciones de apoyo al aeropuerto.





Tipos de aviación

Aviación comercial
Aviación comercial se refiere a vuelos con pasajeros. La aviación comercial se mide en términos de embarques – un embarque cuenta cuando un pasajero se sube en el avión.

Carga aérea
Carga aérea se refiere al envío de mercancías por avión, ya sea en vuelos particulares o en la parte inferior de los vuelos comerciales. Se mide en toneladas métricas.

Aviación general
Aviación general es todo lo restante e incluye vuelos médicos, operativos contra incendios, vuelos privados/contratados, turismo, vuelos militares y de ocio. Las operaciones de manufacturación y pruebas de Boeing en Paine Field entran en esta categoría.





El impacto de Boeing

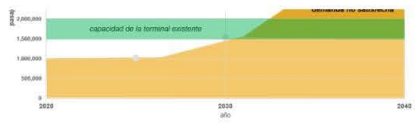
Boeing ha tenido un impacto significativo en las operaciones de Paine Field como uno de los inquilinos principiantes del aeropuerto. La instalación de Boeing en Everett está proclamada como el edificio de manufacturación más grande del mundo, y la fábrica también es la más grande del mundo en cuanto a volumen. Incluso después de haber trasladado alguna producción fuera del área de Puget Sound, Boeing Everett tiene un personal de aproximadamente 30,000 personas. No solamente es Boeing; el área de servicio de Paine Field es el centro de la producción comercial de aviones en los Estados Unidos, con 1,350 compañías aeroespaciales. Boeing también ha inspirado a otras industrias aeroespaciales y de aviación a fijar sus operaciones en -o cerca de- Paine Field, como ATS, Collins, Korry, y líderes de las aeronaves eléctricas como magniX y Eviation.

Pronóstico

Cuanto más pasajeros haya, más necesidades habrá en nuestra terminal, en la aviación general y en otras instalaciones. Sin embargo, este crecimiento no significará más pistas. Prevemos que Paine Field seguirá siendo un aeropuerto de dos pistas durante los 20 años que abarca este plan.

La demanda de servicios va en aumento y, conforme avanza el tiempo, la terminal actual dejará de poder atender el número máximo de pasajeros. Esta tabla ilustra la demanda insatisfecha prevista si no planificamos ahora para los usos futuros.







La actual pandemia de COVID-19 ha tenido impactos significativos en el transporte aéreo. Tanto la pandemia como el reciente cambio al comenzar a ofrecer servicios comerciales, ha hecho que los últimos años sean sumamente inusuales para Paine Field, por eso hemos tomado medidas adicionales para desarrollar el pronóstico para asegurarnos de que éste sea preciso. El pronóstico asume que la demanda de transporte aéreo regrese a los niveles del 2019 en el 2025.

¿Qué significa esto para Paine Field?

Con el tiempo, a medida que el tráfico crezca en Paine Field, será necesario ampliar o mejorar algunas de las instalaciones existentes en el aeropuerto. El siguiente paso en el plan maestro es definir los requerimientos de las instalaciones, y esto nos ayudará a determinar las alternativas para el aeropuerto.

Factores como el tamaño del avión, la demanda de tráfico, y el máximo rendimiento son los impulsores esenciales de las necesidades de las instalaciones. Basándonos en estos factores, usaremos estándares y prácticas recomendadas por la FAA y otros para determinar qué tipos y tamaños de instalaciones se necesitarán en el futuro.

Áreas consideradas

- **El sistema del aeródromo, incluyendo las pistas, las pistas de rodaje, y las plataformas**
- **Terminales de pasajeros**
- **Acceso a las carreteras desde y hacia la terminal de pasajeros**
- **Hangares empresariales y privados y zonas de plataforma**
- **Instalaciones de carga aérea**

Anterior **Siguiente**

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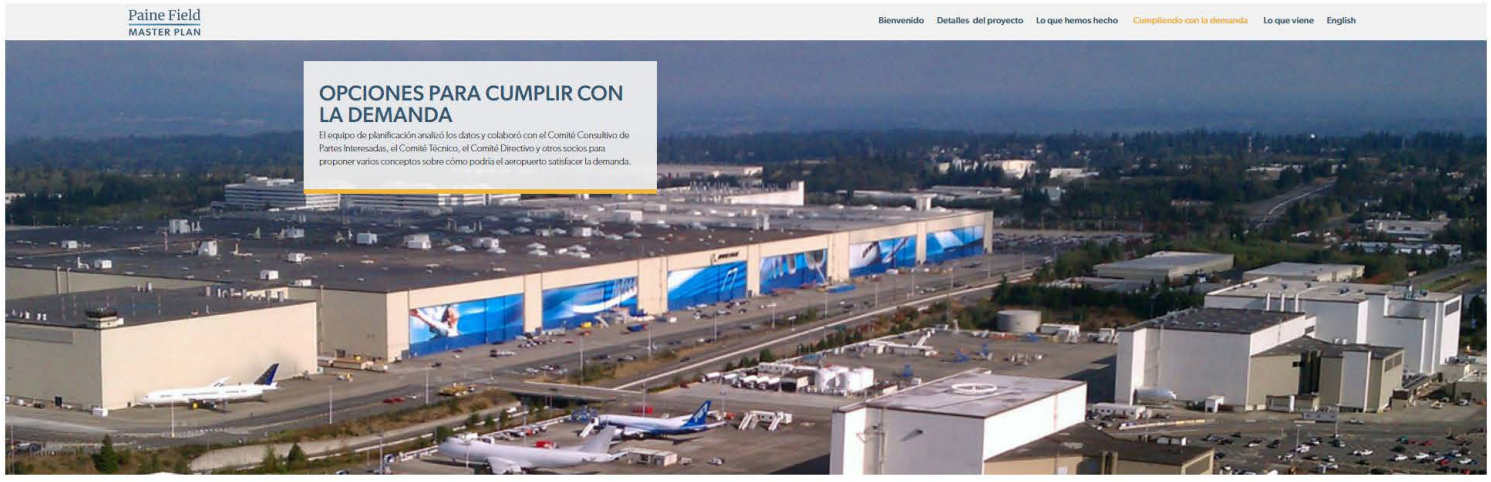
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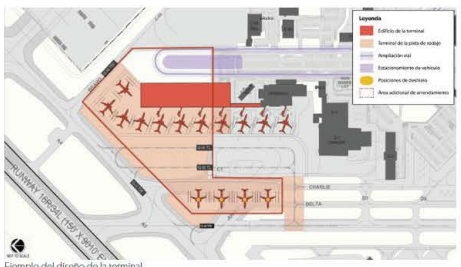


Cumpliendo con la demanda

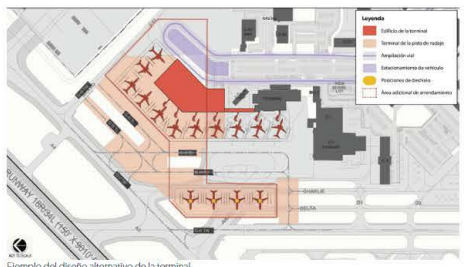
Se analizó la demanda de pasajeros, las rutas del aeródromo y del transporte terrestre, la seguridad, los avances tecnológicos, las limitaciones medioambientales, los costos de capital y otros factores.

Cuándo y cómo podría ampliarse la terminal de pasajeros no forma parte de este esfuerzo de planificación a largo plazo. El condado de Snohomish es el propietario de todo el Paine Field, y un proveedor, Propeller, es el propietario y operador de la terminal, la zona donde las aerolíneas comerciales atienden a los pasajeros que llegan y salen. Propeller tiene un contrato de arrendamiento a largo plazo con el condado de Snohomish para el terreno donde se encuentra la terminal.

Una parte importante de este plan es dar cabida a la demanda comercial, y hemos identificado posibles formas en las que Propeller podría aumentar su huella. Aquí se muestran dos ejemplos de posibilidades. La configuración exacta se determinará cuando el operador del aeropuerto quiera ampliarlo.



Ejemplo del diseño de la terminal



Ejemplo del diseño alternativo de la terminal



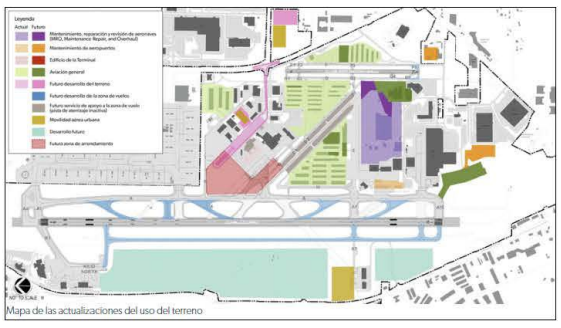
El transporte

El transporte terrestre es una parte importante del plan a largo plazo. Nuestro plan mejorará la capacidad y la eficiencia de los sistemas de carreteras y de tránsito que dan servicio al aeropuerto. Para ello, tenemos en cuenta la demanda de pasajeros, la ampliación del sistema de tránsito regional y la mejora de la señalización.

Estamos mejorando el acceso multimodal. En la actualidad, los usuarios pueden llegar a Paine Field mediante un vehículo de uso individual, compartiendo el viaje, en bicicleta, en autobús o a pie. Estamos planificando opciones de transporte que podrían incluir el tren ligero o incluso el transporte aéreo urbano.

Servicios e instalaciones de apoyo

A medida que crezca el tráfico aéreo en Paine Field, los servicios e instalaciones de apoyo también tendrán que crecer. Las áreas potenciales de ampliación incluyen instalaciones para el servicio de mantenimiento, reparación y revisión de aeronaves, mantenimiento del aeropuerto, aviación general y servicios comerciales. Las áreas potenciales de ampliación se destacan en la imagen siguiente.



Mapa de las actualizaciones del uso del terreno



Movilidad aérea urbana

Actualizaciones del uso del terreno

Un plan aeroportuario a largo plazo debe dar cabida a posibles nuevas tecnologías. Aún no sabemos cómo podría ser la movilidad aérea urbana en el futuro que incluye viajes aéreos personales o altamente automatizados y realizados a petición, pero estamos haciendo planes para la llegada de esta tecnología en el plan maestro incluyendo varios sitios potenciales para la movilidad aérea urbana, como se muestra en la gráfica de abajo en rojo

Existen otros esfuerzos de planificación que estudian el papel de Paine Field en el transporte aéreo regional. Por ejemplo, la Comisión Coordinadora de Aviación Comercial (CACC) del estado, gestionada por el Departamento de Transporte del Estado de Washington, está estudiando la posible demanda que tendría Paine Field si se realizan cambios en el sistema de transporte aéreo regional. Para obtener más información sobre este proyecto, visite el sitio **web de la CACC.**

Anterior

Siguiente

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Paine Field
MASTER PLAN

Bienvenido Detalles del proyecto Lo que hemos hecho Cumpliendo con la demanda Lo que viene English



LO QUE VIENE: DESARROLLO DE ALTERNATIVAS

Vamos a desarrollar varias opciones sobre cómo el aeropuerto puede crecer en los siguientes 20 años para adaptarse a la demanda.

La opinión de la comunidad ayudará a formar el criterio que usaremos para evaluar este proyecto. Algunos de los criterios que probablemente serán incluidos son:

- ¿Cumplen las alternativas con el pronóstico de la demanda?
- ¿Mejoran las alteratívas la eficiencia operativa?
- ¿Tienen las alternativas un impacto negativo en la comunidad?
- ¿Cumplen las alternativas con los estándares de seguridad de la Administración Federal de Aviación (FAA)?
- ¿Hay mejoramientos o empeoramientos al medio ambiente con las alternativas?
- ¿Cuál es el gasto capital de las alternativas?
- ¿Son viables económicamente las alternativas?

Desde finales 2021 a mediados 2022
Desarrollo de alternativas

Desde mediados de 2022 a principios de 2023
Evaluación de alternativas y selección de alternativas preferidas

Primavera de 2023
Se finaliza el plan maestro

¿QUÉ ES LO SIGUIENTE?

¿Qué pasa después de completar el plan maestro?

Antes de que haya cambios significativos en Paine Field, hay varios pasos que ocurrirán después de que el plan maestro se complete. La planificación y el diseño será el siguiente paso para los proyectos identificados en el plan maestro y serán necesarios en los próximos tres a cinco años. Adicionalmente se requerirá planificación detallada, evaluaciones del medio ambiente, y posiblemente más consultas con la comunidad. El plan maestro también identifica posibles fuentes de financiación para los gastos necesarios del aeropuerto durante los próximos 20 años, y es muy importante asegurar esos fondos antes de cualquier inicio de proyecto.





Deje un comentario

* Todas las preguntas son opcionales

NOMBRE — Escriba su nombre
APELLIDO — Escriba su apellido
DOMICILIO — Escriba su domicilio
CORREO ELECTRÓNICO — Escriba su correo electrónico
COMENTARIOS — Escriba su comentario aquí

☐ Estoy listo para enviar mi comentario

ENVIAR



¡Queremos saber más de usted! ¿Puede contestar algunas preguntas adicionales?

El propósito de estas preguntas es asegurarnos de que estamos alcanzando a un grupo de personas amplio y diverso como parte de este y futuros trabajos de planificación. **Todas las preguntas son opcionales, y las respuestas son anónimas.**

¿Cuál es su código postal?
Escriba su código postal

¿Cuál es su edad?
Por favor elige uno...

¿Cómo se identifica? (elija todos los que apliquen)
☐ Mujer
☐ Hombre
☐ No binario
☐ Un/os género(s) no mencionado(s)
☐ Prefiero no contestar

¿Se identifica como Latinx o de origen hispano o latino?
○ Sí
○ No
○ Prefiero no contestar

¿Cómo se identifica? (elija todos los que apliquen)
☐ Asiático o asiático americano
☐ Nativo americano / nativo de Alaska
☐ Negro o afroamericano
☐ Isleño del Pacífico o nativo de Hawái
☐ Blanco o caucásico
☐ Opción no listada
☐ Prefiero no contestar

¿Cuál es su ingreso anual?
Por favor elige uno...

¿Qué idioma/s usa en el hogar? (elija todos los que apliquen)
☐ Inglés ☐ Coreano ☐ Somalí ☐ Vietnamita
☐ Amárico ☐ Mandarín ☐ Español ☐ Idioma que no está en esta lista
☐ Árabe ☐ Oromo ☐ Tigriña ☐ Prefiero no contestar
☐ Cantonés ☐ Ruso ☐ Ucraniano

Si escogió "Idioma que no está en esta lista", por favor comparta el/los idiomas que usa en su hogar
Escriba su respuesta aquí

Si necesitara un arreglo especial para participar en actividades relacionadas con el plan maestro del aeropuerto, debido a una discapacidad, por favor indique las discapacidades que aplican:
☐ Interpretación deLenguaje de Señas Americano (ASL)
☐ Acceso para silla de ruedas o equipo parecido
☐ Tecnología de apoyo óptico
☐ Por favor escriba alguna otra discapacidad:
Escriba aquí



¿Cuántas personas, incluyendo a usted, habitan en su hogar?
Por favor elige uno...

ENVIAR

Anterior

Regreso a la página principal

Participe y manténgase informado

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2.6 Appendix F: Online Open House Comments

TABLE 5 ONLINE OPEN HOUSE COMMENTS

Below are the unedited comments received at the online open house during the comment period. Contact information has been deleted to protect the privacy of the commenters.

Date	Comment	Name
7/1/2022 6:14	I was going to put many well thought out questions here, but if history is any teacher, any comments outside a predetermined outcome will be ignored. I know you are asking for public comment to satisfy legal obligations. So, why ask questions about my concerns about expanding scheduled commercial flights, starting up Cargo flights, not making Propeller pay for all expenses per their contract, and not conducting any meaningful environmental studies on the effects of expansion?	Victor Coupez
7/1/2022 2:59	The Master Plan study fails to identify or recognize surrounding residential land uses that are fundamentally incompatible with expansion of commercial service at Paine Field without significant mitigation for impacts, particularly noise. The County continues to approve building permits for incompatible residential land uses within proximity to the airport and airport flight paths. You can't have it both ways. Our property was at one point owned by Chevron and zoned heavy industrial, which would have been compatible with an expanded airport. The decision many years ago by the County Council to rezone Harbour Pointe and other surrounding areas from industrial and commercial land uses to residential uses was a defacto commitment to limit the amount of air service utilizing Paine Field. I am not in support of expanded commercial service to Paine Field. If commercial service is expanded, the County must commit to meaningful mitigation of noise and other impacts, above and beyond the minimal measures dictated under FAA guidelines. These measures could include restrictions on flight paths and hours of service, limitations on other aviation traffic at the airport, such as General Aviation, to offset impacts created by expanded commercial service, and buyouts of residential properties.	William James
7/1/2022 2:18	1. Wait time for GA hangars at KPAE range from 1 year to 13+ years, depending on type of hangar. According to your Master Plan "Inventory," the majority are older style T-hangars (211) with an estimated wait time of 2-2.5 years. A recent AOPA survey shows this to be towards the high end of the wait time range. Given that GA hangars are currently in high demand and short supply, what is your plan and/or forecast to increase GA hangar space (particularly for private owners with aircraft ,12,500 lbs. maximum gross weight)? I see the airport land use proposal, but what does the future hangar capacity look like?	Mike Shea

2. My understanding is that at present the maximum number of allowed commercial departures and arrivals per day at KPAE is 24. According to your forecast, by 2040 you expect 46,686 passenger aircraft operations (excluding air taxi ops). That would translate to an average of about 64 departures and arrivals per day. My recollection is that when scheduled air service was proposed for KPAE, and Environmental Assessment (EA) was performed, with rationale that I would summarize as "It's just a little terminal with only 2 gates and maximum 24 departures and arrivals per day." I now see this growing by the end of the forecast period to 7 gates and 64 departures and arrivals per day. At what point will a proper Environmental Impact Study (EIS) be performed?

3. I recall that when I saw the noise forecast (simulation) of the original EA, my home fell outside of the 65 dB contour. Especially on nice weather days when KPAE traffic is north flow, when Alaska/Horizon departs I can't carry on a normal conversation with my next door neighbor due to the jet noise in the "background." Just a subjective swag, guessing the noise may be closer to 70 dB. When are/will actual noise measurement studies be conducted from adjacent communities to KPAE?

4. Regarding ground traffic, what traffic studies will be performed? At the Open House I heard the terminal entrance near Airport Rd. and 100th St. mentioned a lot. As traffic worsens on that route, I envision traffic increasing up SR 525 (Mukilteo Speedway) to Paine Field Boulevard and over SR 526. Or SR 525 with a shortcut across Beverly Park Rd. to Airport Rd. Or shortcuts from Mukilteo Ferry via SR 525 through 84th St. SW, or even 80th St. SW. Just potential examples here. But what road traffic analyses and scenarios will be studied? Will they incorporate estimated contributions of traffic waves arriving and departing for work shifts at Boeing?

5. Regarding expansion related to a cargo terminal along the west side of KPAE where FedEx has begun operations, will growth of support facilities, e.g. warehouses or other cargo handling facilities, parking, motor pools etc. be developed within the airport property? Or will there be coordination with adjacent communities such as Mukilteo regarding this type of development that would be demanded outside of the airport property?

Similar question, regarding demand for SOV parking facilities outside airport property, if such demand exceeds forecast during the forecast period. Is there any coordination with adjacent communities that would be impacted by such growth?

6. As volume of commercial passenger operations grow at KPAE, are there any impact studies or considerations related to possible imposition of increased TSA requirements and access to airport property by GA aircraft owners, tenant businesses, GA business customers, etc.?

7. Viewing alternate airport growth proposals from the WA Commercial Aviation Coordinating Commssion (CACC), I recall one that stood out in my mind. Some airports, such as Arlington Muni (KAWO),

	included a "con" regarding community growth encroachment on the airport. Snohomish County's Mediated Role Determination had been approved since 1978, and development surrounding KPAE has grown in good faith since them. Thinking of KAWO as an example, I'm trying to envision how community encroachment was listed as a factor whereas I don't recall seeing that noted for KPAE? Any idea how community encroachment is weighted in these types of proposals? Thank you.	
7/1/2022 0:41	I have been noticing much more large airline traffic. When they first proposed the airport, the flight path was not in Lake Stevens. Just wondering if this has changed. Please make sure that they stay away from Lake Stevens. Thank.	Jane Thom
6/30/2022 23:38	The criteria that the airport must meet the 2040 "unmet demand" needs to be questioned. When is enough growth enough? Paine Field is a small airport and can only grow so much without completely altering the quality of life in the surrounding neighborhoods. Why must the airport have to accommodate the forecasted growth? Couldn't the size be capped at a certain level and that's the extent of the activity? There are other small airports in the country that don't continue to grow to meet demand, such as Santa Barbara, Palm Springs, Burbank, etc. Part of their appeal is the ease and convenience of using a small facility. Are you wanting to turn Paine Field into the next SeaTac? It's irresponsible and unwanted.	Henry Chapman
6/30/2022 17:23	Hello, Thank you for providing the space to comment on the Paine Field Master Plan. My name is Nic BodÃ©. I am 17-year Snohomish County resident here at the same address in Brier and a local real estate broker. My home is located approximately 5.5 nautical miles or 6.3 miles south of Paine Field and directly under the final approach course for PAE (Paine Field Airport) Runway 34L when in north flow, which is greater than 50% of the calendar days in a year. Several factors contribute to commercial jet aircraft flying directly over my home at an average of 1400 feet altitude. Yes, you read that correctly; 1400!! When my family and I first moved into our home, there was no GPS approach established for 34L at PAE. And I canâ€™t recall ever seeing a plane over my home during that time, let alone at such a low altitude. In July of 2007, the RNAV GPS approach for Runway 34L was published by the FAA with fixes/waypoints known as RARYO and USDAW, established with corresponding altitudes of 3000â€™ and 2200â€™ for approaching planes. Still, with so little commercial air traffic into PAE, I never noticed or was bothered by planes approaching PAE. Understand this though, GPS based flight paths concentrate ALL flights into a 100 foot +/- wide route. With a GPS approach, all flights into PAE would now be concentrated DIRECTLY over my home. In contrast, a Tower approach utilizing Air Traffic Control is spread across a much wider path and at the safety discretion of pilots and tower officials. Fast forward to 2013 when SeaTac adopted the FAA Greener Skies NextGen GPS based flight paths in an effort to improve safety and fuel efficiency, PAE approaches to R34L now conflicted with the more constant arrivals at SeaTac. Later in 2016 to further improve safety, the FAA lowered the maximum elevation for the	Nic Bode

	PAE waypoint in Lynnwood so labelled USDAW from 2200€™ to 2000€™, pushing any approaches to PAE lower than air traffic into SeaTac. Soon after this change, I noticed more jet aircraft directly overhead, yet there was so few scheduled PAE arrivals, it didn€™t yet become a nuisance nor an environmental concern. Only after commercial passenger service at PAE was established in 2019 did air traffic over my home, and all the other residences along the GPS flight path into PAE become a serious concern. The noise pollution from jet aircraft is not regulated while in the air. It is so loud over my property that I can€™t hold a conversation with my family outside. On hot days with stagnant air the jet fuel exhaust fills the immediate atmosphere above my home and can be seen with rainbow halos after the jet passes overhead as the smell and taste of kerosene falls from above. I no longer barbecue outside while planes are overhead for fear of contaminating the food on the grill. Myself and all others along the flight path are being denied the right to enjoy our property due to outside forces, beyond our control with no compensation from the controlling party, the FAA and our local government. Furthermore, any increase of commercial flights in the future will severely decline our property values and Terry Ryan, the Aerospace Economic Development Director for Snohomish County and former real estate broker knows this without a doubt. We can not afford to let progress and commerce go unchecked while we as taxpayers continue to suffer the environmental pollution to ourselves and family as well as watch our property values decline. I believe a compromise exists where planes can safely arrive and depart from Paine Field Airport at higher elevations and along different flight paths over the two Interstate highways directly south of PAE. But that compromise will only be achieved if the FAA, Paine Field and Snohomish County officials allow an in-person discussion with us, the taxpayers here in Snohomish County. Our voices must be heard and compromise must be achieved; our long-term health depends upon it along with our property values. I€™m available to meet and discuss, anytime and I look forward to the discussion soon. Nic BodÃ© Snohomish County Resident	
6/30/2022 14:46	We sure are dreading an increase in flights due to the noise pollution over our house and many others. Surely the flight times will be limited to daylight hours only, similar to other regional airports in crowded areas, showing at least a little respect to the neighbors who have been living there are much earlier than the approval for commercial flights. The detrimental impact on the area cannot be ignored. We certainly wish the larger airport in an area far from homes could be constructed sooner. Basically our plans for a forever home here in Mukilteo are being ruined and we€™re planning on moving if you expand. But we realize you don€™t care. All the officials care only about money.	Robert Stahnke
6/30/2022 14:19	Expansion of the airport and additional flights will adversely affect a large, populated area. Airports are polluters from the noise of the flights to the fuel and emissions they require. The pollution is also added to the amount of vehicle traffic coming into the area. True the airport was here long before the area was fully developed but things have changed since the airport was first located at Paine Field. Home, businesses, hospitals and so on are now located in close proximity, not to mention in neighboring counties, such as Island	Cynthia Good

	County. No one has asked those of us in Island County if we want to expand Paine Field and add additional flights to the air above us. The noise from the flights disrupts wildlife and us, adversely affecting the environment we live in. Why can't another solution be reached so that SEA can be further developed, or Bellingham developed, so that the airports are spread father apart. Or, why can't the inherent greed be eliminated and we all do with less development and are content with what we have.	
6/30/2022 5:35	I am writing once again to express my frustration with this plan for the expansion of commercial flights at Paine Field. However I fear that the voices of the citizens most affected will be totally ignored as they have been to date. It is like the frog in the pot of boiling water or any deceptive practice. We were told it would only be a few flights a day with small planes and no major carriers. Now we have major carriers flying large planes with plans to even fly to Hawaii in the near future. That is not what the original plan that was presented to the citizens called for. I don't think it was even 5 years before the maximum number of flights that were originally planned for were exceeded. The only thing that has slowed down this continued expansion has been due to the pandemic. We cannot trust anything that is presented. Why does this location have to be expanded when it is right in the middle of a residential community. Why not find a different location that does not have a large residential area around it and then if people CHOOSE to build their homes close by they know what to expect. I purchased my home several years ago when the agreement was that Paine Field would remain a regional airport and for Boeing to test its planes . We knew and accepted that. But since the beginning of this decision to expand our voices have not ever been heard. As I said before it has been one lie after another. We are told one thing and you due another. Our voices don't count. What assurances do we have that you will listen to our voices now? My fear is that you will only continue to do whatever is in the powerful people's financial interests. Has Propeller paid for all of the costs that they were supposed to? Will they agree to limited hours of operations? Do they care how all of these additional flights will impact our quality of life or the value of our homes? I highly doubt it. We cannot afford to purchase another home so we are stuck and our quality of life will be very adversely affected. It is great for prople to save a few minutes getting to the airport on their 1 or 2 flights per year. People can take the new train soon to be opened. Instead our lives are to be made miserable day in and day out. I can only hope that our voices will be heard or taken seriously.	Janice Mavis
6/30/2022 3:47	The current level of commercial flights adversely affect the community through noise impacts and emissions. No additional passenger or cargo flights should be added. If alternatives are developed for additional flights, the evaluation process must fully meet the State Environmental Protection Act requirements, including a full Environmental Impact Study. Criteria used to evaluate noise impacts should model noise levels appropriate to the area, such as 50 or 55 DNL. Aviation Environmental Design Tool (AEDT) models should use for 50 or 55 DNL for Environmental	Brian Kirk

	Impact Studies, and any decisions such as requirements for mitigations on this noise level curve. While 65 DNL is the minimum noise level required by the FAA in 14 CFR 150, the FAA also encourages jurisdictions to take a more comprehensive approach to noise exposure below 65 DNL, per the Aviation Noise Abatement Policy 2000. The 65 DNL standard itself is problematic for a number of significant reasons: The €œSchultz curve€ which established the use of 65 DNL was based a single study from the 1970s. The study was controversial when it was published, and has since been superseded by more comprehensive research At best, it is a subjective predictor of how many people will be €œhighly annoyed€ by transportation noise, which includes airplanes, highway noise, and trains It does not include specific events, such as interruptions of sleep or outside activities Washington State Department of Transportation guidance for Airports and Compatible Land Use documents additional issues: The Schultz curve was developed for a noisy urban environment, not quieter communities. The reliance on averaged sound levels ignores the fact that reactions to aircraft noise are driven by individual noise events, as demonstrated through studies of multiple airports. Aircraft noise events are intrusive, disruptive and can cause conflict. Rather than being similar to an €œordinary conversation€ as cited in the draft Environmental Assessment, WSDOT guidance found airplane noise to be comparable to a power tool such as a chainsaw. Modeling using the 65 DNL curve for an assessment of noise impacts is inappropriate to Paine Fields location adjacent to quiet residential neighborhoods, schools, and parks. Selection of the appropriate sound level should be done through consultation with state, county, city, and tribal governments.	
6/29/2022 22:49	Fly all you want. Someone on my lake stevens facebook group was whining about airplane noise out here.	Joshua Wilder
6/29/2022 21:35	As I recall, at the meetings when this was first proposed, to which I attended, the objections of the people that live in Mukilteo were completely over ridden, we all sent letters about the fact there were so many schools around the airport, noise, house values etc and basically were ignored. Everyone knows that if you live within six miles of an airport people have higher levels of asthma and heart problems, that is what you are condemning local children to when rates of obesity and diabetes is already a problem. I would like to know who will pay for mitigation measures related to ecpansion of scheduled commercial service? How did Cargo operations enter the picture with NO community input.Will there be a limit to times of flights during nighttimes etc There is often problems with noise from aircraft, that appear to be flying Too low and over my garden. As a	Anthea Milton

	longtime resident I would be opposed to any taxes we pay going to a facility that will ultimately cause the price of my house to drop. Please dont ride roughshod over people that live and love Mukilteo and want it to remain the lovely place that was voted number ten in a list of small places to live in the US, at one time Seatac was a nice place until the airport took over and look at it now. Money isnt everything, quality of life is and knowing that our voices are heard , which they werent last time especially in regards to Environmental studies of impact which were conducted on twelve flights a day and not the number flying now!!!	
6/29/2022 19:57	Who is responsible for paying for needed infrastructure improvements in the areas surrounding the airport property - specifically for traffic flow, road improvements, utilities, etc.? How will these funds be secured? And, what zoning restrictions, if any, are or will be in place to limit/control number and placement of car rental lots, hotels, restaurants, bars, strip clubs, casinos, etc. on the property surrounding/nearby the airport property?	
6/29/2022 19:51	When performing an environmental noise impact study, it is important to measure PEAK noise levels at various times during the day (and night). Previous studies only measured AVERAGE noise levels over a 24 hour period. That is highly deceptive, as planes do not fly overhead continuously throughout a 24 hour period. Conversely, it is the PEAK noise while a plane is flying overhead that is disruptive and irritating. Any noise measurements done as part of an impact assessment MUST measure PEAK noise levels during various flight operations - e.g. private, commercial, and cargo takeoff and landing operations.	
6/29/2022 19:45	What is the anticipated impact to the surrounding Mukilteo neighborhoods, including noise, traffic, and home values? What mitigations for adverse impacts of noise, pollution, and traffic will be included in the plan?	
6/29/2022 19:39	What is the plan to conduct a comprehensive environmental impact study to be done PRIOR to finalizing any expansion plans? Such a plan should assume WORST CASE (i.e. largest) volume of flight operations (private, commercial, and cargo) anticipated at the END of the planning period. Anything less is disingenuous and misleading.	
6/29/2022 19:12	Who will pay for mitigation measures related to expansion of scheduled commercial service? Who will pay for mitigation measures related to any air cargo operations? How did cargo operations enter the picture with NO community input? That is outrageous. Has Propeller paid for all costs of terminal operations, related improvements, and mitigation measures as was stated in their contract? If not, what funds have been used to pay for those things and were they public funds? If not, why did Propeller violate the contract, and why were there no repercussions? If scheduled commercial service or air cargo operations are expanded or initiated, will there be an effort to limit flight hours voluntarily with carriers like other airports have?	Shannon Jay

	In the June webinar, the Paine Field enterprise fund was mentioned by the webinar host. Can you explain whether there are different buckets of funds within the enterprise funding model that are allocated to mitigate impacts of Paine Field operations with an emphasis on any lessee activities (Propeller for example) and would revenue from such lessee then be required to provide revenue sufficient to cover those costs? If not, why not?	
6/29/2022 19:00	This Master Plan is the death of Mukilteo and surrounding communities by a thousand cuts. I see it, I hear it, and regardless of what is said it will only get worse. Community input from those against commercial flights means absolutely nothing.	Rick Tate
6/29/2022 18:57	I moved here to Lake Stevens from Des Moines where my family's health was impacted (respiratory health and disruptive noise/physical movement from planes flying low) by living underneath the flight path. I do not want to re-experience that by becoming the new flight path for yet another unsustainable (environmentally) practice of airplane travel. Please consider regulations for the people and non-human beings impacted by increased flights. These planes are not nearly green enough and simply because there is demand to fly does not mean we need to continue to increase the number of airplanes, flights, etc. Please don't expand.	Stephanie Myer
6/29/2022 18:55	I think that long-term one must look at relocating Paine Field due to safety / environmental concerns ie. the proximity to populated areas. Case of Mitchell Air Force Base in Uniondale, (on Long Island) , New York. Planes crashed into nearby home in the 1950s and into a University building. The Air Force closed the base in about 1962 and the property was sold to Nassau County, NY for a Sports venue called the Nassau Coliseum. Mitchel Field had been an active military base and military training facility since the American Revolution. Technology made Mitchel Field as an airfield to be too unsafe due to the construction of residential neighborhoods in the adjoining areas. I encourage your board to contact the Department of Defense for details as far as modification plans over time are concerned. Perhaps it is NOT too early to consider accumulating property in North East Snohomish County near Highway 202.	Richard Jackson
6/29/2022 18:33	Wonderful airport. Kind staff. Easy to access. We flew in and out of it last week. You should expand this airport. It is So needed in this growing area!	Courtney Criss
6/29/2022 18:12	Paine field has been an amazing addition to the Seattle area and specifically Snohomish County. Before COVID I was flying daily through Paine field. My travel has reduced but I still only fly through Paine and recommend to my family, friends and community. I can€™t wait until we get more destinations. Right now it covers my work and pleasure needs but I would fly more if more destinations.	Lisa Eshelman
6/29/2022 18:11	They need to bring in another carrier or Alaska needs to provide more direct flights to west coast cities.	Chris Record
6/29/2022 17:34	How are these potential expansion plans being paid for? What additional noise mitigation p,and are there, should additional flights be added? The current hours of operation already interrupt my life (too early & too late). The flight route has moved more towards my house from when we initially purchased in 1994. I consider that an huge erosion of my quality of life. I don, need any additional erosion! Cargo operations	Nancy Mccutchin

	would certainly be a huge noise impact. The Dreamliner was a good example of that. Happy it moved to SC. I vote NO on additional cargo. Noise mitigation is my biggest complaint.	
6/29/2022 17:23	Please plan for Paine Field growth like YOU live here too!! The newer/quieter the planes the better and limit the hours to be respectful of the community.	Bev Caswell
6/29/2022 17:18	Who will pay for mitigation measures related to expansion of scheduled commercial service? Who will pay for mitigation measures related to any air cargo operations? How did cargo operations enter the picture with NO community input? That is outrageous. Has Propeller paid for all costs of terminal operations, related improvements, and mitigation measures as was stated in their contract? If not, what funds have been used to pay for those things and were they public funds? If not, why did Propeller violate the contract, and why were there no repercussions? If scheduled commercial service or air cargo operations are expanded or initiated, will there be an effort to limit flight hours voluntarily with carriers like other airports have? In the June webinar, the Paine Field enterprise fund was mentioned by the webinar host. Can you explain whether there are different buckets of funds within the enterprise funding model that are allocated to mitigate impacts of Paine Field operations with an emphasis on any lessee activities (Propeller for example) and would revenue from such lessee then be required to provide revenue sufficient to cover those costs? If not, why not? Why have the people who this will affect the most not had the chance to input our objectives!!!	Diana Geater
6/29/2022 17:03	Thank you for the continued improvements! Would love to see more flights to and from Paine Field!	Ashley Maddox
6/29/2022 16:48	Since the development of this airport is inevitable, who will pay for necessary sound walls to reduce noise on the residential sides of Paine Field? As airlines increase flights, both commercial passenger and freight, what plan will be implemented to limit flights at night and early mornings? Other airports have both sound walls and limits on flight times to recognize and support the surrounding community. What response does Paine Field currently have regarding noise complaints? I have filed many complaints of low flying prop planes as well as loud aircraft engine noise at night and early in the morning. My concern is that when flights are added, there needs to be monitoring as well as continued feedback from residents. Having lived near Midway Airport in Chicago, I know that supports can be put in place to reduce disruption to airport neighbors. Well, at least in the initial stages which is what Paine Field needs to be open to and advocate for. Thank you!	Maureen Hayden

6/29/2022 16:43	We live on Lake Serene and are concerned about additional noisy airplanes flying over our home. If scheduled commercial service or air cargo operations are expanded or initiated, will there be an effort to limit flight hours voluntarily with carriers like other airports have?	Lana Weed
6/29/2022 16:14	Hi there, The air traffic noise has significantly increased over our home in Lake Stevens in the past few months. It is especially loud and I do not want to see increased flights over my home. Paine Field should NOT be the next SeaTac! Please plan on limiting the number of flights to daytime and pushing any further the growth north to Bellingham airport where it is more rural. Thank you	Megan Slaker
6/29/2022 1:21	A couple of observations about the master plan website. 1. The economic impact numbers are grossly overstated and outdated. Boeing alone has eliminated and/or moved production of several programs eliminating thousands of jobs. Several contractors on those lines have closed or cut back substantially. 2. The stakeholder committee has zero local representatives (living in direct proximity). It would appear those on the committee have no idea what the local impact is or will be. Clearly, not a balanced representation. Since I live in Mukilteo, in close proximity to the airport, I know first hand the impact on the health and quality of life it has on people exposed to the air pollution and noise. Sleep deprivation and pollutant inhalation are serious health issues which seems to have been discounted. As a society, we spend a great deal of time and money protecting many different species; from whales, to birds and fish...even insects. Sometimes we protect them from noise, sometimes pollution and sometimes both. Common sense might suggest we do the same for people. By no means am I suggesting closing or even cutting back on flights...just some common sense changes that cost nothing. 1. Eliminate any commercial flights (including FedEx) that currently violate a communities noise ordinance. If the business violates the ordinance, a fee/fine would be imposed and go into a fund that would pay for mitigation (similar to what SeaTac does for SFR's). I would hope, in the spirit of being good neighbors, the business' originating these flights could see the value in making some schedule changes. 2. Have take offs throttle back until they are over non residential areas or reach a certain altitude. (similar to Orange County). 3. Have take offs originate as close to runway origination so as to reach a higher altitude quicker. This will lessen noise as well as disperse exhaust over a larger area lessening concentrations. I've noticed some pilots do this now and there is a huge difference in noise. Brian Lee	Brian Lee

6/28/2022 14:00	Hello, my house is on the air landing route . Planes arrive or landing very low. It creates an extreme noise including early morning and evening hours. That€™s very disturbing.	Vitalii Vashchuk
6/28/2022 11:57	Great planning. I appreciate the updates and look forward to Pain becoming an easier airport to use with additional destinations.	Scott Taylor
6/26/2022 21:33	Please do not expand in Mukilteo. We do not want the noise, traffic and expanded airport! We have a beautiful small community and do not want an airport larger than it is!	Liza Patchen-Short
6/24/2022 19:01	I flew out of Paine Field and loved it but now the flights are limited as to where I need to go. (Flew a direct flight to Omaha and a flight to Los Angeles€¦then to Mx.) would love to have a direct flight to Mazatlan€¦..which Alaska had at one time.	
6/24/2022 7:28	Commercial flights in and out of Paine Field have a negative impact on my quality of life. Flights disrupt sleep and the noise is overwhelming at times. I have lived in the area of over 30 years and the normal activity of the airport before commercial flights were allowed was very acceptable. I hope the impact on the citizens is taken into account and not just how much money can be made.	Shauna Croft
6/22/2022 18:05	Regional airports when expanded tend to overlook parking lots. Where will the new space come from and why give away so much public space to a private terminal company? What about this new bigger airport plan?	Cindy Evens
6/20/2022 0:40	I am support and yes we want more fund on this project to help our grow of our busssines and crease more job as i favor vote yed	J.J. Shabro
6/17/2022 2:15	When a noise study is done how far out from Paine Field do they study? I live on the north end of Ash Way close to 128th and have noticed an increase in aircraft noise over the last months.	Jillinda Bossen
6/17/2022 1:00	not ready	Stephanie Cooper
6/17/2022 0:44	Are there plans to complete a comprehensive noise study for the surrounding residential neighborhoods surrounding PAE, if so will PAE and FAA implement a noise reduction program for the affected area?	Betty Wilson
6/17/2022 0:39	Paine should continue to serve 1) Boeing (Who would want Boeing to pull out and Leave? They are proven, fine Neighbors.) And 2) Private aircraft owners. The community does not need any out-of-area capitalists looking to make Big bucks at these communities expense.	E. Scott Casselman

	The Mukilteo/Everett area is a natural marvel. Let€™s keep it that way. Let Big Buck Capitalists go elsewhere. We care that they don€™t care.	
6/16/2022 23:18	Since moving to Mukilteo many years ago with a promise there would be no commercial air operations, obviously that shipped sailed. I'd like to propose for consideration several items: 1. Since Sea Tac capacity is sited as an issue, stop future expansion at PAE and expand future flights to other locations to "share the wealth", 2. Hold the airlines to their commitment to fly quieter planes - they are getting noisier every day' 3. Keep restricting hours for flying to be more considerate of families, 4. Stop expansion of air cargo at PAE and "share" with other locations. Thank you for listening	Steve Throckmorton
6/16/2022 19:09	I support the expansion as Paine Field is really close to my home and would be my preferred airport. Even though, I have never used Paine field as the cost of airfare has been more expensive when comparing flights side by side from SEA-TAC to the same direct connections.	Arien Dux
6/15/2022 20:47	I€™m a huge proponent of Paine Field since I€™ve moved here in August 2019. I was an avid user of PAE primarily flying on United Airlines until their service termination last fall 2021. However, the expansion buildout concludes, it needs to maintain the intimate atmosphere that makes Paine Field (PAE) stand out and very unique as compared to other smaller regional-type airports. More commercial airline options are needed with either direct flights to major hubs (ORD, SFO, DEN, etc.) or/and service to mid-size cities also underserved with airline routes (Reno (RNO), Eugene (EUG), and others). Improved on-site airport transportation options are needed such as a light-rail station on-site and not blocks away, or direct connection (non-stop) bus services to from Everett Station for EASY transfers to Amtrak Cascades, Sounder North, and other rail/bus services to downtown Seattle/South Sound or northbound to North Sound cities (Bellingham, Mt Vernon, Blaine, Vancouver CAN).	Doug Mazique
6/15/2022 4:32	Since Paine Field will NOT be the second major new airport in the region, how are you determining what passenger volume Paine Field master plan options can or should handle particularly given all the other uses of Paine Field led by aerospace manufacturing and general aviation? The FAA Environmental Assessment failed to account for foreseeable, potential and incremental impacts of expansion so will all Master Plan options consider all of those impacts? if not, why not? Clearly all of those should have been included in the FAA Environmental Assessment that led to the decision to build a terminal but they were not and hopefully will be going forward. In addition, the impacts of air cargo are different than scheduled service given the operational dynamics of air cargo including night time flights so how will all of those impacts be considered? Given the significance of expansion, shouldn't any option require a full blown publicly scoped Environmental Impact Statement versus a less comprehensive Environmental Assessment? Isn't moving forward with a preferred option for a master plan before fully considering the impacts and mitigation of all options premature and out of order? Public transparency and a fair and reasonable process should be a requirement given the	Mike Moore

	public interest and potential impacts. Please address these comments in writing to give the public more insight into your perspectives and intentions.	
6/14/2022 3:13	What progress is being made on the €œalternatives€□ and when will those be shared with the public?	Maureen Hayden
6/13/2022 16:56	1. Please limit expansion of commercial flights at Paine Field. Already, we in Mukilteo in our homes, schools, and parks are affected daily by not only the number of commercial flights but Boeing's important test flights and procedures. 2. Important: Please create a nightly CURFEW on all flight activity at Paine Field. Please refer to examples like Burbank Airport in California, where planes cannot operate between 10:00 pm and 6:59 am. This is an essential, humane, responsible way to ensure everyone in our community, especially children, can have restful sleep. 3. Please expand your research to include a commercial airport on the Eastside. The Eastside has a huge and growing population, and building a community airport there would serve their needs, spread the burden, and reduce airport commute times. 4. Finally, please put a lot of funding and research into commercial electric airplanes. These have the potential to be quieter and reduce environmental damage. 5. Please respond to me so I know you have heard my concerns. Thank you.	Netta Beyerlein
6/12/2022 1:46	Please consider a flight to Bend, Oregon. We fly to Bend regularly and have to fly out of Sea-Tac. The Sea-Tac flights are always full or overbooked. A flight to Bend from Paine Field would help many people who have to drive downtown for such a short 40 minute flight.	Pamela Taylor
6/11/2022 14:48	Looking forward to more flights! Hopefully to the east coast	Christina
6/10/2022 16:14	I love the passenger terminal options at Paine Field and regularly fly Alaska Airlines. I hope there will be improved and affordable options for parking. Would love to see light rail or a shuttle service to nearby communities such as Everett and Marysville.	Debra Henry
6/10/2022 4:16	Please have your consultants start teaching outside the NEPA boundaries in any mailings you are doing. I€™ve run into this issue with Harvey Field. Here is why: I am not technically in the flight path for Paine, but I have reported two cargo planes flying dangerously low over my house. I sent photos to the FAA, including a third photo of a FedEx plane in a near miss with a small plane over my neighbor€™s house. I have flown out of Paine Field, and I get the need to expand aviation, but you need to involve all of us who may have	Monica Van Der Vieren

	concerns about more flights when FedEx and UPS pilots are already violating safety rules by (I kid you not) flying right above trees, power lines, and houses on the way to and from Paine Field. I really appreciate the option of flying out of Paine Field, but not enough to die for it. If you didn€™t show up in my Twitter feed, I would never have known this process was occurring. So if your aviation customers are flying over us, please mail us. Thank you.	
6/10/2022 0:20	Hello. I have been a resident of the area since 2005. After Paine opened their commercial terminal the amount of noise near my home increased dramatically. With the pandemic, I now work from home and hear planes through out the entire day. Most of the smaller planes have minor impact, but the large commercial jets and military aircraft coming in and out well into the night are very disruptive. A few flights per day was easy enough to ignore but the number keeps rising. This Master Plan makes it very clear that you are focused almost exclusively on business interests by in further increasing the number of flights coming in and out of Paine Field. 4+ Million travelers going through the airport is a huge increase over what our community was told about when commercial flights started. Those commercial flights were started with zero mitigation for the surrounding communities. An increase of this size will not only create significant noise pollution and traffic impacts, but will also reduce the value of our homes. All one has to do is shop for a home on Zillow in Seattle to see these impacts. If the price of a home is affordable, it is almost certain to be located under a flight path. But, at least those home owners were given triple pane windows to help mitigate the noise. This plan must take the residents and community members into consideration. A couple of representatives (who may or may not actually represent homeowners) on a board is insufficient. Business interests must not be allowed to undermine the quality of life for the surrounding residents. The number of flights must be reduced and flight noise must be mitigated if we have any hope of enjoying life in this area.	Carmela Collins
6/8/2022 22:24	We need to ensure feeder services to the airport when it becomes busier to avoid congestion and traffic issues.	Animesh Jain
6/7/2022 16:32	We have lived in Mukilteo since 1987. We raised our two children in our home in Elliot Pointe and are now enjoying our five grandsons in our home in Horizon Heights. The first thing our real estate agent showed us and told us as we looked at lots to build our home in EP was the agreement with the county that Paine Filed would never be used as a commercial airport. Mukilteo grew. Schools were built. Life was good. No one got upset about the noise from Boeing or the airport because we all did move into the area knowing we "lived near an airport" and with that came noise. But we also had been told "no development". Unfortunately the politicians had other thoughts years later and the people who pressed to have the airport developed did not live in the area re: affected by the noise of a commercial airport. So please do not say "you knew you were building by an airport" Yes we did, with an agreement. (My response to those who love the airport because it is convenient and they do not have to drive to Sea Tac: " you moved to the area knowing you did NOT live near an airport, but it did not stop you from the need to drive to Sea Tac).	Pamela Newsome

	I am not opposed to Paine Field as it is currently being used for commercial flights: 24 take offs and 24 landings per day. Fine, so be it. I am 100% opposed to making it the regional airport to support Sea Tac. Why? Take a look around Paine Field. What do you see? Homes, neighborhoods, schools, hiking trails, beautiful beaches, parks. In other words: one of the most charming areas in all of Washington. (Sit at Arnie's on a beautiful summer afternoon or evening and watch all of the activies in the area as the Ferry glides by. I challenge you to find a better site in our country.) Then you hear the noise of a jet plane engine as it either approaches Paine Field or takes off. (Pre commercial flights at Paine Field yes you heard and saw the planes. But NOT 24 take off and landings per day.) Charm is less..... Find someplace else that was developed without a commercial airport in the area. Period. Making Paine Field a regional airport will destroy the Mukilteo area as it is currently is. Why does that have to happen? Why do the thousands of residents who live in the area and will be affected by the noise, traffic, loss of home values have to be subject to a huge expansion of Paine Field? We were here first. Keep Paine Field at its current footprint. Find another site. Respectfully submitted, Pam Newsome	
6/7/2022 13:43	We lived happily in our Mukilteo home for 30 years, raising three children and teaching in Edmonds School District during that time. It was a delightful community! We moved to Snohomish four years ago due to Paine Field becoming an international airport. I still come to Mukilteo for our dentist and haircuts. I cannot wait to leave! Low flying and noisy planes. You have ruined the community and want to further degrade this beautiful Puget Sound city? Totally irresponsible and all for the money that will fill your coffers. I don't spend very much of our money there anymore. Stop the madness!	Betsie Snoey
6/6/2022 23:36	We use PAE for out short southern sun getaways, but we like this airport just the way it is right now and don't want to see it change. Paine Field is not just for travelers, and it supports much more economic value than SEA as your report clearly shows.	Seth Roberts
6/6/2022 19:08	I just wanted to say that this is really welcome news. I learned about the capabilities of Paine field this morning from Alaska's instagram story on it. I moved up to Bellingham from Issaquah during the pandemic and one of the really difficult pieces of this move was a considerable loss in Air travel options. My entire family lives in Minnesota and I frequently utilized Delta's presence as a hub of both Seattle and Minneapolis for a flexible schedule of flights and affordable options. Since moving to Bellingham, I've had to rely on either making the considerable drive down to SeaTac and parking and potentially even spending the night. Living	Richard Rogers

	north of Seattle leaves you extremely exposed to various traffic issues, a backup from either way can put making your flight in jeopardy or greatly delay your return home. This has led me to begin utilizing Alaska's service from BLI to SEA and then catching another flight, while convenient, this creates added expense and another step if I need to retrieve my baggage and then re-check it for another airline. A more considerable airport north of the city, would do a lot to alleviate my traffic concerns, limit my impact on the environment for catching these flights and overall provide a much more flexible alternative. While not all of my options are met with the current schedule, some destinations like PHX, PSP, SFO and LAX are attractive. I'd also love for a little competition from my preferred Delta Airlines at Paine field, but I understand that is a more difficult ask. Lastly, I found it interesting just how hard it was to even locate PAE on many flight lookup tools, many of the other airlines/3rd party tools didn't register PAE as an option.	
6/6/2022 18:55	As part of the Master Plan, what studies are being done concerning transportation to/from the airport and parking? How will the expected increase in traffic be addressed? Also, will there commercial flight restrictions put in place to mitigate noise (i.e no flights before 6AM, after 11pm) or will it become a 24 hour airport similar to Sea-Tac.	Emmanuel Garcia
6/6/2022 4:29	Having lived in the McCord flight path for years then moving to Mill Creek in 1979, I understand the public resistance to expanding PAE. Considering PAE was build in the 30's, residents in surrounding areas moved here long after the field was built. In 1979 aircraft coming in to PAE were often noisy 727s heading for BF Goodrich for maintenance. Today's aircraft produce half the noise of the 727's. The noisiest aircraft are the general aviation aircraft we are more likely to notice in Mill Creek than the large jets. We believe PAE is the most logical location to expand air service in Puget Sound given it's existing 22" thick runways and county controlled land area available to support such expansion.	Mark Beales
6/6/2022 3:33	I am so upset to hear of this expansion plan. This will have a huge detrimental impact on the residents of Mukilteo, and the environment. There needs to be an environmental impact study and accountability at the leadership level and oversight level of the FAA and county. The building of a brand new airport out where it will not be ruining the lives of so many people should be moved up sooner as opposed to expanding this airport right in the middle of a populated area. This is all about greed and people who don€™t want to drive to SeaTac at the expense of the people who live near Paine Field. Our property values are going to go way down and I€™m sure you do not want to pay for any of that. The last time I asked for abatement people said there€™s no need for that. You are killing so many peoples dreams of living here until old age. We will have to move and lose money on our house.	Valerie Krueger
6/6/2022 2:53	Need to fly larger planes in Paine like 737's or larger. This will increase capacity greatly.	Melissa Akers
6/6/2022 1:06	If Paine Field must expand, please situate future runways and air traffic on the east side. Flight paths ideally will also go north, south or east, not west over Mukilteo. Please be mindful of the family and children living their lives on the west side and avoid expansion on the west side.	Justin Zupnick

6/5/2022 16:29	1. There is no one from the environmental community on your stakeholders list. Why not? 2. Paine Field can no longer use the Paul Allen loophole to avoid compliance with stormwater retrofits. Where will stormwater be treated for flow control and water quality treatment? 3. Stormwater runoff from fueling operations in this area drains to Japanese Gulch Creek with its population of federally listed threatened Chinook salmon. How will routine spills of jet fuel be addressed? 4. Will future stormwater retrofits at Paine Field be addressed either as project-by-project piecemeal stormwater controls, or as a part of a larger basin-wide stormwater plan for water quality and flow control? 5. Show the location of all stormwater controls on the master plan and increases in size from the basin treatments that were designed under the outdated 1992 SWMMPSB. 6. The draft Master Plan does not show any development in the Wetland ERR parking lot area that was illegally constructed under Arif Ghouse€™s authority and subsequently removed as a part of a federal court consent decree. Will there be any development in this area?	William Lider
6/5/2022 15:50	I am excited for the growth to come for air service expansion at PAE. More flight options would be welcomed.	Michael Mallahan
6/4/2022 22:50	Current parking at the terminal is barely adequate. Short term it too expensive and long-term parking is limited and too far away. Any increase in flight activity needs to be accompanied by a parking garage, parking shuttle or both.	Richard Kataoka
6/4/2022 1:38	I need what I can get at Sea-Tac for direct flights. Can there be a service to Sea-Tac from Pae somehow? Easy check-in and short TSA lines is the big reason for asking. ;-)	Sandy Heppner
6/3/2022 17:14	I'm not in favor of expanding the airport. The expansion plan appears foolish and cramped and still highly limited as compared to seatac. I can't understand why the expanded terminal drawings were even included when the private terminal owner doesn't even know if he wants to expand? Should have just allocated an area for that possibility. As a civil engineer, your parking is totally inadequate too. If this airport has been working so well as "the golden goose", then why change it so much to gain so little, and what about the new bigger more modern seatac replacement airport we really need?	Larry Sears
6/3/2022 5:52	The possible plans outlined in options 1 & 2 are interesting to say the least. I can just imagine the hue and cry when the proposal to expand to 12 gates hits the mainstream news - NIMBY's will be out for blood! I used to live in a large midwest city under a flight path to a large airport with a 727/737 flying overhead at about 1000 ft altitude every 7 minutes from about 630am to 8pm every day of the week, so I know what it's like and also the fact that one really does get used to the whole house shaking and the windows rattling all the time.	
6/3/2022 2:07	Your friggen planes wake me up now! Damn... wish I never moved here! Just another reason to hate it here.	Sherryl Kenney

6/2/2022 18:49	I am very concerned that the master plan does not take into account the noise of current as well as future expansions. I live near Lake Stickney and we get small planes flying over our heads constantly during the day in good weather - and not very high up. It truly disturbs the peace of our community. The larger commercial jets will occasionally flyover us, and now are flying quite low and loudly over Spruce Park on 35th. Additionally, more than a handful of times, we are disturbed in our neighborhood by jets in the middle of the night. My understanding is that there are quiet hours? Is this being violated? If these planes are only landing, why are they doing it at these hours? Cannot they be diverted to SeaTac if it's an emergency? Secondly, the parking at PAE is completely insufficient for the current situation, not to mention the future. How is this to be handled? I have been concerned about the commercial operation of PAE for years and am still not 100% convinced that the quality-of-life issues that we have already seen degraded will not continue. While it's nice to have an option to SEA, I wonder at what price? Our health, our quiet, and perhaps eventually our real-estate values?	Lisa Mintz Kavas
6/2/2022 18:36	Boeing does not deserve corporate welfare. They have sent jobs from Everett to other countries and other states. I retired after 30 years at Everett and was embarrassed with their lack of commitment to our community. I use PAE for Alaska Airline flights and enjoyed the smaller planes. I do not support larger planes or more flights per day.	Brandt Willson
6/2/2022 16:30	I don't feel expanding the terminal will EVER meet expectations or demand. With so many other direct and much cheaper flight choices at SEATAC, Paine Field will NEVER provide the same level of service! Please stop wasting time and start building a new larger modern airport down south where they still have land to build it on. Paine Field and some direct rail could help feed people into this new airport further south. My husband, who works at Boeing, doesn't like this terminal expansion idea either, so please stop where we are now!	Susie Johnson
6/2/2022 4:35	PLEASE offer direct flights to Alaska from here!! And do everything possible to protect the environment. Plant native plants. Use solar energy. Protect birds and other wildlife.	Kathy Johnson
6/2/2022 2:00	I love the convenience of Paine Field airport for leisure travel, however the planes fly right over our home and are so loud, that we are unable to hear anything other than the plane; we have to stop any conversations, any phone calls, listening to music or the television, or talking with customers, clients, and co-workers when we telecommute from home. Sometimes the planes even shake the house. These are not exaggerations. I'd like to know what noise studies, if any, have been done since the opening of the airport, and if so, where I can find the results. I'd like a response please, and can be emailed at amyjane1000@hotmail.com. Thank you. Also, the cell phone lot needs to be better identified. When I was last there to pick someone up, I believe I was parked in the cell phone lot, but it's possible I was parked on one of the neighboring businesses' private lot.	Amy Bernstein

6/1/2022 20:40	Given the two "possible terminal expansion examples", which show at least 3-times the current gate capacity, while only showing a very small additional parking lot area, it doesn't appear that sufficient car parking was considered. Logically, increasing to 3-times the current flight capacity would require at least 3-times more parking lot area. As a long-time GA hangar tenant at PAE, we don't want to have any more GA ramp, hangar or tie-down space appropriated for terminal car parking use as was done for the economy parking lot. Thank you	John Rotunda
5/27/2022 22:24	Try to add Southwest Airlines with flights to Dallas. Try to add flights to Denver and Chicago and Boston Is it possible for the light rail to make a stop at Paine as it does for SeaTac? If light rail can't link to Pain then could multiple county buses link there from the park and rides or the light rail stations?	Gail Kieckhefer
5/27/2022 14:22	I think it would be great for Paine Field to expand passenger service options by bringing in my airlines (like Delta and Southwest) and increasing the number of flights in and out of the terminal. I know some folks do not want this, but the reality is that it just makes sense for the region overall.	Rachelle Selvog

Paine Field Master Plan 2040

Appendix K | Public Open House #3 Summary Report - March 2023

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated

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1 Webinar and Online Open House Report

March 2023

1.1 Background

Paine Field Airport has a long history of serving Northwest Washington and beyond. Originally envisioned in the 1930s as a commercial airport, in response to World War II, it served the military and continued to do so for decades. Since the military left in the 1960s, the airport has become vital to the quality of life and economic sustainability of Snohomish County's residents. Today there are more than fifty businesses at the airport that provide more than 30,000 jobs to the community, and demand for expanded services and flights continues.

Snohomish County owns the airport and relies on a strategic framework, the *Airport Master Plan*, to guide the development of structures, runways, infrastructure, traffic, and more at the airport. This plan guides investments of public and private dollars on airport property and helps the businesses and communities near the airport to plan for their investments as well.

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others interested in the airport.

To share information about the Master Plan status and collect input, Snohomish County held an the third and final online open house in March 2023 and one online webinar on March 15th, 2023.

1.2 Format and Notification

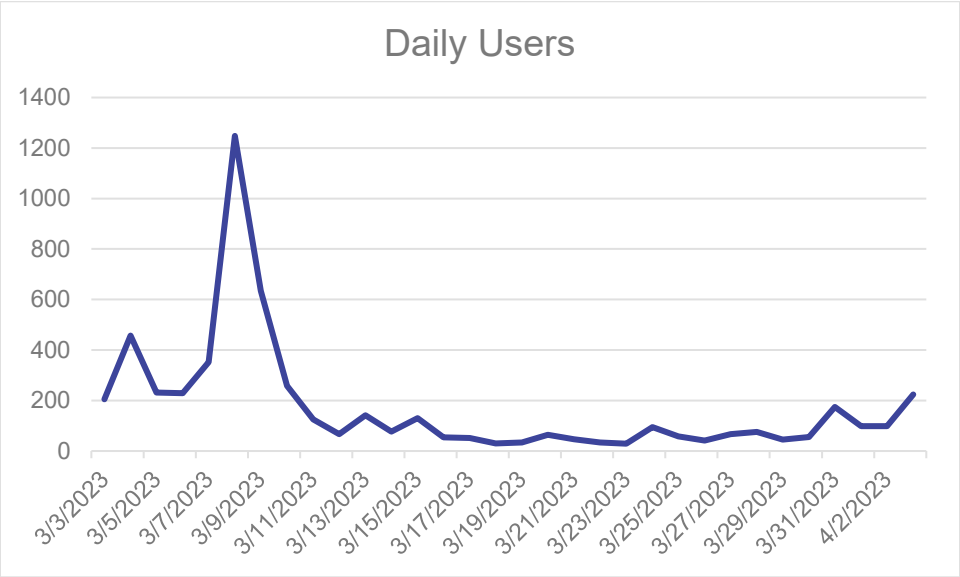
1.2.1 Webinars

Snohomish County hosted a webinar on Wednesday, March 15, 2023, 6 – 7 p.m. It included a presentation and a question-and-answer session (see appendix for slides). 245 people registered and 179 attended.

1.2.2 Online Open House

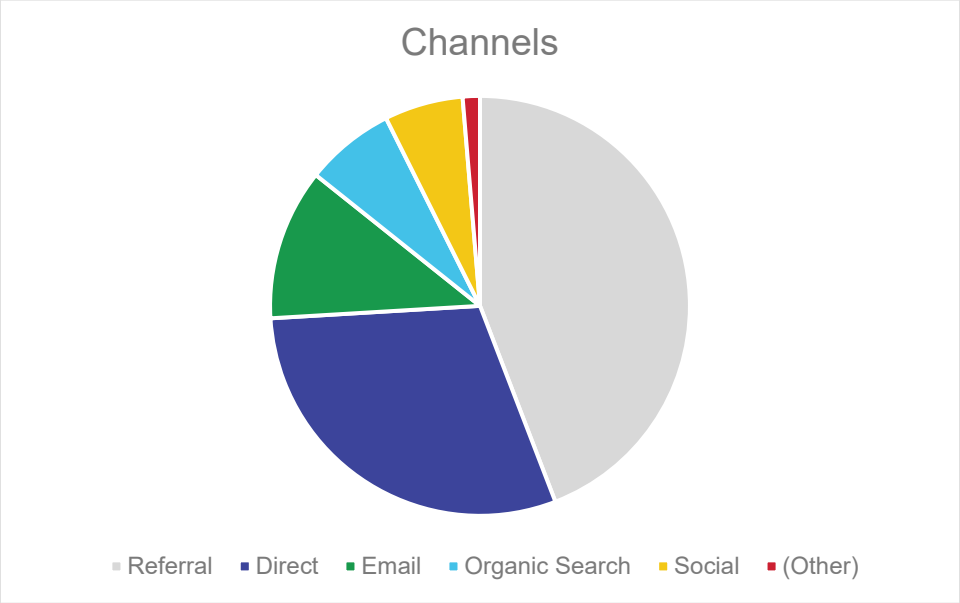
Snohomish County updated its online open house in early March and opened comment to the public for the 30 days. Visitors were encouraged to review updates on the airport planning process and provide their thoughts through an online form that allowed for free-form comments.

Exhibit 1 USERS



Source: Google Analytics

Exhibit 2 TOP CHANNELS

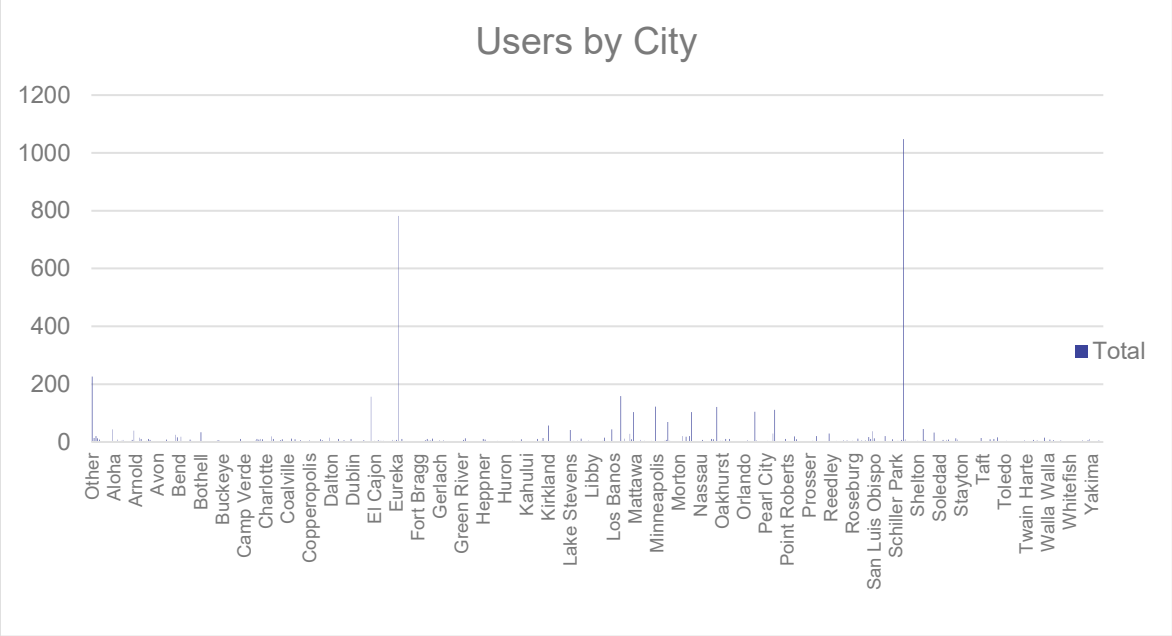


Source: Google Analytics

The March online open house had 10,916 page views and almost 4,970 visitors during the comment period. Google Analytics isn't always able to identify where a user is located, but of the 73.49% of users it was able to identify as being in Washington, with most from Everett and Seattle. This is consistent with visitors to prior open houses. There was a decrease in page

views from 1.3 percent from the last open house to 0.68 percent for the March open house. 0.14 percent of users navigated to the Spanish site of the 4,790 visitors.

Exhibit 3 USERS BY CITY



Source: Landrum & Brown

At least 71 users left 159 comments (not all commenters included their names or email addresses). 32 comments expressed support for the airport and its expansion, and most of the remaining comments were against airport expansion or regarding flight destinations. About one quarter (38) of comments complained about airport noise. Other complaints included concerns for the local environment, maintaining and expanding general aviation, the impacts of aviation on climate change, concern about how airport-related decisions are being made, and a lack of parking options at the airport.

Visitors to the March online open house were not invited to disclose their demographics, but based on the comments left, it appears many are homeowners.

See Appendix E for screenshots of online open house. Comments are included in Appendix F.

1.2.3 Notifications

The team notified community members in Everett and other communities surrounding the airport through online advertising, emails, social media posts, postcards, and print ads.

- Postcards were mailed to 30,523 addresses the week of March 1.
- Print ads were run in The Herald, Mukilteo Beacon, Edmonds Beacon, and the Lynnwood Times. The Herald ran print ads once a week between March 4 to April 1,

the Mukilteo Beacon March 8, 22, and 29, Edmonds Beacon March 9, 23, and 30, and the Lynwood Times March 16 and 30.

- Digital ads ran between March 3 to April 3 for The Herald, Mukilteo Beacon, Edmonds Beacon, Mill Creek Beacon, Lynnwood Times, My Edmonds News, MLTNews, and Lynnwood Today.
- Online ads on Facebook and Twitter ran from March 3 through April 3.
- Organic social media posts urging community participation continued throughout the comment period.
- Press release issued March 3.
- Paine Field Airport sent six enewsletters from February 21 to April 3 inviting them to visit the online open house and submit their comments.
  - February 21: Paine Field Buzz was sent to 11,131 subscribers announcing the online open house and comment period. Open rate 32%, click rate 3%.
  - March 3: Paine Field Master Plan Update was sent to 1,750 subscribers announcing the online open house and comment period was open and encouraged participation in the webinar. Open rate 44%, click rate 18%.
  - March 13: Paine Field Master Plan Update was sent to 1,742 subscribers reminding of the webinar on March 15 and the comment period. Open rate 50%, click rate 11%.
  - March 24: Paine Field Master Plan Update was sent to 1,908 subscribers sharing recording of webinar and encouraging comments. Open rate 52%, click rate 13%.
  - March 31: Paine Field Master Plan Update was sent to 2,814 subscribers reminding of comment deadline. Open rate 54%, click rate 17%.
  - April 3: Paine Field Master Plan Update was sent to 2,795 subscribers encouraging last comments before deadline. Open rate 34%, click rate 13%.
- Advertisements across digital platforms received over 225,000 impressions and performed above industry averages, with outstanding click-through rates on English Facebook and Twitter ads.

Paine Field Airport also reached out to specific groups and jurisdictions, including:

Village on Casino Road Community Center
Habitat for Humanity of Snohomish County
Casa Latina
The Arc of Snohomish County
United Way of Snohomish County
Catholic Community Services
Familias Unidas Latino Community Resources Center
Sno-Isle Libraries
Edmonds Chamber of Commerce
Mukilteo Chamber of Commerce
Everett Chamber of Commerce
Edmonds School District
Mukilteo School District
Everett School District
Everett Community College
Edmonds College
University of Washington Bothell
Community Transit
Washington State University
WSU Everett
Snohomish PUD
Port of Everett
City of Mukilteo

City of Marysville
City of Arlington
City of Lynnwood
City of Everett
City of Brier
City of Bothell
City of Darington
City of Edmonds
City of Gold Bar
City of Granite Falls
City of Monroe
City of Montlake Terrace
City of Stanwood
City of Sultan
City of Woodway
City of Millcreek
City of Lake Stevens
Take Flight, Snohomish Members
Aerospace Taskforce Members
Hangar tenants
Paine Field business contacts

See Appendix A for the notification report and copies of notification materials.

1.3 Webinar Summary

1.3.1 Welcome

Terry Ryan, Snohomish County's Aerospace Economic Development Director, greeted attendees, opened the webinar meeting, provided an overview of the presentation, and introduced Michael Tubridy and Cody Meyer as the main presenters.

1.3.2 Technical Presentation

Michael Tubridy, Landrum & Brown project manager, explained the demand triggers, the draft implementation plan and land use plan, and the financial implication of the recommended projects.

1.3.3 Q&A

Terry Ryan facilitated the question-and-answer session. Participants asked a variety of questions that fell into the following broad categories: flight traffic, airport and adjoining property, community outreach efforts, ground transportation, funding, and airlines and airport logistics.

A list of questions and comments provided during the two public webinars, with answers from the consulting team and Paine Field staff is provided in Appendix D. Appendix F presents the various comments provided by the general public during the Open House comment period.

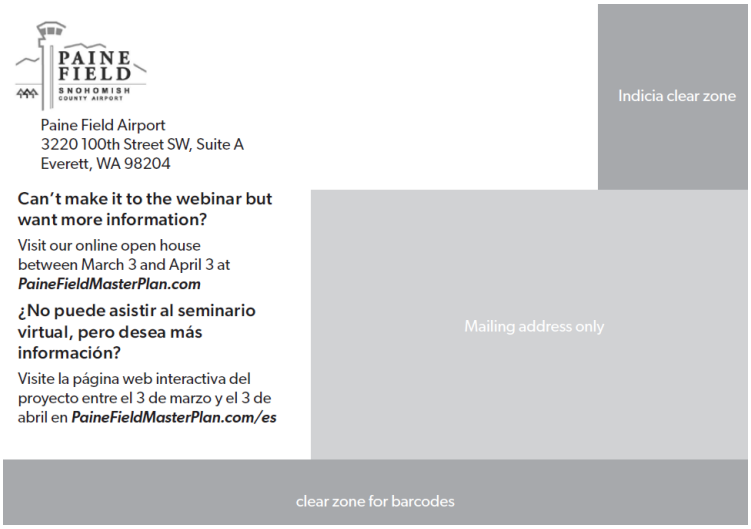
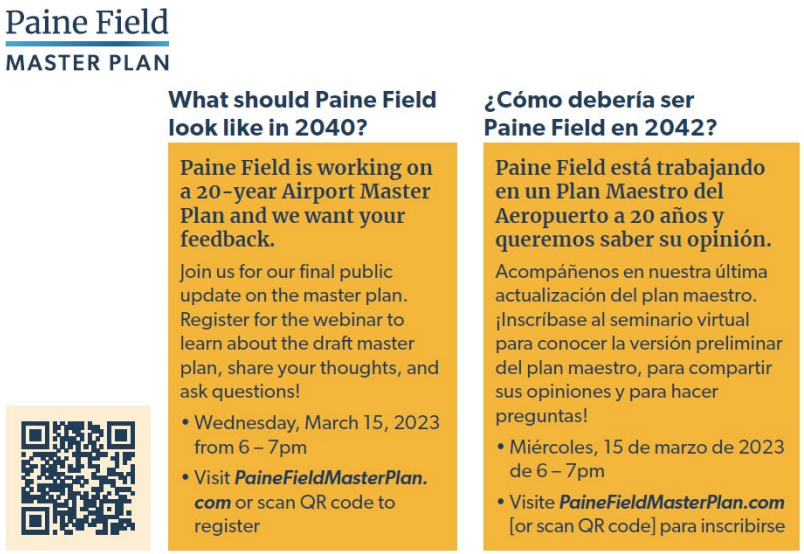
1.3.4 Closing

Terry Ryan thanked participants for joining and encouraged anyone with additional input to visit the online open house to submit comments.

2 Appendices

2.1 Appendix A: Notifications

TABLE 2 NOTIFICATIONS

Advertisement Graphic	Ad Platform Run Dates
	Mailed postcard the week of March 1, 2023
	Reached mailboxes approximately March 3, 2023 Mailed to 30,523 addresses
	¼ page print add in Beacon Publishing, Sound

Advertisement Graphic	Ad Platform Run Dates
	Publishing and Lynwood Times March 3 through April 3, 2023

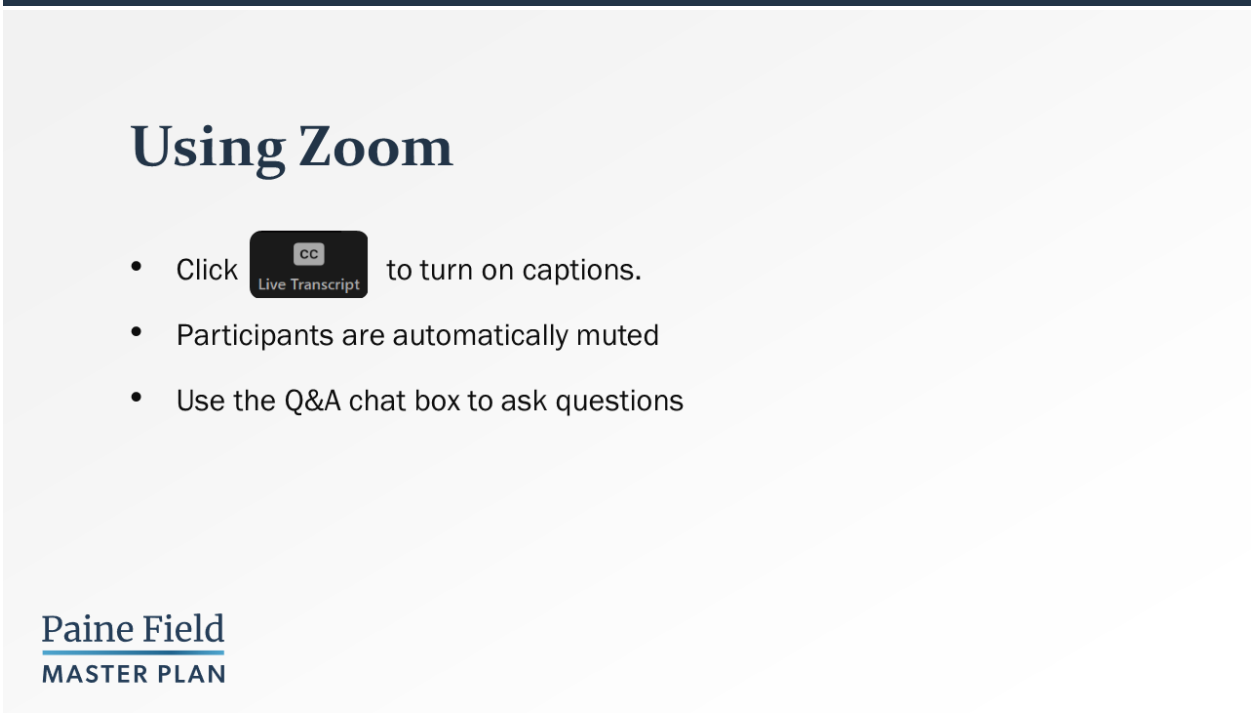
Advertisement Graphic	Ad Platform Run Dates
	Sound Publishing Digital Ad 300x250 March 3 – April 3, 2023
What should Paine Field look like in 2040? • Paine Field is working on a 20-year Airport Master Plan and we want your feedback. • Join us for our final public update on the master plan. Register for the webinar to learn about the draft master plan, share your thoughts, and ask questions! • Wednesday, March 15, 2023 from 6 – 7pm • Visit PaineFieldMasterPlan.com to register.	Facebook, Twitter
• Can't make it to the webinar but want more information? • Visit our online open house between March 3 and April 3 at PaineFieldMasterPlan.com.	Facebook, Twitter

Source: Landrum & Brown

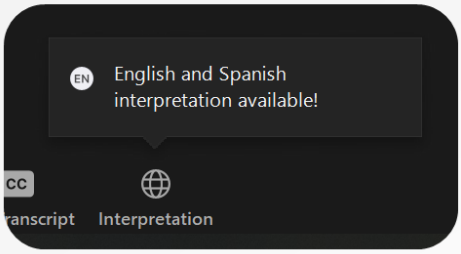
2.2 Appendix B: Presentation

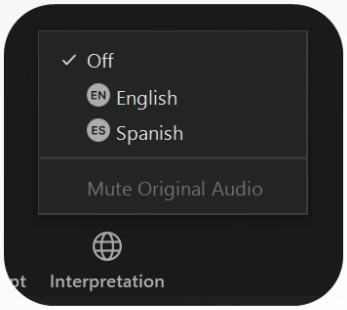
EXHIBIT 4 PRESENTATION DECK





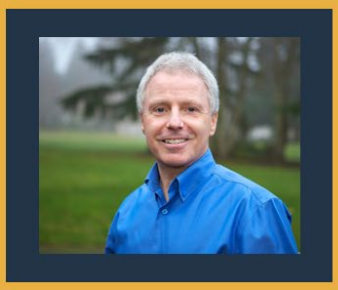
Using Zoom interpretation channels





Paine Field
MASTER PLAN

Team introductions



Terry Ryan
Snohomish County

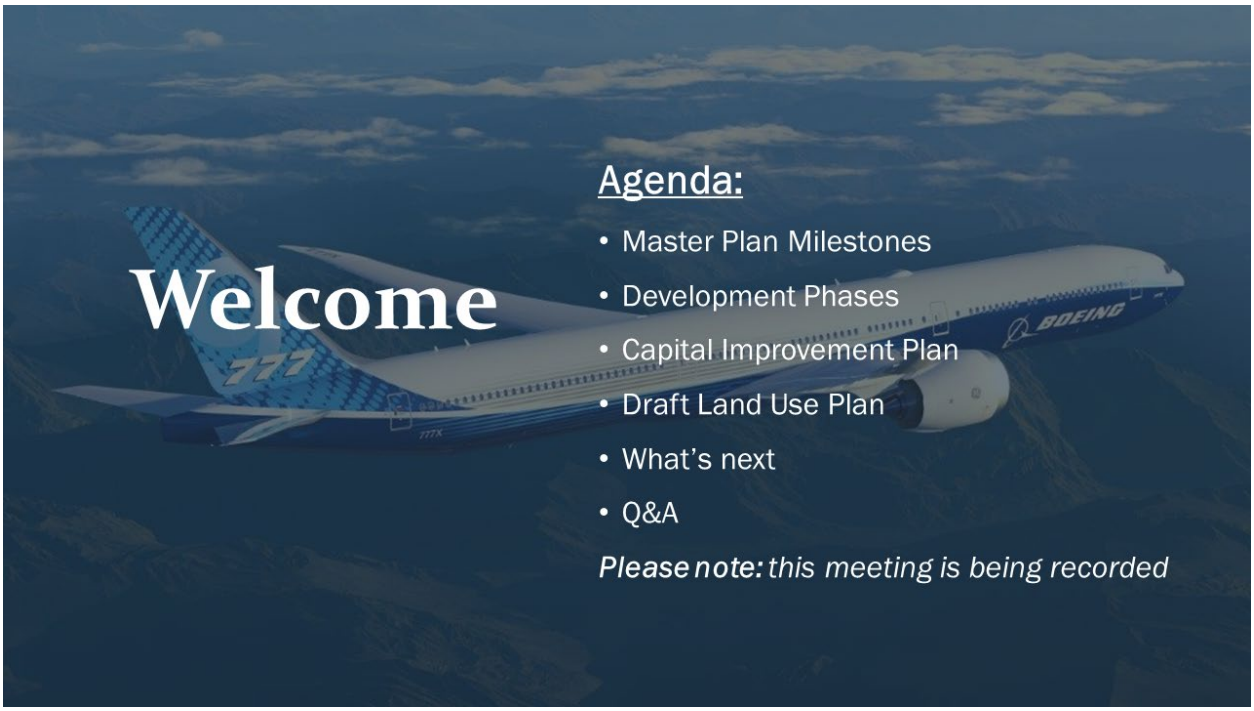


Michael Tubridy
Landrum & Brown



Cody Meyer
Landrum & Brown

Paine Field
MASTER PLAN



Master Plan Study Update - Major Milestones

Complete

- Existing Conditions/Inventory
- Aviation Forecast
- Facility Requirements
- Alternatives
- Phased Development Plan
- Capital Improvement Plan
- Preliminary Land Use Plan
- Two Public Open House Meetings
- Environmental Considerations
- Financial Analysis and Review



Final Steps

- Final Public Open House
- Final Committee Meetings
- Coordination and review with County Executive and Council
- Submit to FAA

Paine Field
MASTER PLAN

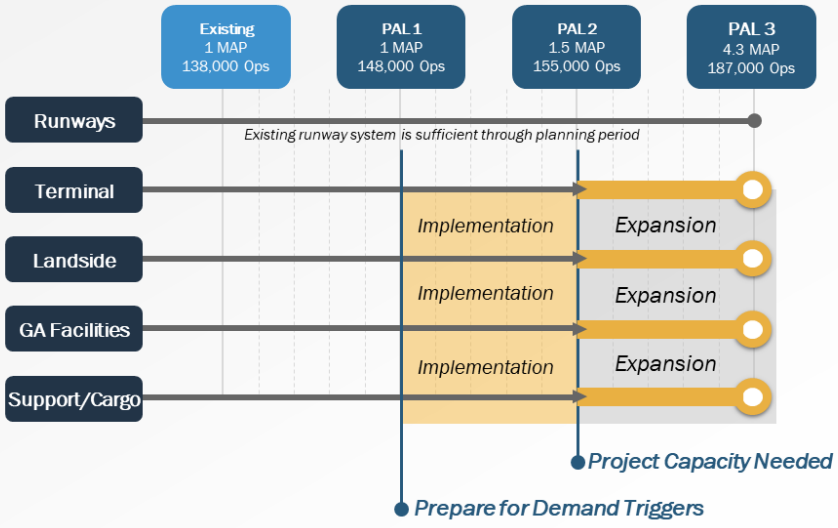
6

Approved Traffic Forecast Summary

Planning Activity Level	Million Annual Passengers (MAP)	Annual Operations	Passenger Operations	General Aviation Operations	Based Aircraft	Peak Hour Passengers	Peak Hour Operations
Existing (2019)	1,022,046	137,995	16,660	116,694	536	330	78
PAL 1 (1.0 MAP)	1,022,046	148,473	16,660	125,131	563	330	84
PAL 2 (1.5 MAP)	1,535,412	155,028	18,741	129,350	592	596	85
PAL 3 (4.3 MAP)	4,322,426	187,303	41,506	138,282	654	1,368	93
	4x increase	35% increase		18% increase			

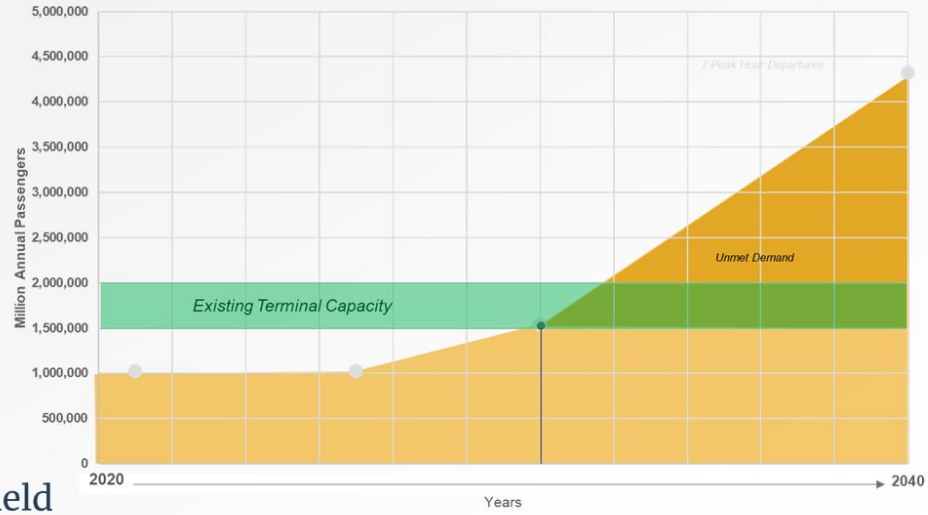
Paine Field
MASTER PLAN

Airport Demand/Capacity Triggers



Paine Field
MASTER PLAN

Terminal Capacity



Paine Field
MASTER PLAN

Preliminary Phasing of Master Plan Projects

PAL = Planning Activity Level

PAL 1: *Entrance/Terminal Roads and Terminal Taxilanes*

PAL 2: *Terminal Buildout and GA Area*

PAL 3: *Parking, Airfield Improvements, Support*

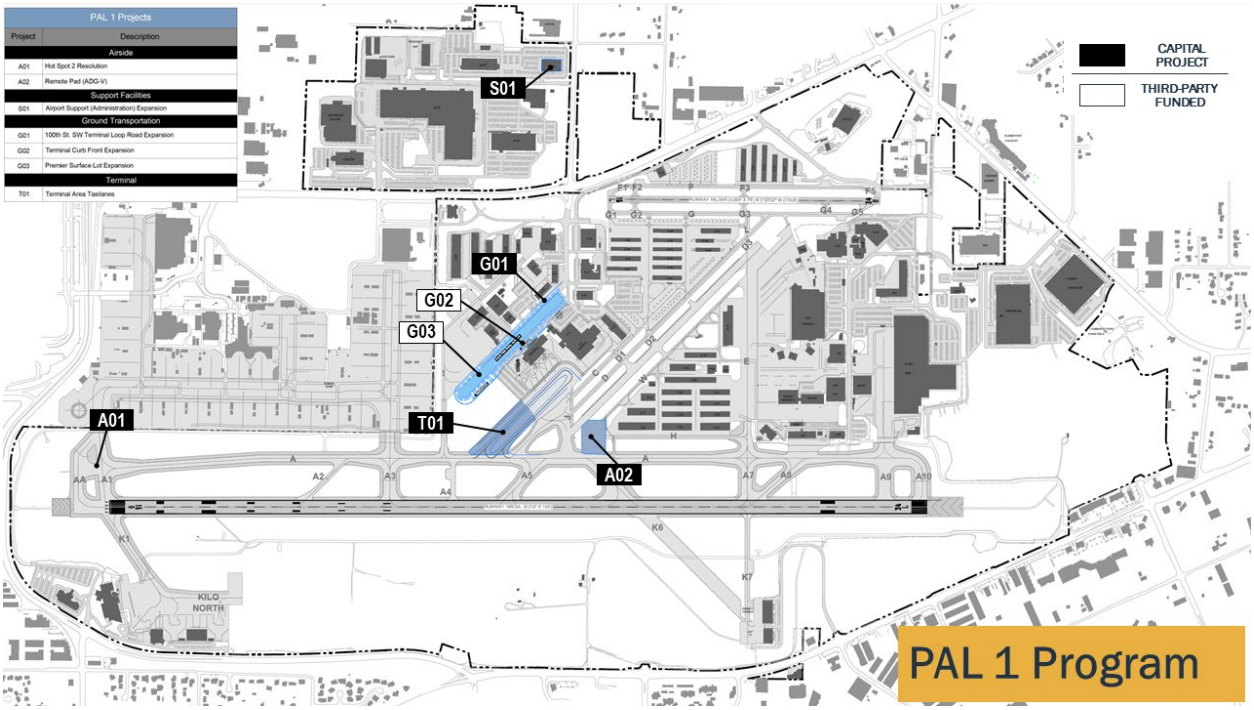
Paine Field
MASTER PLAN

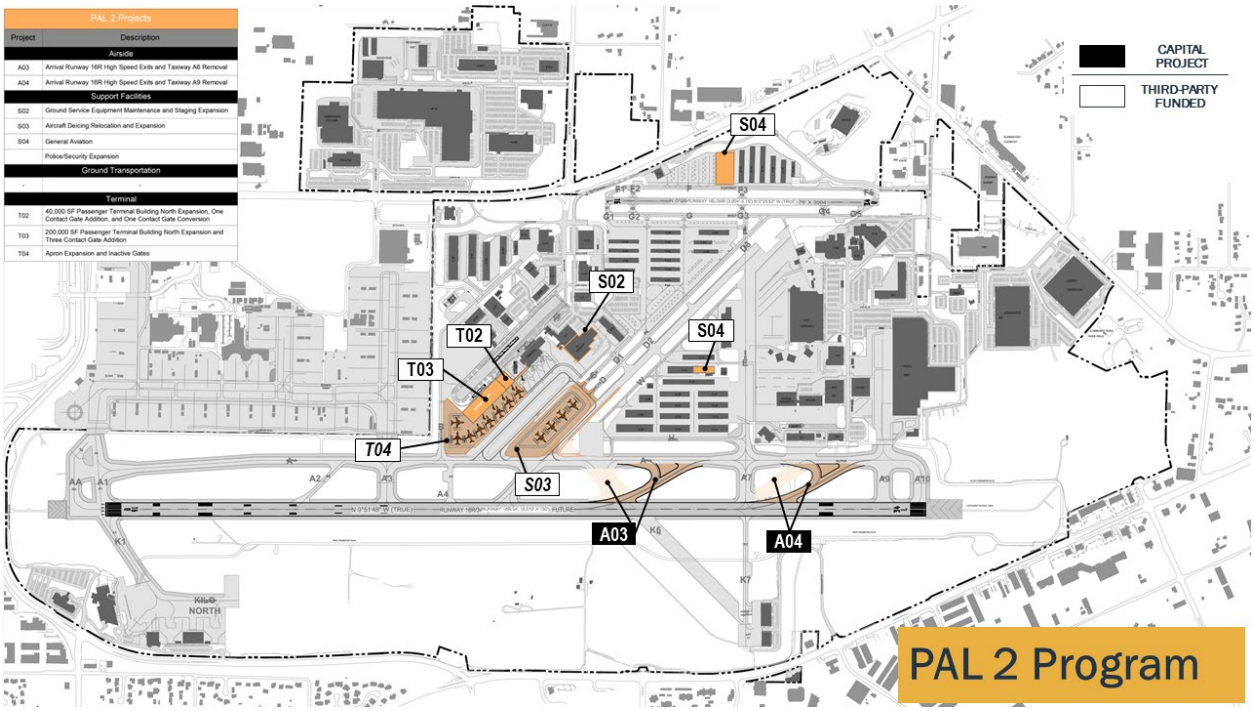
Division of Projects

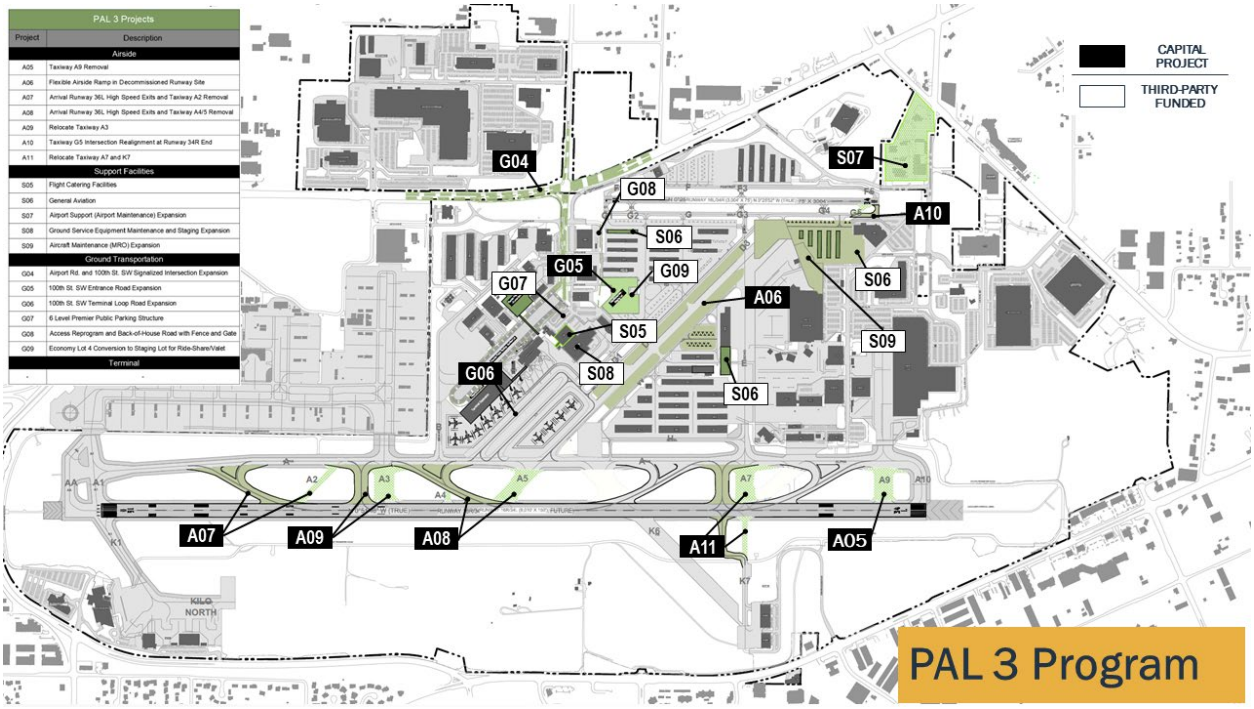
- Phasing plan and subsequent Capital Improvement Plan (CIP) includes two project types, all recommended within the Master Plan.
- Categorized by funding type:
  - **Capital Projects**
    - Funding Source: Snohomish County, FAA
  - **Third-Party Funded**
    - Developers, General Aviation users, Propellor



Paine Field
MASTER PLAN




PAL 2 Projects
Project
Description
Airside
A03
Arrival Runway 16R High Speed Exits and Taxiway A6 Removal
A04
Arrival Runway 16R High Speed Exits and Taxiway A9 Removal
Support Facilities
S02
Ground Service Equipment Maintenance and Staging Expansion
S03
Aircraft Deicing Relocation and Expansion
S04
General Aviation
Police/Security Expansion
Ground Transportation
Terminal
T02
40,000 SF Passenger Terminal Building North Expansion, One Contact Gate Addition, and One Contact Gate Conversion
T03
200,000 SF Passenger Terminal Building North Expansion and Three Contact Gate Addition
T04
Apron Expansion and Inactive Gates
CAPITAL PROJECT
THIRD-PARTY FUNDED
S04
S02
T02
T03
S04
T04
S03
A03
A04
KILO
NORTH
PAL 2 Program


PAL 3 Projects
Project
Description
Airside
A05
Taxiway A9 Removal
A06
Flexible Airside Ramp in Decommissioned Runway Site
A07
Arrival Runway 36L High Speed Exits and Taxiway A2 Removal
A08
Arrival Runway 36L High Speed Exits and Taxiway A4/5 Removal
A09
Relocate Taxiway A3
A10
Taxiway G5 Intersection Realignment at Runway 34R End
A11
Relocate Taxiway A7 and K7
Support Facilities
S05
Flight Catering Facilities
S06
General Aviation
S07
Airport Support (Airport Maintenance) Expansion
S08
Ground Service Equipment Maintenance and Staging Expansion
S09
Aircraft Maintenance (MRO) Expansion
Ground Transportation
G04
Airport Rd. and 100th St. SW Signalized Intersection Expansion
G05
100th St. SW Entrance Road Expansion
G06
100th St. SW Terminal Loop Road Expansion
G07
6 Level Premier Public Parking Structure
G08
Access Reprogram and Back-of-House Road with Fence and Gate
G09
Economy Lot 4 Conversion to Staging Lot for Ride-Share/Valet
Terminal
CAPITAL PROJECT
THIRD-PARTY FUNDED
G04
S07
G08
A10
S06
G05
G09
S06
G07
A06
S05
S09
G06
S08
S06
A07
A09
A08
A11
AO5
KILO
NORTH
PAL 3 Program

Draft Capital Improvement Plan (CIP)

- CIP developed to address
  - Future Demand
  - Operational and Safety improvements
  - Major Maintenance & equipment requirements
- CIP assumptions include the following
  - Projects phased so that capital construction spending in any given year is reasonable
  - All projects in $2022
  - Total CIP = $313 million (or $288 exclusive of 3rd party costs)
  - Capital costs include all soft costs (30%), contingency (25%), and taxes (10%)
  - Airfield projects account for 55% of total project - $178 million
  - Largest airfield project is runway rehabilitation - $75 million
  - No terminal or parking structure costs are County related – 3rd Party

Paine Field
MASTER PLAN

CIP Summary

Total Capital Investment Plan - $313.2 million

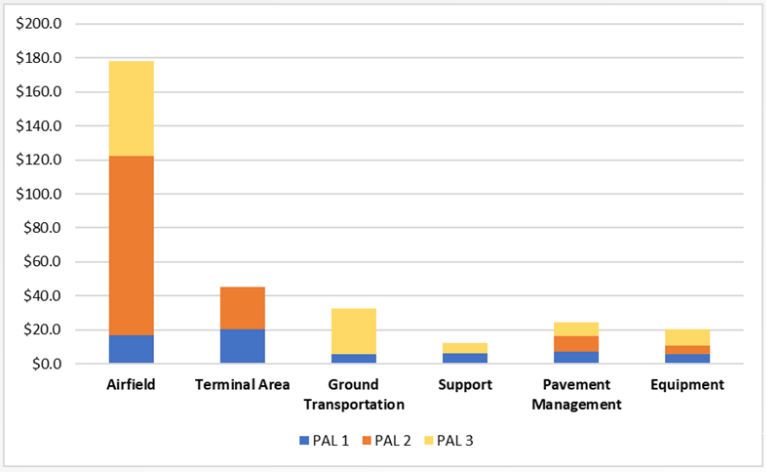
Projects	PAL 1	PAL 2	PAL 3	Total
Airfield	$16.8	$105.4	$55.8	$178.0
Terminal Area (+Apron Area)	$20.4	$24.9	$0.0	$45.3
Ground Transportation	$5.5	$0.0	$26.8	$32.3
Support Facilities	$6.4	$0.0	$6.0	$12.4
Pavement Management	$7.0	$9.2	$8.4	$24.6
Equipment	$5.9	$5.0	$9.7	$20.6
Total	**$62.0**	**$144.4**	**$106.8**	**$313.2**

Table Presented In Millions; Amounts in 2022$

Assumed 3rd party cost

Paine Field
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Summary CIP – by PAL (Millions)



PAL 1
- Terminal Area Taxiways/taxilanes
- Expand Terminal Loop Road
- Airport Administration Bldg
- Remote ADG-V Pad

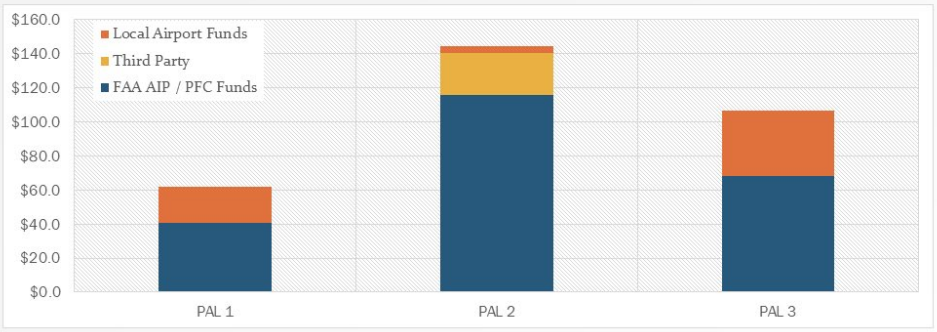
PAL 2
- Runway High Speed Exit
- Runway Rehabilitation
- Additional Terminal Area Apron

PAL 3
- Remove Runway High Speed Exit
- Expand ramp near decommissioned runway
- Expand Terminal Loop Road
- Intersection of 100th/Airport
- Air National Guard property

Note: All amounts in 2022$

Paine Field
MASTER PLAN

Eligible CIP Funding Sources – by PAL (Millions)



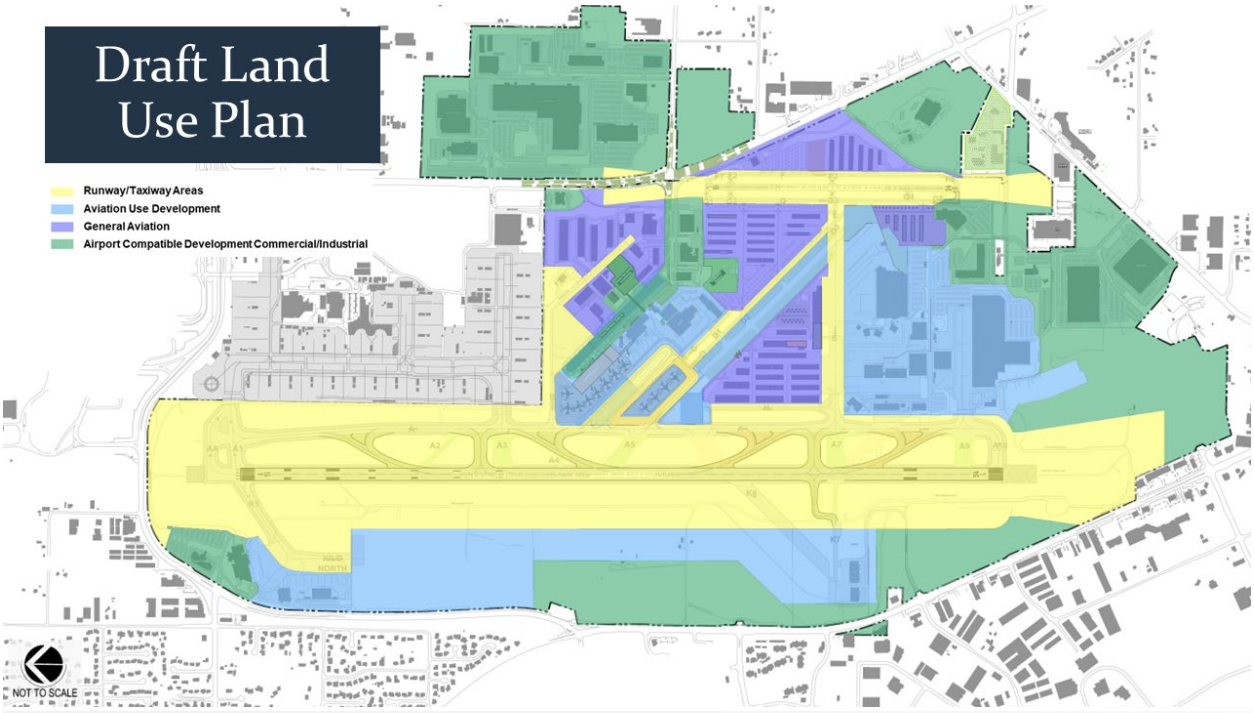
- 64% AIP eligible
- 18% PFC eligible
- 10% Local match
- 8% third party

FAA AIP / PFC Funds
- Represents the maximum amount eligible for AIP grants or PFCs
- Includes AIP entitlements, discretionary
- PFCs can be used to fund eligible project costs

Local Airport Funds
- All other funds that are not funded by other sources

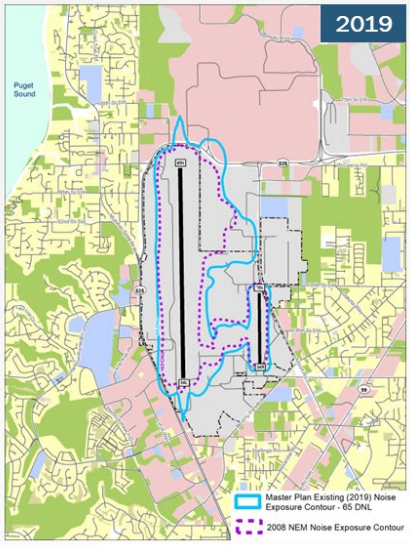
Third Party
- Assumes future terminal apron facilities will be funded by a third party

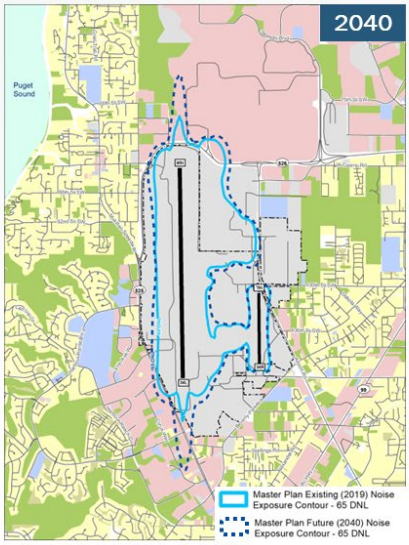
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Noise Contours – Existing to 2040

- *Master Plan Noise Contours to be coordinated with County Official Plan*







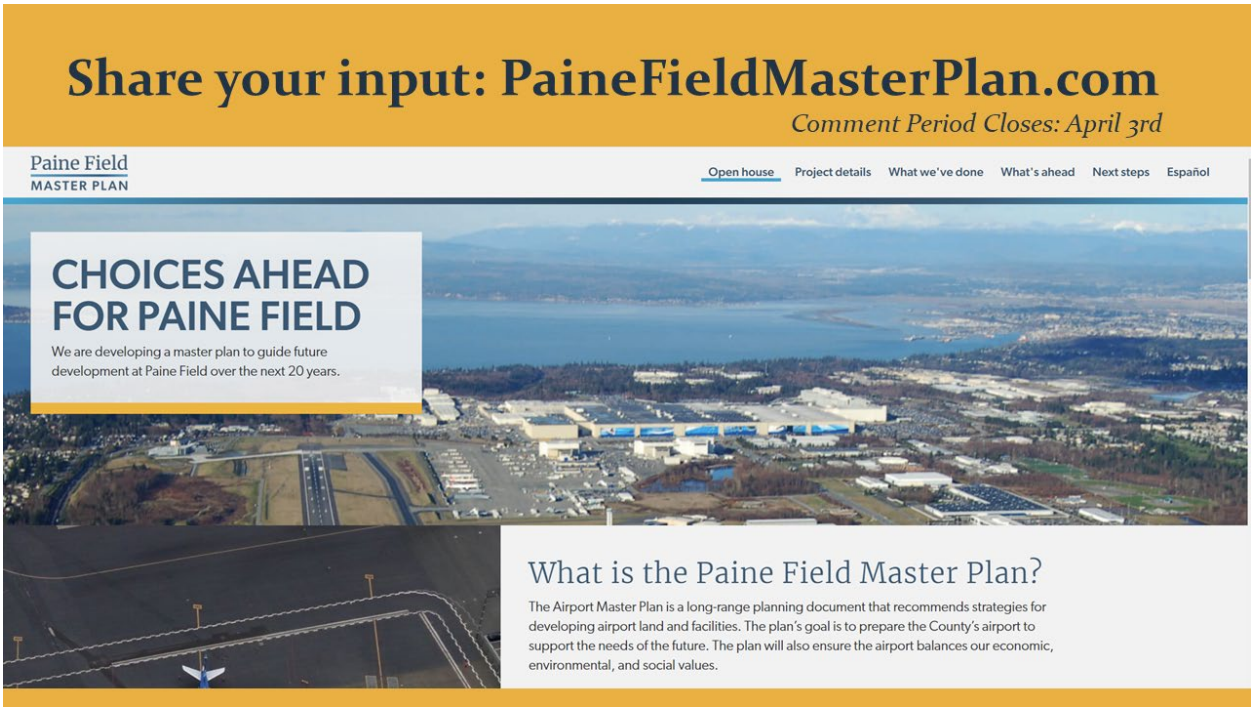
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Questions?

- If you are joining us by Zoom, please use the Q&A chat box to ask questions
- If you are joining us by phone, please press *9 to raise your hand

Paine Field
MASTER PLAN


Share your input: PaineFieldMasterPlan.com
Comment Period Closes: April 3rd
Paine Field
MASTER PLAN
Open house
Project details
What we've done
What's ahead
Next steps
Español
CHOICES AHEAD FOR PAINE FIELD
We are developing a master plan to guide future development at Paine Field over the next 20 years.
What is the Paine Field Master Plan?
The Airport Master Plan is a long-range planning document that recommends strategies for developing airport land and facilities. The plan's goal is to prepare the County's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.


Thank you!
Paine Field
MASTER PLAN

2.3 Appendix C: Online Open House Visitor Detail

TABLE 4 ONLINE OPEN HOUSE VISITOR DETAIL

City	Users	New Users	Sessions
Seattle	1004	965	1124
Everett	825	806	916
Los Angeles	423	404	515
Marysville	255	248	275
North Creek	225	221	247
Edmonds	178	177	201
Lynnwood	157	155	166
Mill Creek	156	153	177
Picnic Point-North Lynnwood	116	114	128
Paine Field-Lake Stickney	95	92	108
	5149	**5011**	**5664**

2.4 Appendix D: Webinar Questions and Answers

2.4.1 Webinar Q&A

Below are questions asked during the webinar Paine Field held on March 15th, edited for clarity. Time ran out before presenters were able to answer all questions. Answers are provided here.

Comments from the webinar are included in Appendix J.

2.4.1.1 Traffic Forecasts

What does total operations mean? Does it include the total number of flights per year, commercial and cargo, take offs and landings? Total number of operations includes every aircraft that uses the runways and an operation includes either a departure or an arrival.

How was PAL 3 expansion projections estimated? Full build out for one runway? PAL 3 projects are based on PAL 3 forecast traffic demand and where there are facility shortfalls, additional facilities or expansion to existing facilities is projected.

Is there any assumption of large aircraft over the entire planning period? No – scheduled traffic is not forecast to increase beyond B737 or equivalent aircraft.

Does the Master Plan assume that PAE is taking up the slack for SeaTac's projected capacity needs? What if PAE demand goes down because another airport is chosen for that role? PAE traffic demand is projected on a variety of variables, none of which is associated with Sea-Tac capacity issues. According to Sea-Tac, their capacity issues only come into effect

at the end of our planning period – post 2040. It is assumed that PAE will continue to grow as a result of the economic growth of the PAE region.

2.4.1.2 Terminal and Airfield Developments

Will the cross-wind runway re-commissioned? The cross-wind runway is not expected to be re-commissioned in the future.

If the terminal needs to expand, where will it be located? The terminal is owned and operated by Propeller, so the County is not responsible for its expansion. However, it is likely that when passenger demand exceeds the capacity of the existing terminal, the terminal will need to expand. The Master Plan presents indicative locations for the terminal, however Propeller will decide the design and exact location of the terminal. Propeller will work with and seek approval of the County.

How many additional passenger gates are expected?
The Master Plan projects a total of 7 contact gates and 8 inactive stands, and no runway changes in the master plan horizon.

In the future, will a terminal building expansion include capabilities to handle larger commercial airplanes larger and with more passenger capacity than the 737-9?Not at this stage. The terminal designer may incorporate that flexibility if and when they choose to expand.

As the airport expands, will it remain at 2 runways? Yes, no additional runways, or runway extensions are planned in this Master Plan.

What is the long range plan for all the space to the West of 34L/16R. The Master Plan provides a land use plan to offer the County alternatives for the use of this space. There are extensive lands west of Runway 16R-34L that will be reserved for Aviation use development and airport compatible development commercial/industrial. However, the exact amount of land that will be available will be dependent on further detailed environmental analysis. There are significant wetlands in this area, and some of the land may not be conducive to commercial development. The environmental analysis will be conducted when and if the County receives interest from the private sector for the long-term lease of these lands.

PAL 3 includes significant work to improve the safety of the runways. Should this be conducted earlier? The Master Plan recommends facility and operational enhancements to the airfield. The exact timing, scope and scale of these improvements are based on FAA coordination. Further discussion with the FA is ongoing.

2.4.1.3 Ground Transportation

Will the upgrades to the terminal include connecting the light rail station to the airport to provide access and transfers to SEA and Boeing Field for connections and to mitigate weather redirects? If a light rail station is built near the airport, it is likely that there will be transfer shuttles to and from the Airport. There is space reserved for rapid transit if it is decided

that it will pass by the airport. Additional parking facilities are also likely to be provided by either Propeller or the County, when needed. Additional information about transit/access/parking and subsequent analysis can be found on the Airport Master Plan website.

Has the County been working with DOT and Community Transit so they can get ahead on planning new road systems that would be able to handle the increase in traffic if this plan is approved? The County has worked closely with Community Transit to discuss its future transit plans and potential impacts and benefits to the Airport. *Paine Field holds regular discussions with other government agencies that address transportation and transit, including the Washington State Department of Transportation, Sound Transit, Snohomish County Public Works, Everett Public Works, Community Transit, and Everett Transit.*

Planning for a Sound Transit light rail line to Paine Field / SW Everett Industrial Center is currently underway. Information is available at https://www.soundtransit.org/system-expansion/everett-link-extension

As the airport expands what accommodations are planned for increased parking? It is possible that a parking garage may be implemented in the future. Land has been set aside in the Master Plan for a potential parking garage.

2.4.1.4 Airlines and Airport Logistics

Does the market analysis include multiple airlines with more destination choices or only catering to Alaska/Horizon with their very limited destination list? The traffic forecasts looked at the most likely scenarios of air service. Other carriers in the future may use PAE, however, they will likely operate aircraft no larger than B737s**.**

How many new commercial airlines are projected to use Paine Field? Estimates of new carriers are provided in the Master Plan Forecast chapter.

Are there any commercial airline carriers being pursued by Propeller? Propeller is in close contact with the current and potential air carriers and will make the public aware of any changes in air service

2.4.1.5 Other Questions

How does this master plan fit with the efforts to get more airports in western Washington? This Master Plan is being undertaken independent of any other airport study.

Where are GA aircraft supposed to accomplish a runup on the large runway? A-9 was a good spot for this without blocking large commercial traffic departing 34L. There are alternative areas identified to support GA aircraft run-up operations, please refer to the Master Plan document for additional analysis.

Why are GA improvements pushed to PAL 3, and are PAL 3 improvements to include new GA hanger construction? The Master Plan has designated areas where GA can expand. The County does not typically become involved in individual GA improvements. Any future expansion of the lands associated with GA will primarily be based on the cost to develop these

facilities and whether this can be offset by the leasing of these facilities. The business case for the proposed GA areas will need to be undertaken to determine the future costs for hangar and apron space.

How much land does Paine Field have compared to Seatac? Paine Field has 1,252 acres, compared to SeaTac' s 2,500 acres.

Does Paine Field have wetlands? How are they being protected? *Yes, the airport has wetlands. Projects will be required to comply with applicable federal, state, and local regulations. Mitigation for the affected wetlands will be provided both on site and off site as appropriate with use of the airports regulatory approved Wetland Compensation Banks.*

What is the 10% local contribution that will fund capital projects? Funding for eligible capital projects will predominantly come from the FAA, the remainder of which (approximately 10% will be funded by the Airport, through its current reserves). There are no local taxes proposed to fund any capital project. The Airport is financially self-sufficient and does not rely on any external funding sources or local taxpayers support.

Is there Federal RSIP Funding available for local residents? *Paine Field does not qualify for RSIP funding. Future noise contours identified in the Master Plan are based on the approved* FAA aviation activity forecast prepared for this Master Plan. Federal guidelines indicate that residential uses are compatible with noise levels of up to 65 DNL. There are no residences or other noise sensitive uses inside either the current or the year 2040 projected 65 DNL noise contour. Visit https://www.faa.gov/noise/levels for more information. Visit https://www.faa.gov/noise/levels.

Though Paine Field's operations department's top priority is on airfield safety and ensuring compliance with FAA regulations, we take great efforts to be a good neighbor to the surrounding communities. All noise comments are recorded in a comprehensive database, investigated using both radar tracks and radio monitoring, and presented in monthly reports available on our website at https://www.painefield.com/176/Noise-Summary-Reports. The airport has established several voluntary noise abatement procedures including recommended arrival and departure procedures, operational curfews for large jet traffic and training aircraft, and an augmented traffic pattern for late night and early morning propeller aircraft operations. The airport also closes runway 16L/34R from 9 p.m. until 7 a.m. to reduce the number of small aircraft flying over populated areas.

Why does it cost so much more to fly out of Paine Field than SeaTac? Airfares are controlled by the airlines, not the Airport. Airfares are a function of supply and demand.

In PAL 2 and PAL 3 there are changes to the airfield which may affect GA. There is no plan to reduce GA in any way. In fact, PAE has set aside additional lands for the purpose of future GA facilities. The Master Plan has attempted to balance the needs of all the major users of the airport, including the GA community.

Does the plan include how to reduce emissions such as GHG of Ground Services or parking traffic etc.? This was not included in the scope of the Master Plan.

Can you please address whether flight paths will change, or will there simply be a higher volume of flights using existing paths? The FAA controls the flight paths. It is anticipated that flights will follow the current FAA designated routes.

Are there any concerns from this plan that would impede FAA approval? Not to our knowledge.

Are noise studies available? The noise analysis was presented at the Open House webinar. Additionally, there is a full noise analysis posted on the Airport Master Plan website.

Did the noise studies include current noise from current industries on the airport grounds or noise that happens all during the night as engines are revved up for planes? The noise exposure contours prepared for this Master Plan Update include aircraft ground run-up activity from engine testing for manufacturing and maintenance purposes during both the daytime and nighttime. The DNL noise metric used to produce the noise exposure contours presented in this study includes an extra 10 decibel "penalty" for aircraft noise events that occur between 10:00pm and 7:00am.

How do contour lines change with increased flights? The planes take the same routes when landing and taking off. The noise exposure contours reflect the total noise levels from all aircraft activity during an average-annual day. When the number of aircraft operations increases, the total amount of noise energy that is produced also increases. This increase in noise energy is reflected in the increase in size of the noise exposure contours. The future noise exposure contours that were prepared for 2030 and 2040 conditions are based on a forecast of aviation activity. Aircraft operations are expected to increase to meet demand in in the future. Therefore, even though the flight routes are expected to remain the same, the noise contours increase in size due to the overall increase in noise energy.

Do the -65 noise levels average the total of aircraft? Some aircraft are extremely noisy, such as the dream lifter and military aircraft as well as older commercial planes. Will there be mitigation for public and private areas such as Kamiak school or private houses close to the runway? The noise exposure contours produced for this Master Plan Update use the DNL metric which represents the average noise levels on an average-annual day. A set of noise contours was prepared for existing conditions based on actual operating data. Two sets of future noise exposure contours were also prepared for conditions forecast for 2030 and 2040 based on a forecast of aviation activity. These noise exposure contours included scheduled commercial passenger, air cargo operations, and military flights. The intent of this Master Plan Update was not to identify areas eligible for noise mitigation; however, the noise exposure contours prepared for this Master Plan Update show that no schools are located within an area that exceeds 65 DNL, which is the threshold for identification of significant noise impacts to noise-sensitive land uses in accordance with current Federal guidelines.

Will there be any community meetings held in person addressing any neighboring property owners' concerns? There have been three Master Plan Open Houses held and numerous stakeholder advisory meetings. The Airport Commission also holds regular monthly meetings. It is recommended that concerns be directed to either the Airport Commission or PAE.

Will there be restricted operating hours implemented like John Wayne in CA? No modifications to the airport operating hours are planned for the foreseeable future.

Has PFMP examined noise control and noise pollution, as found in NORAH-sleep study, Hamburg, Frankfurt 2016? The large amount of research published during the last 30 years related to sleep deprivation and behavioral awakenings from noise has produced considerable variability and often inconclusive results. Sleep deprivation and behavioral awakenings from noise are dependent upon a variety of conditions that are difficult to replicate in laboratory of in-home studies. The extent to which aircraft noise affects sleep can vary among individual residents. In order to account for the effects of nighttime noise, the DNL noise metric used to produce the noise exposure contours presented in this study includes an extra 10 decibel "penalty" for aircraft noise events that occur between 10:00pm and 7:00am. The noise exposure contours prepared for this Master Plan Update show that no residential land uses are located within an area that exceeds 65 DNL, which is the threshold for significant noise impact upon homes and other noise-sensitive land uses in accordance with current Federal guidelines.

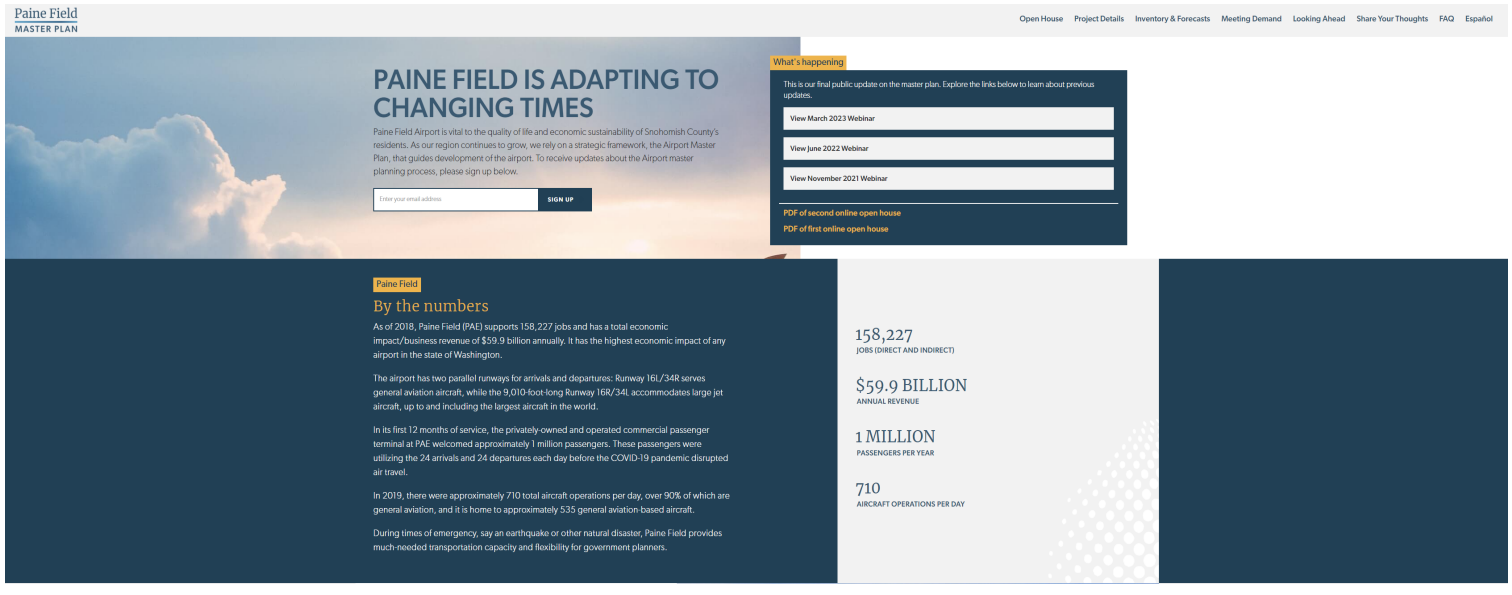
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Paine Field has voluntary noise abatement procedures in place including guidance to pilots to avoid overflying schools. Additional information is available at: https://www.painefield.com/159/Noise-Abatement-Procedures.

Have you forecasted the commercial passenger related jobs created and increased vs. displaced manufacturing jobs with capital improvements and land use changes? Currently Washington Department of Transportation estimates the economic impact of PAE at 158,227 jobs with a total economic impact (business revenues) of $59.9 billion annually. The full details of this can be found at https://wsdot.wa.gov/publications/fulltext/aviation/PAE-SnohomishCountyPaineField.pdf. The Master Plan is a planning document based on traffic forecasts and does not specifically specify the anticipated impact to employment.

2.5 Appendix E: Online Open House

EXHIBIT 5 ONLINE OPEN HOUSE



A strategic vision for Paine Field

An Airport Master Plan is a long-range planning document that recommends a strategy for development of airport land and facilities. The plan's goal is to prepare the county's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, civic groups, environmental organizations, business leaders, and others with an interest in the airport. The Master Plan will ultimately be approved by County Executive and the Snohomish County Council, and then submitted to the Federal Aviation Administration (FAA) for acceptance. The current **Paine Field Master Plan** was adopted by the Snohomish County Council on December 4, 2002 and accepted by the FAA on November 13, 2003.



Developing our future together

Paine Field Airport, which is owned and operated by Snohomish County on behalf of its residents, values our community, and we need your input as we develop a plan for the coming decades. Public outreach will occur at key milestones during the project to enable the public to review and comment. In addition, this website will provide informational updates as the plan is developed and will include ways for the public to provide ongoing input.



Process

Developing the Master Plan is a two-phase process that we expect to take two and a half years, if all goes according to plan, concluding in 2023.

Phase One

Phase One started in 2020 and ended in spring 2021. It included information gathering and study, and we used the information we gathered to develop options for how the airport can develop over the next 20 years. These ideas helped us to develop **preliminary alternatives**.

During Phase One, we engaged with the community through open houses, website updates and other information sharing.

Phase Two

During Phase Two, we'll evaluate the preliminary alternatives and come up with a single **preferred alternative**. Once a preferred alternative has been identified, we'll study environmental impacts, implementation scenarios, and projected financial viability for the alternative.

During this phase, we'll also engage with the community through public meetings, post updates to this website, and host online open houses.

Stay informed
You can follow along with our progress by signing up for email updates.

Enter your email address SIGN UP

Want to dive deeper?
Visit the **Paine Field website** to review all the draft chapters of the Master Plan.



Master Plan committees

There are three primary committees that will help develop the Master Plan: the Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee.

Steering Committee

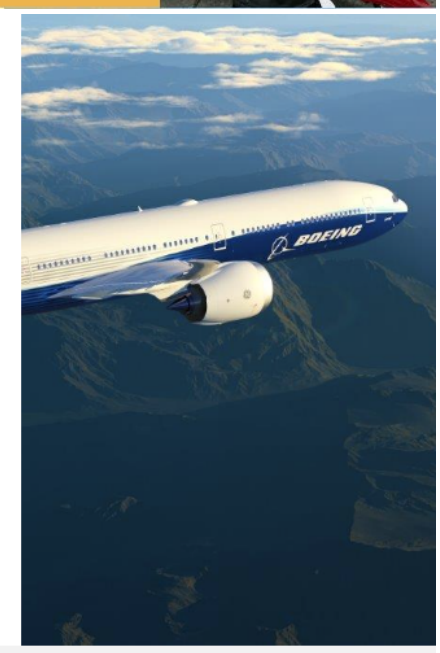
The role of the **Steering Committee** is to guide Snohomish County's goals and priorities for the airport and provide ongoing policy and strategic guidance throughout the Master Plan process. The Steering Committee includes members from Paine Field, the Port of Everett, and business leaders.

Stakeholder Advisory Committee

The **Stakeholder Advisory Committee** is an advisory committee comprised of key aviation stakeholders such as major tenants, local businesses, representatives from the community, and technical experts. Its purpose is to provide a venue for members to communicate issues of key interest and provide informed feedback regarding the purpose and scope of the Master Plan. The Stakeholder Advisory Committee represents a broad range of airport/aviation/community interests, and its members will have specific technical knowledge regarding the airport and/or community they serve.

Technical Committee

The Technical Committee is comprised of senior airport staff and the consultant team. The committee's primary role is to provide technical input and review of the various technical documents.



Get involved and stay informed!

This website will share information and updates as the plan is developed, including invitations for public participation in online open houses. Please join our mailing list to receive updates.

Enter your email address SIGN UP

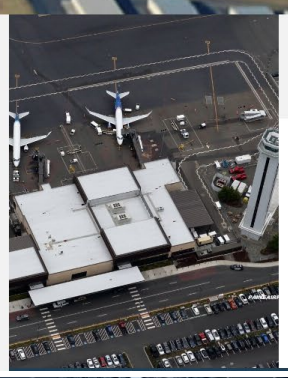
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PAINE FIELD
SNOHOMISH COUNTY AIRPORT

Paine Field Airport
3220 100th Street SW, Suite A
Everett, WA 98204
425-388-5125

Accessibility
Privacy Policy





What is the Paine Field Master Plan?

The Airport Master Plan is a long-range planning document that recommends strategies for developing airport land and facilities. The plan's goal is to prepare the County's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.

Who is involved?

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others with an interest in the airport.

In addition to the direct input from the public and stakeholder groups, there are three committees working to help develop the Master Plan.

Stakeholder Advisory Committee
The Stakeholder Advisory Committee includes key aviation stakeholders such as major tenants, local businesses, general aviation users, representatives from the community, and technical experts.

Technical Committee
The Technical Committee provides input and review of technical documents and includes senior airport staff and the consultant team.

Steering Committee
The Steering Committee guides the County's goals and priorities for the airport; it includes members from Paine Field, the Port of Everett, and business leaders.

What's the project timeline?

Inventory of Existing Conditions
- Draft complete (June 2021)
- Pavement Conditions Assessment (Complete)

Forecasts of Aviation Activity
- Draft completed and approved by the FAA, August 2021

Public Open House #1
Nov 2021/Jan 2022

Capacity Analysis and Facility Requirements
- Draft complete (November 2021)

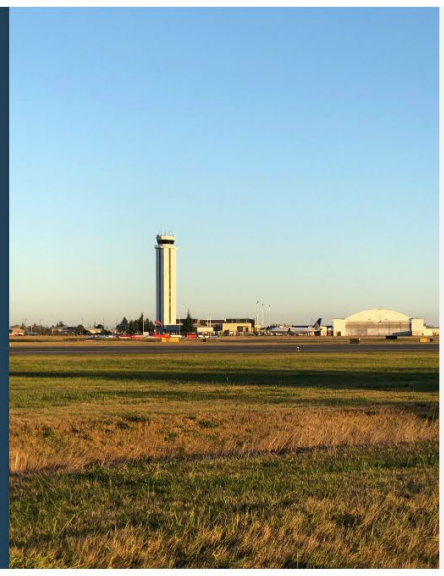
Concepts and Alternatives
- Draft complete (April 2022)

Public Open House #2
June 2022

Development Plan and Financial Analysis
- Draft complete (August 2022)

Airport Plans
- Airport Layout Plan (draft Q4 2022)

Public Open House #3
Q1 2023



Get started

Get involved and stay informed!

This website will share information and updates as the plan is developed, including invitations for public participation in online open houses. Please join our mailing list to receive updates.

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PAINE FIELD SNOHOMISH COUNTY AIRPORT

Paine Field Airport
3220 100th Street SW, Suite A
Everett, WA 98204
425-388-5125

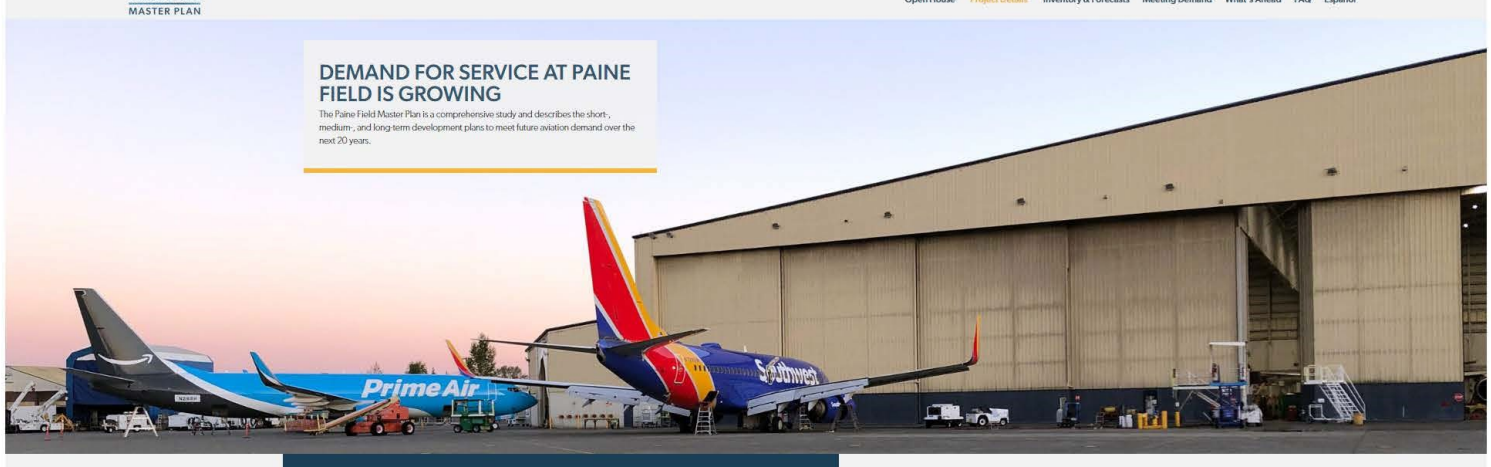
Accessibility
Privacy Policy

Paine Field
MASTER PLAN

Open House | Project Details | Inventory & Forecasts | Meeting Demand | What's Ahead | FAQ | Español

DEMAND FOR SERVICE AT PAINE FIELD IS GROWING

The Paine Field Master Plan is a comprehensive study and describes the short-, medium-, and long-term development plans to meet future aviation demand over the next 20 years.



Demand for aviation in the Puget Sound region is growing

The Puget Sound region is one of the fastest growing in the United States. The area in which most Paine Field customers live added 500,000 people to its population between 2009 and 2019. We expect this growth to drive increased demand for many sectors of aviation activity. Paine Field accounts for 158,227 total jobs and $59.9 billion in economic output as of 2018, compared to the statewide airport impact of 407,000 jobs and $107 billion in economic impact, and SeaTac's impact of 151,000 jobs and $22.47 billion in economic revenue. Paine Field is the largest economic driver in the County.

158,227 JOBS
CREATED BY PAINE FIELD*

$59.9 BILLION
IN ECONOMIC OUTPUT*

500,000
POPULATION GROWTH IN THE AREA SERVED BY PAINE FIELD BETWEEN 2009 AND 2019

*as of 2018

Paine Field is changing

The recent start of passenger service means there have been major changes at the airport since 2019. Because there is little historic data to compare to, the Master Plan team reviewed the Puget Sound region's economy and air service market as well as other "secondary market" airports to forecast demand.

Boeing is the major employer at Paine Field, employing approximately 30,000 people. This workforce supports a variety of Boeing's operations, including aircraft fabrication and production, product development, and aviation safety and security and aircraft certifications. Other businesses at Paine Field include paint hangars, Boeing's customer delivery center, as well as aviation maintenance, repair and overhaul. Advances in aviation technology have also brought new players to the aviation manufacturing industry, with leaders in electric aviation like magniX and Eviation locating in Snohomish County.

FedEx has started operations at Paine Field, bringing increased air cargo service to the airport.





Sea-Tac is nearing its capacity

Recent studies indicate that Seattle-Tacoma International Airport (Sea-Tac) will likely reach capacity during the next 20 years. Sea-Tac is planning short-term and long-term projects to increase capacity, but Paine Field has the potential to attract additional passenger service and cargo activity as Sea-Tac becomes more crowded.

Previous | Next

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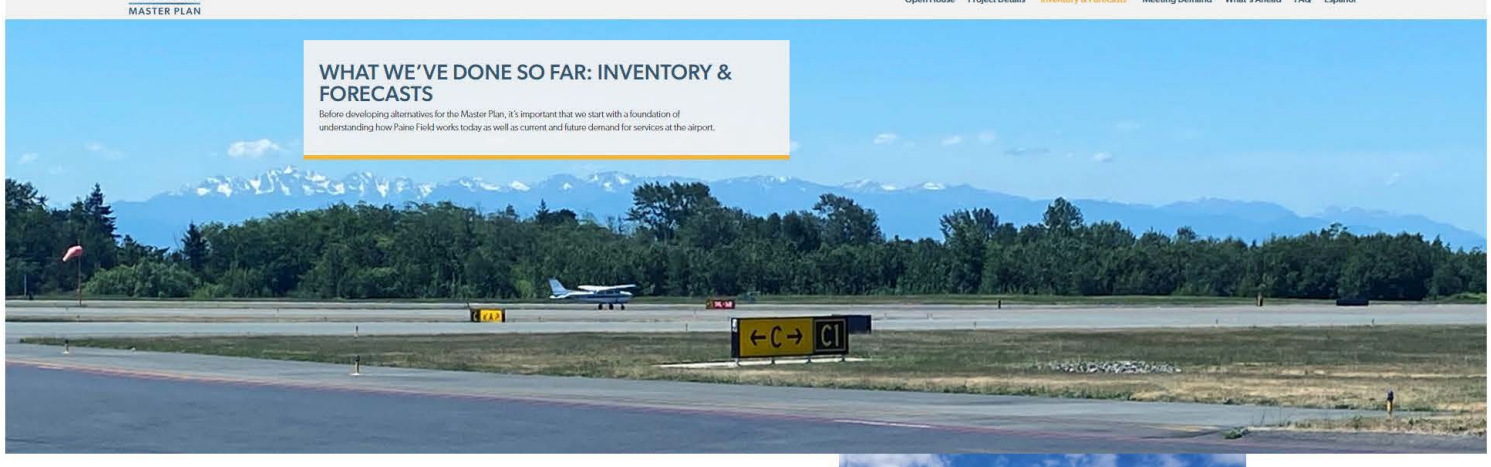
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WHAT WE'VE DONE SO FAR: INVENTORY & FORECASTS

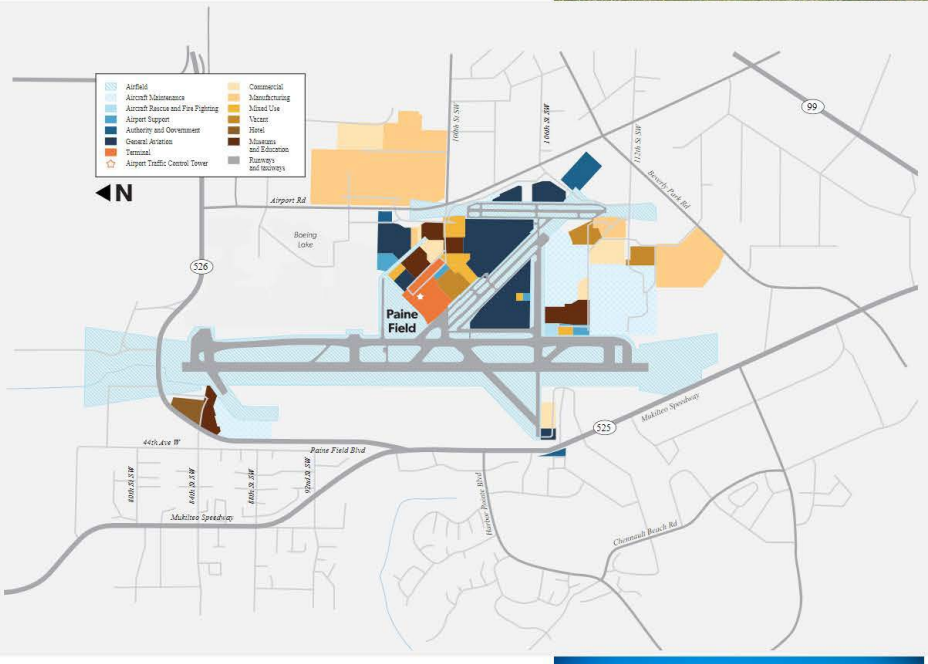
Before developing alternatives for the Master Plan, it's important that we start with a foundation of understanding how Paine Field works today as well as current and future demand for services at the airport.

Inventory of existing conditions

Paine Field has served general aviation needs in Snohomish County for 85 years. It briefly offered commercial service in its earliest days before being converted into an air force base. In the 1960s, the Boeing Company built its Everett assembly plant, and by the 1970s Paine Field was a hub for manufacturing and general aviation. Paine Field Passenger Terminal, operated by Propeller Airports, began scheduled passenger commercial service in March 2019 with air service provided by Alaska Airlines and United Airlines to a variety of destinations. As of November 2021, Alaska Airlines is the current carrier providing commercial service.

The property on which Paine Field is located serves a number of uses, including commercial and general aviation activities, manufacturing, museums, lodging, educational and commercial facilities, and airport support services and facilities.





Types of aviation

Commercial Aviation
Commercial aviation refers to passenger flights. We measure commercial aviation in terms of enplanements – one enplanement is one passenger boarding a plane.

Air Cargo
Air cargo refers to shipping of goods by plane, whether on dedicated flights or in the belly of commercial flights.

General Aviation
General aviation is everything else and includes medical flights, firefighting operations, private/chartered flights, tourism, military flights, and recreation. Boeing's manufacturing and testing operations at Paine Field fall under this category.





Impact of Boeing

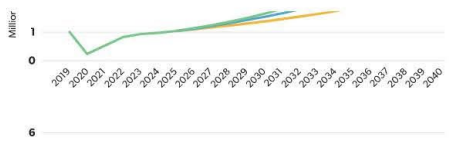
As one of the airport's major tenants, Boeing has a significant impact on operations at Paine Field. Boeing's facility in Everett is heralded as containing the largest manufacturing building in the world, and the plant is also the largest in the world by volume. Boeing Everett has a workforce of approximately 30,000 people. And it's not just Boeing: the area served by Paine Field is the center of commercial airplane production in the U.S., with 1,350 aerospace-related companies. Boeing has also inspired other aviation and aerospace industry to base their operations at or near Paine Field, such as ATS, Collins, Korry, and electric aircraft leaders magniX and Eviation.



Forecast

Demand for passenger service at Paine Field is expected to grow to more than 4 million passengers by 2040.

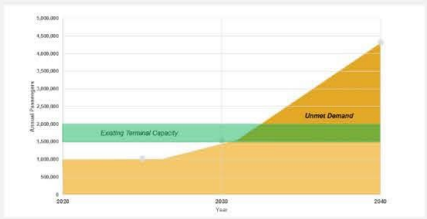
Paine Field is forecasted to generate 4.3 million passengers per year by 2040, compared to about 1 million in 2019. We expect more rapid growth in the late 2030s as Sea-Tac capacity constraints become more pronounced. Continued population growth in the Puget Sound region will also drive growth.



Terminal capacity

More passengers will mean more needs for our terminal, general aviation and other facilities over time. This growth will not, however, mean more runways. We anticipate that Paine Field will remain a two-runway airport for the 20 years covered in this plan.

Demand for services is increasing, and eventually the existing terminal will no longer be able to accommodate the peak number of passengers. This chart illustrates the expected unmet demand that will result if we don't plan now for future uses.





The ongoing COVID-19 pandemic has had significant impacts on air travel. Both the pandemic and the recent change to start offering commercial service mean the past several years have been highly unusual for Paine Field, so we've taken extra steps in developing the forecast to ensure that it is accurate. For the forecast, we have assumed that air travel demand returns to 2019 levels in 2025.

What does this mean for Paine Field?

Over time, as traffic continues to grow at Paine Field, some of the existing facilities at the airport will need to be expanded or improved. Defining the facility requirements is the next step in the Master Plan process and will help us determine alternatives for the airport.

Factors such as aircraft size, traffic demand, and peak volumes are key drivers of facility needs. Based on those factors, we will use standards and recommended practices from the FAA and others to determine what types and sizes of facilities will be needed in the future.

Areas we looked at

- **Airfield system, including runways, taxiways, and apron areas**
- **Access roads to and from the passenger terminal**
- **Corporate and private hangars**
- **Passenger terminal**
- **Air cargo facilities**

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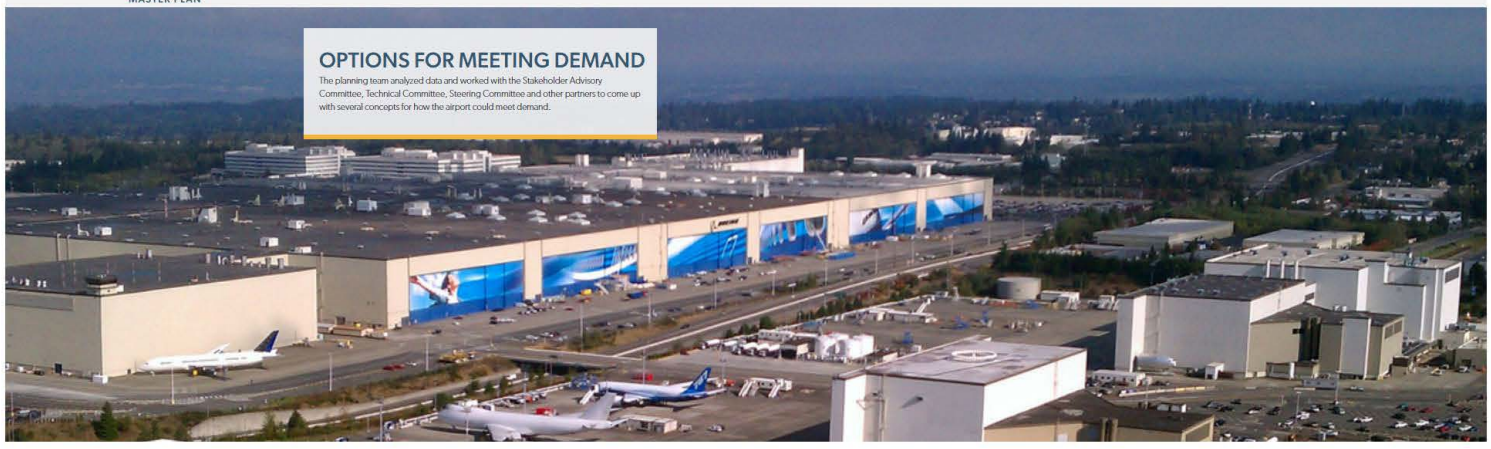
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OPTIONS FOR MEETING DEMAND

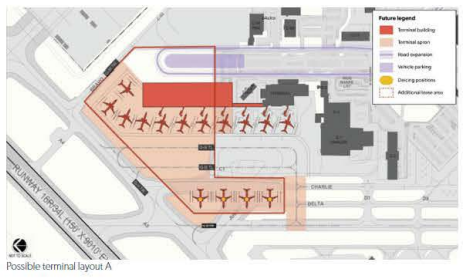
The planning team analyzed data and worked with the Stakeholder Advisory Committee, Technical Committee, Steering Committee and other partners to come up with several concepts for how the airport could meet demand.

Meeting demand

We looked at passenger demand, airfield and ground transport routes, safety, technological advances, environmental limitations, capital costs and other factors.

When and how the passenger terminal might expand is not part of this long-range planning effort. Snohomish County owns all of Paine Field, and a developer, Propeller, owns and operates the terminal, the area where commercial airlines serve arriving and departing passengers. Propeller has a long-term lease with Snohomish County for the land where the terminal sits.

Accommodating commercial demand is an important part of this plan, and we've identified possible ways in which Propeller could increase its footprint. Two sample possibilities are shown here. The exact configuration will be worked out when and if the airport operator wants to expand.



Possible terminal layout A



Possible terminal layout B



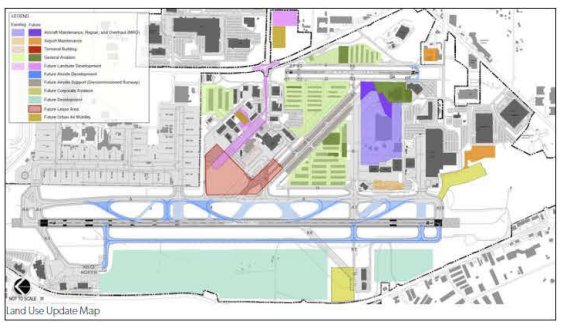
Ground transportation

Ground transportation is an important part of the long-range plan. Our plan will improve the capacity and efficiency of road and transit systems that serve the airport. We're doing this by looking at passenger demand, regional transit system expansions and signal improvements.

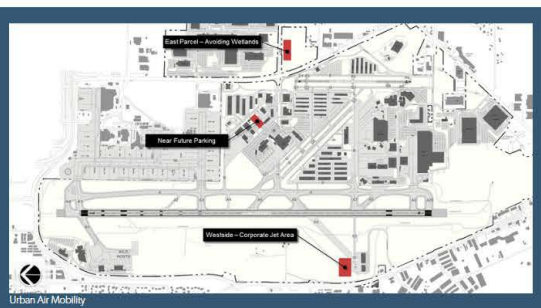
We're improving multi-modal access. Right now, users can get to Paine Field via single occupancy vehicle, rideshare, bike, bus or on foot. We're planning for transportation options that could include light rail or even urban air transport.

Land use updates

As air traffic at Paine Field grows, support services and facilities will need to grow as well. Potential expansion areas include facilities for aircraft maintenance, repair, and overhaul; airport maintenance; general aviation; and commercial service. Potential expansion areas are highlighted in the image.



Land Use Update Map



Urban Air Mobility

New technologies

A long-range airport plan must accommodate potential new technology. We don't yet know what urban air mobility - personal or highly automated, on-demand air travel - could look like in the future, but we are planning for the arrival of this technology in the master plan by including several potential sites for urban air mobility, as shown on the graphic in red.

There are other planning efforts taking place in the region that look at Paine Field's role in regional air travel. For example, the state's Commercial Aviation Coordinating Commission (CACC), managed by the Washington State Department of Transportation, is looking at potential for what type of demand Paine Field could accommodate if changes were made to the regional air travel system. To learn more about that project, visit the **CACC website**.

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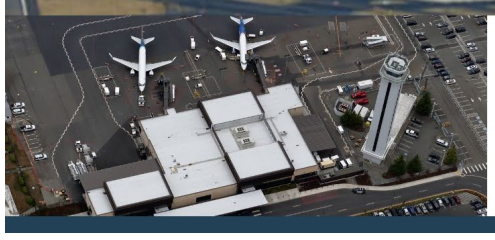
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FUTURE PROJECTS

A Development Plan serves as roadmap for overall future capital development, illustrating specific projects, their proposed timing, and potential costs. The phasing of the projects is based in part on the pace of airport growth and overall project affordability.



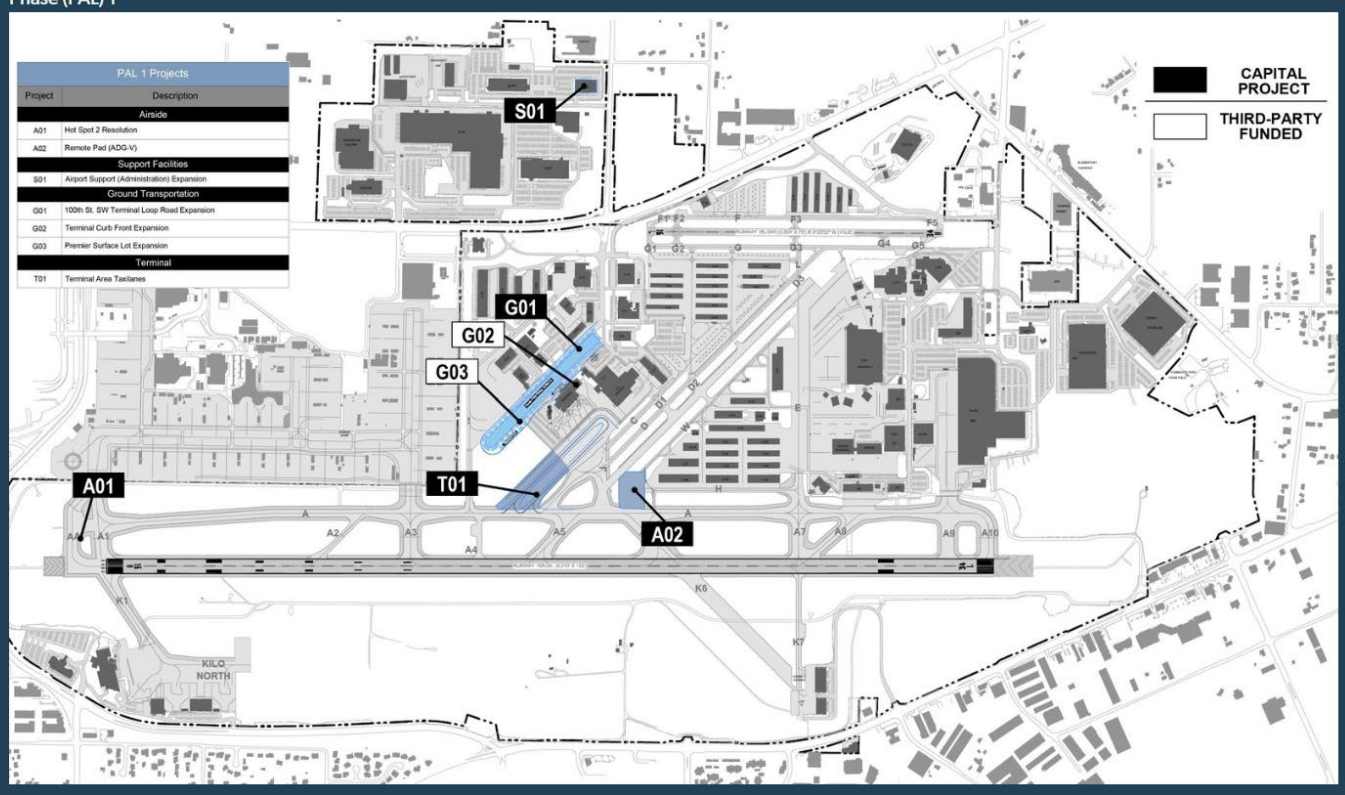


Development plan

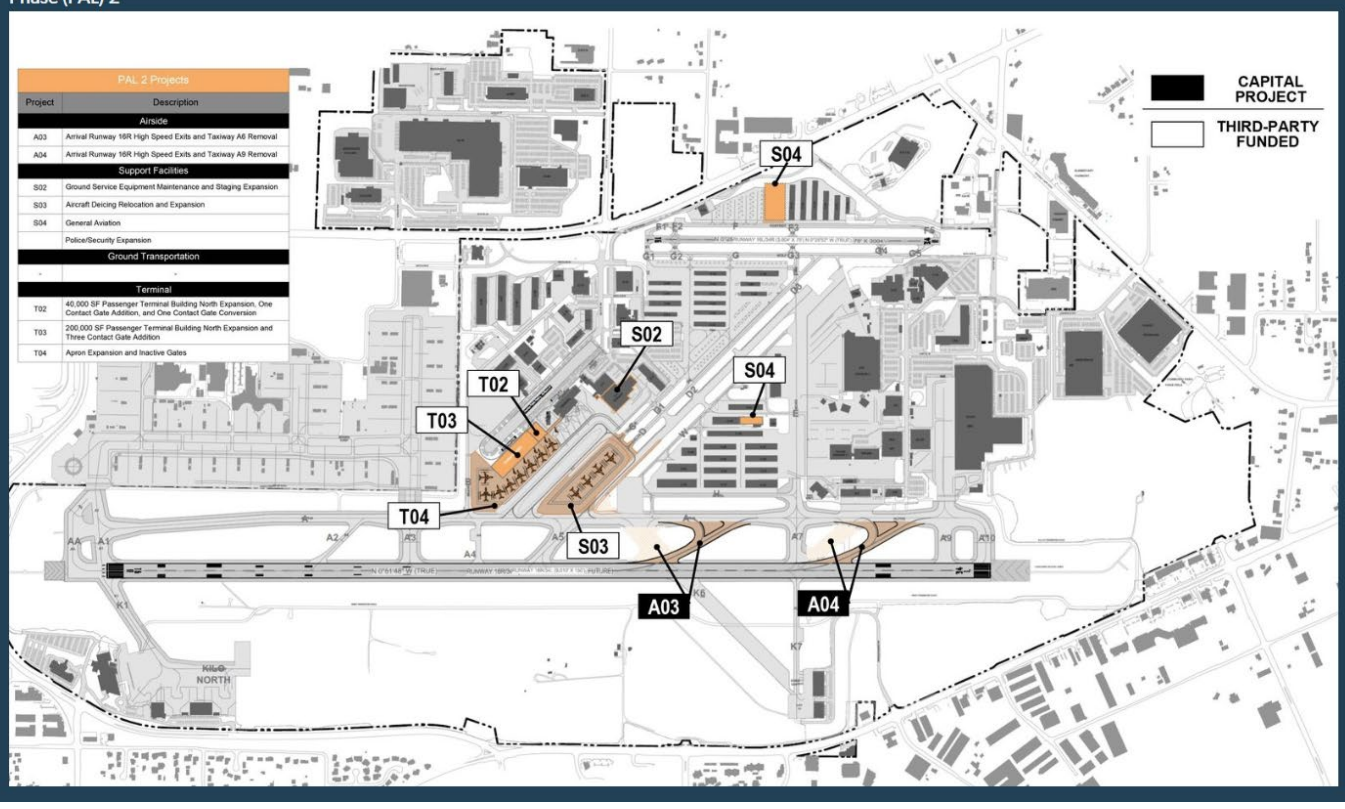
Here's our projection for how projects may be phased:

- **PAL 1: Entrance/Terminal Roads and Terminal Taxi Lanes**
- **PAL 2: Terminal Buildout**
- **PAL 3: Parking, Airfield Improvements, Support**

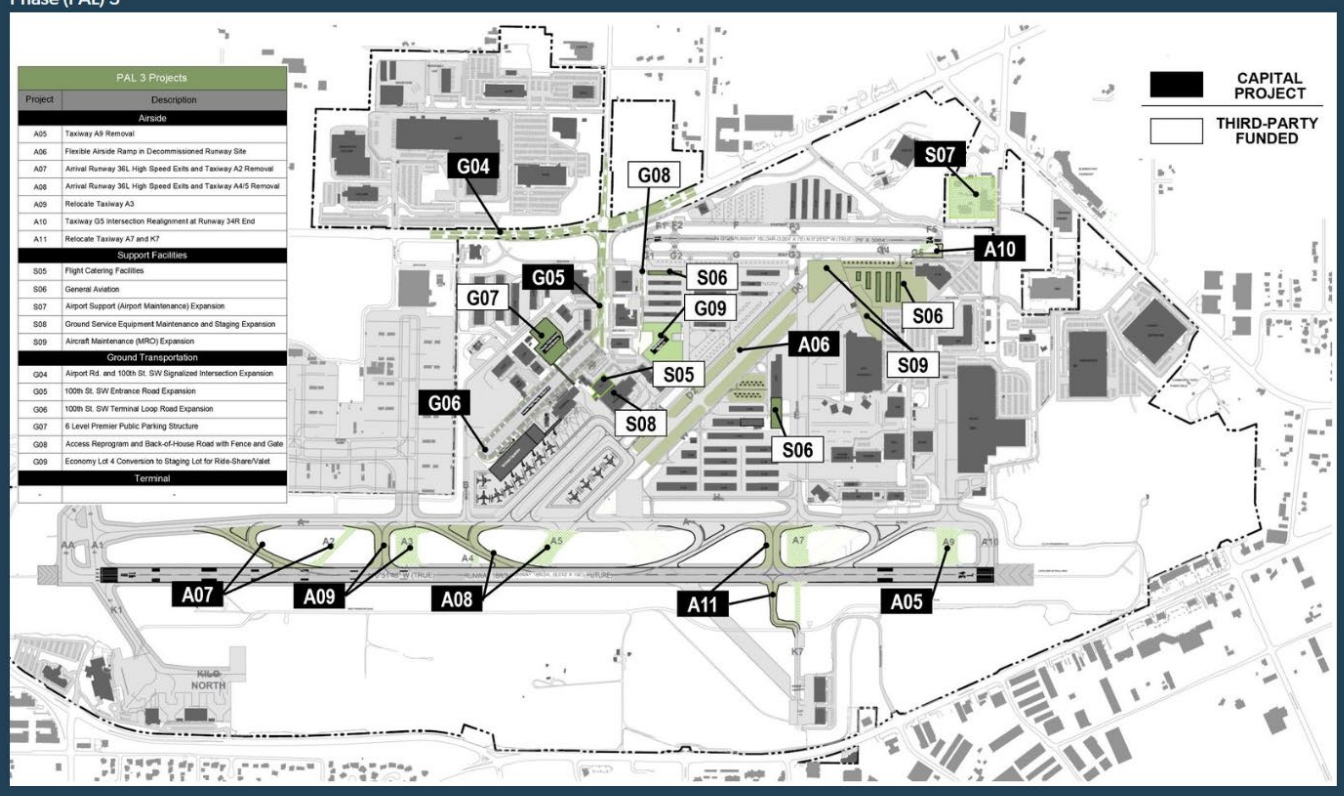
Phase (PAL) 1



Phase (PAL) 2



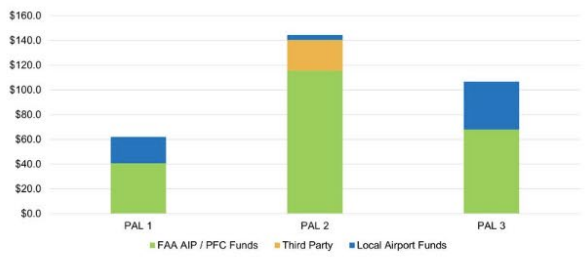
Phase (PAL) 3

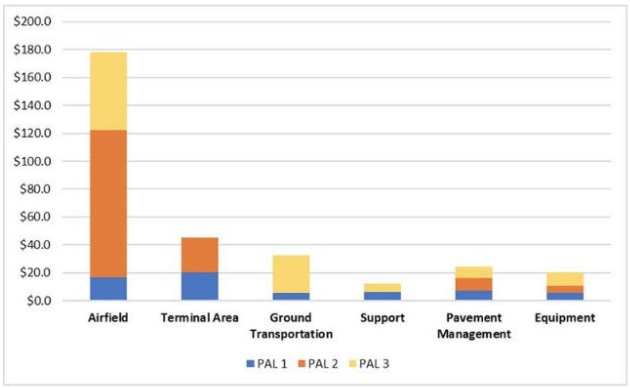


Project costs and funding

The total capital costs for all projects in the Development Plan is $313 million (2022 dollars). Most of the capital costs occur in PAL 2. The majority of the total costs is related to airfield rehabilitation and taxiway and apron upgrades. The terminal area costs are associated with the aircraft parking positions. Terminal costs are the responsibility of the terminal operator.

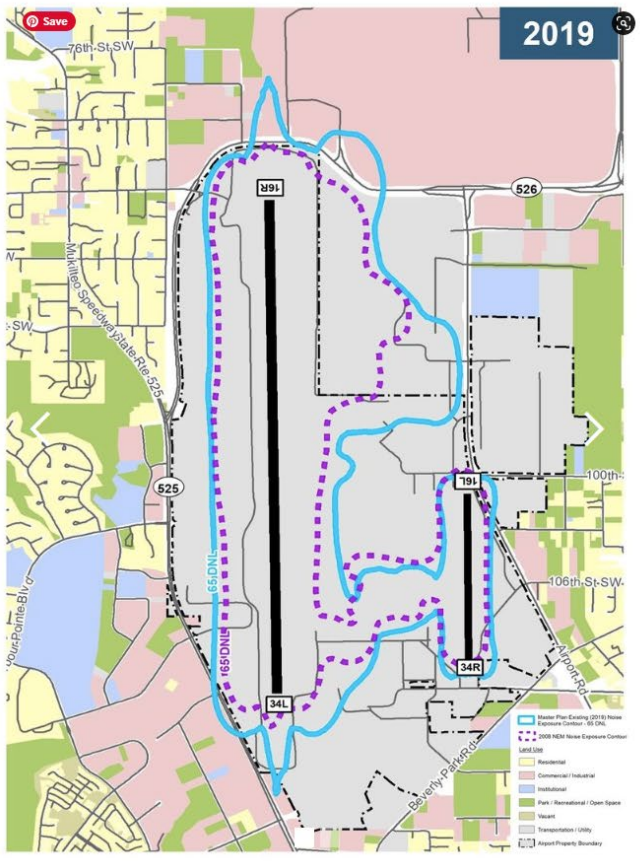
The future capital projects will be funded by a combination of federal grants, airport funds and private sector funding. Over 90% of the total costs are eligible for federal funding, with approximately 10% funded by airport sources. On an annual basis, the airport earns approximately $4-$5 million in operating income, which could be used to fund the airport portion of the costs.





Projects	PAL 1	PAL 2	PAL 3	Total
Airfield	$16.8	$105.4	$55.8	$178.0
Terminal Area	$20.4	$24.9	$0.0	$45.3
Ground Transportation	$5.5	$0.0	$26.8	$32.3
Support Facilities	$6.4	$0.0	$6.0	$12.4
Pavement Management	$7.0	$9.2	$8.4	$24.6
Equipment	$5.9	$5.0	$9.7	$20.6
Total	**$62.0**	**$144.4**	**$106.8**	**$313.2**

**In Millions*



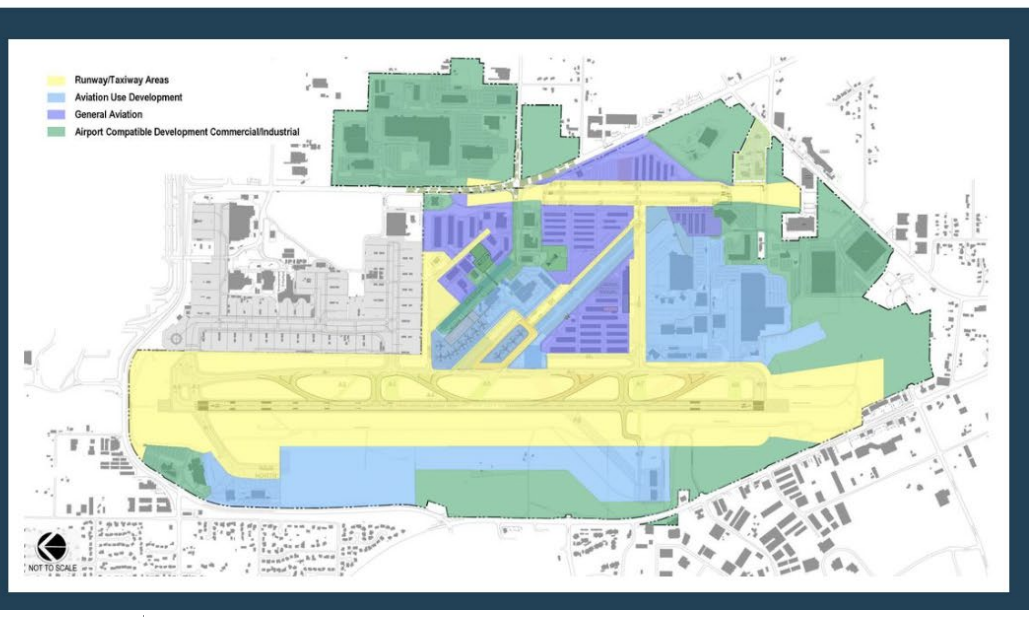
Environmental considerations

We evaluated the potential environmental issues associated with the Master Plan projects that will set the stage for future environmental studies (NEPA and or SEPA reviews), as specific projects advance. Considerations included the potential impacts to water resources, soil, facilities demolition, and several others. Furthermore, the Master Plan evaluated the current waste management plan at the airport and worked to developed strategies to help PAE minimize waste and increase recycling.

The Master Plan also evaluated the future (2040) potential noise exposure to the adjacent land uses and communities. The analysis found no residential or other noise-sensitive land uses located within 65 DNL. This is below the level that the FAA's land use compatibility guidelines indicate residential uses are considered compatible. Noise analysis will be coordinated with the County and incorporated into the official plan.

2040 draft land use plan

The 2040 Land Use Plan is an essential component of the Master Plan. The Land Use Plan is developed to accommodate all the key airport functions within the proposed four designated zones. The Land Use Plan also reserves areas for future development and protects the ability of PAE to grow in a logical manner and serve its objectives within the county.



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GATHER INPUT AND FINALIZE

Based on inputs received in this open house, the Master Plan will advance into its final stages and will be transmitted to the FAA, the County Executive, and the County Council for final approval.

WHAT'S NEXT?

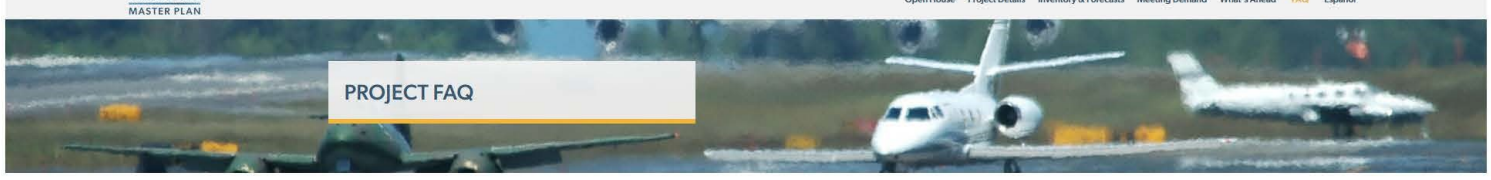
What happens after the Master Plan?

There are several important steps that will need to take place after the Master Plan is completed before any significant changes occur at Paine Field. Planning and design will follow for those projects that are identified in the Master Plan and needed in the next three to five years. Additional detailed planning, environment reviews, and potentially further community consultation will all be required. The Master Plan also identifies potential funding sources for the future capital needs of the airport over the next 20 years, and securing those funds is critical before any project can begin.

- **Q1 2023** — Gather community input
- **Spring 2023** — Revise and prepare final deliverables
- **Q2/Q3 2023** — Finalize with County and FAA

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PROJECT FAQ

Where can the detailed traffic projections be found?
Detailed air traffic projections are available at **https://www.painefield.com/153/Airport-Master-Plan**.

What kind of expansion to the airport will take place, and where?
We forecast traffic by types of aircraft, and those projections are used to identify what type of facilities the airport will need. Over the next 20 years, we anticipate a need for a larger terminal and parking facilities, modifications to the internal airport road network, and additional support facilities for general aviation. The next phase of the Master Plan process will present ideas on where these facilities may be located.

Will the airport need additional property within the next 20 years to satisfy its future demand?
No additional property will be needed.

How will the runways be used for general and commercial aviation?
The types of aircraft using each runway airport will remain the same. The longer runway will continue to serve jet and turbo prop aircraft and the shorter runway will continue to serve turbo prop aircraft only.

What will happen to the flight schools at the airport?
The flight schools are owned and operated by private entities. The Master Plan will not affect the flight schools.

What will happen to Runway 11-29?
The FAA recently decommissioned this runway. As part of the master planning process, we will identify future uses for this part of the airport.

Will there be noise studies on the impacts to surrounding residential neighborhoods? How will noise impacts be evaluated with the projected changes?
Yes, noise studies are currently underway. We'll present some of our findings at the next public briefing.

Will environmental scoping be needed for this plan?
Environmental Impact Statements are typically used for construction projects and are not required for the Master Plan. Certain improvements identified in the Airport Master Plan will be the subject of subsequent environmental review as they're developed.

How can the community share their input?
The planning team will seek public input through webinars and events in the coming year. We'll notify the public about open houses and webinars using tools such as postcard mailings, emails, social media posts, paid advertisements, outreach to media outlets, and community organizations near the airport, and to cities and towns across the county. If you would like to ensure you are notified of any updates or events, please subscribe to email updates at **www.painefieldmasterplan.com**.

Are residents and neighboring communities like Lynnwood and Mukilteo represented on the Stakeholder Committee for the Master Plan process?
There are three committees that are developing the Master Plan: The Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee. The Stakeholder Committee includes many representatives across Snohomish County. The list of members is **found here** and you can read more about the committees helping to guide this Master Plan **here**.

Are there plans to complete 100th Street SW in conjunction with the Everett Transportation Master Plan?
The team has identified that the intersection of Airport Road and 100th Street SW will need to be modified to accommodate increased demand. Depending on the pace of traffic growth, it is likely that these modifications may not be needed for another 15+ years.

How much will projects in the Master Plan cost?
We will be in a better position to provide cost estimates once we have outlined what projects may be proposed in the fall of 2022.

How will the improvements be funded?
Funding for improvements at the airport will depend on the nature of the project. The Master Plan will identify the funding sources available for each project and make recommendations. For airfield safety and capacity improvements, the Federal Aviation Administration provides the majority of funding. The County, airport operator or developers might fund other improvements.

Will only smaller passenger aircraft be allowed, or will larger planes also be allowed at the airport?
PAE is a public airport, and it does not decide on the types of aircraft that use the airport. We assume that the types of aircraft currently operating at the airport will not change.

Are flight paths projected to change?
Flight paths are controlled by the FAA and we do not anticipate that they will change.

Is there any consideration of international travel capability?
This would be a policy decision for the County, but it is not something currently being considered in this plan.

Will the Washington Air National Guard property be considered?
Conversations with legislative offices in Washington, D.C., and the Washington Air National Guard are taking place to see how the property can fold into Paine Field. The Washington Air National Guard property is not part of this master planning process.

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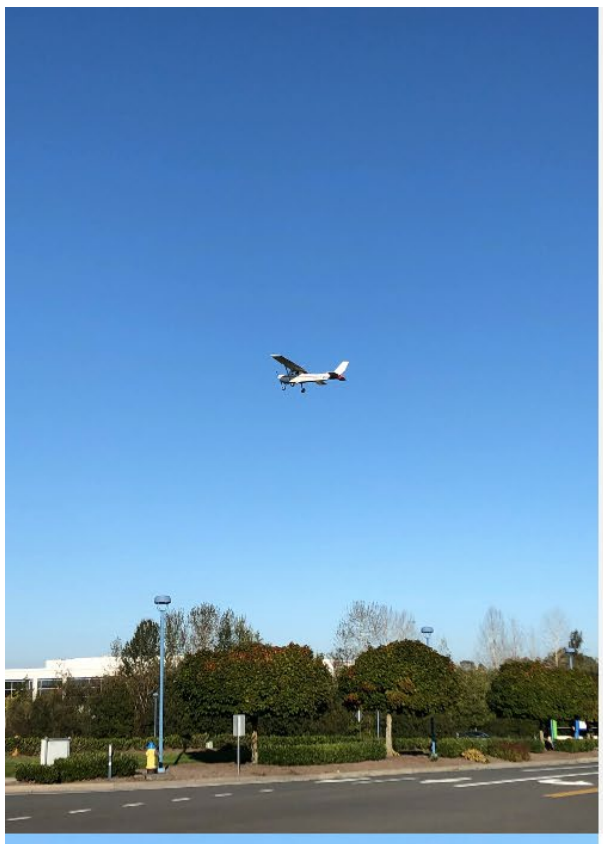
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Leave a comment

Community input helped shape the alternatives and alternative selection, and we are eager to hear your thoughts. Share your input on the preferred alternative, finance plan, or development plan here:

* All fields are optional

FIRST NAME Enter your first name

LAST NAME Enter your last name

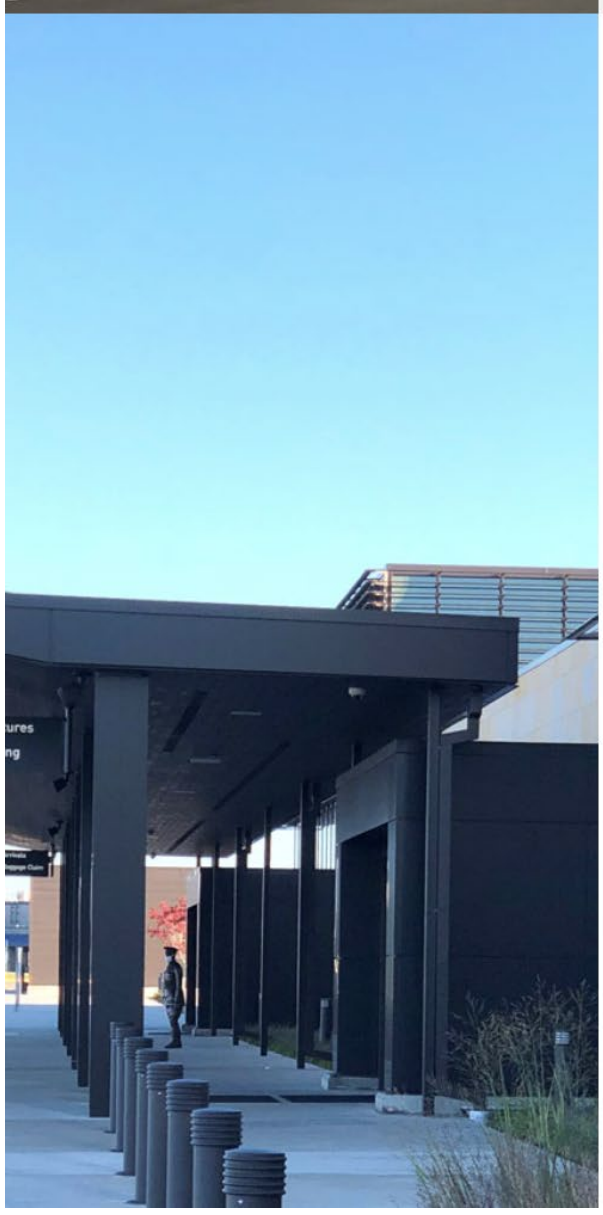
ADDRESS Enter your address

EMAIL Enter your email address

COMMENTS Enter your comments here

☐ I'm ready to submit my comment

SEND



We want to learn more about you! Are you willing to answer some additional questions?

The purpose of these questions is to help us ensure we are reaching a broad, diverse group of people as part of this and future planning efforts. **All questions are optional, and responses are anonymous.**

* All fields are optional

What is your zipcode?

Enter your zipcode

What is your age?

Select one...

How do you identify? (check all that apply)

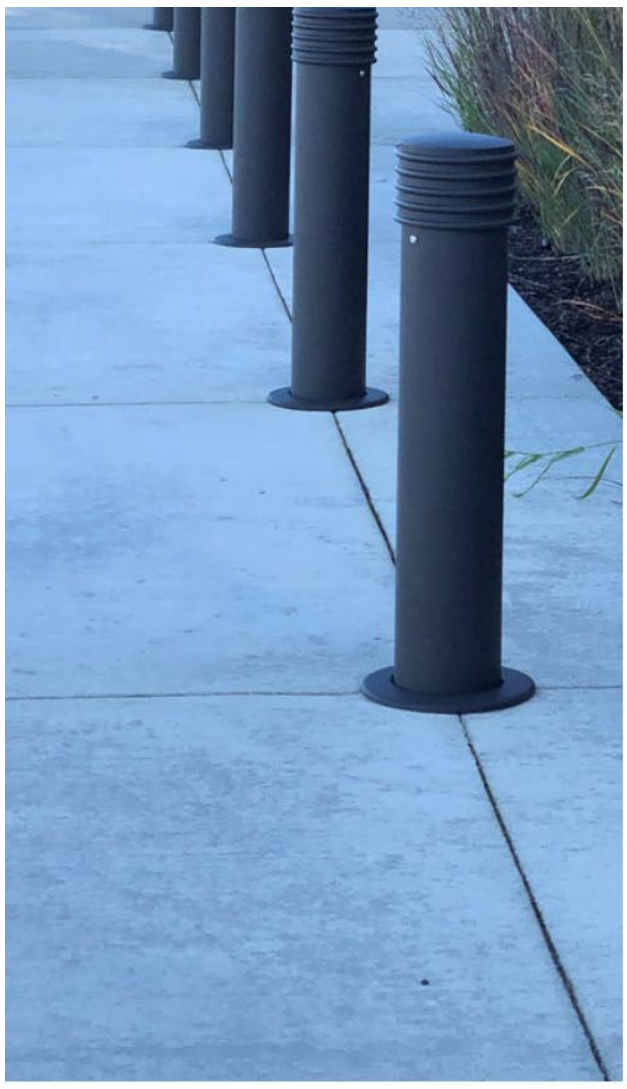
- ☐ Female
- ☐ Male
- ☐ Agender
- ☐ Gender(s) not listed here
- ☐ I would rather not say

Do you identify as Latinx or of Hispanic or Latino origin?

- ○ Yes
- ○ No
- ○ I'd rather not say

How do you identify? (check all that apply)

- ☐ Asian or Asian American
- ☐ American Indian/Alaska Native
- ☐ Black or African American
- ☐ Pacific Islander or Native Hawaiian
- ☐ White or Caucasian
- ☐ Options(s) not listed here
- ☐ I would rather not say



What is your annual household income?

Select one...

What language(s) do you speak at home? (check all that apply)

- ☐ English
- ☐ Amharic
- ☐ Arabic
- ☐ Cantonese
- ☐ Korean
- ☐ Mandarin
- ☐ Russian
- ☐ Somali
- ☐ Spanish
- ☐ Tigrinya
- ☐ Ukrainian
- ☐ Vietnamese
- ☐ Language(s) not listed here
- ☐ I would rather not say

If you selected "Languages not listed here", please tell us what language(s) you speak at home

Enter other languages here

If you will need accommodation for a disability in order to take part in Airport Master Plan activities, please check those that may apply:

- ☐ American Sign Language (ASL) interpretation
- ☐ Access for a wheelchair or similar device
- ☐ Visual assistance technology

Enter other accommodations needed here

How many people, including yourself, live in your household?

Select one...

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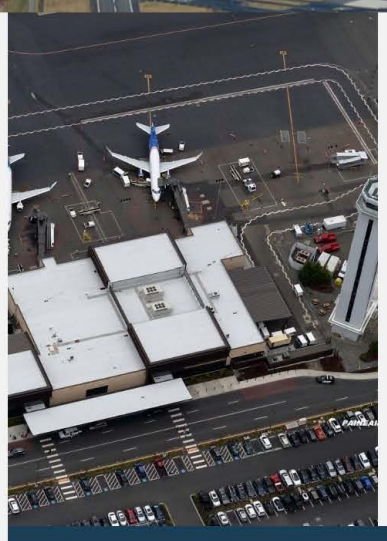
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Bienvenido Detalles del proyecto Lo que hemos hecho Cumpliendo con la demanda Lo que viene English



PAINE FIELD Y LAS OPCIONES A ELEGIR

Estamos desarrollando un plan maestro que va a guiar el futuro desarrollo de Paine Field durante los próximos 20 años.



¿Qué es el plan maestro de Paine Field?

El plan maestro de aeropuerto es un documento de planificación a largo plazo, que recomienda estrategias de desarrollo de los terrenos e instalaciones del aeropuerto. El objetivo del plan es preparar al aeropuerto del condado para satisfacerlas necesidades del futuro. El plan también asegurará que el aeropuerto mantenga un equilibrio entre nuestros valores económicos, medioambientales, y sociales.

¿Quién está involucrado?

El plan maestro está informado por los residentes del condado de Snohomish, agencias gubernamentales, cámaras de comercio, la Comisión del Aeropuerto, grupos cívicos, organizaciones del medioambiente, líderes empresarios, usuarios de la aviación general, y otras partes interesadas en el aeropuerto.

Además de los grupos interesados y el aporte directo del público, hay tres comités que ayudan a desarrollar el plan maestro.

El comité directivo
El comité directivo guía las metas y prioridades para el aeropuerto de parte del condado; incluye miembros de Paine Field, el Puerto de Everett, y líderes empresarios.

El comité consultivo de las partes interesadas
El comité consultivo de las partes interesadas incluye a las partes interesadas del sector de la aviación como inquilinos notables, empresas locales, usuarios de aviación generales, representantes de la comunidad y expertos técnicos.

El comité técnico
El comité técnico aporta información y revisión de documentos técnicos e incluye personal superior del aeropuerto y el equipo consultor.

¿Cuál es el cronograma del proyecto?

1. Inventario de las condiciones existentes
- Borrador finalizado en junio de 2021

2. Proyecciones de la actividad de aviación
- Borrador finalizado y aprobado por la FAA en agosto de 2021

Reunión a puertas abiertas #1
Noviembre 21 – enero 2022

3. Análisis de capacidad y requisitos de las instalaciones
- Borrador finalizado en noviembre de 2021

4. Conceptos y alternativas
- Borrador finalizado en abril de 2022

Reunión a puertas abiertas #2
Junio de 2022

5. Plan de desarrollo por fases
- Agosto de 2022

6. Planes de configuración del aeropuerto
- Plan de configuración del aeropuerto - borrador del cuarto trimestre de 2022

Reunión a puertas abiertas #3
Cuarto trimestre





¿Cómo puedo compartir mi opinión?

La reunión abierta virtual se ha cerrado. Esta solo fue una de las múltiples reuniones abiertas virtuales que celebraremos durante el proceso del plan maestro. Este sitio web será actualizado para proporcionar información y actualizaciones a medida que se desarrolle el plan, incluyendo las invitaciones para la participación del público en futuras reuniones virtuales.

Empezar

Participe y manténgase informado

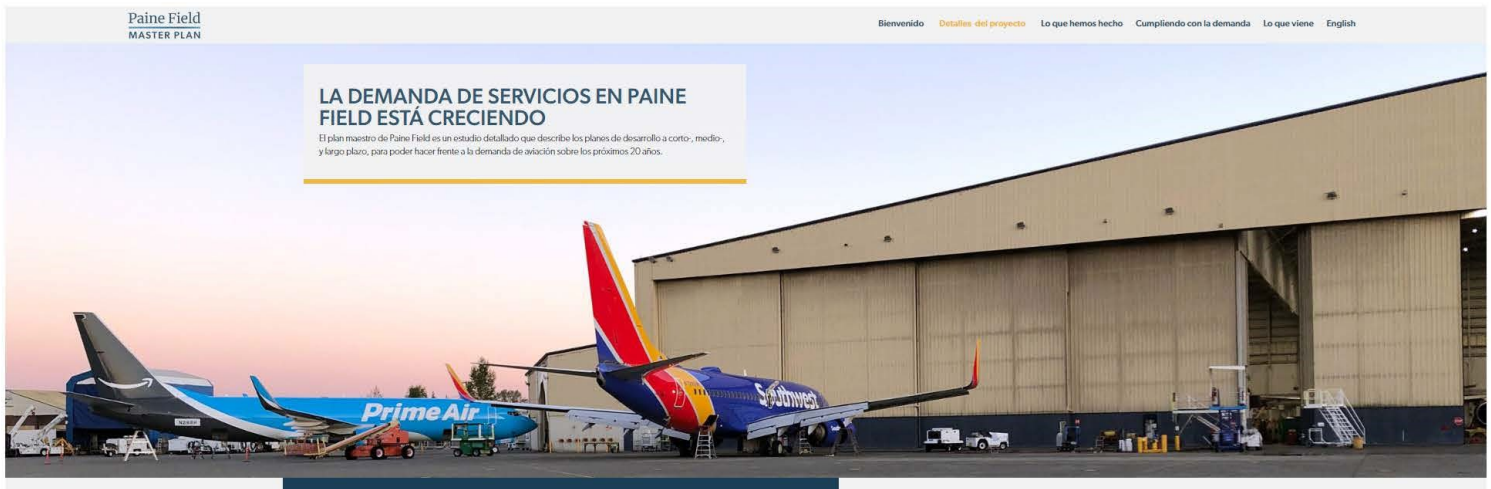
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La demanda de aviación en la región de Puget Sound está creciendo

La región de Puget Sound en su conjunto es una de las regiones de Estados Unidos que ha crecido rápidamente. El área en el que viven la mayoría de los usuarios de Paine Field aumentó su población en 500,000 personas entre el 2009 y 2019. Se espera que esto aumente la demanda de actividades de aviación en muchos sectores. Paine Field proporciona 158,227 trabajos en total y una producción económica de 59.9 mil millones de dólares desde 2020, comparándose con las cifras de aeropuertos a nivel estatal de 407,000 trabajos y una producción económica de 107 mil millones de dólares, y las cifras de Sea Tac de 151,000 trabajos y 22.47 mil millones de dólares en ingresos. Paine Field es el impulsor económico principal del condado.

PAINE FIELD GENERO
158,227 EMPLEOS

59.9 BILLIONES DE DÓLARES
EN PRODUCCIÓN ECONÓMICA*

AUMENTO DE LA POBLACIÓN DE
500,000 PERSONAS
EN LAS ÁREAS DE SERVICIO DE PAINE FIELD ENTRE EL 2009 Y 2019

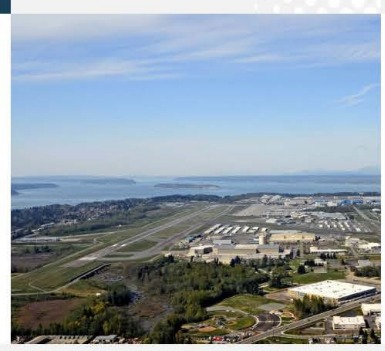
* con fecha de 2018

Paine Field está cambiando

El reciente comienzo de la provisión de servicios a pasajeros ha generado grandes cambios en el aeropuerto desde 2019. Debido a que hay pocos datos históricos para comparar, el equipo del plan maestro revisó la economía y el mercado de servicios aéreos de la región de Puget Sound y también otros aeropuertos señalados como "mercados secundarios" para anticipar la demanda de servicios.

Boeing es el empleador principal en Paine Field, empleando aproximadamente a 30,000 personas. Este personal apoya una amplia variedad de las operaciones de Boeing, incluyendo la fabricación y producción de aeronaves, desarrollo de producto, seguridad y protección aérea y certificación de aeronaves. Otras actividades de negocio en Paine Field incluyen hangares de pintura, el centro de reparto al cliente de Boeing, así como el mantenimiento, reparación y revisión de aeronaves. Los avances en la tecnología de aviación han aportado nuevos participantes a la industria de manufacturación de aviación, con líderes en aviación eléctrica como magniX y Eviation localizados en el condado de Snohomish.

FedEx ha comenzado a operar en Paine Field, trayendo así servicios adicionales de carga aérea al aeropuerto.





Sea-Tac está casi al límite de capacidad

Estudios recientes indican que el Aeropuerto Internacional Seattle – Tacoma (Sea-Tac) probablemente llegará a su capacidad en los próximos 20 años. Sea-Tac está planeando proyectos a corto y largo plazo para aumentar su capacidad, pero Paine Field tiene potencial para añadir servicios adicionales para pasajeros y carga, mientras Sea-Tac se sigue congestionando.

Anterior

Siguiente

Participe y manténgase informado

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Paine Field
MASTER PLAN

Bienvenido Detalles del proyecto Lo que hemos hecho Cumpliendo con la demanda Lo que viene English

LO QUE HEMOS HECHO HASTA AHORA: INVENTARIO Y PREVISIÓN

Antes de desarrollar alternativas para el plan maestro, es importante tener un entendimiento base sobre cómo Paine Field funciona hoy en día y también entender la demanda de servicios del aeropuerto actual y futura.

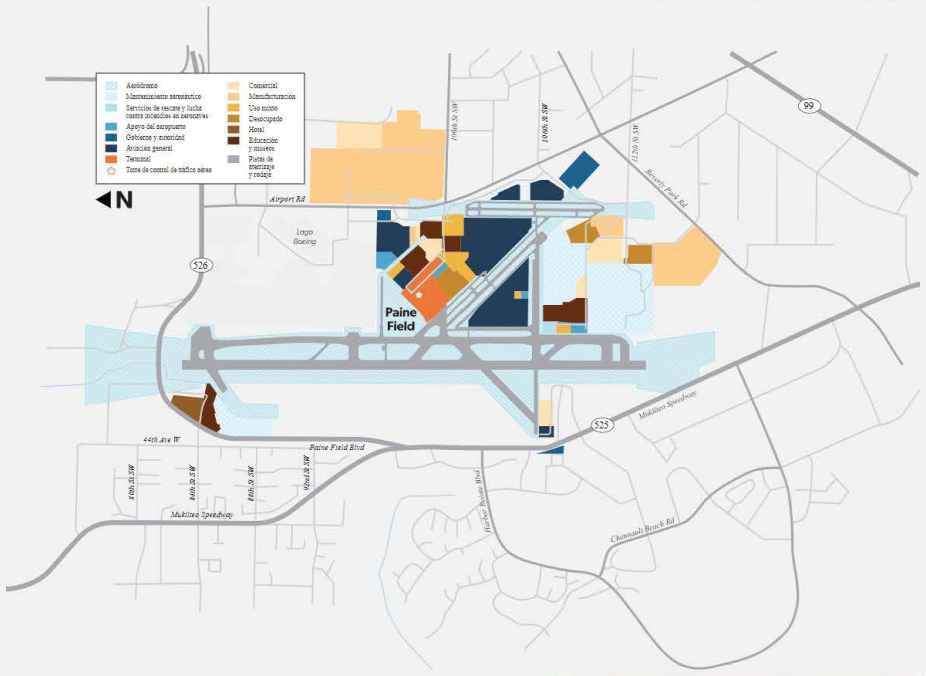


Inventario de las condiciones existentes

Paine Field ha cumplido con las necesidades de aviación general del condado de Snohomish durante 85 años. Ofreció servicios comerciales en sus primeros días antes de convertirse en una base militar aérea. En los años 60, la compañía Boeing construyó su planta de montaje en Everett y en los años 70 Paine Field se estableció como un centro de manufacturación y aviación general. La terminal de pasajeros Paine Field, gestionada por Propeller Airports, empezó a programar servicios comerciales para pasajeros en marzo 2019 con servicios aéreos suministrados por Alaska Airlines y United Airlines a una variedad de destinos. Desde noviembre del 2021, Alaska Airlines es la aerolínea que ofrece servicios comerciales.

La propiedad en la que Paine Field se encuentra sirve numerosos propósitos, incluyendo actividades de aviación comercial y general, manufacturación, museos, alojamiento, instalaciones educativas y comerciales y servicios e instalaciones de apoyo al aeropuerto.





Tipos de aviación

Aviación comercial
Aviación comercial se refiere a vuelos con pasajeros. La aviación comercial se mide en términos de embarques – un embarque cuenta cuando un pasajero se sube en el avión.

Carga aérea
Carga aérea se refiere al envío de mercancías por avión, ya sea en vuelos particulares o en la parte inferior de los vuelos comerciales. Se mide en toneladas métricas.

Aviación general
Aviación general es todo lo restante e incluye vuelos médicos, operativos contra incendios, vuelos privados/contratados, turismo, vuelos militares y de ocio. Las operaciones de manufacturación y pruebas de Boeing en Paine Field entran en esta categoría.





El impacto de Boeing

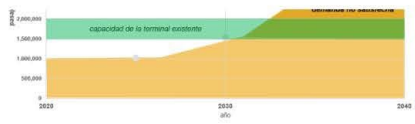
Boeing ha tenido un impacto significativo en las operaciones de Paine Field como uno de los inquilinos principiantes del aeropuerto. La instalación de Boeing en Everett está proclamada como el edificio de manufacturación más grande del mundo, y la fábrica también es la más grande del mundo en cuanto a volumen. Incluso después de haber trasladado alguna producción fuera del área de Puget Sound, Boeing Everett tiene un personal de aproximadamente 30,000 personas. No solamente es Boeing; el área de servicio de Paine Field es el centro de la producción comercial de aviones en los Estados Unidos, con 1,350 compañías aeroespaciales. Boeing también ha inspirado a otras industrias aeroespaciales y de aviación a fijar sus operaciones en -o cerca de- Paine Field, como ATS, Collins, Korry, y líderes de las aeronaves eléctricas como magniX y Eviation.

Pronóstico

Cuanto más pasajeros haya, más necesidades habrá en nuestra terminal, en la aviación general y en otras instalaciones. Sin embargo, este crecimiento no significará más pistas. Prevemos que Paine Field seguirá siendo un aeropuerto de dos pistas durante los 20 años que abarca este plan.

La demanda de servicios va en aumento y, conforme avanza el tiempo, la terminal actual dejará de poder atender el número máximo de pasajeros. Esta tabla ilustra la demanda insatisfecha prevista si no planificamos ahora para los usos futuros.







La actual pandemia de COVID-19 ha tenido impactos significativos en el transporte aéreo. Tanto la pandemia como el reciente cambio al comenzar a ofrecer servicios comerciales, ha hecho que los últimos años sean sumamente inusuales para Paine Field, por eso hemos tomado medidas adicionales para desarrollar el pronóstico para asegurarnos de que éste sea preciso. El pronóstico asume que la demanda de transporte aéreo regrese a los niveles del 2019 en el 2025.

¿Qué significa esto para Paine Field?

Con el tiempo, a medida que el tráfico crezca en Paine Field, será necesario ampliar o mejorar algunas de las instalaciones existentes en el aeropuerto. El siguiente paso en el plan maestro es definir los requerimientos de las instalaciones, y esto nos ayudará a determinar las alternativas para el aeropuerto.

Factores como el tamaño del avión, la demanda de tráfico, y el máximo rendimiento son los impulsores esenciales de las necesidades de las instalaciones. Basándonos en estos factores, usaremos estándares y prácticas recomendadas por la FAA y otros para determinar qué tipos y tamaños de instalaciones se necesitarán en el futuro.

Áreas consideradas

- **El sistema del aeródromo, incluyendo las pistas, las pistas de rodaje, y las plataformas**
- **Terminales de pasajeros**
- **Acceso a las carreteras desde y hacia la terminal de pasajeros**
- **Hangares empresariales y privados y zonas de plataforma**
- **Instalaciones de carga aérea**

Anterior **Siguiente**

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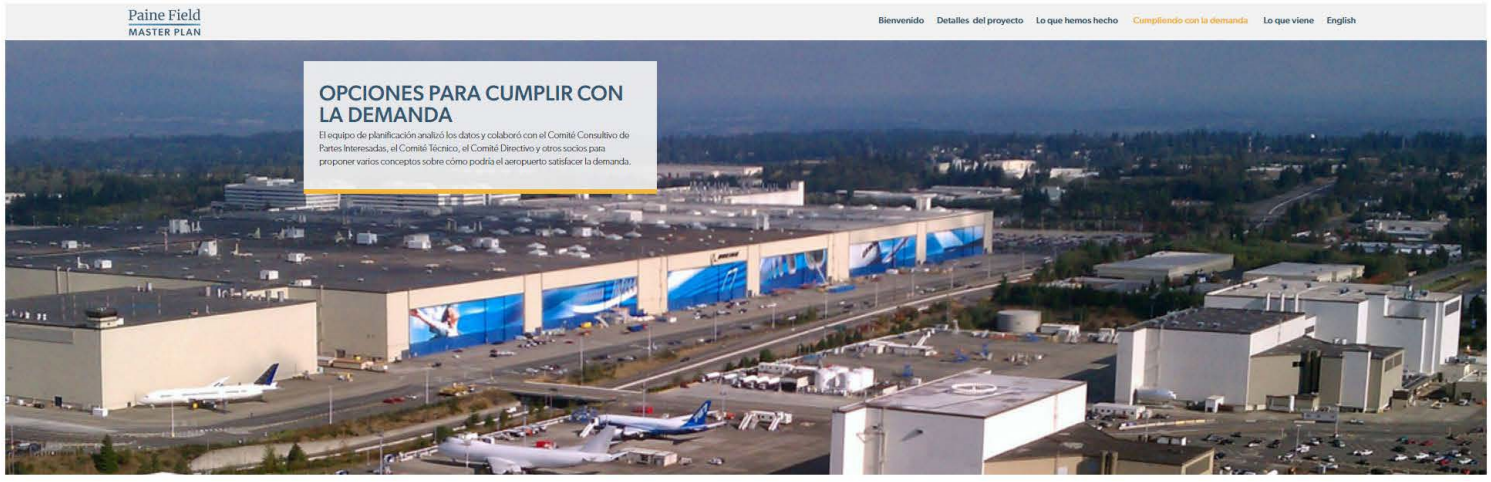
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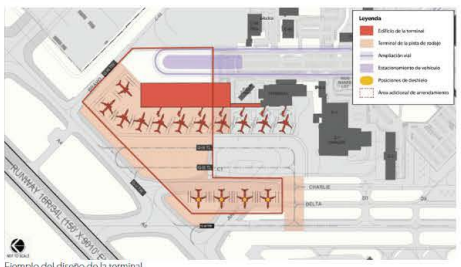


Cumpliendo con la demanda

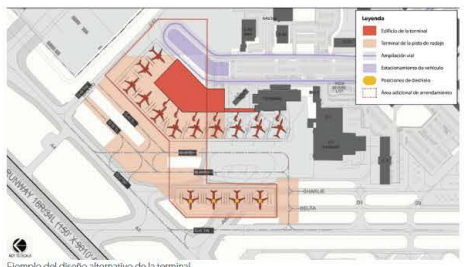
Se analizó la demanda de pasajeros, las rutas del aeródromo y del transporte terrestre, la seguridad, los avances tecnológicos, las limitaciones medioambientales, los costos de capital y otros factores.

Cuándo y cómo podría ampliarse la terminal de pasajeros no forma parte de este esfuerzo de planificación a largo plazo. El condado de Snohomish es el propietario de todo el Paine Field, y un proveedor, Propeller, es el propietario y operador de la terminal, la zona donde las aerolíneas comerciales atienden a los pasajeros que llegan y salen. Propeller tiene un contrato de arrendamiento a largo plazo con el condado de Snohomish para el terreno donde se encuentra la terminal.

Una parte importante de este plan es dar cabida a la demanda comercial, y hemos identificado posibles formas en las que Propeller podría aumentar su huella. Aquí se muestran dos ejemplos de posibilidades. La configuración exacta se determinará cuando el operador del aeropuerto quiera ampliarlo.



Ejemplo del diseño de la terminal



Ejemplo del diseño alternativo de la terminal



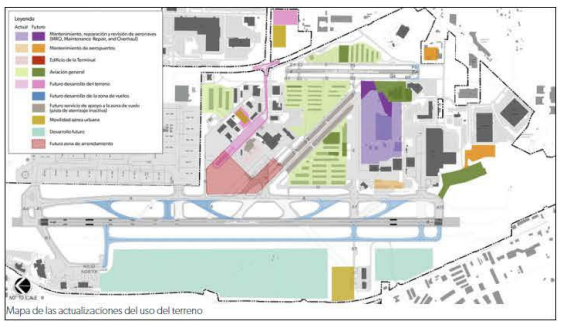
El transporte

El transporte terrestre es una parte importante del plan a largo plazo. Nuestro plan mejorará la capacidad y la eficiencia de los sistemas de carreteras y de tránsito que dan servicio al aeropuerto. Para ello, tenemos en cuenta la demanda de pasajeros, la ampliación del sistema de tránsito regional y la mejora de la señalización.

Estamos mejorando el acceso multimodal. En la actualidad, los usuarios pueden llegar a Paine Field mediante un vehículo de uso individual, compartiendo el viaje, en bicicleta, en autobús o a pie. Estamos planificando opciones de transporte que podrían incluir el tren ligero o incluso el transporte aéreo urbano.

Servicios e instalaciones de apoyo

A medida que crezca el tráfico aéreo en Paine Field, los servicios e instalaciones de apoyo también tendrán que crecer. Las áreas potenciales de ampliación incluyen instalaciones para el servicio de mantenimiento, reparación y revisión de aeronaves, mantenimiento del aeropuerto, aviación general y servicios comerciales. Las áreas potenciales de ampliación se destacan en la imagen siguiente.



Mapa de las actualizaciones del uso del terreno



Movilidad aérea urbana

Actualizaciones del uso del terreno

Un plan aeroportuario a largo plazo debe dar cabida a posibles nuevas tecnologías. Aún no sabemos cómo podría ser la movilidad aérea urbana en el futuro que incluye viajes aéreos personales o altamente automatizados y realizados a petición, pero estamos haciendo planes para la llegada de esta tecnología en el plan maestro incluyendo varios sitios potenciales para la movilidad aérea urbana, como se muestra en la gráfica de abajo en rojo

Existen otros esfuerzos de planificación que estudian el papel de Paine Field en el transporte aéreo regional. Por ejemplo, la Comisión Coordinadora de Aviación Comercial (CACC) del estado, gestionada por el Departamento de Transporte del Estado de Washington, está estudiando la posible demanda que tendría Paine Field si se realizan cambios en el sistema de transporte aéreo regional. Para obtener más información sobre este proyecto, visite el sitio **web de la CACC.**

Anterior

Siguiente

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LO QUE VIENE: DESARROLLO DE ALTERNATIVAS

Vamos a desarrollar varias opciones sobre cómo el aeropuerto puede crecer en los siguientes 20 años para adaptarse a la demanda.

La opinión de la comunidad ayudará a formar el criterio que usaremos para evaluar este proyecto. Algunos de los criterios que probablemente serán incluidos son:

- ¿Cumplen las alternativas con el pronóstico de la demanda?
- ¿Mejoran las alteratívas la eficiencia operativa?
- ¿Tienen las alternativas un impacto negativo en la comunidad?
- ¿Cumplen las alternativas con los estándares de seguridad de la Administración Federal de Aviación (FAA)?
- ¿Hay mejoramientos o empeoramientos al medio ambiente con las alternativas?
- ¿Cuál es el gasto capital de las alternativas?
- ¿Son viables económicamente las alternativas?

Desde finales 2021 a mediados 2022
Desarrollo de alternativas

Desde mediados de 2022 a principios de 2023
Evaluación de alternativas y selección de alternativas preferidas

Primavera de 2023
Se finaliza el plan maestro

¿QUÉ ES LO SIGUIENTE?

¿Qué pasa después de completar el plan maestro?

Antes de que haya cambios significativos en Paine Field, hay varios pasos que ocurrirán después de que el plan maestro se complete. La planificación y el diseño será el siguiente paso para los proyectos identificados en el plan maestro y serán necesarios en los próximos tres a cinco años. Adicionalmente se requerirá planificación detallada, evaluaciones del medio ambiente, y posiblemente más consultas con la comunidad. El plan maestro también identifica posibles fuentes de financiación para los gastos necesarios del aeropuerto durante los próximos 20 años, y es muy importante asegurar esos fondos antes de cualquier inicio de proyecto.





Deje un comentario

* Todas las preguntas son opcionales

NOMBRE — Escriba su nombre
APELLIDO — Escriba su apellido
DOMICILIO — Escriba su domicilio
CORREO ELECTRÓNICO — Escriba su correo electrónico
COMENTARIOS — Escriba su comentario aquí

☐ Estoy listo para enviar mi comentario

ENVIAR



¡Queremos saber más de usted! ¿Puede contestar algunas preguntas adicionales?

El propósito de estas preguntas es asegurarnos de que estamos alcanzando a un grupo de personas amplio y diverso como parte de este y futuros trabajos de planificación. **Todas las preguntas son opcionales, y las respuestas son anónimas.**

¿Cuál es su código postal?
Escriba su código postal

¿Cuál es su edad?
Por favor elige uno...

¿Cómo se identifica? (elija todos los que apliquen)
☐ Mujer
☐ Hombre
☐ No binario
☐ Un/os género(s) no mencionado(s)
☐ Prefiero no contestar

¿Se identifica como Latinx o de origen hispano o latino?
○ Sí
○ No
○ Prefiero no contestar

¿Cómo se identifica? (elija todos los que apliquen)
☐ Asiático o asiático americano
☐ Nativo americano / nativo de Alaska
☐ Negro o afroamericano
☐ Isleño del Pacífico o nativo de Hawái
☐ Blanco o caucásico
☐ Opción no listada
☐ Prefiero no contestar

¿Cuál es su ingreso anual?
Por favor elige uno...

¿Qué idioma/s usa en el hogar? (elija todos los que apliquen)
☐ Inglés ☐ Coreano ☐ Somalí ☐ Vietnamita
☐ Amárico ☐ Mandarín ☐ Español ☐ Idioma que no está en esta lista
☐ Árabe ☐ Oromo ☐ Tigriña ☐ Prefiero no contestar
☐ Cantonés ☐ Ruso ☐ Ucraniano

Si escogió "Idioma que no está en esta lista", por favor comparta el/los idiomas que usa en su hogar
Escriba su respuesta aquí

Si necesitara un arreglo especial para participar en actividades relacionadas con el plan maestro del aeropuerto, debido a una discapacidad, por favor indique las discapacidades que aplican:
☐ Interpretación deLenguaje de Señas Americano (ASL)
☐ Acceso para silla de ruedas o equipo parecido
☐ Tecnología de apoyo óptico
☐ Por favor escriba alguna otra discapacidad:
Escriba aquí

¿Cuántas personas, incluyendo a usted, habitan en su hogar?
Por favor elige uno...

ENVIAR



Anterior

Regreso a la página principal

Participe y manténgase informado

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2.6 Appendix F: Online Open House Comments

TABLE 5 ONLINE OPEN HOUSE COMMENTS

Below are the unedited comments received at the online open house during the comment period. Contact information has been deleted to protect the privacy of the commenters.

Date	Comment	Name
4/4/2023 6:16	As a hangar tenant and GA pilot, I'm worried that PAE will eventually become so much like SEA that I and my airplane will no longer be welcome. I think that General Aviation serves an important community purpose, and it is important to maintain affordable access to Paine Field.	James Myers
4/4/2023 5:40	Flights need to have takeoff and landing time restrictions much like John Wayne Airport any flight departures need to be 7a and arrivals no later than 10p. The current flights departures need not be my wake up call; that's what my alarm clock is for and it's not set that early and children need to be asleep and not waken at 11:30p flight arrivals!	Thomas Merisko
4/4/2023 5:27	After getting to sleep last night, I was woken up at midnight by a low flying jet. I was then woken up in the morning before 6am by two more jets. This is my experience most nights. If I went to your house and did this, I would be arrested. On one of the few sunny days, I went to work in my gardens. In one hour, I counted six aircraft of all sizes flying directly over my home; low enough that I believed I could hit them with a rock. You have robbed me of the joy of being outside on a sunny day. Forty-eight years ago after decades of denial, the scientific evidence regarding the harm caused by leaded gasoline became so clear that it was banned. To this day, propeller aircraft are still allowed to use leaded gasoline and thus spray my house, wife and children with lead pollution on a daily basis. If I were to poison your water with lead, I would be arrested. The Paine Field master plan is a farce. The memberships of the Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee were arranged to recommend expansion and increased traffic without any input from those affected by the airport. The committees include only those persons profiting from the airport operations. There was no discussion about mitigating the negative effects of	Christopher Finley

airport operations in the plan. Oddly, the plan has me paying for the four-fold increase in passenger traffic despite only causing harm.

I vote for the option that turns Paine Field into Snohomish County's largest park. This plan improves the health and happiness of tens of thousands of Snohomish County residents. The park would improve air and water quality while preserving plant and wildlife diversity. It would also significantly increase the value of local properties.

Somehow I doubt I have any real input; otherwise, you would not have been poisoning my family for the past twenty years. However, if you must continue flights at Paine Field, the following requirements to the master plan should be included.

1. No funding from Snohomish County Taxpayers
2. Ban use of leaded gasoline at Paine field, including landing aircraft.
3. Limit flight operations to daytime use (no take-off or landings between 10pm and 8am)
4. No commercial air freight flights

According to a study published in Occupational & Environmental Medicine, exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke. The study also found greater levels of noise pollution were linked to a heightened risk of stroke. However, the researchers said this link was not strong enough to be statistically significant, possibly because of the small number of cases involved.

Another study identified a limited number of studies and one report reporting correlations between airport emission levels and health effects of residents in the vicinity of airports. Aircraft emission levels were associated with increased hospitalization for asthma, respiratory, and heart conditions especially in susceptible subgroups such as children.

Aircraft noise can produce effects on electroencephalogram sleep patterns and cause wakefulness and difficulty in sleeping. Attendances at general practitioners, self-reported health problems and use of medications have been associated with exposure to aircraft noise, but some findings are inconsistent.

	Source: Conversation with Bing, 4/3/2023 (1) This is why living under a flight path could be bad for your health. https://www.independent.co.uk/news/health/flight-path-high-blood-pressure-aircraft-noise-study-occupational-medicine-athens-living-near-airport-a7788296.html Accessed 4/3/2023. (2) A review of health effects associated with exposure to jet engine .... https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-00690-y Accessed 4/3/2023. (3) A review of health effects of aircraft noise - PubMed. https://pubmed.ncbi.nlm.nih.gov/9161085/ Accessed 4/3/2023.	
4/4/2023 4:40	I see that more general aviation space and hangar space is in the plan. Does this mean that the land lease on existing condo hangars is likely to be renewed?	Dan Moe
4/4/2023 3:08	"The Paine Field Master Plan should address the impacts of expansion to residents and schools. The plan should consider noise levels beyond the 65 day night limit required by the FAA. In the Environmental Impact Statement for EA-18G ""Growler"" Airfield Operations and Naval Air Station Whidbey Island, the Navy included assessments for classroom/learning interference for 10 area schools, and probabilities of sleep disturbance for 30 residential points of interest. Noise above 50db was considered to impact classroom learning. Sound exposure levels were converted to a probability of awakening a sleeping person. Mukilteo and Everett children also deserve protection from airplane noise interfering with learning. Residents in the vicinity of the Paine Field flight path don't want to be woken up by arriving and departing flights. The Master Plan, and any subsequent NEPA and SEPA processes, should fully evaluate potential impacts on residents and schools, and should include measures to eliminate or mitigate these impacts. These measures could include nighttime operating restrictions, flight path requirements that minimize travel over residential areas, incentives for airlines to adopt quieter technology and practices, as well as incentives for General Aviation users to reduce their impacts, such as noise and the use of leaded gasoline. With an expected 4-fold increase in passengers, Paine Field needs to plan now to protect the community where it is located."	Brian Kirk
4/4/2023 1:46	The planes are already extremely loud - so loud our windows shake when they fly over. Is there any way to have the planes fly over Japanese Gulch instead of everyone's homes? The wild life are also bothered by the planes... the coyotes start howling and yapping like crazy when the planes fly over.	Jennifer DeSanto
4/4/2023 1:43	We don’t want increased flights out of PAE, the noise has gone up since we’ve had flights start out of there, it’s already close to SEATAC so doesn’t make sense. PAE isn’t the most logical place for a larger airport. The amount of work to put in another runway is super extensive.	Anonymous

	The increased flights would really disrupt the quality of life we have and would devalue the homes in the area."	
4/4/2023 1:15	Feels like a gut punch to know that this small beautiful town might be overtaken by all the negatives that expanding Paine Field will bring. People in this community have worked so hard to create a lovely life for themselves and their families close to good schools and the Sound. It was once named in the Top 10 of best places to live. It's very upsetting to think of what this town may become if the airport gets any bigger.	Colleen Cook
4/4/2023 0:56	"Save Our Communities (SOC) appreciates the opportunity to comment on the proposed update to the Paine field Master Plan. SOC has submitted numerous comments, public testimony, OpEds, letters to elected officials and participated in numerous meetings with County officials, city officials and have met with airline executives. We have hosted public meetings and are on record fully supporting aerospace manufacturing and general aviation at the airport and all the economic activity those support. We opposed the startup of commercial service precisely because of concerns that once commercial service started, there would be limited opportunities to limit the growth of commercial service. A two-gate terminal is one thing but significant expansion of the number of gates and flights is another and is exactly the dynamic we warned about for the past three decades. We also warned about a potential push for air cargo and now there are suggestions that air cargo should be in the mix. Our concerns about expansion were not misplaced as clearly the pressure to expand is here now. There is no easy pathway to determining the optimal level of commercial service at Paine Field but a starting point is to do nothing that encroaches on or restricts the main role of the airport, namely aerospace manufacturing and general aviation. Secondly, any expansion should be incremental and fully identify and mitigate all impacts with no costs passed on to the taxpayers. We donâ€™t feel that the Environmental Assessment (EA) done to start up commercial service met that standard; our comments on the EA are comprehensive and are hereby referenced in our comments here as they were submitted to the FAA and Paine Field staff. We would hope ""any"" expansion would involved a publicly scoped comprehensive EIS process to better ensure all impacts and mitigation measures are identified and public. Lastly, we fully appreciate the regional challenge of locating a second major airport. Paine Field should not be considered for that role. We understand there is a push for regional airports including Paine Field to provide some additional capacity for the region while a second airport site is determined but that does not mean Paine Field should push to maximize expansion plans to serve that role which would significantly	Mike Moore

	increase costs to surrounding communities and potentially lead to a reduction of the main economic driver at Paine Field - aerospace manufacturing. We appreciate any opportunity to further discuss the master plan and the airport siting process in place at the state/regional level. Sincerely, Mike Moore President Save Our Communities"	
4/4/2023 0:41	As a resident of Mukilteo I am opposed to over expansion. We would like to keep the commercial flights to a minimum and do not want an expansion of commercial aviation to general aviation growth. General aviation provides jobs to our community	Anonymous
4/4/2023 0:35	PAE has become my preferred airport for my travel needs and I am excited to see it expand. I really enjoy the current experience as the check-in and security process is incredibly quick and parking is easy. I have a few thoughts for the future of the terminal expansion and parking facilities. Please improve the availability and competition for food service. I'd also like to see Alaska Airlines add service to Hawaii. The satellite parking lot needs improvement. In particular, the pay rate should have more flexibility instead of the current fee, which charges a daily rate after the first 24 hours regardless of time spent. Thank you for planning ahead for the growth of this facility and commercial air service!	Stephanie Sullivan
4/4/2023 0:17	Although the need for regional air travel and commerce is important, this growth must be balanced with traffic, noise/air/light/water pollution with additional flights and use at Paine Field. As a frequent visitor to SeaTac, I can smell and taste the jet fuel in the air. This is obviously having a detrimental effect on the environment. All current and innovative technologies MUST be utilized to protect our neighborhoods and the Puget Sound from additional pollutants and quality of life. Best of luck with this project and thank you for keeping the public informed and involved.	Thomas Barger
4/3/2023 23:56	"Comments by Daniel Davids re Paine Field Master Plan 2023 April 3, 2023 Summary: A review of the ""final"" draft documents in the 2023 Master Plan (MP) reveals an overarching and major flaw. The projections regarding general aviation (GA) needs at PAE are massively incomplete, due to	Daniel Davids

erroneously developed assumptions. The sheer volume and detail of content in the draft devoted to the expansion of commercial air service at PAE dwarfs the meager mindshare and effort given to GA.

Experienced members of the GA community in the Puget Sound area are well aware that there is longstanding pent-up demand for GA facilities and services at PAE. Despite there being nearly 600 GA aircraft based at PAE, with a traffic count dominated by GA operations (85-90%), essentially no new facilities or services have been created in recent decades at PAE to meet this demand. This is in stark contrast to other GA airports. The MP consultant team has completely failed to identify the clear business opportunities around GA expansion at PAE, and therefore the economic benefits that would accrue to the taxpayers of Snohomish County. While the draft MP is clearly proactive about commercial air service growth at PAE, it is decidedly the opposite with regard to GA. This is true, despite there being ample airport resources available (land, infrastructure, funding) to grow the sector.

Additional comments about GA at Paine Field:

Here are a few important points about GA at PAE that I believe the MP consultant group has not acquired adequate awareness of nor appreciation for.

MP draft documents seem to assume that the small runway is for GA and the long runway is for Boeing and the airlines. This is a simplistic view. The fact is that a significant amount of GA traffic uses the long runway. Virtually all of the aircraft based at the 22 North Paine Corporate Hangars (NPCH) use the long runway, because the majority of them are turbine-powered (turboprop and turbofan). The small runway is too short to use and is also too far away from NPCH. Aircraft based in the West Condo Assoc (60) almost exclusively use the long runway, because of proximity. Many of the tenants in the west county-owned hangars also prefer the long runway for the same reason. Thus, taxiway improvements for the long runway need to better take into account GA traffic to/from that runway. This is especially true given the projected growth in airline traffic. It is both an operational efficiency issue and a safety issue. Mark Darrow made this point at the March 31 special meeting of the Paine Field Airport Commission, and I concur.

For an airport with nearly 600 GA based airplanes, the services available to support these airplanes are too few and too weak. Compared to GA airports across the country with far fewer based aircraft, there are no full-service FBOs at PAE. There is only one small maintenance shop available to GA and it is booked months in advance. There are no shops at PAE to work on turbine-powered GA airplanes. Piston-driven airplane owners either fly their airplanes to other airports for service, or they resort to using through-the-fence mechanics, frequently in violation of PAE airport rules. PAE leadership should be doing everything it can to attract maintenance operators to locate at the field. A lot of money is being left on the table. The MP

	should have explored this opportunity fully and presented verbiage and detailed drawings speaking to such expansion. The MP goes into great detail when it comes to passenger gates. Parallel treatment in the plan for GA is conspicuously missing. It is well known that demand for hangars is high across the country. Paine Field's waiting list to rent county-owned hangars totals more than 150 applicants. Waiting time for the larger box hangars in the complex exceeds 10 years. The last group of hangars built at PAE were constructed 20 years ago and they were large box hangars at NPCH, known as executive or corporate hangars. There is high demand for more hangars of this type nationwide, and especially at PAE. As mentioned at the March 31 Commission meeting, new buyers of turbine airplanes want to locate them at PAE (Boeing Field is full), but are quickly disillusioned by the lack of hangar availability. This is compounded by the lack of services available. Some have approached PAE management seeking to learn where on the field they could construct their own executive hangar. Without fail, they are rebuffed with a litany of excuses as to why this is not possible. Ultimately, they base their planes at airports farther away, and decidedly less convenient, but where airport managements are welcoming and are at work to meet the demand. Again, this is more money left on the table at PAE. The MP should have spoken to the market demand for hangars in detail, but it did not."	
4/3/2023 23:43	I do not approve. The noise pollution and air quality degradation would be a net negative for members of the community.	Rogelio Montero
4/3/2023 23:07	Be sure to address sound management. Overall, it seems like you do pretty good, but there are still aircraft that come over much lower than others and cause significantly more sound pollution. In particular, it seems like military planes really cause a lot of noise. A flight of Prowlers from Whidbey Island really shook our house once or twice in the last year. Overall, I think the aircraft need to stay higher until they are closer to the runway. Also, I've asked this during each of the last two town hall meetings, but haven't gotten a specific response, but I would also like to know what is being done to get the FAA to work with hobbyists in the area who like to fly radio controlled aircraft. Those aircraft legally cannot fly as high as the regular aircraft and I'm specifically wondering about those that are flown by hobbyists at very low altitudes. For example, a quadcopter that can be flown within your back yard at heights not above the house. Or a small R/C plane that isn't flown higher than the trees surrounding the area where it might be flown. It is obvious that neither could affect full sized aviation (any full size aircraft that low would be moments from crashing), however, if you use an appropriate phone app to apply for permission, you get an automatic denial, even though you are several miles from the airport. It would be appreciated if things could be taken into consideration to allow such low hobbyist flights that would not interfere with anything. I'm hoping you can reply to this."	Patrick Malone
4/3/2023 22:56	"When I moved to Mukilteo back in 2007, I knew there was an airport and planes coming an going. Usually, this was during the day which was tolerable. As the 787 ramped up, the flights came more and more	Brian Lee

	frequently during late night and early morning which was problematic from a health perspective. Boeing was less than helpful when being informed of the situation. When I moved here commercial flights were never a topic of conversation. My understanding was that there were agreements in place that didn't allow them. Either that was false or some entity decided not to honor it. As I'm driving on I-5 by Northgate recently, I noticed some new ""sound barriers"" being installed. I'm guessing the state wasn't contacted about installing them and just did it because ""it's the right thing to do"". Recently, there was a piece on the news about fines for boaters violating the distance (sound) rule around whales. I'm fairly confident the whales didn't ask for this, yet they get action/protection. There have been rules in place to protect certain types of wildlife. While their environment is an issue the rules address noise and it's effect on their reproduction...They didn't ask for this but clearly have good representation. Residents of Snohomish County affected by late PM/early AM noise and flights have been asking for years for some sort of relief. We know there are measures that can be introduced but not only has nothing been done but it hasn't even been discussed. I'm sure someone will site FAA noise data that says it's not a factor. I'd ask anyone who says that to spend a week in one of the homes affected. I'm guessing there will be no takers. I think it's time for the people and companies who profit from the County (resident) owned airport to be more proactive with what the airport owners need . It's not going to cost them anything to at least try to be a good neighbor/tenant..."	
4/3/2023 22:37	I love Paine Field Airport. It's so nice to fly out of there. I hope Alaska makes more straight thru flights. It would relieve Seattle from so much overload.	Della Yue
4/3/2023 22:36	The plan to have the light rail run up Airport Way to Paine Field is ridiculous. It will negatively impact traffic, negatively impact the people who live on Airport Way, and will be ridiculously expensive. It would make so much more sense to have the station where the Dennys is currently located and offer SWIFT busses to the airport. It would give the county an opportunity to address the problem that is that corner and not create a huge new traffic headache. It might even help since the park & ride around the corner is underused.	Tara James
4/3/2023 22:07	I think the problem with lack of passengers on direct flights from PDX to Paine Field was lack of advertising in the Portland area. Fortunately my daughter who lives WA advised me. Since direct flights were cancelled I have spent several driving trips of 5 hours & one 7 hour drive.	Cherie Sieker
4/3/2023 21:57	"The City of Mukilteo previously submitted comments on January 31, 2022, regarding the Paine Field Master Plan. Those comments are shown below for your convenience. We also offer some additional comments following our previous comments.	Steve Powers

January 31, 2022, Comments.

The City of Mukilteo thanks you for the opportunity to submit these comments regarding the Paine Field Master Plan update process. As you might expect, we have a strong interest in the outcome of the planning effort for this regionally significant facility located immediately east of our city limits.

According to information found on the Paine Field Master Plan website, Paine Field generates 158,227 jobs (direct and indirect) and $59.9 billion revenue annually. These jobs, and the revenue associated with them, are of great importance to the region. The City of Mukilteo strongly encourages Snohomish County to keep this economic impact in mind as you chart the course for the airport's future.

Most of the information found on the Master Plan website, and the materials published to date, seem to focus on the expansion of the commercial air service to meet forecasted needs. While we understand the interest in this topic (especially in light of the State studying options to meet future air travel demands for the Puget Sound region) we hope it is not at the expense of Paine Field's other roles. When reviewing the materials on the website, we see little mention of the airport's role in supporting the region's aerospace industry. We urge you to keep this vital function of Paine Field in mind as you continue the Master Plan update. We look forward to seeing how the future needs of the aerospace industry are incorporated in the Master Plan.

April 3, 2023, Comments.

The City of Mukilteo believes our previous comments are still relevant; a position that is supported by the Master Plan. Chapter 1 of the Master Plan discusses in detail the vital economic role that PAE plays in Snohomish County's economy, noting that it ""serves an integral part of the custom aerospace logistic chain."" It also notes that ""The Boeing Company's presence in PAE supports more than 40,000 workers, representing 46% of all aerospace workers in the State. It also supports thousands more through the support of the more than 200 suppliers that are located off the airport in Snohomish County."" To say that PAE supports a significant portion of the region's and state's aerospace economy as currently utilized would be an understatement.

We are of course aware of PSRC's Regional Aviation Baseline Study's finding of the potential of PAE to accommodate future air cargo and commercial passenger demand and the CACC's recommendation to add capacity to PAE. We understand the need to address the projected increase in commercial passenger demand. We ask, however, that the any effort to accommodate a portion of that demand at PAE not come at the expense of its economic development role for our region and state.

	Again, thank you for the opportunity to submit these comments. Please do not hesitate to contact me should you have any questions about this email.	
4/3/2023 21:52	I would like to see an updated air noise plan that is not 20 years old, and also the steps proposed to remedy any adverse noise impacts to residents or businesses.	Robert Darrow
4/3/2023 21:51	"Expanding Paine Field will increase pollution - air, ground, water, noise, etc . It will also increase traffic, need more parking, and further increase potential crime (this based on what happened at Sea Tac and the California airports. It is no surprise that every other Western Washington location is fighting expansion of their airports. Paine expansion also could impact Boeing expansion plans for a new airplane site. There are schools and homes that will be rendered less desired due to these factors. And there is the safety issue. Take a look at the surrounding area and consider what the impact of a passenger jet crash could be to the huge number of homes. In today's world with goals on climate change and living standards, Paine Field is simply a poor idea and alternative. You have only to look at the SeaTac environment to see the Everett and Mukilteo future under an expanded Paine Field. Yes, the County and Everett will receive huge tax revenues, but at a definite cost to climate change and environmental goals. Children of today wonder why in the world city developers allowed the railroad to run along sensitive Puget Sound shorelines will be replaced by the Children of tomorrow wondering how and why Paine Field was expanded considering all the long term negatives. -"	Jim Wiight
4/3/2023 21:39	This is going to negatively impact my family and I. We are already affected by the noise pollution from the airport as is. Increased noise pollution will greatly disturb us. The environmental pollution will negatively impact my family's health. I want to raise a family in this neighborhood and am worried about the long term health effects this pollution will cause.	Deanna Siaterlis
4/3/2023 21:18	We have lived in Lynnwood for 32 years. We have neighbors and friends that work and worked for Boeing, so were ok with occasional flights overhead from Boeing testing. We do get planes flying over our home some days. They are loud enough to shake our house and wake us up when in the early mornings and late nights. Flights and noise have increased since Paine has added limited commercial flights. We are very opposed to expanding Paine Field! It would greatly increase noise and pollution in our neighborhood and West Lynnwood/East Edmonds. The noise and pollution are unhealthy for residents and their children. Multiple studies have shown that living near an airport is associated with increased health problems for children and adults. Many people have moved to Lynnwood, Edmonds and Mukilteo to escape the noise and pollution of the city. Don't make our neighborhoods unhealthy and unpleasant to live in! Keep Paine Field a small airport. I would like to go back to it just being an airport for Boeing. Convenience for a few is	Chris Siaterlis

	not good if it will cause daily discomfort and health problems for thousands of people that live in this area! Flight passengers will use the flights one day a month or one day a year. The residents below the flights will be subjected to noise and pollution multiple times every day! Do not expand Paine Field!	
4/3/2023 21:13	We, like many people in this community, purchased our homes and chose to build our lives out here based largely on the promise that Paine Field would never become a commercial airport. This promise was broken and I want to know how we as a community and real estate asset owners are to be compensated for the contribution of our future loss of value at the expense of Paine Field and all those that stand to gain from this expansion. I didn't chose to live in Burien and certainly didn't intend on purchasing my home in the flight path of a commercial airport. Do we as property owners get a piece of the pie?	Cory Klatt
4/3/2023 21:07	A recent regional master study as you know analyzed future air traffic demand and geographic feasibility to adding new airports to account for demand surpassing Sea-Tac capacity. It proposed three sites for new major airports to receive the future demand; two in Pierce County and one in Thurston County. Paine Field was not one of the choices. Any planning for expanding at Paine Field should be curtailed or eliminated as there are at least three better choices to handle future air traffic demand. These three sites have far less impact on schools and neighborhoods than the already built out south Snohomish County. Please eliminate all commercial flights of passengers and freight from Paine Field.	Jerry Capretta
4/3/2023 21:06	The noise from the already increased air traffic is significant. Increasing traffic will make this noise pollution even worse. Paine Field has been a low traffic airport and we believe it should stay that and not grow into a larger regional hub airport causing significant noise pollution as well as air pollution on our community.	Jeff Barger
4/3/2023 20:55	Please resume direct Alaska flights from PAE to Tucson AZ. PLEASE PLEASE PLEASE	Claudia Scherrer
4/3/2023 19:29	How will the $63 million dollars that the FAA will not cover for capital improvements be raised?	Sanford Allen
4/3/2023 19:27	We do not want PAE to expand it's commercial flight activity. The people of Mukilteo have made it clear for many years that we do not want the airport to expand, and it continues to against the community's wishes. The noise from planes taking off has largely increased every since commercial airlines have started flights from PAE. The flights can be heard in old town, 92nd St neighborhoods, the blvd neighborhoods, and picnic point area. Again, the residents of Mukilteo do not want activity from the airport to increase. Build an airport outside of a residential area further away from SEATAC. SEATAC is not far to begin with.	Logan Ringer
4/3/2023 19:27	Jet flights should be limited to 8AM to 6PM	Nathan Merriam
4/3/2023 19:09	I'm hopeful that any plan moving forward will prioritize minimizing climate impacts.	Paula Rhyne
4/3/2023 18:54	We attended an in person "presentation" a while back and found it totally unsatisfying. The people we talked to either couldn't or wouldn't answer questions, we were told they didn't know the answer but to talk	Kristie Simard

	to (next person in line) and so it went. It was very clear that the meeting was to check off a necessary box in the process, not to truly listen to dissenting opinions.	
4/3/2023 18:49	Please keep all commercial and cargo planes strictly over the Japanese gulch. Right now they cut over our homes. The approach should only be over the trees in the gulch to minimize the distribution.	Denise Statham
4/3/2023 18:30	I would like to see PAE add as many flights as possible as soon as possible. Three questions about the plan: (1) the plan seem contingent on federal funding, are there any alternatives identified? (2) How will the plan adjust if passenger traffic trends towards 6M in 2040 vs 4.3M in 2040? (3) What conditions would prompt adding a third runway and does it make sense to start planning for that now?	Jay Rangaram
4/3/2023 18:17	Hello. I am just concerned about the hours and general landing/takeoff altitudes of the planes coming and going from Paine Field. We seem to live right in line with the flight path, and planes fly very low over our house (adjacent to Spruce Elementary School) to where it shakes our house. The other issue is that there doesn't seem to be any restriction on what time of day that can happen. We have had planes fly low in the early morning hours or very late at night. I'm all for commerce and convenient options for flying, but there should be some due deference to the nearby neighborhoods. Incidentally, I have filled out the noise forms before, but because it does nothing, I have not done any recently.	David Koenig
4/3/2023 17:49	I would like to see more flights going out of Paine Field to further east destinations such as Chicago. I'd also like to see a light rail station there to make it more connected to people.	Karen Bean
4/3/2023 17:43	I think this may be a duplicate. I'm currently the PUD Electric Distribution Planner for the Everett Area which includes Paine Field. We will need a new substation best installed on the transmission line which runs along the East Boundary north of 100TH ST SW along the south borders of the Community Transit (CT) and Snohomish Voc-Tech properties with the airport commercial properties and then over to the east side of Airport Rd where it turns north to SR-526. The planned loads for the Airport, CT, the Sound Transit Light Rail, and surrounding growth will require this in 5 to 15Y depending on how fast load will be growing.	Steve Stangvik
4/3/2023 17:13	I am excited to hear about the proposed expansion and improvements to Paine Field. As an Everett resident, it's been a real asset to be able to choose Paine whenever possible. I would love to see more carriers and flights east added over time. The access to the west coast and southwest is appreciated, but I would love to have something that connects to a major hub east - Chicago would be amazing. Parking is another issue I would love to see improved upon. There are few options and they are very expensive. In a perfect world I would take transit, but often the run times of buses don't work too well. I also think that the folks behind development need to strongly lobby for amendments to the light rail plan. It seems silly to me to focus the path and station of the light rail on a private business, rather than making sure that there are easy connections for folks in the area who are flying. I would also love to see advocacy towards making sure that the Everett light rail line remains a connector between sea tac, Paine, and Everett for ease of flight connections. It just makes sense to open up more options for flights through intelligent transit planning. Adding some express trains would be awesome too. Overall Paine as it is now is wonderful - it's	Elizabeth Labovitch

	easily the most attractive small airport I've been in, though it's clear the need and demand of north end travelers has already exceeded its capacity. It's often very crowded at peak travel times, though thankfully the TSA lines are very fast. It's the gate areas and bathrooms that become congested. I would love to see the Portland, Boise, and Spokane flights resumed - perhaps less frequently if the demand isn't there for a daily. Budget airlines in Europe seem to offer regional connecting flights on a 1-2 a week model for lower demand destinations and it serves everyone just fine.	
4/3/2023 16:59	I would like to see commercial service to more destinations from Paine Field. It's a traffic nightmare to try to get to SEATAC almost any time of day now.	Tom Brown
4/3/2023 16:30	Please return service from Portland OR to Paine Field as soon as possible. There is so much time savings from everyone who needs to travel from Portland to North Seattle/Everett. I'd use the service at least once per month. Many time would have people traveling with me or for our company.	Jeff Wirkkala
4/3/2023 16:29	The masterplan takes into account the proposed need for folks to travel to and from our region but I would expect that the plan also prioritize those who are living, working and learning in our community as well. The economic benefit of a healthy community is reflected in strong local spending and a desirable community to live in...not just one to travel to and from. Many ESL students are trying to learn very close to the airport and are disrupted by the noise and affected by the pollution of jets flying so close to the schools. I have been in the playground and classrooms when planes come over head and it is quite disruptive already... increases in jet traffic will have a detrimental effect on our most vulnerable students. The noise impact study stated in the masterplan is flawed...compared to actual life experience at the schools and surrounding areas. Please consider the impact on our adjacent communities and prioritize healthy thriving communities not just those traveling in and out of the community but those who are here every day.	Chris Cook
4/3/2023 16:28	We need as many scheduled airline flights per day as possible. 24 isn't enough to serve the county.	Jim DeBasio
4/3/2023 16:22	Wish you had PDX flights again. We loved using that for work and family that are on the north side of Seattle.	Douglas Wirkkala
4/3/2023 15:52	Hello, thank you for the opportunity to leave a comment. We have lived in Everett and now Lake Stevens for over 30 years. The noise from the flights going in and out of the airport has increased significantly in the past few years from when we first moved to Lake Stevens. My biggest concern going forward is the low altitude flight pattern over Lake Stevens and the loud noise pollution that it will create. It's already concerning to us. Can the flight patterns be changed to north and south over the I-5 corridor rather than from the east over Lake Stevens? Thank you, Megan	Megan Slaker
4/3/2023 15:44	We love the flights out of Paine - but please keep the big planes to the hours of 7am-10pm. We often hear these big and loud planes after 10pm and that is unacceptable. FedEx or Navy maybe? Also please keep the planes flying over Japanese Gulch and not the neighborhoods. This area is really not ready for a huge	Laqueta Allison

	airport since we already have the Boeing and Ferry traffic that bog down our local travel. I'm in favor of flights to Denver, etc. but not expanding the airport.	
4/3/2023 15:43	"Thank you for the opportunity for WDFW to submit comments regarding the Paine Field Master Plan. After careful consideration for the documents provided, our comments are as follows: Projects regarded as PAL 2 and PAL 3 are of interest as they are in close proximity to steep slopes, wetlands, and nesting habitat. As the projects are designed and SEPA documents are created, involvement with WDFW would be appreciated. SEPA and project related documents can be sent to R4Cplanning@dfw.wa.gov."	Morgan Krueger
4/3/2023 15:41	"We moved to Mukilteo for the peace and quiet. My elderly father gets easily disturbed from sleep and our daughter has an anxiety condition. This 5x planned expansion of traffic and expansion of the noise boundary is something we cannot withstand. Not to mention added traffic."	Ashvin Sanghvi
4/3/2023 15:37	The airport is a first class experience. However, any expansion can make it into just another airport if it's not done very carefully and with limited scope. We don't want SeaTac. Also, all expansion must carefully take into account the disruption to the community. We want a peaceful setting and not to have planes constantly flying over our homes. If increased passenger flights consider moving cargo planes to Arlington to offset this. Make mandatory quiet times. Use different approaches so that planes are not always going over the same houses. I think it's a revolutionary airport that can be a model for a way to integrate into the community to not only maintain a first class experience at the airport, but a first class experience for the community in mitigating noise and disruptions.	Kris Peterson
4/3/2023 15:01	Like to see more flights to Tucson and Palm Springs	Glenn Noller
4/3/2023 15:00	First of all, I am an aviation enthusiast. I have my pilots license but have not been active for many years. My comment: Whoever decided that there is no impact to the public on the ground didn't do their homework. I realize there is no way to reduce the current number of passenger flights but please keep the maximum number of per-day flights at a minimum. We live down here.	Steven Hall
4/3/2023 14:55	"I see some traffic improvements in front of PAE which is great. My question is, have you done any traffic studies and have planned improvements on the main intersections further away? Ex/ 526 and airport road intersection, airport road and 99, and 128th and I-5, 526 and I-5, 525 and Beverly park road, Beverly park road and airport road? Can the surrounding infrastructure support the increased traffic flow without having congestion all the time?"	Joshua Zoellick

4/3/2023 14:53	PLEASE , NO FLIGHTS AFTER 10 PM! They nearly shake my house down and wake me from a sound sleep. Thank You	Elaine Knapp
4/3/2023 14:50	Several environmental quality issues around noise pollution and more bother me greatly. The impact on the nearby schools (the Kindergarten program Pathfinder within Fairhaven at the end of the runway, Mukilteo Elementary at the other end, not to mention several others, require protective planning. Residences have grown up with another understanding of what this airport vision would be and those owners also require consideration. I also realize that wetlands on or close to the runways mean that wildlife require careful handling-please not merely elimination. We all share this space and ecosystem. Please work together for the best long term outcomes!	Joan Smith
4/3/2023 14:03	Please expand Paine Field for more flights	Paul Olson
4/3/2023 13:25	"What will be the incoming and out going flight paths? Currently the path is over my house. I am concerned about noise with so many flights. Thanks"	Dan Stilwell
4/3/2023 5:06	Be nice to fly out of Here because I live so close. But 3 times now are flights have be canceled and moved to sea tac. Need to commit to the flight we book.	Daniel Peckham
4/3/2023 5:05	You should have to do noise mitigation to the surrounding residential and commercial areas prior to ANY expansion.	Sharon Ehde
4/3/2023 4:46	Dear Sir or Ma'am, I do not believe your plan takes into account the housing that is just north of the runway. The noise over our house is deafening, I can practically see the pilot and all conversation stops when planes fly over. The lights from the planes come straight into our house at night as well. There are often multiple flights at night that wake us up. I can't imagine how much worse it will get as the airport expands. I think the city needs to evaluate the noise effect on the homes East of Japanese Gulch and formulate a plan to decrease the noise burden, such as triple pane windows, sound proofing attics, etc.... It would also be appropriate to limit the hours flights come in, such as, stopping by 10pm and starting no earlier than 7 am. Already, multiple homes on our street have failed to sell, likely due to the airport noise and expected expansion. Another option would be to fly the planes up Japanese Gulch instead of directly over the homes. Please contact me to discuss changes that can be implemented. Thank you for your consideration, Robin Madsen, MD	Robin Madsen
4/3/2023 1:40	I'm sure not looking forward to way more jets flying over our house. At a minimum there needs to be a limit on the hours for commercial flights. Not past 10:30 PM or earlier than 7 AM please. The noise is quite loud, so it seems odd to hear of the use of an average noise measure, but this much growth should impact the average as well. I hope the SEPA process isn't just a rubber stamp sham.	Alyssa Rodriguez
4/3/2023 1:27	Right now, we deal with a lot of air noise from PAE operations. If part of the plan included upgrades to triple-pane or sound-proof windows for residents close to the flight path, I would be in full support of the	Phil Jankowski

	expansion. I think having an option beyond SEA is crucial for the metro area's continued growth, but it should not be at the expense of the local residents.	
4/2/2023 22:14	"Comments after listening to webinar. I understand the concerns and frustrations of those that live in the vicinity of the airport. However, the county and the state need to consider Washington's economy and the three most populous counties. The first two, King and Pierce, are served well by Sea-Tac. The region, and in particular, Snohomish County and areas north need another airport, and the most logical choice is Paine. I support all efforts in working toward that goal. Concerns of carbon emissions need to be weighed against the carbon cost of having vehicles sit in Seattle traffic trying to get to Sea-Tac. My biggest concern is that we are only looking to 2040. That timeline seems way, way too short. The state and county should be looking at a much longer timeframe in their plan and adjusting for the economy in 30-50 years, not for 16-17 years away. It would be cheaper and easier now to expand the airport boundaries in the near future rather than 20-30 years from now. You don't have to build another runway at airport for say 25years from now, but it wouldn't hurt to start planning for it and making strategic decisions in that direction. I appreciate the concern of air traffic noise. However, this is no different than someone who bought a home next to a highway that got created or expanded or a new light rail line. If we want to encourage the growth of the region, we shouldn't be held up by a very small fraction of the county. Perhaps a good way to mitigate against the noise of the homes and businesses is to acquire the land so the airport is able to expand in the future."	Brandon Vavrek
4/2/2023 21:58	I am an airman whose rented tiedown (E30) is located in the East parking next to Crown Aviation. I have listened to the entire most recent (March 2023) Open House webinar. I notice on the 4 color-coded PL3 diagram that the entire east area is color-coded purple, meaning GA parking, when in fact a portion of that is occupied by Crown and thus should be coded blue as an airport-dependent / related business. I make the point merely for my own selfish purposed, seeking to assure that this parking area will remain GA parking, as I have heard rumbles that it is to be redeveloped into additional ARP space (Blue) rather than GA parking. Thank you for the opportunity to comment.	Don Burkhart
4/2/2023 20:46	Will you be giving nearby homeowners triple pane windows? We're right under the flight path. The noisiest planes are the cargo plains, tiny planes, and the large, dark gray plane that flies by 20 or so times per hour. Also, when is PDX coming back???	Marianna Jankowski
4/2/2023 17:18	Please put Spokane on your schedule so I do not have to go to sea-tac. Just one a day both ways if need be would be great. PLEASE	Anonymous
4/2/2023 15:58	"Can you provide a bit more detail into the GA hangar expansion plans? Will these be condo or county hangers? What are the assumed rental increase over time? Are there more opportunities to purchase	Stephen Dame

	privately owned hangars? Aren't there a large number of demands for hangers that could facilitate more utilization of spaces such as around taxiway echo? Second question area: Since this is a strategic plan I see no mention of the future projected growth of commercial Advanced Air Mobility (AAM) which is expected to grow exponentially over the next 25 years or more. Are there no plans to provision for vertiports perhaps adjacent to propeller?"	
4/2/2023 15:48	Looks like terminal layout A is cheaper than angled layout B. Looks like angled runway that became parking zone will stay not a runway. So how important is taxi way "C"arlie & "D"elta next to ATS's WWII hanger C-1? Or is it ex ATS & future location for GSE & C-2 EX radial engine repair to become catering. It sort of looks like the de ice area or aircraft storage could be extended the length of hanger C-1 to D1 intersection. Couldn't area between D1 intersection & D2 intersection be filled in for additional small aircraft parking? Plus what is happening to the old abandoned restaurant Jet Deck? Could that be torn down for additional small aircraft hanger space? Or additional flight school building or encourage MagniX to grow there to custom build EV aircraft. Or move your GSE equipment to the parking lot of the ex jet deck. (I can not see what G09 stands for in the old jet deck section) picture will not enlarge. With a new building and leave open hanger C-1 for maybe Alaska or ATS Maintenance if any terminal aircraft require maintenance / servicing. Will proposal 1 be for B737-800 size aircraft or just E190 in size?	Doug Hetrick
4/1/2023 23:59	I'd like to express my strong support for expanding passenger operations at Paine Field; there's a great opportunity for PAE to grow its operations and become a large economic driver for Snohomish County. I've heard some skepticism about PAE's ability to support additional capacity due to its one runway; there are a number of successful major airports with one runway supporting tens of millions of passengers annually (ie. SAN, LGW), and I don't see why that should hold PAE back from being able to provide a significant amount of passenger capacity for the Puget Sound without having to spend billions constructing a new airport elsewhere in the region. It's great to have the option to fly out of PAE, an airport with a great atmosphere + a stress-free experience, not to mention easier access for many residents living north of Seattle. I'm greatly looking forwards to the day where we'll be able to have more destinations accessible from PAE.	Anonymous
4/1/2023 22:47	The passenger terminal needs to be expanded. I have flown from Paine Field several times. Much nicer than the hassle of SeaTac.	Henry Babcock
4/1/2023 22:17	Since the airport is going ahead with development, there must be protections in place for residents already living near the airport. Those must include limiting early morning and night flights in and out of airport (commercial and freight), noise protection walls, and better management and results connected to noise complaints made to Paine Field. Currently there seems to be little result when noise complaints are made. The same planes and pilots make the same low and loud flights overhead. Thank you!	Maureen Hayden
4/1/2023 19:55	I hate the idea of adding more flights and a lot more traffic. I can't sleep now so with all these new flights you want I will get even less sleep. Your planes wake me every morning and when my dog is outside he barks at them because they are so close to my yard.	Anonymous

4/1/2023 16:19	I am VERY concerned about the increase is noise flying over my home in Stratton Hills as well as the environmental impact of increasing the number of runways at Paine Field. I commute past the PAE daily and am curious as to how the project will affect traffic in that area and what are the plans to mitigate potential problems.	Louise Gray
4/1/2023 16:13	We love Paine Field airport & appreciate the effort to improve the services it can provide, but the parking situation is not satisfactory & passenger waiting areas could very much improve. Love the music that is played outside. Overall we hope for more flights & airline options.	Mariane Danley
4/1/2023 15:49	Our family loves the option of using PAE for flights. The all predicted noise problem from commercial flights didn't materialize. We hope the commercial flight options grow and that the terminal will be expanded to accommodate that. Hawaii flights would be nice.	Robert Stewart
4/1/2023 4:17	It was unclear how the Boeing test flights were accounted for. A major part of employment is the construction of new aircraft. Please do not break that.	Gerald Arnold
4/1/2023 3:01	My chief concern is the benzine pollution produced by airport activity and its impact on workers in and around the airport, passengers, and the community. What information do you have about benzine pollution? What are you doing to protect the above from benzine pollution? Thank you for your attention to this matter.	Charles Primm
4/1/2023 2:41	I want flights that go East--to Spokane and Bozeman. It's ridiculous (and costly---find a $$shuttle$$) to have to go to Sea-Tac for an east-bound flight when I live right here in Everett. I don't think PAE has been put to its best and fullest potential, especially for Everett residents.	Sherry Steele
4/1/2023 2:37	The GA portion of the field needs to be refreshed.	Edmond Thompson
4/1/2023 0:38	"As a family living on Lumley Ave in Mukilteo for the last 7 years. We appreciate the use of Paine Field vs drive to Seatac for family get always. We are frequently disappointed by the few number of locations one can fly to- It would be nice to provide input as to destinations available as neighbors to the airport. This could include Snohomish County residents at large. Making constituents happy with local flight choices yields win-win for all. We have noticed an increase in noise levels when you consider military flying (Whidbey), increased commercial use and Boeing air time. It would be appreciated if coordinating the noise and increased use could be compartmented into chunks of time. possibly 5-9 AM and again from 3-6 PM. Neighbors would appreciate gaps of quieter time and especially moving into evening and sleep hours! Even the police department enforces neighborhood quiet time. That's just what good neighbors do for one another.	Shelly Shockley

	I would also like to see appreciation to the immediate neighborhoods surrounding Paine Field in terms of providing a better deal for use of Paine Field services. For instance, city of Mukilteo provides community with free parking passes for Lighthouse Park. Limited expansion is also advocated for! Seatac has expanded (including buying up homes and shutting down neighborhoods) over the years as an International airport. Paine Field as a regional airport hopefully will not be that impactful on the nearby land and community ever. Thank you for inviting us to contribute our thoughts as you contemplate the updated Master Use Plan."	
4/1/2023 0:30	"Please expand and create a viable destination for the PNW. I've lived in Washington state since 1973, and Everett since 1993, and have worked as a construction electrician on the Future of Flight Museum. Paine Field is a natural choice for our future. Enough studies have been made, imminent domain if necessary should insure this much needed Airport."	Mel Barringer
3/31/2023 23:29	Would like to See a Light rail station at 100 St. Should think about adding another long runway sooner than 2040. Start process at this time. We all know it will take years of input and legal challenges. Try to keep terminal friendly and efficient as it is now.	Jim Hill
3/31/2023 23:22	As a frequent air traveler living in Northern Snohomish County, I fully support Paine's expansion. This is great growth for our community - jobs, revenue, etc. - and would offer more flight options/destinations for those of us who live in the north end and appreciate having an airport option that isn't SeaTac. For me to fly from SeaTac, my commute one way, assuming there is no traffic, is 1 hour and 15-30 minutes, and if there's traffic? HOURS!! Paine is 35 minutes. It's awesome to use Paine.	Nina Jacobs
3/31/2023 23:10	We do not want more airplanes flying over our house!!! We have lived here over 30 years and don't want more noisy airplanes above our home on Lake Serene.	Lana Weed
3/31/2023 22:43	2 additional questions: 1) Will flights be limited to 48 max and between 10 and 7 as originally promised 2) The freight business (FedEx, etc.) are the noisiest freights - are they going to be managed as well?	Stephen Throckmorton
3/31/2023 22:34	I'm reading that increased flights and their associated business growth will only have positive impacts for the area which sounds like the concept that developers would like everyone to believe. Perhaps Mukilteo and Everett will develop into the fine urban area known as SeaTac. The noise of the current air traffic is currently very disruptive, so adding more flights can't possibly be positive for adjacent residents. There is a substantial hit to quality of life when you have to stop talking on the phone, or with your neighbor because the jet noise drowns out voices. The 20-year old noise measurements should be updated, and quieter planes used. How about electric VTOLs or STOL shuttles to SeaTac.	Robert Darrow

3/31/2023 22:33	I'm a private pilot and hangar owner at Paine Field and a home owner in this area for 20 years. I'd like to see commercial flights and passenger trips capped at the level where it is now. I'm very concerned that general aviation is getting pushed out of many airports due to expansion and airport closures. I don't want to see an increase in air pollution and noise pollution from increased commercial aviation jet traffic. I don't want to see Paine Field become an overflow site for SeaTac traffic. I don't want to see home values depreciate because of these reasons. I do want to see Boeing continue to make Paine Field their home. I do want families to feel welcome to make this surrounding area their home. I value the nice environment we live in. Let's keep the Topliff Olin Paine legacy alive by choosing to support general aviation as a first priority.	Ed Heyman
3/31/2023 22:28	Having enough parking in a convenient cell phone waiting area is important for any airport, without it, cars jam the roadways and cause unnecessary backups and hazards. The fact that the cell phone area at Paine has a pay gate is ridiculous, and no one uses it. Please correct it and make it a free lot so that people will actually use it.	Maureen Phillips
3/31/2023 22:26	I would urge the planning team to expand its scope and work with the state government to determine how to identify and upper bound for the maximum amount of commercial air service that Paine Field can support. Paine can make space for the region's aviation needs and not need to build another commercial airport at a greenfield site. With creative reconfiguration and relocation of facilities, Paine Field could conceivably fit a 50 gate San Diego sized passenger terminal and serve the region's needs indefinitely. Now is the time to study that and coordinate with the state government so that agency silos don't result in a less efficient plan for the region.	Nathan M.
3/31/2023 22:00	I support expanding operations at Paine Field. We need an alternative to SeaTac.	Paul Jenkins
3/31/2023 21:41	Please don't let Paine Field become the 'new SeaTac' or secondary regional airport. Keep it usable for private airplanes (my son and daughter in law are private pilots with two airplanes) and moderate numbers of commercial passenger planes. I bought my house before commercial planes started flying out of Paine. My home is my single largest financial asset. While I love the convenience of the commercial flights, making it 'another SeaTac' would greatly reduce the livability of my home and also greatly reduce its value for any future buyer. Please keep it as it is, without expanding it to a regional large airport hosting 100+ commercial passenger jets per day!	Valerie Wade
3/31/2023 21:31	I live in the area east of Hwy 99 and north of 148th. I am very concerned about future noise and air pollution due to expansion of traffic in and out of Paine Field. They are increasing the amount of housing in this area constantly which means more and more residents will be affected by this pollution. I have seen the negative impact it around SEATAC. I certainly hope we are not in for the same issues here, but I fear that is what we have to look forward to. We already have to deal with enough noise and air pollution; we certainly don't need it increased, but by looking at the maps it appears that is what we are stuck looking	Sandi Bond

	forward to. It is sad that there is so little concern about quality of environment in this area. I would rather see other choices made that would decrease rather than increase pollution.	
3/31/2023 21:22	I am a longtime resident of Mountlake Terrace and the steady noise from the increasing flights to and from existing Paine Field has negatively impacted the environment and quality of life in our neighborhood. The fewer number of flights traveling overhead our house and yard during the pandemic was a welcome change from the current and future proposed more active flight activity. I am strongly against expanding Paine Field and its operations for personal quality of life and environmental concerns.	Mary Higgins
3/31/2023 21:19	The Puget Sound needs another air transportation option as SeaTac is nearing capacity. With the growth in the north sound and declination of Boeing operations it is only natural Paine Field be more fully utilized. I do not understand those who are concerned about noise. Aircraft today are far quieter than in the past, and people who are concerned about noise probably shouldn't have bought a house near an airport. The overall benefits of a developed airport far outweighs any negative ones	Richard McCann
3/31/2023 21:10	Excellent job! Look forward to Paine Field expanding, with commercial flights to more destinations. It is a pleasure to be able to take an Uber for ten minutes and reach the terminal.	Dan Clements
3/31/2023 21:10	Since Paine Field expanded planes landing at Paine from the south fly very low over our street. They are low and load. This has really affected our quality of life for the worse. Why doesn't Paine mandate planes flying over residential neighborhoods must be quieter. I know this technology exists. We have lived in our home for 35 years. It breaks my heart that the expansion of Paine has come at such a high cost to its surrounding neighborhoods. Planes also land late at night now. I appreciate your time.	Rebecca Blanchard
3/31/2023 21:04	I personally don't feel like our concerns will be given much consideration. You've all pushed the comments how much revenue this airport will bring to the community so that alone is reason to squash all negative comments we in the community will have. Money speaks volumes! I am concerned about the value of my home going down because of the noise and risk level my property will be once all is done!	Genevieve Griego
3/31/2023 20:58	I enjoy using PAE for flights. The commute is much better than going to SEA. Although I live in King County I see PAE as a regional airport. I am in favor of expanding the number of flights that service PAE and I appreciated the slide show.	Roger Myers
3/31/2023 20:53	More GA use hangars! Great revenue generator for the airport and we need them!	Peter Hickey
3/31/2023 20:39	The expansion plan does not adequately address noise concerns in surrounding neighborhoods. Noise levels from commercial flights have already become unacceptable because of poor air traffic control practices. No expansion should be considered or approved until these concerns are addressed.	Matthew Johnson
3/31/2023 20:38	Please consider bringing back the Spokane Wa to Paine Field Route!!!!	Diana Gann

3/31/2023 20:26	"work to get more airlines to fly out of Paine .... like Southwest. Do whatever it takes to get them to try Paine. Tell the state we'd like expansion here .... not like so many other areas who say…'"not in my back yard'"	Gail Kieckhefer
3/31/2023 20:25	As a pilot and a general aviation aircraft owner, I would like to see Paine Field have more availability for hanger spaces for GA pilots. Currently there are over 200 people on a waiting list for a T hangar there and the waitlist is 2 to 5 years. That is absolutely ridiculous! For the general aviation community, I hope you guys address this issue during your comprehensive planning.	Phong Nguyen
3/31/2023 20:23	I live close by, I don't mind the increase in airport traffic and am very excited for future expansion of the airport. That said, I'm very disappointing at the fact that Southwest never ended up coming to PAE and United left. So now we're stuck with a single airline with no competition and the prices for tickets reflect that reality. I would like to see more effort put into attracting other air carriers into the market here.	Karsten Egert
3/31/2023 20:04	I fully support the expansion plans, they are a needed improvement and Paine Field is a ready to go and logical location for our growing region.	James Montgomery
3/31/2023 19:50	The infrastructure and the communities around Paine Field should not be stressed to meet whatever projections are made about increased passenger demand. Instead, it's reasonable to impose a cap on airport expansion to ensure that the roads can handle additional traffic and that the communities aren't negatively impacted by that traffic and noise. A small amount of expansion while also preserving the character of the surrounding communities should be the goal.	Constance Chapman
3/31/2023 19:47	Thank you for all of your hard work in the planning stages, I look forward to the future upgrades at PAE.	Gabe Ward
3/31/2023 19:35	I don't want the Paine Field is getting bigger than right now. Even at this time, we heard loud plane noises. I wonder who wants this project to be successfully done. Most residents are not happy with it for the home's value, health, and traffic. I wish whoever is in charge of this project should rethink and move this plan to the Bellingham site because there is a huge empty site. Not hurt the home's value, health, and traffic. Most of our neighborhood home value is more than millions, and if Paine Field is getting bigger than right now, the current residents are the victims. Who is this plan for? The business owner in the surrounding area? That is not right. I am, and my neighborhood people are 150% not approving this plan. Please listen to us.	Becky Smith
3/31/2023 19:29	If possible, it would be great to have the noise free times extended so flights don't take off and land too late in the evening. Also, if the flights could go around over the water instead of over the neighborhood, we would appreciate it.	Anonymous
3/31/2023 18:36	Please do not add any additional commercial airplane flights (either passenger or fright), or extend flight hours at PAE. It is already very disruptive to normal life. When we bought this house in 1994, it was not	Nancy McCutchin

	planned to be a commercial airport, only small airplanes and Boeing flights. I care more about the people and the quality of life than I do revenue generation.	
3/31/2023 17:45	More air travel options are necessary. When you look at the major metropolitan areas on the west coast they are all served by multiple airports. Having an additional choice will happen. The preference would be to have an option north of Seattle rather than having to drive further south. Paine Field already exists. This is an easy fix.	Anonymous
3/28/2023 14:37	We must implement something like SNA - The general aviation noise ordinance prohibits commercial departures between 22:00 and 07:00 (08:00 on Sundays) and commercial arrivals between 23:00 and 07:00 (08:00 on Sundays). This would alleviate many issues regarding noise complaints. Coordinating with the operating hours of the FAA control tower which are 07:00 to 21:00 seven days a week for safety and reliability is another alternative. Local residents deserve 8 hours of uninterrupted sleep!	Shawna Brenneke
3/27/2023 22:21	We would like to provide the following comments to the Paine Field Master Plan: 1. There should be no growth in the number of commercial aviation flights (arrivals and departures) beyond that authorized for the launch of commercial air service in 2019. 2. There should be no growth in the number of arrival/departure gates beyond that which exists in 2023. 3. Flight departure and arrival hours should be limited to 7 AM to 10 PM daily. 4. Cargo/freight operations should not be increased beyond that which exists in 2023. 5. The future primary emphasis for Paine should be aerospace manufacturing, historic flights museums, aircraft maintenance operations, and general aviation. Paine Field must be a superior environmental steward in all respects. All wetlands which are encompassed by and bordered by the airport must be preserved and enhanced. All salmon bearing streams, such as Big Gulch and Japanese Gulch, must be restored. Paine Field must not be considered as the prime alternative to Sea-Tac airport. Other western Washington cities and counties, including Pierce County, must share the burden of any new commercial aviation airport in the region.	Robert and Kittie Tucker
3/27/2023 0:39	I used to live by SeaTac when the added 3rd runway and grew. They provided funding to upgrade our windows to help with the increased jet noise. All houses nearby and under the flight plan should be offered abatement funds. Doubling the jet flights will have a huge impact on us. I realize those who don't live here really don't care though.	Robert Stahnke
3/26/2023 3:54	In the webinar I did not hear mention of a budget for abatement measures. There are so many neighbors adversely impacted, and as was mentioned the average noise level measurement does not do justice to the disruption caused by a large jets flying over. It sounds like the frequency will more than double, which obviously impacts our quality of life and market value of our homes. The very least you can do is provide abatement arrangements like SeaTac did, i.e. soundproof windows. But I'm hopeful that the SEPA will	Valerie Krueger

	truthfully show the very high decibel noise levels incurred by neighbors and the unhealthy impact on both the environment. The impact is driven by the number of jet flights, not the water to down statistics when you include GA flights. So please stop combining the GA flight counts with the jet count data to lower the percentage of impact. Those should be treated as separate data sets as they have totally different decibel levels and impacts on pollution.	
3/25/2023 17:13	I would love to see a round trip flight or flights to and from a New York City airport--JFK or Newark	David Schneiderman
3/25/2023 16:53	All I have to say is I know that you don't care about citizens' input. I say this because of all the lies you have told us. I was at the original meeting about Paint field opening passenger flights. At that time I was assured that nothing bigger than the Embraer. would use the airports and no flights after 10:00pm. Or before 7:00am. Now there's 737s flights and recently my daughter an husband arrived at midnight from Vegas. Now I know that public comment will fall upon deaf ears. It's all about chasing the almighty dollars. You won't admit to the noise problems that will arise from expanding the airport. All I can ask is that you have a little sympathy for homeowners in the area. Maybe you should start a trust to buy out homeowners after their property values plummet.	Brett Little
3/25/2023 3:05	I am worried about the noise created by the expansion of the airport. I live on the hill overlooking Snohomish and sometimes the noise is not pleasant outside. Sometimes it is loud inside my house and that is saying something with the windows closed. When I purchased my home in 2001, I didn't think I would have to wait for a plane to fly by before speaking again in my yard.	Gail Martinez
3/24/2023 23:36	I lived in Shoreline, Wa when Seatac airport moved the arrivals flight path directly over our neighborhood. It was more than annoying and affected our quality of life that was with an airport that was about 40 miles south of us. If Paine field expands the number of flights, I would appreciate either minimizing the population overflight, or changing the approach and departure paths so that it doesn't affect one neighborhood. Finally, I believe that the airport should pay an annual tax that would be distributed to homeowners in the flight path. Residents adversely affected should be compensated for noise, environmental hazards, and reduction of property values.	Richard Catalano
3/24/2023 22:58	I understand from listening to this open house that the residence concerns about noise is not a priority with The Master Plan. That it will be discussed later, when more detail is on the table. When will this take place? The mentions about noise contours is not an accurate measure in our opinion. We cannot carry a conversation while outside and even inside when a plane flies close by our house. We live about a mile away and when the planes go over us it is deafening. We think that the noise contours should be reexamined to include a wider area. By the way, when will the plan include noise abatement and other remedies to accommodate the residents that are impacted, like us?	Shannon Jay
3/24/2023 22:26	Please add more cities to the destination list! NYC would be great. We northlanders deserve an airport too!	Dana Faust

3/24/2023 21:45	We love the convenience and ease of using Paine Field. We would use it for all our trips, if possible. Whatever changes you make, please try to keep that efficiency in place.	Karen Hardiman
3/24/2023 21:44	I'm so disappointed that at least one flight weekly wasn't made to and from Spokane. It is quite easy to get a ride to Paine field for me to visit family in Spokane especially since I'm less than 10 minutes away. Quite complicated to get a ride to SeaTac and the traffic there is terrible.	Alice Pearson
3/24/2023 21:44	How many passengers did Paine Field serve in 2022? Are these numbers published for the public?	Ben Bergstrom
3/24/2023 20:59	For business travel and leisure and a good international airport, we would love if you would resume flights back to PDX!! It was so unbelievably convenient for the residents in the North end.	Hilary Wirkkala
3/24/2023 16:19	Your current and projected noise footprint is complete and total fantasy! We live in Harbor Pointe and things "shake rattle and roll" here every time a jet takes off to the south. Let's put this new airport somewhere else where there are fewer existing homes and residents. Airport expansion here is an extremely bad idea!	Tony and Jenny Roberts
3/22/2023 19:38	Vote NO on expansion of this airport! There are already way too many existing homes built around the airport. The noise un unbearable as it is!!! We need a new more modern much larger airport to the south where most of the population is concentrated in the Puget Sound.	Larry Sears
3/22/2023 0:21	I'm very concerned about the expansion of the airport and frequency of commercial air traffic. While my family enjoys INFREQUENT use of Paine Field due to the limited cities currently served, I have no interest in supporting expansion in excess of the initial approved plan for 2 gates and 24(?) flights per day. The more frequent the flights, the greater impact on the noise in my neighborhood, my home and in my children's nearby schools. Leave Paine Field AS IS. Expansion that will measurably alleviate capacity issues at SEA-TAC will reduce our quality of life in Mukilteo.	Anonymous
3/21/2023 22:57	I'm completely opposed to expansion of this airport's air traffic. I garden at the Mukilteo Community Garden and my bliss on a gorgeous sunny day full of bees, birds and butterflies is often interrupted over and over and over by noisy, smelly aircraft overhead. Expansion of this facility is making life in Mukilteo intolerable.	Tracy Heff
3/21/2023 20:48	"There is not enough roads to handle all of this traffic that will be coming and don't tell me that light rail will help because so far I am paying for light rail but don't expect it to be at Paine Field for years. Right now between the ferry traffic, Boeing traffic, school traffic it is almost impossible to get out of Mukilteo in anywhere near a timely manner. Sure jobs etc all sound great. Sure ease and convenience going to this airport - I get it - but this is not fair at all to the people who live in the area surrounding the airport. Until you figure out how to mitigate all the traffic and add new roads or improve current roads you should not even be thinking of adding flights.	Anonymous

	And what ever happened to the promise of a regional airport and keeping it small? Promises made and promises not kept. It seems like you care more about your friends who like to fly out of this airport instead of concerns for the community that is being heavily and deeply affected. Don't even get me started on the noise but the late night Sunday night flights are HORRIBLE and should NOT be allowed after 10pm. They wake me up EVERY SINGLE SUNDAY night!"	
3/21/2023 15:09	We liked it when United was flying into Paine Field because we need Denver for our work. So, we went back to driving from Marysville to Bellingham to catch the Alaska Horizon Sea Tac shuttle into Sea Tac. There are no real options from Paine Field to Denver anymore, but Sea Tac as many by Alaska Air---why??	Sue and Bill Jensen
3/20/2023 18:36	Please proceed with the plan to develop both the airport and the terminal! I live on the north end of the runway, and have lived on the south end off York Road. I LOVE the planes, love the opportunities, love the culture of aerospace. Those folks who complain obviously did not do their best, when purchasing/renting property near the airport. All the CCR's for Mukilteo developments in Harbour Point include avigation mentions. My property on York Rd. had an avigation easement on it. I wholeheartedly agree with the development of the Propeller Terminal, to encourage not just Alaska Air to fly out of there, but other airlines which can service areas folks want to travel to.	Christina Stollwerck
3/20/2023 16:35	Paine Field should NOT grow and ALL flights should be limited between 7am-10pm. This is the promise that was made to Mukilteo but was broken. We were told they would use quiet planes and then AS comes in with the loudest jet possible (Embraer). The current flights shake our home when they take off or land from the north. I have volunteered at the schools in our area & you can't hear the teachers speak when flights go by. Your environmental impact statements are always a joke and only insure you get the outcome you want. We need an INDEPENDENT environmental assessment. WA is supposed to lead in environmental causes not put more polluting jets in the sky increasing greenhouse emissions. We should be encouraging Boeing to develop electric aircraft at Paine & not be chasing them out to create more pollution and environmental damage. This needless growth needs to be stopped!	Neal Thatcher
3/20/2023 15:06	I am very concerned about increase in poor air quality and noise. I do not see any abatement measures for those in the plan or for supporting surrounding communities (such as tree planting off property). Can you please consider these issues in the plan? Air quality and noise would be a huge deterrent to people moving to this area and really change the landscape of people living around the airport.	Katy Bigelow
3/16/2023 3:59	I am absolutely opposed to adding more takeoff and landings to Paine Field. Each of these operations causes noise pollution for residents like me who live in the flight path. I purchased my home in 2015 without knowing that the airport would be adding commercial flights and it has come as a great shock to me, disturbing me daily. If operations increase as the Master Plan predicts by 38%, I have real worries about the health of the affected residents, as well as the value of our properties.	Lisa Weber

	I care about science and good health. I care about preserving trees, natural habitat, and wildlife. I care about mitigating climate change as much as possible. I am fine with improving runway safety for the current operations, but I don't care about expansion and unrestrained business growth. I am a bird watcher who spends quite a bit of time at Narbeck Wetland Sanctuary, which is right near Paine Field. Every living thing in that wetland is severely impacted by the planes flying overhead and that breaks my heart. We need more wetlands to help with climate change, not degraded wetlands. I am fine with paying more for air travel if that is one of the outcomes of restraining this development plan. Not all demand must be met. It's time we realize that. Today (3/15/2023) in the final public update on the Master Plan, you spoke of required improvements. What makes them required? I think that's open to real debate. You're asking us to put making money ahead of pollution (air, water, noise). It's an outmoded way of thinking. We need to stop pursuing development at the cost of environmental stability	
3/16/2023 2:51	You had very good information that should have been delivered in less than 30 minutes leaving time for actual Q&A but instead rambled for 30 minutes answering 3 questions in total making it feel like avoidance. You needed professionals to help you with moderation, communications and presentation management. Kristen could have helped you immensely if she had read the questions for you to respond to and kept the responses short and to the point. I am a supporter of the master plan but found my frustration grow in that it was obvious there was not time taken to test and practice to ensure you knew your how to use your presentation tools. This lack of professionalism causes your facts to be questioned as if you cannot run a basic meeting most of us do daily why I would trust the information you are providing. It would have been timely to explain what has been done to reduce the noise generated by the aircraft. Explaining that the runway is already longer than most in the world and is not foreseen to ever need extension. That closing the runway now used for storage ensures the flight patterns are focused on the primary runway where existing traffic has been using already. Upgrading the cargo aircraft has reduce the noise generated and yes, the cargo is the primary late night take offs and required to support your overnight package deliveries. Current passenger service is using the modern engines providing "x"% in noise reduction over previous years models and the late evening flights for passenger service is primarily landing with no late departures. The zoning shown shows that the schools are intended to be relocated and or upgraded for those in the flight path, the transition to commercial use provided explanation of the known plan mitigations to reduce	Chris Wojahn

	the impact of additional flights. Also, the impacts to expand an existing large airport designed for heavy (aka large aircraft) is far less damaging than creating a new airport from scratch somewhere else. Nothing was said of the move to electrify the support equipment and the efforts being made to reduce their carbon footprint across the industry. No time was taken to explain the integration to existing highways and roads, transit, light rail infrastructures. And how that will also support growth of the supporting commercial industries. Sorry but we need to have presenters able to sell and present the information in the best means possible. If not, why are we doing. this.	
3/15/2023 22:32	Interested in: 1) Plans to decrease number of noisy jets and 2) plans to limit (or decrease) current 24 flights in and out of Paine Field.	Steve Throckmorton
3/15/2023 20:07	We need a reliable source of transportation. Specifically taxi Uber and Lyft. I have been stranded there twice. No service.	Nelson Leigh
3/15/2023 19:49	My husband and I like the PAE Terminal the way it is, so please don't expand it. A much bigger airport is needed for the future. Work harder on that goal instead.	Susie Sinclair
3/15/2023 16:30	Do NOT want to see the airport expanded with more and more flights and airlines! It's NOT helping our once clean city, and please keep the Boeing Co from getting pushed out! Many of us work there you know!	Chuck Fields
3/15/2023 15:52	Don't see this airport doing us much good since it doesn't take us to where we want to go and not even where Alaska goes?? When we lived in Bellingham they had flights to sea-tac throughout the entire day. Just saying--why not here? Maybe we can be flown to this "new airport" further south when that's completed. But for now, sea-tac is our go-to airport. ;-)	April Hannich
3/15/2023 3:54	There is definitely a need for flight schools in the USA. Flight schools provide essential training and education for individuals seeking to become pilots, and they play a critical role in ensuring the safety and proficiency of pilots who operate aircraft. In the United States, there is a high demand for pilots, and this demand is expected to continue to grow in the coming years. According to the Bureau of Labor Statistics, employment of airline and commercial pilots is projected to grow 5 percent from 2020 to 2030, which is as fast as the average for all occupations. This growth is due to an increase in air travel and the need to replace retiring pilots. Furthermore, flight schools offer a range of programs and services beyond pilot training, including aviation maintenance technician training, air traffic controller training, and more. These programs are essential to maintaining a robust aviation industry in the United States and ensuring the safety and efficiency of air travel.	Mark Darrow

	Overall, flight schools play a crucial role in the aviation industry and are necessary to meet the demand for qualified pilots and other aviation professionals. What is the roll PAE will play in this important field?	
3/13/2023 2:01	Hope the planned parking structure will have long-term parking. Hope light rail can be altered to come directly to the airport as will make it much more useful to passengers and to possible transfer from Seatac to Paine. So sad Alaska cut its Spokane to Boysie routes. Now it is faster and cheaper to drive than get to Seatac and fly to Spokane. Winter driving trips risky so had hoped to fly multiple times a year but now will just drive in summer months.	Gail Kieckhefer
3/12/2023 4:22	Please consider the noise impacts that those in the area will have, especially with Everett Transit moving into the area. It truly impacts the well-being of all of us living in the area. Thank you.	Stacey Elings
3/10/2023 2:57	In regards to commercial service, if some group of governmental and private agencies can't convince additional major airlines to bring service to PAE, all of this planning is pointless. Alaska currently operates an unintentional monopoly on service through PAE and as a result, pricing is not sustainable over the long term. Pricing will ultimately suppress growth and projections for utilization of the airport will fall short of your projections. Without additional commercial service development, this will be a partially used airport that cannot recoup development costs, even in the long term.	Bob Woods
3/9/2023 19:41	There is no mention of public transit access to the Paine Field Terminal, or accommodating buses at the terminal. Most importantly there is nothing about connecting with Sound Transit's Link Light Rail service which will be located on Airport Road with a station probably on Airport Road. Within the timeframe of your Master Plan, light rail will be operating and increasing the potential ridership. Need to be proactive in planning to connect with light rail with Paine Field. Please do not make the mistakes that SeaTac and many other airports in ignoring public transit until the last minute.	John Dewhirst
3/9/2023 18:10	Provide free parking for passengers choosing to fly out of PAE	Anonymous
3/9/2023 17:28	Wish attention as to amelioration of traffic issues locally in the face of significant traffic problems already existing	Eugene Ocampo
3/8/2023 19:20	Great! Let's get this done.	Jeff Hase
3/8/2023 17:03	I'm in support of the airport expansion plans as I use Paine Field rather than SeaTac whenever I can. I've not noticed increased airplane noise although I've lived in the area since 2016.	Joan Pauly
3/8/2023 4:51	I like possible terminal layout B as it gives a sweeping view of the airport versus looking at parked Boeing unfinished aircraft.	Brian Wheeler
3/7/2023 22:38	With the growth of the load at the Paine Field Airport, SnoCo Community Transit at 2300 Kasch Park Rd, and a Sound Transit Station, Possible North Maintenance Facility, and Rail Power Stations along Airport Rd we will need a new substation sited along the Transmission line which crosses 100th ST SW from the south, east of Airport Rd and then back to Airport Rd south Of Kasch Park Rd. The SnoCo Community	Steve Stangvik

	Transit load may be a particularly large 8MW to 16MW load to charge EV buses and possibly produce hydrogen for fuel-cell buses. I've discussed the new passenger terminal expansion loads previously with a consultant.	
3/7/2023 21:33	Interested to see if we have projected environmental impact studies, as well as noise/sound issues. We appreciate the growth factors for our region, but have concerns over evening air traffic and road noise. Can we get that information regarding studies and on how those concerns will be addressed?	Michelle Mitsuuchi-Stork
3/7/2023 19:50	Love the idea of expanding this airport and allowing more flights in and out. However - the exit from 405 to I5 and then the exit from i5 to 128th are both terrible and take way too long. I have concerns about expanding airport traffic without traffic mitigations and improvements.	Kendra Beseler
3/7/2023 6:55	"I live near Martha Lake (Lynnwood) and now in/near the flight path of incoming/outbound aircraft. I like the idea of expanding Paine Field, it will bring $$ back into the community. However with amount of noise pollution that has been added, what is Paine Field ready to do? I never heard as many aircraft I do now, having lived here 20+ years. There were the occasional engine tests that went on, or trial flights, but with the amount of traffic being added has increased the noise floor and more so in the future. I have family in Federal Way that noted Sea-Tac ended up replacing windows of all homes, especially older ones, in the immediate area. Will Paine Field follow suit?"	Christopher Leyton
3/6/2023 19:48	Many of the ""newer"" ""T"" Hangars fail to shed or drain the rainwater away from the Hangars. Because of this, the Hangars' pads (flooring) will wept unacceptable amount of moisture proving to be corrosive to the Lessors' aircraft, tooling and the Hangar structures themselves. Is there any planning to mitigate these long term problems and if so what is the planning timeframe?	Dale D'Angelo
3/6/2023 17:09	So, the airline of choice for us is Delta. Okay, Delta has one of their hubs at sea-tac and so does Alaska along with many other airlines providing many choices to practically anywhere. Now, I was thinking Paine Field was going to be a "satellite regional airport". So, is it possible that Paine is simply too close to sea-tac and too small to provide travelers with "real" flight options? Frankly, I don't see adding a few more gates helping this when Alaska could do that right now! Or, maybe just add a few daily Delta flights to one of their main hubs. ;-)	Janet James
3/5/2023 23:44	I was not informed despite signing up for updates about the last public meeting. The only way I found out about the next one was from a post card mailed to us. I am VERY concerned about air emissions and how the airport will address poor quality air around the region. I am unable to find any information about planting offsets in the surrounding communities or any master plan for landscaping developing areas. Any assistance to that info would be appreciated. PLEASE can you also ensure that I am on emailing lists? Thank you.	Katy Bigelow

3/5/2023 20:13	The significant public investment in PAE should be protected. The county and city of Mukilteo must ensure compatible land uses in the airport environs through 2040 in their respective land development regulations, including the requirement that noise disclosure statements be filed with property deeds upon the sale of properties with existing and future land use designations of "residential." Such disclosures should make clear that said properties may be affected by existing or future airport noise in such airport environs. Airport noise is a subjective phenomenon which may impact some more than others. Consideration should be given to limiting Boeing and other commercial service operations during the hours between 11pm and 7am., when noise impacts may be most objectionable. We support continued expansion of commercial service operations in light of these comments.	Davis Hyslop
3/5/2023 18:49	As long time KPAE hangar tenants, all we have seen since Part 121 commercial service started is ever increasing hangar rent (year after year), no new hangars being built with an airport budget doubling from 40 to 80 million dollars per year with very little being used for GA. We have also noticed commercial operations decrease to half since commercial service started in 2019, even with a "booming" airline recovery in 2022. In addition, most of the flight offering have become "leisure travel" flights to southern destinations that don't even allow access into most of Alaska Airline's other many destinations without first returning to their SeaTac hub -- we don't see this as very useful. We have also noticed a big chunk of the GA Central ramp taken away without notice for terminal economy parking, which caused space issues for Central Ramp tenants and its FBO operators. We would really like to see a more equitable balance between Part 121 and Part 91 operators and tenants at Paine Field moving forward since we provide the majority of the flight operations (710 daily according to the Master Plan), which is the basis for FAA funding.	John and Vivian Votunda
3/5/2023 17:18	I do wish that PAE offered LOW COST direct flights to Pasco, Spokane, Medford, Boise, Portland and other such similar destinations. By low cost I mean less than what I would pay to fly to these places from Sea-Tac. Prices for all flights have gone up so ridiculously since 2020. But now that I realize that PAE is privately owned explains so very much. GREED!!	Elizabeth Sier
3/5/2023 3:24	The flight traffic already generates enough noise. What are your plans for reducing noise for surrounding neighborhood? We get planes fly over our area frequently and they often fly low enough that the noise is significant. With more planes, I'm afraid it'll get worse.	Jason Kim
3/5/2023 1:11	We live near the flight path on the south side of the airport. NOT very happy about more jets flying over my beautiful home. The small planes are fine, but those loud passenger jets are simply too loud during early AM and late PM hours! You're now planning for a steady stream of them flying over my once tranquil home! This is NOT the answer for relieving sea-tac because most of these flights are to vacation sun destinations to simply create more revenue for Alaska Airlines in a new market up north!	Linda Quick
3/4/2023 23:35	We would like to use Paine Field, but it doesn't take us to destinations I need. Additionally, the six-level parking garage probably needs to be added sooner than in PAL3, especially with more 737 flights coming	Brandi and John Shaw

	and going. FYI -- would take a Paine Field to Seattle shuttle flight if offered for my business flying needs! BTW -- who will be paying for this new six-level parking garage (PAE, the county or terminal owner)?	
3/4/2023 23:04	When I attempted to plan a trip from PAE to DEN, the only options I was given on the Alaska Airlines website were to stop through either SFO, LAS or PHX but then right back to SEA for the final leg to DEN. I also noticed this for any other common destination of mine. PAE just doesn't work for me or my family!	Robert Allen
3/4/2023 22:24	This Master Plan shows commercial passenger count for only the first year (2019). It doesn't show current 2022 numbers -- why not? In 2022, the airlines reported record passenger numbers while Paine Field showed less than 12-daily departures, one airline and about half of the 2019 passenger count. I think it only fair to include current passenger count into the Master Plan. We must remember that 2019 was the "grand opening years" where everyone wanted to try out Paine Field. Paine Field doesn't work for everyone because travelers can't access the entire Alaska Airline network of destinations -- only SeaTac can provide this given it much larger scale!	Dorothy Clark
3/4/2023 5:55	Online and "virtual" events are an important part of the citizen engagement process, but they are not a replacement for in-person events. Other boards and commissions and councils are now meeting in person, in public. Paine Field should host at least one public meeting to present and discuss your new Master Plan.	Roger Pence
3/4/2023 2:16	With the Alternative Jet Fuel Bill working its way to the Governors desk, our oil refineries up north are rapidly expanding and preparing for a greener air travel industry! As a neighbor to the airport, I think its the perfect time to start expanding! Bring the light rail to Paine Field too:)	Michael Schreck
3/4/2023 1:04	"As a GA pilot, I'm glad that the plan includes increased GA capacity. I have a corner-case concern: I occupy an end-row hangar in East Condo and fly a motorglider with a 50' span. My taxi route involves hanging a wing over the field. If the adjacent space is developed and an alley created, I won't be able to taxi from my hangar. As plans are developed, I hope the airport makes plans to mitigate incursions on existing users. In my case, it might be as easy as helping me secure or swap space in another hanger with suitably open taxi access. Long live healthy GA at Paine!"	Jon Howell
2/21/2023 4:33	We are excited for the PAE expansion plan, it would be extremely helpful for the communities in the north Seattle to use this facility. It would be great if the services to Denver is back so that easy to travel to east coast from this airport. It would be extremely helpful to avoid congestion in I-5 & SeaTac.	SashtiGobinath Paranjothi

2.7 Appendix G: Additional Comments Received

Below are comments and questions received from an Airport Commissioner and the general public.

TABLE 6 ADDITIONAL COMMENTS RECEIVED

Date	Comment	Name
3/14/2023 7:22 PM	Hi Kristin: I just wanted to say that I thought that the webinar tonight was one of the clearest presentations that I have heard from Michael Tubridy and his crew. The maps seemed exceptionally clear although I do need to look at them a little more closely to see where the terminal expansion could go. I have a few questions. *How much of the need for additional passenger air travel in western Washington can be covered by the changes to be made to Paine Field in the Master Plan? *Are the changes to passenger air travel greater than those for GA in the Master Plan? And this will change the profile for Paine Field? How do the individuals heavily invested in Paine Field GA feel about this? *Paine Field has wetlands. How are they being protected? *Economic impact to the area resulting from implementation of the Master Plan are not know?	Rosemary Wander
3/25/2023	We live approximately one half mile off the north end of 16R. We have not experienced any jet traffic noise that has woke us up, shook the house, paused any conversations or anything else. I'm curious to know if there is a plan for the GA traffic that does touch n go's that are very loud?	Phil Hendricks
3/25/2023 10:10	I hope you will consider setting aside space for the USO to have a lounge for our military and veterans.	Ken Adams
3/31/2023 5:41 PM	In 2008/2009, As an officer of the Lake Serene Community Association, I went door to door in the Lake Serene community (where I live) to talk about being incorporated into Mukilteo. While that effort did not succeed, I learned what our community was concerned about. Here are the two main topics that were overwhelmingly brought up by those in my community. •Crime •Paine Field Expansion Crime Being in unincorporated Snohomish County, the sheriffs department has literally told our association that they cannot respond to anything other than a major crime in process with speed. And even that is not fast, according to some who I talked with. Expanding the airport will surely add to that, including the increased drug use and theft occurring around 148th and 99. Paine Field Expansion	Mark Fussell Lake Serene Community Association

	Our little lake is directly under the flight path to PAE. We already have to stop talking every time a jet flies over when we are outside. Traffic is increasing as well. During the door to door campaign to talk to people about joining Mukilteo, I visited 140 households. Paine Field was always discussed, and I found only 2 households in favor of commercial aviation. Conclusion In short, our community sees little benefit to expansion of the airport. The convenience of not going to Seatac is hugely offset by the noise, traffic, crime, etc. When the airport was first proposed, there was much public input, but the FAA determined that there was no significant impact to our community. A single vote on the Snohomish County Council sealed our fate. There was no mitigation for noise, traffic or pollution. Please correct me if something was actually mitigated that we didn't notice. Our greatest frustration was that once commercial aviation was in place, we could do nothing to mitigate the effects or restrict the number of flights. We have been sacrificed for the greater convenience and enrichment of people who don't live here. Is there any possibility of noise/traffic/pollution/crime mitigation resulting from tripling the flight capacity of PAE? If not, then this comment period is a mere bureaucratic exercise. Our association would like to be able to report that something could be done to help the impact of such a large expansion. Please contact us if that is possible.	
3/31/2023 7:36 PM	I was wondering if you could tell me how many customers Paine Field served in 2021 & 2022. Also, is there somewhere this information is published?	Kristin Banfield
3/31/2023 7:46 PM	As for my comments, I am a GA pilot currently that flies out of Paine Field and the central ramp regularly while building hours to get to the airlines I would like to see a change to some of the development plans dealing with the area next to the terminal dealing with taxiways Charlie and Delta and decommissioned runway 11-29. When adding the de-icing pads using the area of Charlie and Delta between Juliet and Delta 1, I believe that from Delta 1 to the central ramp between Charlie and Delta should be filled in and paved, made into non-movement area as part of the central ramp in order to allow more GA parking. The current taxiway Delta from Delta 1, along the central ramp to Lima should be converted to non-movement area to also accommodate more GA parking. The entirety of the decommissioned runway 11-29 should become a “new” taxiway Delta connecting to both taxiways Alpha and Golf, not just the section from Delta 1 to Alpha/Juliet. Between Delta 1 and current Delta 2 should then add two more taxiway connections creating Delta 1 through 4 to the “new” Delta. The current Delta from Lima to Golf should be removed. The West condo	Casey Smith

	hangers could also then get taxiway connections (maybe Echo 1 through 4) to the “new” Delta as well to make getting into and out of the hangers easier.	
4/1/2023 10:16	I see some traffic improvements in front of PAE which is great. My question is, have you done any traffic studies and improvements on the main intersections further away? Ex/ 526 and airport road intersection, airport road and 99, and 128th and I-5, 526 and I-5, 525 and Beverly park road, Beverly park road and airport road? Can the surrounding infrastructure support the increased traffic flow without having congestion all the time?	Joshua Zoellick
4/1/2023 1:04 PM	I’m a 30 year resident of Mukilteo and long time flight attendant at Alaska Airlines. One of my hopes for Paine Field was that we would have noise abatement rules like the John Wayne Orange County airport in California. I think this would really make a huge different to the residents that have the planes flying over their houses when they are trying to sleep! I would love to see the flight to LAX return and flights to Hawaii startup out of Paine. Alaska stopped the flights from Bellingham to Hawaii which was a nice benefit for those living north and the Canadians. I had thought maybe they were moving them to Paine?! I know that Covid screwed up a lot of plans! Also it would be fun to have another vacation destination like Puerto Vallarta! I love the airport at Paine and hope to see it grow. I know people in the north end love not having to drive to SeaTac! I have heard from the community that prices for tickets sometimes are way higher? I’m so proud that my company and Horizon are a big part of Paine Field. I was able to work the first Alaska flight from Paine to Phoenix! It is such a wonderful, easy place to fly out of!	Laurie Lund-Gonzalez
4/3/2023 7:59 PM	Save Our Communities (SOC) appreciates the opportunity to comment on the proposed update to the Paine field Master Plan. SOC has submitted numerous comments, public testimony, OpEds, letters to elected officials and participated in numerous meetings with County officials, city officials and have met with airline executives. We have hosted public meetings and are on record fully supporting aerospace manufacturing and general aviation at the airport and all the economic activity those support. We opposed the startup of commercial service precisely because of concerns that once commercial service started, there would be limited opportunities to limit the growth of commercial service. A two-gate terminal is one thing but significant expansion of the number of gates and flights is another and is exactly the dynamic we warned about for the past three decades. We also warned about a potential push for air cargo and now there are suggestions that air cargo should be in the mix.	Mike Moore

	Our concerns about expansion were not misplaced as clearly the pressure to expand is here now. There is no easy pathway to determining the optimal level of commercial service at Paine Field but a starting point is to do nothing that encroaches on or restricts the main role of the airport, namely aerospace manufacturing and general aviation. Secondly, any expansion should be incremental and fully identify and mitigate all impacts with no costs passed on to the taxpayers. We don't feel that the Environmental Assessment (EA) done to start up commercial service met that standard; our comments on the EA are comprehensive and are hereby referenced in our comments here as they were submitted to the FAA and Paine Field staff. We would hope "any" expansion would involved a publicly scoped comprehensive EIS process to better ensure all impacts and mitigation measures are identified and public. Lastly, we fully appreciate the regional challenge of locating a second major airport. Paine Field should not be considered for that role. We understand there is a push for regional airports including Paine Field to provide some additional capacity for the region while a second airport site is determined but that does not mean Paine Field should push to maximize expansion plans to serve that role which would significantly increase costs to surrounding communities and potentially lead to a reduction of the main economic driver at Paine Field - aerospace manufacturing. We appreciate any opportunity to further discuss the master plan and the airport siting process in place at the state/regional level.	

2.8 Appendix H: City of Everett Comments Received

The letter shown below was provided by Mayor Cassie Franklin of the City of Everett.

EVERETT
WASHINGTON

CITY OF EVERETT

January 31, 2022

Paine Field Master Plan Update Project
c/o Kristin Banfield
Snohomish County
3000 Rockefeller Ave
Everett, WA 98201

Thank you for the opportunity to provide comments as part of the Paine Field airport master planning process.

The recently completed Regional Aviation Baseline Study estimates a near doubling of passenger enplanements and air cargo tonnage in the central Puget Sound region by 2050 (unconstrained). The study also concludes that SeaTac Airport and Boeing Field are unlikely to be able to accommodate this growth.

We ask that Snohomish County consider the following comments as the master plan update project progresses.

Develop Paine Field into the region's second hub passenger airport

Paine Field is a logical second hub airport for the central Puget Sound region's passenger service based on geographical balance, available airport land and facilities, flight paths, and connections to the regional ground transportation system. More importantly, development of robust commercial air service in the SW Everett area is an extremely valuable economic development tool that is already attracting interest and investment.

The city supports continued development and expansion of Paine Field into a world-class airport serving the city's, and region's, residents, businesses, and travel and tourism sector.

Support the Boeing Everett production facility and the associated aerospace cluster

Boeing's Everett production facility employs over 30,000 people, with thousands more employed by suppliers and associated aerospace businesses. This aerospace cluster is a bedrock of the city's, and the county's, economy. Any development or changes contemplated at Paine Field must be viewed through a lens of support for the surrounding aerospace cluster.

Maintain support for the Boeing Everett production facility and associated aerospace cluster as a primary consideration in planning for the future of Paine Field.

Plan for balanced and sustainable transportation access

Nearly every passenger enplanement at Paine Field will entail a trip through the City of Everett on the ground. The positive impact on the city from growing commercial service will be somewhat blunted by negative impacts from traffic and pollution associated with access to and from the airport. Planning for a light rail station near the passenger terminal is underway, but no option currently under consideration will have a stop directly at the station; shuttle service or other strategies will be necessary to conveniently connect passengers from the light rail station to the terminal, and direct and welcoming bus service to the terminal itself should also be a priority.

2930 Wetmore Ave., Ste. 8-A
Everett, WA 98201

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Plan for welcoming, convenient, and efficient transit service to the passenger terminal and ultimately capture a significant proportion of passenger traffic on buses and trains.

Thank you again for providing this opportunity to comment as part of the master plan update process. If you have any questions or need further information, please contact Yorik Stevens-Wajda, Everett Planning Director at (425) 257-8725 or ystevens@everettwa.gov.

Sincerely,



Cassie Franklin, Mayor, City of Everett

2.9 Appendix I: City of Lynnwood Comments Received

The letter shown below was provided by Ben Wolters, Economic Development Manager of the Development and Business Services for the City of Lynnwood.

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December 30, 2021

Kristin Banfield
Public Information Specialist
Paine Field | Snohomish County Airport
3220 100th St SW, Suite A | Everett, WA 98204-1303

Via E-mail

Dear Kristin,

Thank you for hosting the virtual open house to gather public comment on the Master Plan Update for Paine Field and the opportunity to email you the City of Lynnwood's comments directly. As you proceed next year with the initial factfinding effort in preparation for developing alternatives for managing potential growth of Paine Field operations, I wanted to share a few past and current perspectives from the Lynnwood community.

In 2008, the City of Lynnwood City Council passed Resolution 2008-04 re-affirming its position opposing any expansion of operations of Paine Field Airport to provide regional or major commercial passenger airline service . While passenger service began in 2019 despite opposition of the City of Lynnwood and other nearby communities, the resolution remains and reflects ongoing community concerns further growth in commercial and other operations at Paine Field will impact negatively the community's quality of life through increased noise, air pollution, traffic congestion and other potential impacts.

Paine Field is a significant economic engine for the region, serving Boeing manufacturing for decades and now providing convenient, limited, commercial passenger air service and cargo operations. This economic benefit needs to be balanced with the impact growing operations will have on Lynnwood and other adjacent communities. Just as Paine Field has seen significant changes in the last few years, so too has the City of Lynnwood. In the last decade, Lynnwood has grown in residential population and commercial activity expanding the community that could potentially be impacted by expanded flight operations.

Years ago, in anticipation of light rail service arriving in 2024, the Puget Sound Regional Council (PSRC) designated the area that includes the Lynnwood Link Station and Alderwood Mall as a Regional Growth Center (RGC). Lynnwood has been planning for urban development in the RGC since the early 2000s and has recently authorized further planning to accommodate growth. The ability to develop these areas with taller urban developments is vital to meeting our growth allocations and our obligations as an RGC.

The Lynnwood RGC is experiencing tremendous urban growth and permit review is underway for tall mixed-use buildings exceeding the height of buildings in Lynnwood

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today. With light rail service imminent, the market is responding with urban-scale development as called for by VISION 2050. However, the Lynnwood's RGC is in the alignment of Paine Field's 16R/34L runway.

In addition to impacts on potential urban development, the Paine Field Master Plan Update must include careful consideration of how future operations will impact nearby noise-sensitive land uses which include residences, businesses, schools, places of worship, parks, and wildlife habitat. Changes at Paine Field must balance the regional need for passenger service and commercial operations with the city obligations to accommodate future growth through densification of Lynnwood's RGC. Limitations on height in the RGC would limit the ability to provide housing, further exacerbating housing deficiencies in the region. We ask that the Master Planning process include noise and height compatibility plans to minimize adverse impacts from air traffic flight patterns and runway approaches.

Thank you for your efforts to reach out and connect with surrounding communities. We look forward to engaging with you as the region plans for the future of Paine Field as an economic engine that addresses the needs of local communities through evaluation and mitigation of potential impacts.

Sincerely,

Ben Wolters

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2.10 Appendix J: Additional Webinar Remarks

Below are additional comments received during the Webinar.

Remark
I see a 250% increase in passenger ops (16k to 41k) accompanied by 430% increase in # of pax. only 18% increase in GA ops. Is there a guarantee that based aircraft will not be pushed out by the new commercial activity? 41k ops/yr is roughly 100 ops/day, every day. 50 in, 50 out.
Please show on the master plan, how future development at Paine Field will meet the requirements of SNOCO's 2021 Drainage Manual. Will each individual project provide stormwater flow control and water quality treatment, or will Paine Field provide a basin wide stormwater system for the Swamp Creek, Big Gulch, Japanese Gulch, and Smuggler's Gulch basins? *This level of analysis will be addressed at project specific level, as specific projects are identified for environmental assessment. Specific measures to reduce or control surface, ground, and runoff water impacts will be identified and described in project specific environmental documents at the time of permitting.*
Describe how Paine Field will protect Wetland ERR and restore its buffers that were damaged when Arif Ghouse illegally authorized clearing in the wetland buffer. *Improvements identified in the Airport Master Plan will be the subject of subsequent environmental review at the time of project permitting.*
Do we really want Mukilteo and South Everett to have the noise and pollution and so forth that Oak Harbor gets from NAS Whidbey Island? If we don't expand the airport what is the impact to the air traveler? And how does that impact to the traveler weigh against the residents of Mukilteo and Everett. Our community seems of greater importance than non-residents/visitors/travelers. *The Airport Master Plan recommends policy guidelines that help guide airport development in response to demand for facilities that may occur. These in themselves do not result in any significant changes to the existing situation. The forecasted aircraft operations and resulting effects will occur with or without the Master Plan. The Master Plan does not cause the operations to occur.*
According to the noise contour maps, no neighborhoods are effected by the increased flights and noise. I live approximately one mile from PAE, I promise you that we are woken at night by flights, we have to pause conversations and tv shows, and sometimes our house shakes. I report the loudest planes, the last report was alt. .37 and 800 feet over my house. It is a disservice to ignore the residents effected by the expansion of this airport.

What may be required if the current Lead Fuel legislation passed? How we could get GAMI 100 Unleaded AV gas for GA ops?

All of this planning discussion is from the presumption that expansion is needed and the impact of doing so. Has the viewpoint been thoroughly examined to assess the impact of not expanding Paine Field? *The Master Plan develops a strategic playbook for the County to use if demand increases and potential ways to improve safety and extend the life of their assets and their community.*

Why does Snohomish County continue to pay thousands of dollars to a sham organization like Salmon Safe? This organization certifies municipal organizations like Paine Field for meeting the bare minimum code requirements for environment?

As a real estate broker, Terry Ryan certainly understands how more takeoffs and landings at Paine affect property values. My home is located just under 7 miles south of Paine and planes fly over my home averaging 1500 feet elevation. So much noise, so much air pollution and yet I feel like anyone involved in Paine has NOT reached out to any property owners now in the narrowed FAA flightpath nor in any nearby communities to address their concerns. Maybe we can't be heard over the jet noise!?

Paine Field has long been a hub for aviation businesses. it existed LONG before adjacent residential areas put high-density development right up to the airport boundaries. ALL residents who live nearby have ALWAYS known that there is an airport here, and they should have been very aware of this prior to making a purchase decision. still, more people will move in and complain about noise and pollution. How is Paine Field ensuring that airport usage and aviation operations will be PROTECTED from residents experiencing buyer's remorse or actively trying to limit or eliminate these long-standing aviation uses. How will PF ensure that the county planning commission will enforce restrictions on building permits/developments that are inconsistent with the existing and future aviation uses?

Why are the dollars in current $ rather than constant year (2022) $? Our detailed report presents the capital costs in current and constant dollars. *We present the totals in current dollars in the presentation so as not to confuse the audience.*

Why is there a dollar sign ($) in front of the 2022 “CIP Assumptions?” *The dollar sign referred to the CIP (Capital Improvement Plan) and the cost associated with it.*

If 100th Street SW & Airport Road are being looked at, could you look Beverly Park Road from south and north for the safety of people walking, and crossing a in cars?

Much of the traffic in and out isn't too loud, whether commercial or GA. However, some is really loud. When you get some military aircraft, particularly Prowlers from Whidbey Island, it is incredibly loud. What can you do to bring that noise down to where the rest is? Military aircraft operations were taken into account in the production of the noise exposure contours produced for this Master Plan Update. PAE has

adopted noise abatement procedures designed to minimize noise impacts upon the surrounding community.

Addressing those who are talking about noise and low-flying planes. We are in north Lynnwood near Lake Stickney and have also had loud airplane noise during the day, but also at night. I thought PAE had restrictions for takeoff/landings to prevent noise at night? *Airlines and airport operators at PAE are permitted to schedule flights to meet demand. Airlines schedule flight times based on demand for passenger flights and to meet demand for shipping. The Airport Noise and Capacity Act (ANCA) of 1990 limits airport operators from imposing curfews or any other type of access restrictions. PAE does have several voluntary noise abatement procedures in place. Including the restriction to only use a single runway from 9 p.m. to 7 a.m. to reduce nighttime traffic pattern noise.*

In order to account for the effects of nighttime noise, the DNL noise metric used to produce the noise exposure contours presented in this study includes an extra 10 decibel "penalty" for aircraft noise events that occur between 10:00pm and 7:00am.

Is there talk of quiet hours for all commercial operations to help mitigate the sound volumes for residents at night? *In accordance with federal law and to comply with FAA grant assurances, the airfield is open 24 hours a day, 365 days a year to all users of the National Airspace system.*

T02/T03 is "up to the 3rd party--Propeller"? Please exercise oversight of that 3rd party! they are tenants on publicly owned property. the public includes those who live nearby, as well as those in Arlington who are tired of commuting to SEATAC. Propeller doesn't get to veto the needs of the neighbors just to draw in more pax from the exurbs.

What is the process or how will flight restrictions (ie: no flights between 11pm and 6am) be addressed? Is that through the FAA? *That is an FAA question not a Master Plan question*

From kindergarten to senior high, there are children surrounding all 4 flights in our neighborhoods. What about noise pollution that can harm the children learning? *The noise exposure contours prepared for this Master Plan Update show that no schools are located within an area that exceeds 65 DNL, which is the threshold for significant noise impact upon schools and other noise-sensitive land uses in accordance with current Federal guidelines.*

Why should the community put up with the pollution (air, water, and noise) so a private enterprise profit? SeaTac may be at capacity but why do we continue to increase capacity? Adding more roads doesn't ease congestion - it encourages more usage and congestion. Not all demand must be met. It's time we realize

that. You spoke of required improvements. What makes them required? Private enterprise is not determinant of societal needs.

I worry that our property values will decline as Paine Field expands. What will you do to mitigate the negative effects noise pollution for people living here? Can we enact quiet hours overnight?

The potential effect of airport noise on property value is a complex issue due to the variety of factors that may affect property value and the subjectivity in real estate values. Studies on the effects of noise on property values have been inconclusive or contradictory. Some studies have found evidence suggesting that property values near an airport can be higher, owing to the desire of some individuals, such as those who are employed in the airport industry or who travel frequently, to live near an airport. Other studies have shown lower property values but note the contribution of other socioeconomic conditions as factors in home values. PAE has adopted noise abatement procedures designed to minimize noise impacts upon the surrounding community. The Airport Noise and Capacity Act (ANCA) of 1990 limits airport operators from imposing curfews or any other type of access restrictions. As all adjacent greenspaces shrink / disappear to urbanization, what active steps is Paine Field taking to ensure that the subsequent migration of birds to the undeveloped areas on /near Paine Field will remain both useful/safe for wildlife and not present a bird-strike hazard to aircraft operations? Enhancing safe aircraft operations is a primary objective at Paine Field. Accomplishing this objective entails careful monitoring of potential wildlife hazards on and around the airport. Pursuant to CFR Title 14 Federal Aviation Regulations (FAR) part 139.337(3), Paine Field/Snohomish County Airport developed a Wildlife Hazard Management Plan in cooperation with the U.S. Department of Agriculture's Wildlife Services program to comply with regulations set forth by the Federal Aviation Administration (FAA).

Wildlife and wildlife attractants are monitored throughout the daily inspections of the airfield and immediate safety issues are addressed. Our USDA contracted wildlife biologist and team track nationwide trends and implement industry best practices.

Measuring dBA by 65 db is very misleading. This an average over 24 hours which may have frequent short blasts over 100dBA. There should be a map showing areas exposed to noise events over 90dBA.

How does the separation/overlap of flight holding patterns change as SeaTac and PAE increase operations? Is that an FAA issue?

How many DNL would one feel if standing at SR526 under the approach end of the long runway with an E175 on the ILS? How different is that with a Dreamlifter, or a C150, or a P-51mustang? Likewise, small GA aircraft flying a rectangular landing pattern may well be climbing at max power and low speed at

between 600 and 1000 feet about surrounding residential areas of Mukilteo and Everett. What does a C172 or bonanza sound like at 600' and flying at 70 mph?

The growth for passenger travel is greater than the growth for general aviation. Correct.

What jobs would be created because of the airport and are they are really good paying jobs? How many are family wage jobs? Also, Mukilteo residents are very concerned about the environmental impacts, traffic, noise, and the overall impact to all of us. We are not interested in an expanded airport. *An updated Economic Impact Analysis is a good idea and should be considered. Additional environmental analysis will be required as specific projects are planned and designed.*

We'd like to know what jobs would be created because of the airport and are they are really good paying jobs? How many are family wage jobs? Also, Mukilteo residents are very concerned about the environmental impacts, traffic, noise, and the overall impact to all of us. We are not interested in an expanded airport.

Currently Washington Department of Transportation estimates the economic impact of PAE at 158,227 jobs with a total economic impact (business revenues) of $59.9 billion annually. The full details of this can be found at https://wsdot.wa.gov/publications/fulltext/aviation/PAE-SnohomishCountyPaineField.pdf. The Master Plan is a planning document based on traffic forecasts and does not specifically specify the anticipated increase in employment.

Improvements identified in the Airport Master Plan will be the subject of subsequent environmental review at the time of project permitting.

Has Boeing requested more spacing for AP parking? *Not at this time.*