Pavement Evaluation/Maintenance Management Program 2012

Scappoose Industrial Airpark

Oregon

DEPARTMENT OF AVIATION

Pavement Evaluation/ Maintenance Management Program 2012

Pavement Consultants Inc.

Scappoose Industrial Airpark

Oregon Department of Aviation

2012 Pavement Evaluation / Maintenance Management Program

Final Report – Individual Airports
Functional Category 2, Central Climatic Zone

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Introduction

The Oregon Department of Aviation has been collecting pavement condition information at eligible airports since the mid 1980s. In January 1995 the Federal Aviation Administration (FAA) mandated that any airport sponsor receiving and/or requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program. Through the Department's system planning efforts, the airports included in the Department's Pavement Evaluation / Maintenance Management Program have been complying with the intent of the law since the mid 1980s, well ahead of the FAA mandate. The information collected during this study ensures that your airport continues to comply with the Federal mandate. The developed pavement maintenance management program, as it relates to an individual airport, is described in this report.

The Oregon Department of Aviation routinely provides information to airport owners and operators throughout the State that assists them in maintaining and operating their airports. The State addresses many issues as part of their planning process, one of which is to provide to each individual airport, on a three-year cycle, a report on pavement condition. Through the statewide study, pavement maintenance management programs for all eligible airports in the state are efficiently and economically completed through the Department of Aviation's Pavement Evaluation / Maintenance Management Program.

Each airport owner or operator makes frequent decisions about the timing and type of maintenance and repair activities that should be completed on their pavements to maintain acceptable surface condition and adequate load-carrying capacity. The pavement maintenance management program described in this document, and supplemented by the information contained in the attached report prepared specifically for your airport, will assist you in making necessary decisions about pavement maintenance and rehabilitation projects at your airport, and will ensure compliance with the Federal mandate.

To develop a pavement maintenance management program for each eligible airport, the Department of Aviation elected to conduct pavement evaluations (visual inspections), and to implement the Micro PAVER pavement maintenance management software. These activities were completed as part of the Department's Continuous Aviation System Plan efforts. Micro PAVER uses the evaluation results to efficiently identify pavements requiring maintenance and rehabilitation, and to establish project priorities. The software can also be used to assess overall pavement network condition, prepare and forecast the budgets required to maintain the network at an acceptable condition level, and identify required maintenance and rehabilitation activities.

The federally mandated pavement maintenance management program identifies five major requirements:

- **Pavement inventory**
- **Inspection schedule (detailed and monthly)**
- **Record keeping**
- **Information retrieval**
- **Program funding**

The approach taken to meet these program requirements for your airport is described in this report.

Pavement Inventory

The FAA-mandated Pavement Inventory requirement specifies that information about each piece of pavement at an airport be compiled. This information is to include, at a minimum: pavement location, pavement dimensions, pavement surface type, and last construction date. The process used to develop this information is discussed under "Records Review".

Additionally, information is collected about the pavements at an airport so its pavement network can be defined. After the pavement network is defined, pavement inspections can be completed and a pavement maintenance management program can be developed. The methodology for defining the pavement network follows the Records Review discussion.

Records Review

The first step in meeting FAA's pavement maintenance management program requirement is to develop a maintenance and construction history for all pavements at an airport. For the past 27 years the Oregon Department of Aviation has, for its eligible airports, been conducting pavement evaluations to determine existing condition. In 1991 Pavement Consultants Inc. began assisting the Department in their efforts to compile and update that information. The information collected was used to develop a pavement maintenance management program for each eligible airport as described in this report, and your attached individual airport report.

Previous State-sponsored projects identified pavement layout, pavement construction history and pavement condition at each eligible airport. During this inspection cycle these documents were reviewed, and follow-up inquiries on pavement construction history were directed to the Oregon Department of Aviation, the FAA, consultants and airport sponsors. Based on this review, pavement boundaries were identified at your airport and were placed on an AutoCAD-generated base map (see Figure 1 in your attached airport report). ***The established base map fulfills the FAA "Pavement Inventory" requirement for locating pavements, identifying their dimensions, and identifying pavement type and age.***

Network Definition

Once the pavement history at an airport has been compiled, individual pavement features can be identified, a process called network definition. These pavement features are defined on the basis of: primary use, construction history, and traffic pattern. Each airport is divided into features according to the guidelines contained in the current edition of ASTM International-Standard D5340, *Standard Test Method for Airport Condition Index Surveys*. The pavement features used in this project are defined as follows.

Network: Each eligible airport constitutes a separate pavement network.

Branch: A branch is any identifiable part of a pavement network that has a distinct function. Airfield pavements such as individual runways, taxiways and aprons are each considered to be a separate branch.

Section: A section is a subdivision of a branch and has consistent characteristics throughout its length or area. These characteristics include: pavement layer material type and thickness, construction history, traffic, and pavement condition. A section is the basic management unit of a pavement network, and is that portion of a branch over which a maintenance and rehabilitation project is likely to be completed.

Sample Unit: A sample unit is an arbitrarily defined portion of a pavement section that is used when performing detailed pavement inspections. It is the smallest subdivision in a pavement network. For flexible airport pavements such as asphalt concrete or surface treatment, sample units are about 5,000 square feet in area. For rigid (portland cement concrete) airport pavements, sample units typically include approximately 20 contiguous pavement slabs.

Beginning 27 years ago, branches, sections and sample units were established for each eligible airport in the Oregon system. During this project, these divisions were reviewed and modified as required, based on changed conditions (new pavements, demolished pavements), or completion of any pavement-related maintenance and rehabilitation projects.

Branch and Section Names

Each pavement feature is assigned a name that allows it to be uniquely identified in the statewide airport system. Each branch name consists of a series of characters. The first character indicates the branch type: “R” for Runway, “T” for Taxiway, “A” for Apron and “H” for Helipad. The last two characters in the branch name identify the airport to which the branch belongs and were taken from the airport name. All branches for your airport carry this airport-specific two-letter identifier. The individual runway, taxiway or apron referenced is identified by characters located between the branch type (“R”, “T”, “A” or “H”) and your two-letter airport identifier. To the extent possible, these identifying characters were chosen to reflect the facility names you use. If the facility does not have a name it was assigned a number. In the case of runways, numbers are used that are the lower of the two runway numbers corresponding to compass bearing.

Located after a hyphen following the branch name are two- or three alpha-numeric characters. These characters identify the section within the branch. An example illustrating the naming convention is:

R16AB-01

which is the name for Runway 16/34, Albany Municipal Airport, Section 01.

The branches, sections and sample units identified for your airport are shown on Figure 2 in your attached individual airport report.

Network Identifiers

Several designators are used to describe information about a particular airport included in the State System Plan. These designators include: network identification, zone, functional category, funding group, ownership and climatic region.

Network Identification

Each airport in the statewide system is assigned a unique network identifier (name). This name is typically the name of the city in which the airport is located. The network identification name for your airport can be found in the appendices attached to your airport report. This network identification name is assigned so that an individual airport or a group of airports contained in the statewide database can be selected for evaluation. The statewide database contains information for all eligible airports in the State.

Zone

Zones are used to allow individual airports within the statewide database to be separately selected for analysis. The FAA airport designator is used as the zone designator.

Functional Category

Each airport is assigned a functional category based on its classification within the State System Plan. Each airport is assigned a functional category of either 1, 2, 3, 4 or 5 in accordance with the criteria set forth in the System Plan. These categories correspond to the following airport types: commercial service, business or high activity general aviation, regional general aviation, community general aviation, and low activity general aviation, respectively. The category assigned to your airport is listed in the appendices attached to your airport report. This category assignment allows groups of airports in different functional categories to be separately evaluated.

Funding Group

Airports in the State are categorized as either NPIAS or non-NPIAS. NPIAS designated airports are eligible for project funding under the FAA's Airport Improvement Program (AIP). Being designated as NPIAS or non-NPIAS in the database allows the Department to evaluate funding alternatives for the State airport system.

Ownership

Airport ownership is designated as Public, State or Private. This designation allows the Department to evaluate funding allocations based on eligibility for State and/or Federal funding.

Climatic Region

Each airport in the statewide system is assigned to one of three climatic regions - eastern, central or coastal. Because climatic conditions can impact pavement performances, assigning airports to a climatic region allows pavement performance to be more accurately modeled resulting in more accurate pavement condition forecasts.

Branch or Section Identifiers

Several designators are used to describe a branch or section's function, importance or construction. These characteristics are: branch use, pavement rank, and surface type.

Branch Use

Branch use identifies the primary use of each distinct pavement area. For each airport pavement included in this study, a branch use of "Runway", "Taxiway", "Apron" or "Helipad" is assigned, as appropriate.

Pavement Rank

Pavement rank refers to the relative importance assigned to multiple facilities having the same branch use. Each pavement section is assigned a rank of primary ("P"), secondary ("S") or tertiary ("T") as appropriate. As an example, an airport with two runways might rank the more heavily used runway as primary and the lesser-used runway as secondary. The pavement rank assigned to each pavement section at your airport can be found in the appendices attached to your individual airport report.

Surface Type

Each pavement section is assigned a surface type designator based on the type of surface material present. Throughout the State seven (7) surface types were encountered: asphalt overlay over asphalt concrete (AAC), asphalt concrete (AC), asphalt concrete over cement treated base (ACT), asphalt overlay over portland cement concrete (APC), asphalt concrete over pozzolanic base (APZ), portland cement concrete (PCC), and surface treatment (ST). The surface type assigned to each pavement section at your airport is provided in the report appended to this document. ***Surface type identification fulfills one of FAA's "Pavement Inventory" requirements.***

Structural and Construction History Data

Available construction records for each airport were obtained from the Oregon Department of Aviation, Federal Aviation Administration, or consultants. These records were reviewed to establish a last construction date for each pavement section. Additional information was requested from individual airport sponsors to update or clarify this information, as necessary. The last construction date and known construction history for each pavement section can be found on Figure 1 in your individual airport report. The last construction date is also identified in the reports found in the attached appendixes. For those pavement sections where information was

not available, a last construction date was assigned based on pavement condition. ***Last construction date identification fulfills the final FAA "Pavement Inventory" requirement.***

Field Verification

Information obtained through the records review and discussions with airport sponsors, Department of Aviation staff, FAA personnel and consultant staff was field-verified to ensure that each facility is accurately mapped and properly subdivided into branches and sections. Modifications to the maps, and/or branch and section divisions, were made as necessary wherever discrepancies in airport geometry, paving materials, or construction history were found during the visual inspections.

Inspection Schedule

The FAA's Pavement Maintenance Management Program guidelines require all airports seeking or receiving federal funds for pavement-related projects to complete both detailed and drive-by inspections. The guidelines require that detailed inspections be performed yearly, unless the inspections are conducted in accordance with the Pavement Condition Index methodology set forth in ASTM D5340, at which point detailed inspections are required once every three years. ***The Pavement Condition Index methodology is used to inspect Oregon's airports. Each airport is inspected on a three-year cycle thus complying with the FAA detailed inspection requirement.***

The drive-by inspections required by the FAA are to be completed monthly. These inspections are cursory inspections that are performed to detect any unexpected changes in pavement condition.

A description of the detailed inspection methodology, as well as an approach to completing the monthly drive-by inspections, is provided below.

Detailed Inspection

Methodology

Pavement Condition Index (PCI) surveys were performed in late summer / early fall 2012 for all airports included in this year's project. The surveys were performed using the Pavement Condition Index (PCI) methodology developed by the U.S. Army Corps of Engineers, and outlined in the current edition of ASTM D-5340, *Standard Test Method for Airport Condition Index Surveys*. This document defines distress types, severity levels, and methods for measuring and recording distresses.

The PCI procedure was developed to collect data that would provide engineers and managers with a numerical value indicating overall pavement condition, and that would reflect both pavement structural integrity and surface operational condition. The procedure was designed to be highly repeatable and was found to be well-correlated with the judgment of experienced pavement engineers.

A PCI survey is performed by measuring the amount and severity of certain defined distresses (defects) observed in a sample unit. Table 1 lists both the asphalt concrete and portland cement concrete pavement distress types considered in the PCI method, and also identifies their most common cause (load, climate/durability, other) as assigned by the Micro PAVER software. Load-related distresses are apparent where the pavement has been over-stressed by traffic loads applied to its surface. Climate/durability-related distresses arise due to exposure to the environment. Other-related distresses are caused by actions not related to load or climate such as fuel spills or construction deficiencies.

Table 1. Pavement Condition Index Distress Types and Related Causes.

Asphalt Concrete		Portland Cement Concrete	
Pavement Distress	**Related Cause**	**Pavement Distress**	**Related Cause**
Alligator Cracking	Load	Blow-Up	Climate/Durability
Bleeding	Other	Corner Break	Load
Block Cracking	Climate/Durability	Cracks: Longitudinal, Transverse, and Diagonal	Load
Corrugation	Other	Durability ("D") Crack	Climate/Durability
Depression	Other	Joint Seal Damage	Climate/Durability
Jet Blast Erosion	Other	Patching, Small	Other
Joint Reflection Cracking	Climate/Durability	Patching, Large and Utility Cuts	Other
Longitudinal and Transverse Cracking	Climate/Durability	Popouts	Other
Oil Spillage	Other	Pumping	Other
Patching and Utility Cut Patching	Climate/Durability	Scaling, Map Cracking, Crazing	Other
Polished Aggregate	Other	Settlement or Faulting	Other
Raveling	Climate/Durability	Shattered Slab / Intersecting Cracks	Load
Rutting	Load	Shrinkage Cracks	Other
Shoving	Other	Spalling (Longitudinal and Transverse Joint)	Other
Slippage Cracking	Other	Spalling (Corner)	Other
Swell	Other	Alkali Silica Reaction (ASR)	Other
Weathering	Climate/Durability		

To obtain a statistically reliable PCI for a given pavement section it is not necessary to inspect all sample units in that section. A pre-determined number of randomly chosen sample units are selected for inspection based on the total number of sample units in the section. The sampling rates used during this study are shown in Table 2. The sampling rates contained in Table 2 result in data that are reliable at a 92 percent confidence level.

Table 2. Selection of Number of Sample Units to Inspect.

Flexible Pavement		Rigid Pavement	
N	n	N	n
1	1	1	1
2 - 3	2	2	2
4 - 6	3	3 - 4	3
7 - 13	4	5 - 6	4
14 - 38	5	7 - 8	5
39 +	6	9 - 11	6
		12 - 14	7
		15 - 19	8
		20 - 27	9
		28 - 38	10
		39 - 58	11
		59 - 104	12
		105 - 313	13
		314 +	14

Where: N = Total number of sample units in a pavement section
n = Number of sample units to be surveyed

Pavement Condition Index Calculation

To calculate a PCI for a given sample unit, each distress type observed is assigned a deduct value based on its density (frequency of occurrence) in that sample area, and its severity. All deducts are summed and subsequently adjusted (corrected) for the number of different distresses found. This corrected deduct value is subtracted from 100, the PCI for a "perfect" pavement, to arrive at a PCI for that particular sample unit. The PCI for a pavement section is the area-weighted average PCI value of all sample units evaluated in that section. Pavement Condition Ratings (PCRs) are associated with ranges of PCI values.

The color-coded Figure 3 in your attached individual airport report shows the PCRs and their associated PCI ranges, as well as the pavement condition at your airport in summer/fall 2012.

Monthly Drive-By Inspection

As part of the FAA-mandated pavement maintenance management program, a monthly drive-by inspection is required. This inspection is intended to identify abrupt changes in condition occurring since the last monthly inspection, and to record any maintenance activities completed during the previous month. This inspection can easily be accomplished by driving your airport and noting any changes or maintenance performed on the form provided in Figure 1. Each drive-by inspection must note the date the inspection was completed, and record any maintenance performed since the last inspection. These records must be kept on-file for five years.

Figure 1. Monthly Drive-By Inspection Form.

Airport: _____

Date: _____

Inspector: _____

Branch*	Section*	Distresses Observed	Maintenance Performed Since Last Inspection

* Refer to the "Airport Layout, Dimensions and Pavement Cross-Sections" or "Pavement Branch, Section and Sample Unit Layout" figures in your airport report.

Record Keeping and Data Retrieval

The FAA pavement maintenance management program requires that compiled records be kept for five years. To facilitate record keeping and data retrieval at the State level, the Micro PAVER pavement maintenance management software was implemented. Micro PAVER provides the Oregon Department of Aviation with a method for storing data and generating reports.

Micro PAVER was developed by the U.S. Army Construction Engineering Research Laboratory (USA-CERL). The program uses the guidelines contained in the current edition of ASTM D5340 as its basis. The current version, Version 6.5.2, is a Windows-based program that can store pavement condition information, as well as construction and maintenance history information. Using the data stored in the Micro PAVER database the user has many capabilities, including: evaluating current condition, predicting future condition, determining maintenance and rehabilitation needs, scheduling future inspections, and preparing budget estimates.

The statewide database containing the information for all evaluated airports was updated during this project. Information for each individual airport can easily be extracted from the statewide database. The database allows required records to be stored indefinitely, thus meeting the FAA requirement that records be maintained for a five-year period. Additionally, the software allows data to be retrieved quickly and efficiently.

After data were entered into the State's Micro PAVER database for each inspected airport, the software was used to analyze the stored data and to generate useful reports. The reports described in Table 3 were generated for your airport and are provided as appendices to your individual airport report.

Table 3. Micro PAVER Reports.

Report Name	Report Description
Branch Condition	Lists information about each branch, including: network identification, branch identification, name, use, number of sections, total branch area and the average and area-weighted average PCI for the entire branch.
Section Condition	Provides information about each section, including: branch identification and section number, last construction date, surface type, use, rank, section area, last inspection date, age of pavement at last inspection and the PCI at the last inspection.
Network Maintenance	Applies the stored distress maintenance policy to the pavement network and identifies the type and cost of routine maintenance required across the entire network. Information in this report is listed by section.
Re-Inspection	Summarizes the distress data collected during the most recent inspection and provides the PCI for each sample unit inspected, as well as summary information about the section.

Pavement Condition Prediction

To allow future pavement condition to be predicted, data collected throughout the State were used to generate "performance curves". The curves were developed based on surface type, use, airport functional category and climatic region. These curves (models) are used to predict future pavement condition by assuming the behavior of an individual pavement section is similar to the behavior of the pavement sections used to generate the "performance curve". Figures 2 through 10 show the “performance curves” used to model pavements in your airport’s functional category and climatic region.

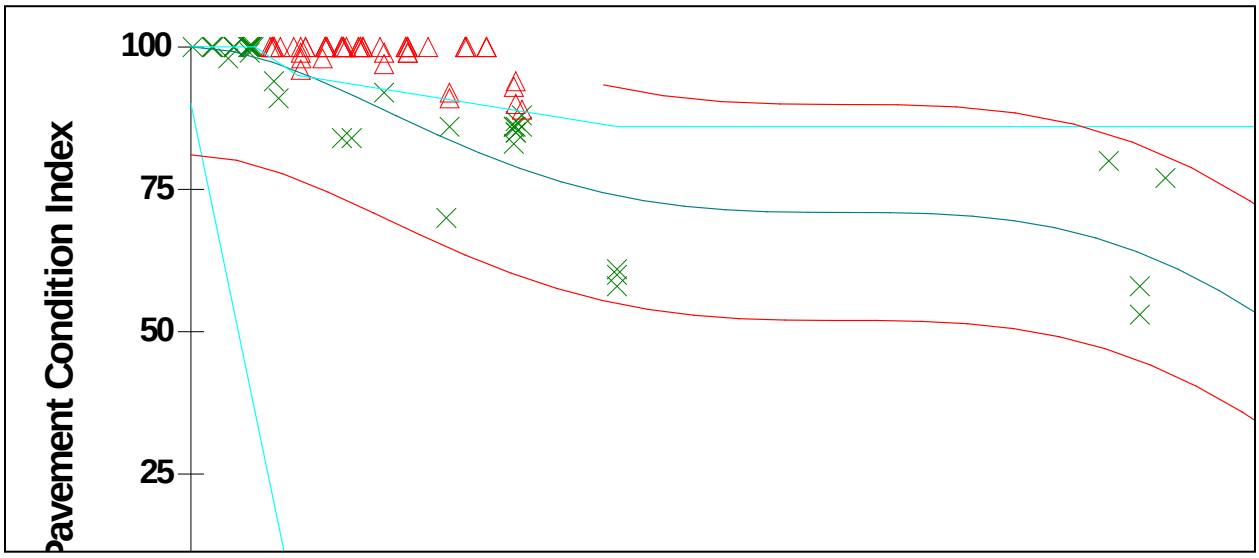


Figure 2. Performance Curve for Category 2 AC Runways – Central Oregon.

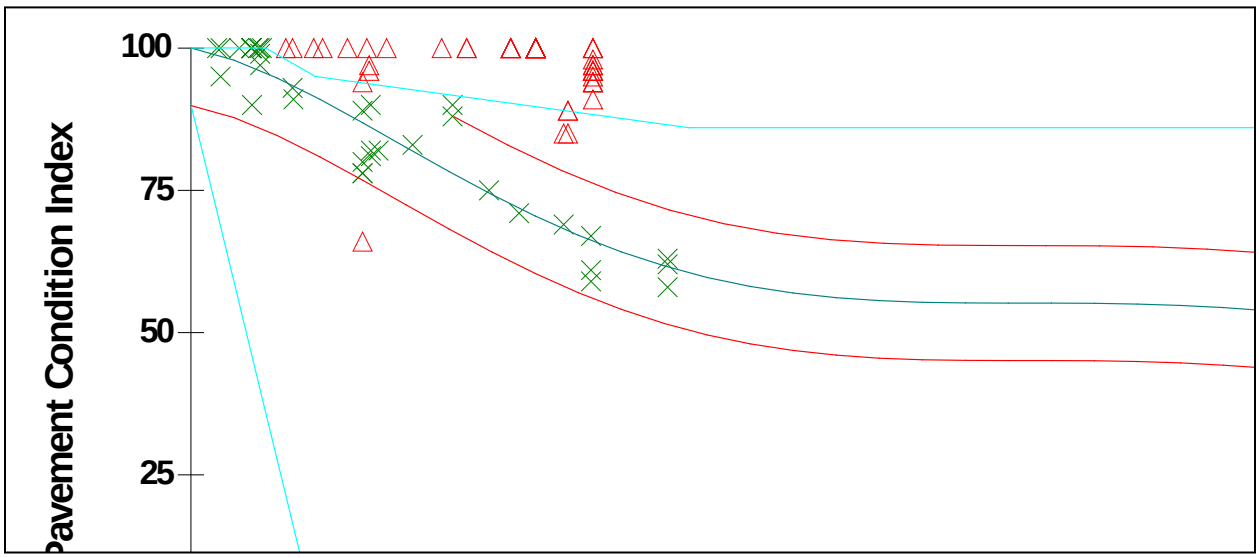


Figure 3. Performance Curve for Category 2 AAC Runways – Central Oregon.

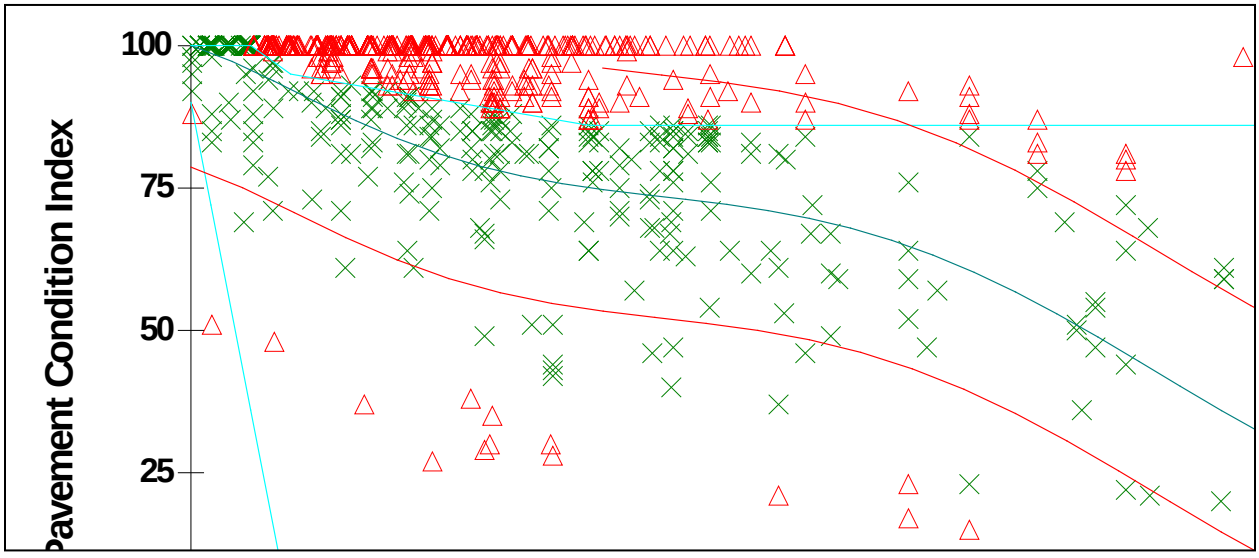


Figure 4. Performance Curve for Category 2 AC Taxiways – Central Oregon.

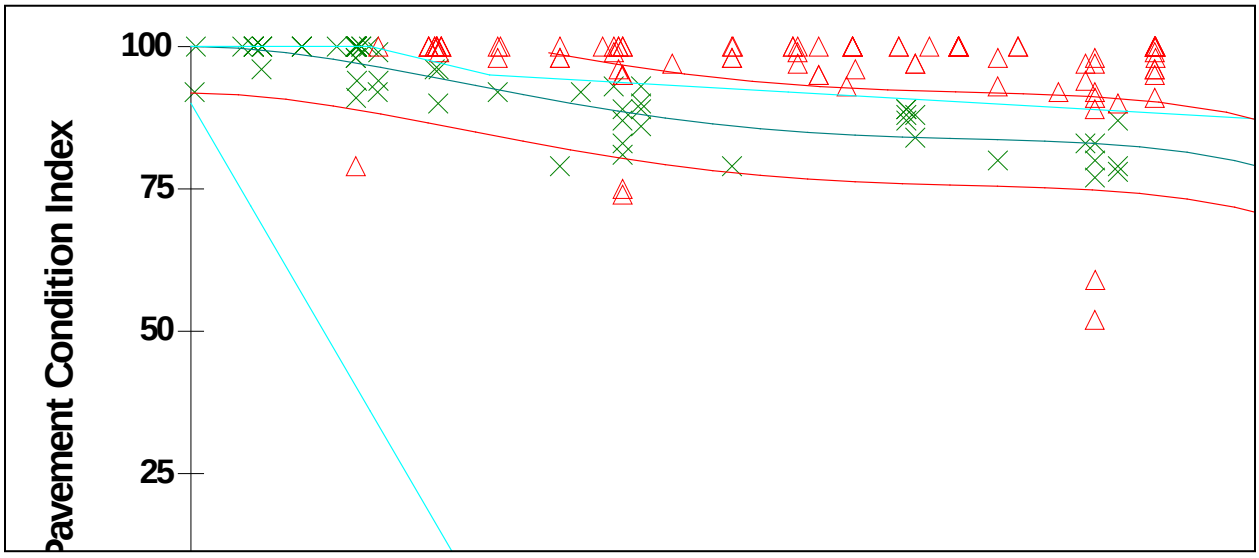


Figure 5. Performance Curve for Category 2 AAC Taxiways – Central Oregon.

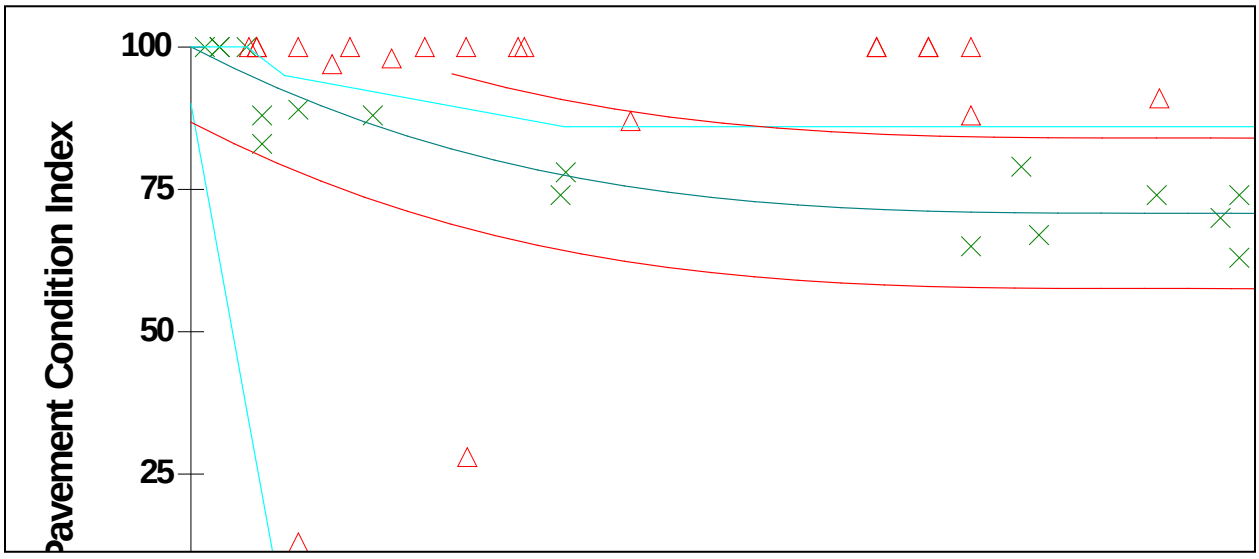


Figure 6. Performance Curve for Category 2 PCC Taxiways – Central Oregon.

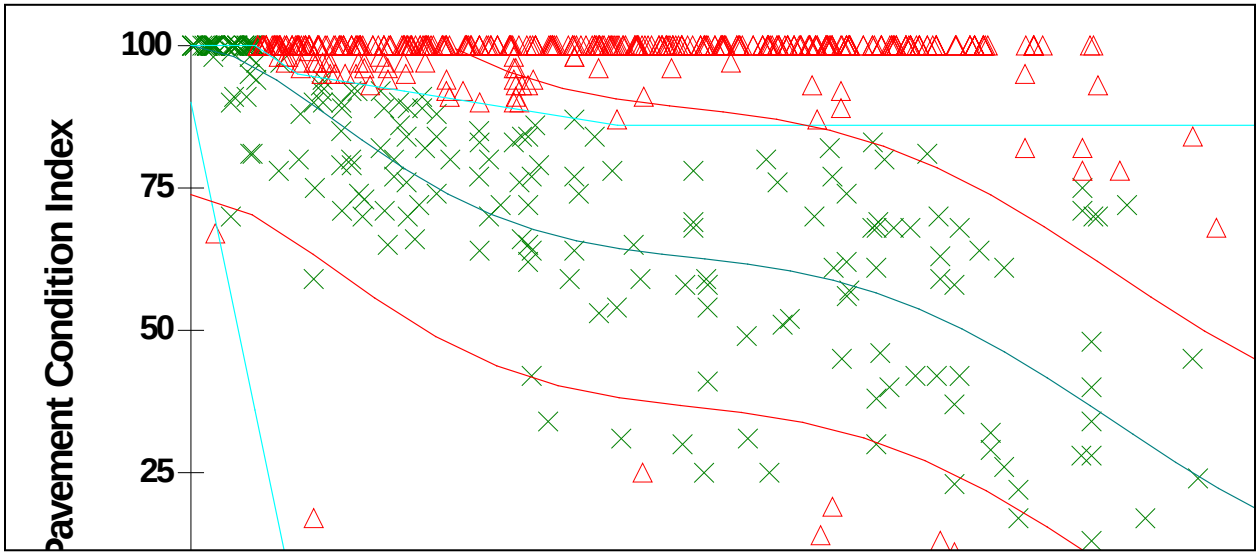


Figure 7. Performance Curve for Category 2 AC Aprons – Central Oregon.

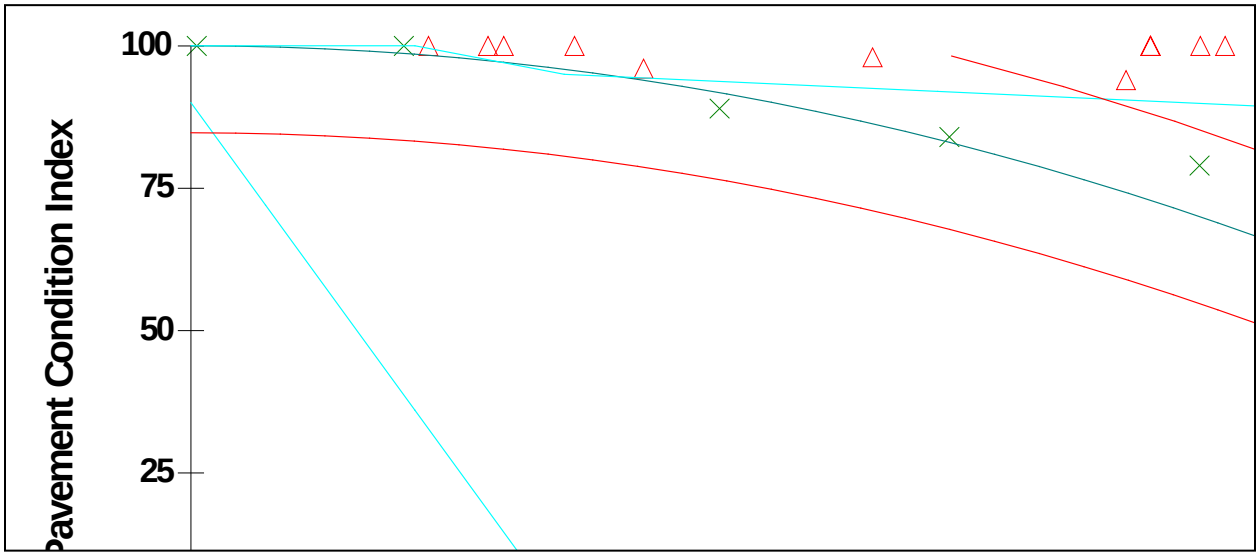


Figure 8. Performance Curve for Category 2 AAC Aprons – Central Oregon.

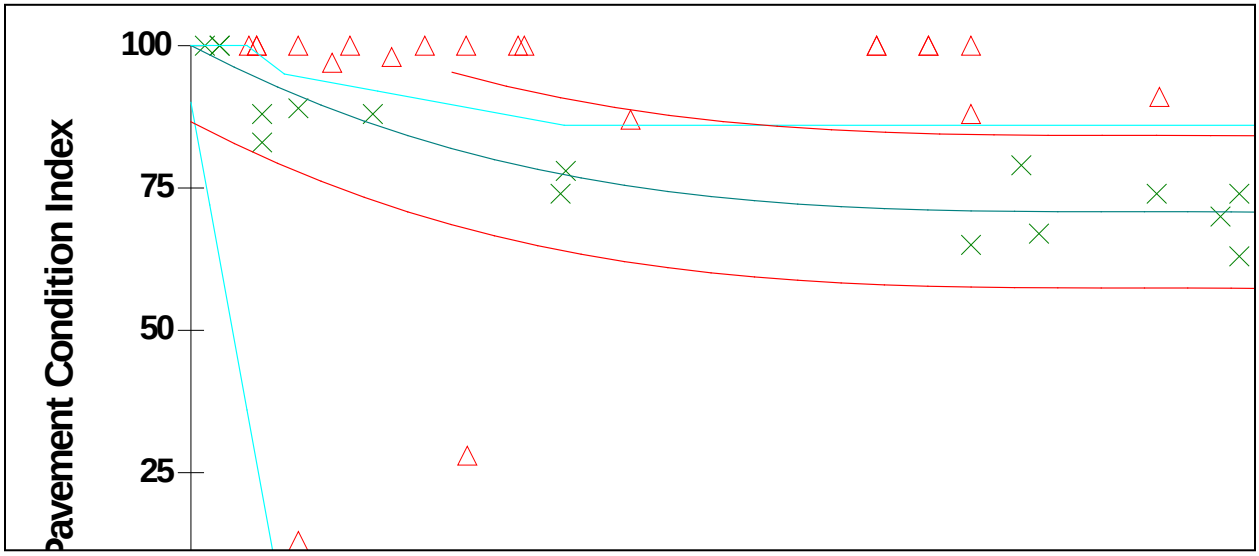


Figure 9. Performance Curve for Category 2 PCC Aprons – Central Oregon.

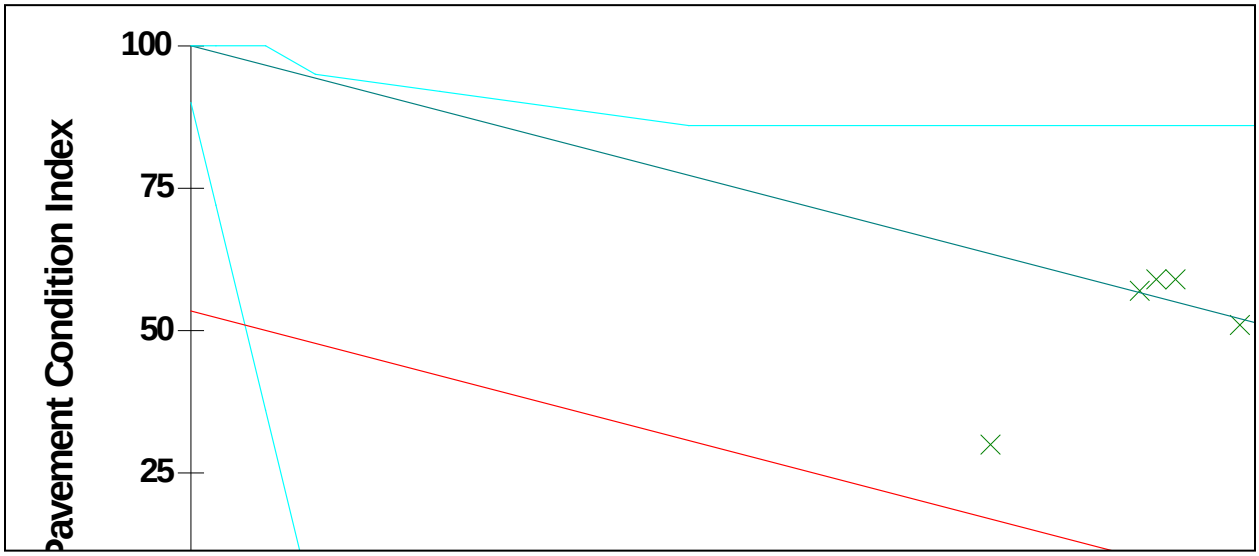


Figure 10. Performance Curve for Category 2 ST Aprons – Central Oregon.

Typical Maintenance Requirements

The Micro PAVER-generated M&R Plan Report was used to identify when pavement maintenance and rehabilitation projects are required for a given pavement section, and what repair type is most appropriate. The repair strategies evaluated were:

- Reconstruction (pavements with Pavement Condition Indices less than 40).
- Overlay flexible pavements (runways with Pavement Condition Indices between 40 and 65, taxiways between 40 and 60, aprons between 40 and 55, and pavements exhibiting significant load-related distress with PCIs above the critical PCI).
- Global maintenance (fog seal, slurry seal or thin (2 inch) overlay) applied on a user-specified interval (6 years for a fog seal, 6 years for a slurry seal, and 10 years for an overlay). The global maintenance type recommended is based on the distress types observed in the section during the visual inspections.
- Routine maintenance, such as crack sealing and patching.

The M&R Plan Report was generated for a 5-year period beginning in June 2013. Included in the work plan are estimated costs for each recommended project. The costs are estimated by applying a unit cost for the recommended activity to the square foot area of the pavement section. The unit costs include adjustments for engineering and administration, mobilization, restriping and contingency. The unit costs used to develop the work plan activity cost are shown in Table 4. The recommended work plan for your airport is provided in your attached individual airport report.

Table 4. Unit Costs for the Various Work Plan Activities.

Activity	Unit	Unit Cost
Fog Seal	SF	$0.12
Slurry Seal	SF	$0.23
2” Asphalt Concrete Overlay	SF	$2.50
Reconstruction	SF	$7.12 - $10.36
Reseal PCC Joints w/ Hot Pour Sealant	LF	$2.00

Your Airport Report

SCAPPOOSE INDUSTRIAL AIRPARK

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

DATA COLLECTION

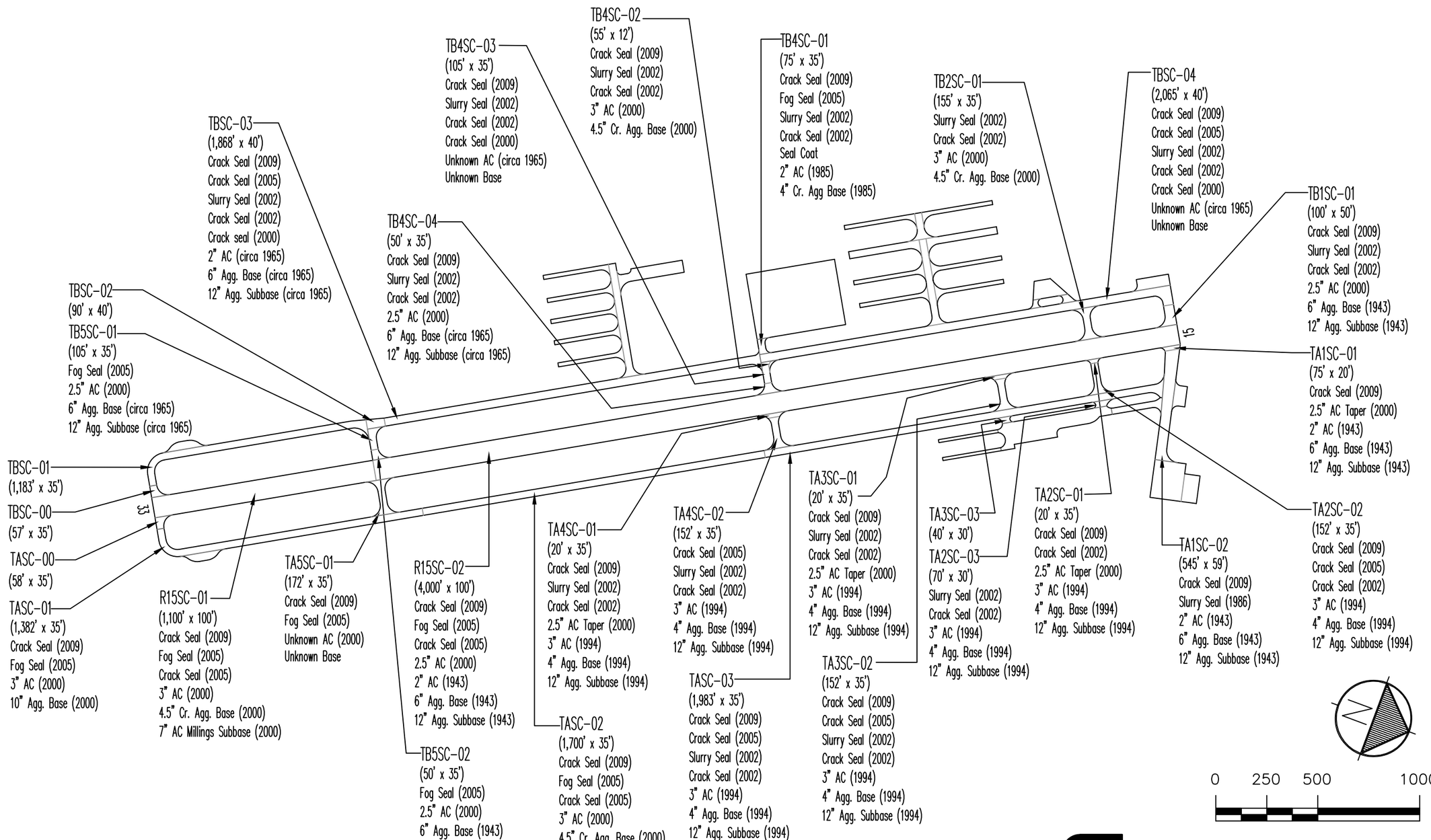
To determine how your pavements were constructed and their age, a records review was conducted. Figure SC-1 shows the records review results. This figure identifies pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. The most recent construction date for each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

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

Using the branch, section and sample unit divisions established, a visual condition survey was conducted at Scappoose Industrial Airpark in July 2012. During the inspection, pavement defects were identified and measured in accordance with the methodology outlined in ASTM D5430. This inspection ensures your airport complies with the "detailed inspection" requirement of FAA's PMMP guidelines. After collection, the data were entered into the Micro PAVER software for analysis. These data are reproduced in the Re-Inspection Report attached as Appendix 4.

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

Figure SC-1A. Airport Layout, Dimensions and Pavement Cross-Sections – Runways and Taxiways. Scappoose Industrial Airpark



Drawing Date: August 2012

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Figure SC-1B. Airport Layout, Dimensions and Pavement Cross-Sections - Aprons and Hangar Areas.
Scappoose Industrial Airpark

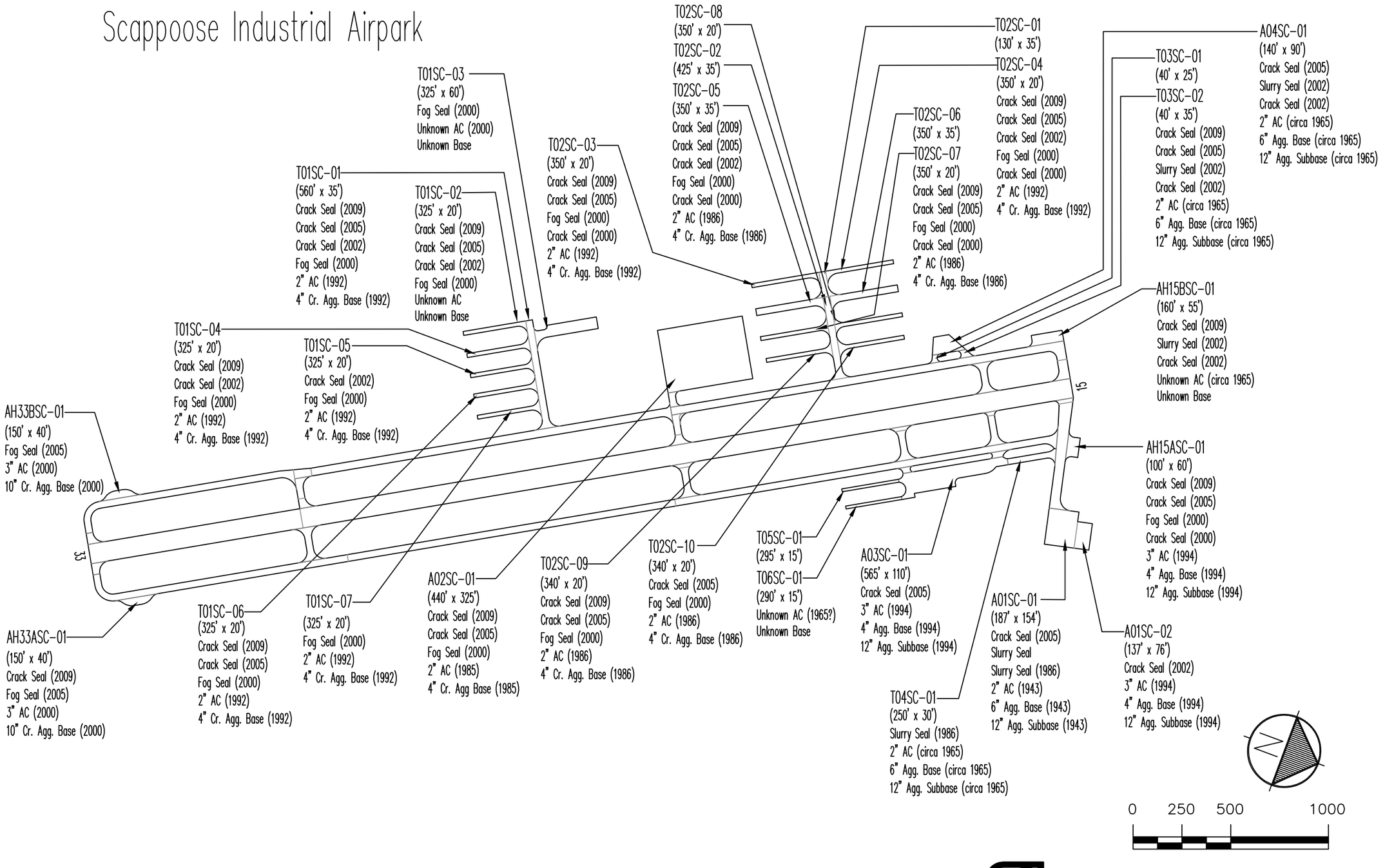

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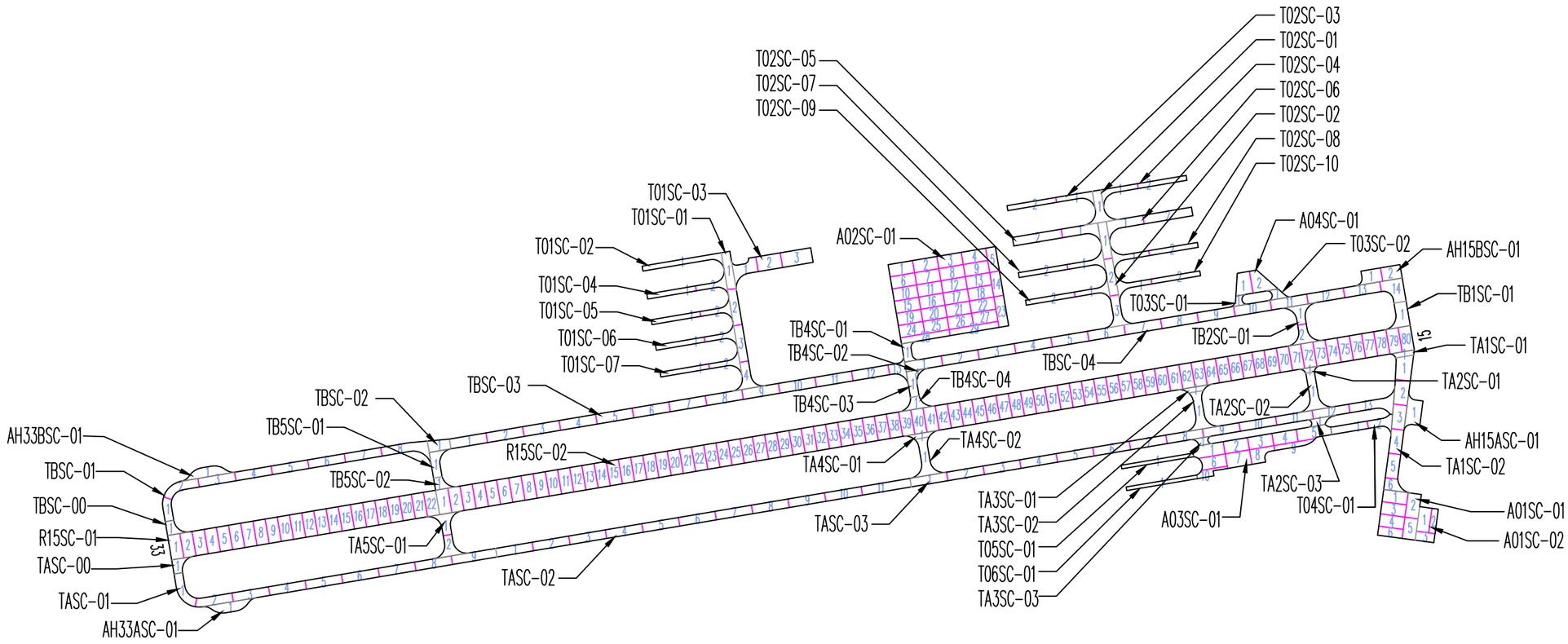
Figure SC-2. Pavement Branch, Section and Sample Unit Layout. Scappoose Industrial Airpark



Drawing Date: August 2012

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RESULTS

Using the data collected during the visual inspection, the Micro PAVER software was used to calculate an area-weighted average Pavement Condition Index (PCI) for each pavement section inspected using the sample units evaluated. Using each section's PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs measured during this inspection are shown in Table 1. The table also contains PCIs from past inspections as well as projected PCIs for 2017 and 2022. The projections were based on pavement deterioration models developed by Micro PAVER using the inspection data from other pavements in the same airport category as your airport, located in the same climatic region, and with the same surface type and use.

The ASTM Standard which governs the methodology for conducting the visual inspections was modified in 2010 and could result in changes to the Pavement Condition Index for the current inspection relative to that from the previous inspections. So a slight increase in the PCI value over the PCI values from previous inspections is possible, even if no work has been completed on the pavement.

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

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

Branch	Section	Inspections			Forecast	
		2004	2008	2012	2017	2022
A01SC	01	58	90	97	84	73
A01SC	02	100	64	64	62	58
A02SC	01	96	96	80	70	65
A03SC	01	84	83	77	68	64
A04SC	01	82	70	45	33	21
AH15ASC	01	76	90	87	75	67
AH15BSC	01	95	93	84	72	66
AH33ASC	01	98	79	92	79	69
AH33BSC	01	78	100	100	91	78
R15SC	01	91	84	70	66	59
R15SC	02	91	82	75	65	59
T01SC	01	93	89	89	82	77
T01SC	02	97	91	85	79	75
T01SC	03	100	100	100	92	84
T01SC	04	100	96	87	80	76
T01SC	05	100	100	91	83	78
T01SC	06	97	97	89	82	77
T01SC	07	100	100	87	80	76

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

Branch	Section	Inspections			Forecast	
		2004	2008	2012	2017	2022
T02SC	01	84	73	84	78	75
T02SC	02	92	82	86	80	76
T02SC	03	89	89	91	83	78
T02SC	04	75	85	86	80	76
T02SC	05	97	71	84	78	75
T02SC	06	98	90	83	78	75
T02SC	07	86	70	85	79	75
T02SC	08	95	75	87	80	76
T02SC	09	75	79	84	78	75
T02SC	10	91	100	83	78	75
T03SC	01	88	78	80	76	74
T03SC	02	84	75	64	56	46
T04SC	01	23	8	22	18	18
T05SC	01	15	9	4	3	3
T06SC	01	2	0	44	34	25
TA1SC	01	100	93	87	84	78
TA1SC	02	50	86	98	90	82
TA2SC	01	100	86	88	84	80
TA2SC	02	93	85	71	67	61
TA2SC	03	100	100	100	92	84
TA3SC	01	100	89	89	84	81
TA3SC	02	100	95	78	75	73
TA3SC	03	100	100	82	77	74
TA4SC	01	100	90	89	84	81
TA4SC	02	95	100	82	77	74
TA5SC	01	100	95	80	76	74
TASC	00	100	87	94	86	79
TASC	01	100	81	93	85	79
TASC	02	99	86	93	85	79
TASC	03	99	89	85	79	75
TB1SC	01	100	92	84	78	75
TB2SC	01	100	91	86	80	76
TB4SC	01	97	91	92	84	78
TB4SC	02	71	71	71	67	61
TB4SC	03	87	87	78	75	73
TB4SC	04	100	88	95	87	80
TB5SC	01	96	100	100	92	84
TB5SC	02	100	100	100	92	84

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

Branch	Section	Inspections			Forecast	
		2004	2008	2012	2017	2022
TBSC	00	100	87	94	86	79
TBSC	01	100	91	93	85	79
TBSC	02	100	100	100	92	84
TBSC	03	93	81	81	76	74
TBSC	04	91	83	72	69	63

Section PCIs at Scappoose Industrial Airpark range from a low of 4 (a PCR of "Failed") to a high of 100 (a PCR of "Good"). The area-weighted average PCI for all airport pavements is 80, corresponding to an overall PCR of "Satisfactory". Figure SC-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 2004 and 2008.

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

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

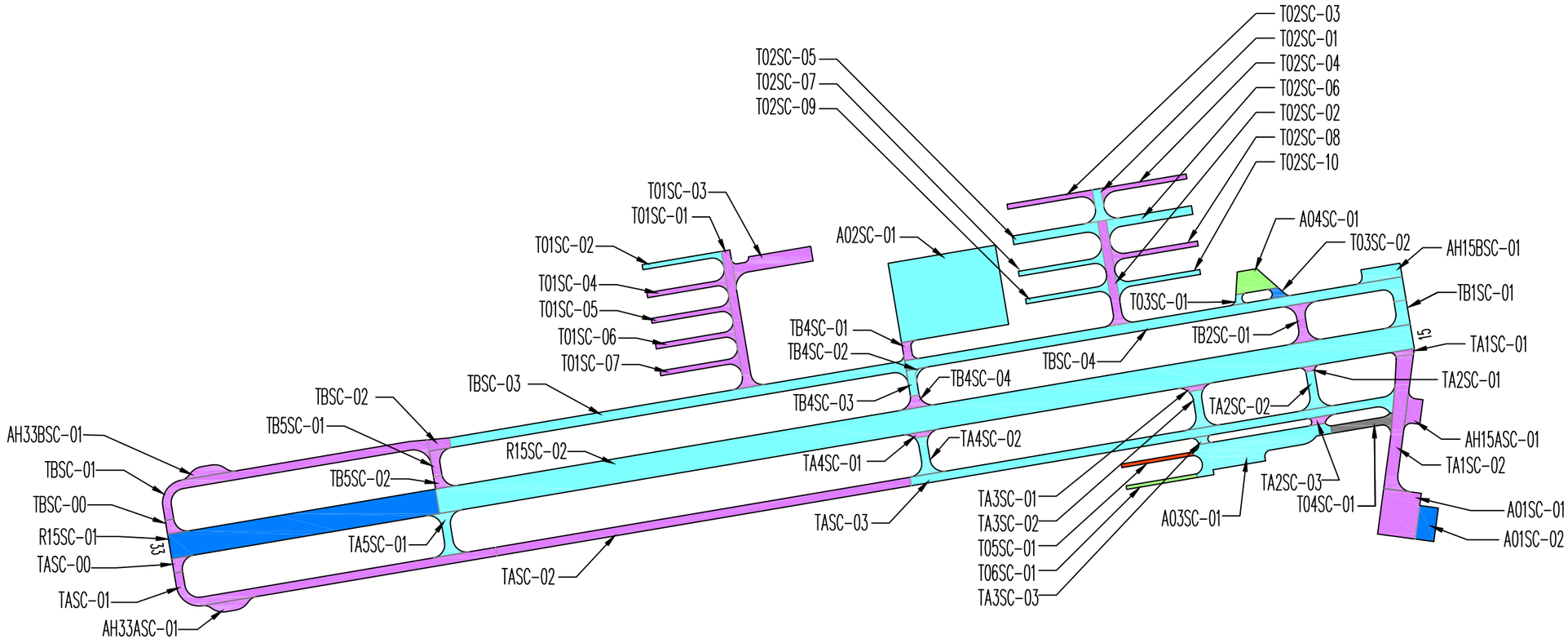
RECOMMENDATIONS

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

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

- 94,846 linear feet of asphalt concrete crack sealing.
- 1,896 square feet of asphalt concrete deep patching.

Figure SC-3. Pavement Condition in July 2012. Scappoose Industrial Airpark



PCI	PCR
100	GOOD
85	SATISFACTORY
70	FAIR
55	POOR
40	VERY POOR
25	SERIOUS
10	FAILED
0	

0 250 500 1000

Drawing Date: August 2012

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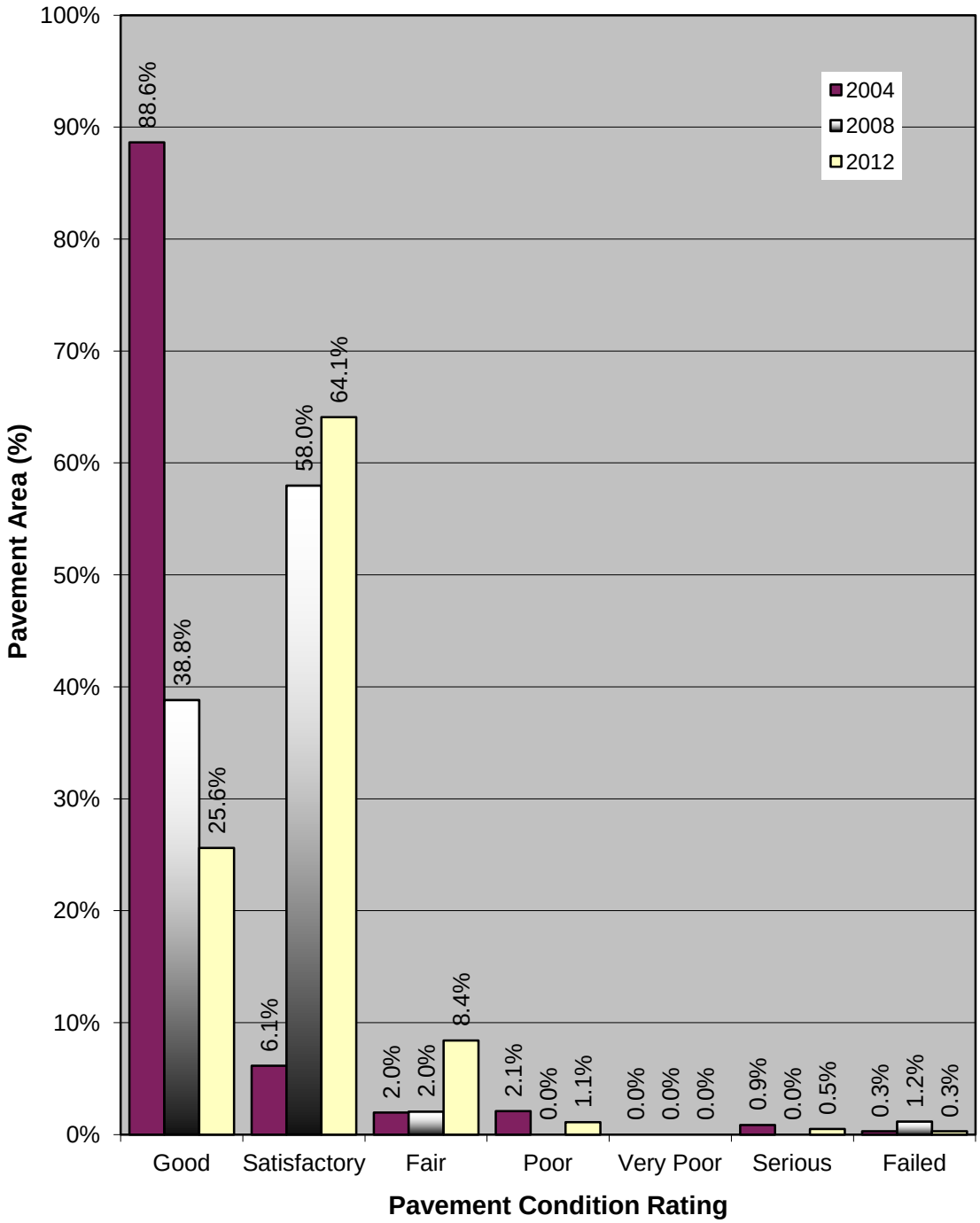
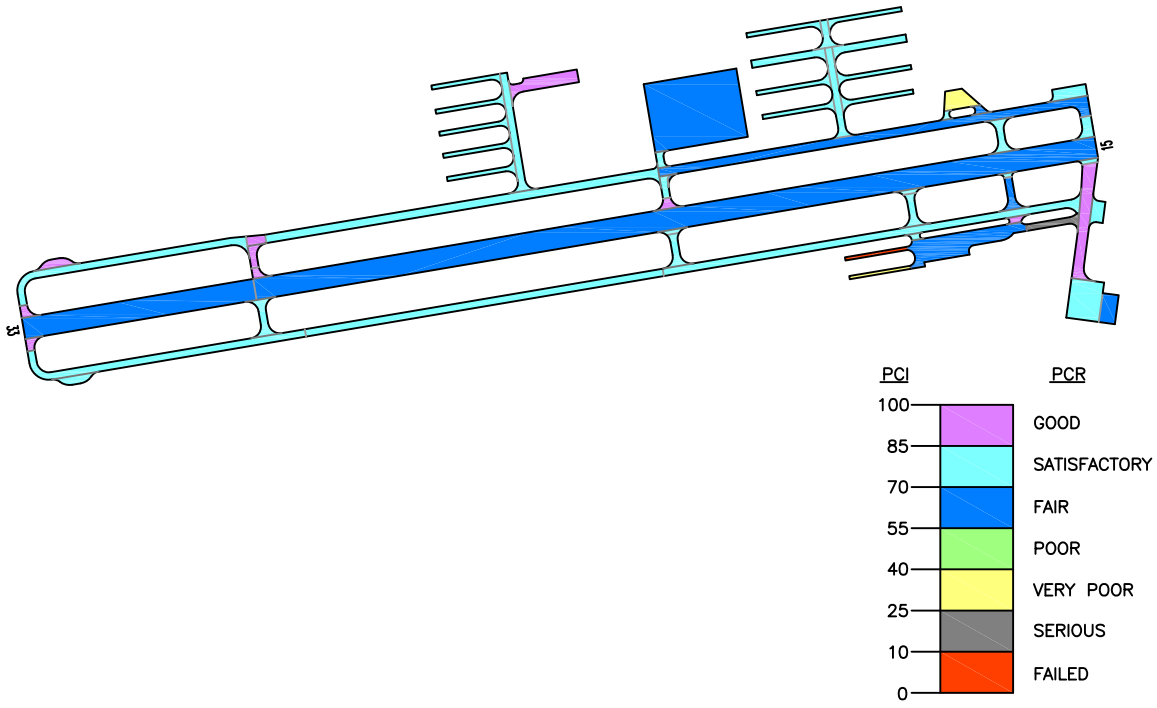
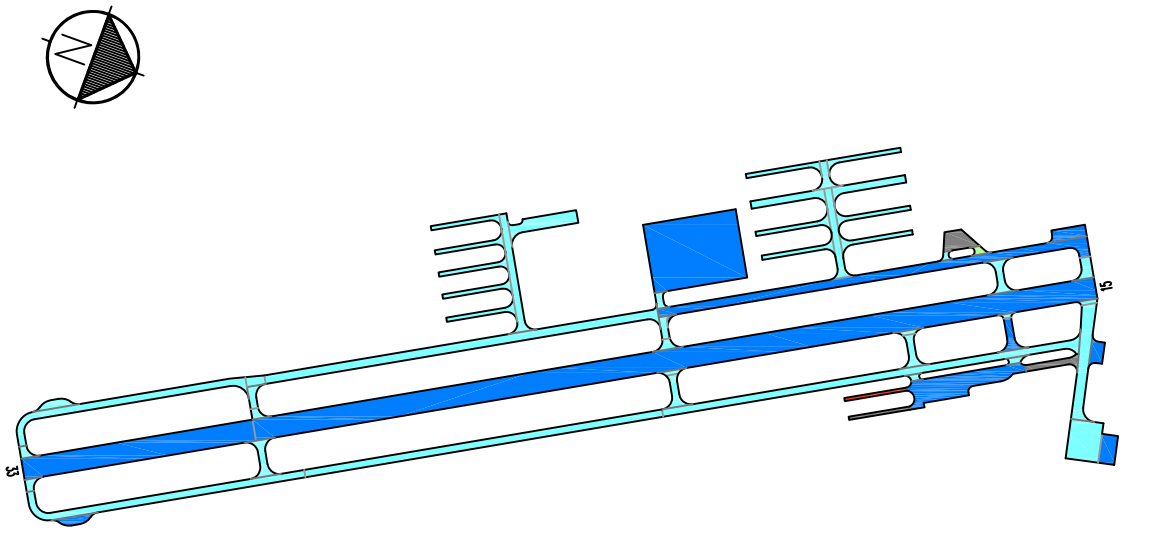
Figure SC-4. Pavement Condition Distribution
Scappoose Industrial Airpark



Predicted Condition in 2017.



Predicted Condition in 2022.



Drawing Date: August 2012

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Figure SC-5. Future Pavement Condition.

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

During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in the year 2013 to allow time for project development. These recommendations are presented in Table 2, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure SC-6.

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

Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2013	A01SC	01	Slurry Seal	28,688	$0.23	$6,598
2013	A01SC	02	Slurry Seal	10,392	$0.23	$2,390
2013	A02SC	01	Slurry Seal	143,000	$0.23	$32,890
2013	A03SC	01	Slurry Seal	48,096	$0.23	$11,062
2013	A04SC	01	Reconstruct with 3" AC over 10" Aggregate Base	11,406	$7.95	$90,678
2013	AH15ASC	01	Slurry Seal	6,525	$0.23	$1,501
2013	AH15BSC	01	Slurry Seal	8,993	$0.23	$2,068
2013	AH33ASC	01	Slurry Seal	5,573	$0.23	$1,282
2013	AH33BSC	01	Slurry Seal	5,533	$0.23	$1,273
2013	R15SC	01	Slurry Seal	110,000	$0.23	$25,300
2013	R15SC	02	Slurry Seal	400,000	$0.23	$92,000
2013	T01SC	01	Slurry Seal	20,673	$0.23	$4,755
2013	T01SC	02	Slurry Seal	6,984	$0.23	$1,606
2013	T01SC	03	Slurry Seal	19,044	$0.23	$4,380
2013	T01SC	04	Slurry Seal	7,372	$0.23	$1,696
2013	T01SC	05	Slurry Seal	7,275	$0.23	$1,673
2013	T01SC	06	Slurry Seal	7,322	$0.23	$1,684
2013	T01SC	07	Slurry Seal	7,471	$0.23	$1,718
2013	T02SC	01	Slurry Seal	5,848	$0.23	$1,345
2013	T02SC	02	Slurry Seal	15,744	$0.23	$3,621
2013	T02SC	03	Slurry Seal	7,649	$0.23	$1,759
2013	T02SC	04	Slurry Seal	7,649	$0.23	$1,759
2013	T02SC	05	Slurry Seal	12,899	$0.23	$2,967

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

Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2013	T02SC	06	Slurry Seal	12,899	$0.23	$2,967
2013	T02SC	07	Slurry Seal	8,084	$0.23	$1,859
2013	T02SC	08	Slurry Seal	8,084	$0.23	$1,859
2013	T02SC	09	Slurry Seal	7,669	$0.23	$1,764
2013	T02SC	10	Slurry Seal	8,098	$0.23	$1,863
2013	T03SC	01	Slurry Seal	1,330	$0.23	$306
2013	T03SC	02	Slurry Seal	1,971	$0.23	$453
2013	T04SC	01	Reconstruct with 3" AC over 10" Aggregate Base	8,189	$7.95	$65,103
2013	T05SC	01	Reconstruct with 3" AC over 10" Aggregate Base	4,425	$7.95	$35,179
2013	T06SC	01	Reconstruct with 3" AC over 10" Aggregate Base	4,350	$7.95	$34,583
2013	TA1SC	01	Slurry Seal	1,654	$0.23	$380
2013	TA1SC	02	Slurry Seal	30,550	$0.23	$7,027
2013	TA2SC	01	Slurry Seal	967	$0.23	$222
2013	TA2SC	02	Slurry Seal	6,638	$0.23	$1,527
2013	TA2SC	03	Slurry Seal	2,067	$0.23	$475
2013	TA3SC	01	Slurry Seal	1,720	$0.23	$396
2013	TA3SC	02	Slurry Seal	6,914	$0.23	$1,590
2013	TA3SC	03	Slurry Seal	1,459	$0.23	$336
2013	TA4SC	01	Slurry Seal	1,720	$0.23	$396
2013	TA4SC	02	Slurry Seal	6,914	$0.23	$1,590
2013	TA5SC	01	Slurry Seal	8,634	$0.23	$1,986
2013	TASC	00	Slurry Seal	2,679	$0.23	$616
2013	TASC	01	Slurry Seal	48,381	$0.23	$11,128
2013	TASC	02	Slurry Seal	59,522	$0.23	$13,690
2013	TASC	03	Slurry Seal	70,718	$0.23	$16,265
2013	TB1SC	01	Slurry Seal	5,649	$0.23	$1,299
2013	TB2SC	01	Slurry Seal	8,022	$0.23	$1,845
2013	TB4SC	01	Slurry Seal	2,893	$0.23	$665
2013	TB4SC	02	Slurry Seal	515	$0.23	$118
2013	TB4SC	03	Slurry Seal	3,810	$0.23	$876
2013	TB4SC	04	Slurry Seal	3,048	$0.23	$701
2013	TB5SC	01	Slurry Seal	4,325	$0.23	$995
2013	TB5SC	02	Slurry Seal	2,399	$0.23	$552
2013	TBSC	00	Slurry Seal	2,644	$0.23	$608
2013	TBSC	01	Slurry Seal	42,420	$0.23	$9,757

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

Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2013	TBSC	02	Slurry Seal	3,888	$0.23	$894
2013	TBSC	03	Slurry Seal	75,510	$0.23	$17,367
2013	TBSC	04	Slurry Seal	84,787	$0.23	$19,501
					2013 Total	**$554,743**
					TOTAL	**$554,743**

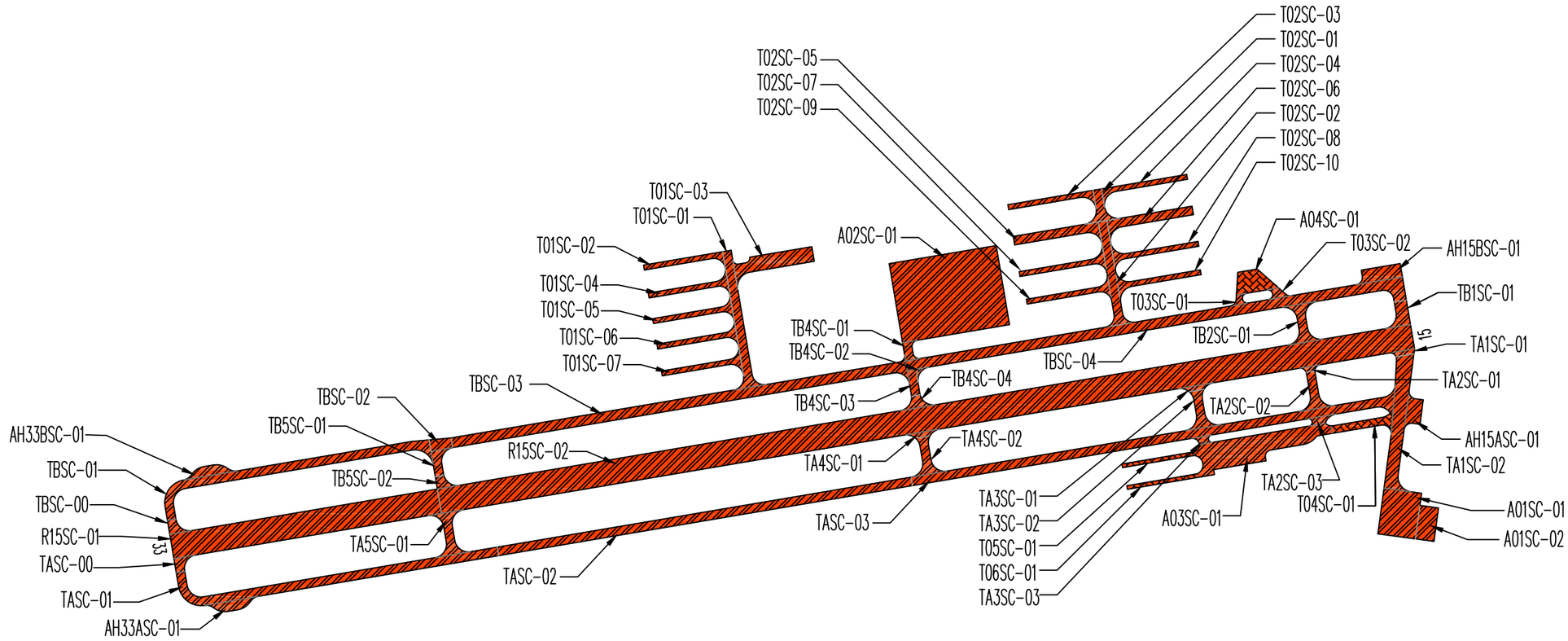
If the global maintenance and/or rehabilitation activities recommended in Table 2 are not completed, the localized maintenance activities identified in the Network Maintenance Report (Appendix 3) for that section should be done. Additionally, for those sections not listed in Table 2 as requiring global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

INSPECTION SCHEDULE

To comply with the inspection schedule requirement of FAA Grant Assurance Number 11, a detailed visual inspection should be conducted every 3 years using the methodology described in ASTM D5430. The next scheduled detailed visual inspection should take place in 2015.

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

Figure SC-6. Five-Year Pavement Management Plan.
Scappoose Industrial Airpark



ACTION TIMING

- 2013
- 2014
- 2015
- 2016
- 2017

ACTION

- FOG SEAL
- SLURRY SEAL
- OVERLAY
- RECONSTRUCT
- ROUTINE MAINTENANCE

0 250 500 1000

Drawing Date: August 2012

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Appendix 1
Branch Condition Report

Date: 8 /20/2012

Branch Condition Report

Pavement Database: ODOT2012 NetworkID: Scappoose

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
A01SC (Apron 01 Scappoose)	2	324.00	115.00	39,080.00	APRON	80.50	16.50	88.22
A02SC (Apron 02 Scappoose)	1	440.00	325.00	143,000.00	APRON	80.00	0.00	80.00
A03SC (Apron 03 Scappoose)	1	565.00	110.00	48,096.00	APRON	77.00	0.00	77.00
A04SC (Apron 04 Scappoose)	1	140.00	90.00	11,406.00	APRON	45.00	0.00	45.00
AH15ASC (Hold Apron 15/A Scappoose)	1	100.00	62.00	6,525.00	APRON	87.00	0.00	87.00
AH15BSC (Hold Apron 15/B Scappoose)	1	160.00	55.00	8,993.00	APRON	84.00	0.00	84.00
AH33ASC (Hold Apron 33/A Scappoose)	1	150.00	40.00	5,573.00	APRON	92.00	0.00	92.00
AH33BSC (Hold Apron 33/B Scappoose)	1	150.00	40.00	5,533.00	APRON	100.00	0.00	100.00
R15SC (Runway 15/33 Scappoose)	2	5,100.00	100.00	510,000.00	RUNWAY	72.50	2.50	73.92
T01SC (Taxiway 01 Scappoose)	7	2,510.00	27.86	76,141.00	TAXIWAY	89.71	4.56	91.19
T02SC (Taxiway 02 Scappoose)	10	3,335.00	26.00	94,623.00	TAXIWAY	85.30	2.28	85.18
T03SC (Taxiway 03 Scappoose)	2	80.00	30.00	3,301.00	TAXIWAY	72.00	8.00	70.45
T04SC (Taxiway 04 Scappoose)	1	250.00	30.00	8,189.00	TAXIWAY	22.00	0.00	22.00
T05SC (Taxiway 05 Scappoose)	1	295.00	15.00	4,425.00	TAXIWAY	4.00	0.00	4.00
T06SC (Taxiway 06 Scappoose)	1	290.00	15.00	4,350.00	TAXIWAY	44.00	0.00	44.00
TA1SC (Taxiway A1 Scappoose)	2	620.00	35.00	32,204.00	TAXIWAY	92.50	5.50	97.44

Branch Condition Report

Pavement Database: ODOT2012 NetworkID: Scappoose

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TA2SC (Taxiway A2 Scappoose)	3	242.00	33.33	9,672.00	TAXIWAY	86.33	11.90	78.90
TA3SC (Taxiway A3 Scappoose)	3	212.00	41.67	10,093.00	TAXIWAY	83.00	4.55	80.45
TA4SC (Taxiway A4 Scappoose)	2	172.00	47.50	8,634.00	TAXIWAY	85.50	3.50	83.39
TA5SC (Taxiway A5 Scappoose)	1	172.00	35.00	8,634.00	TAXIWAY	80.00	0.00	80.00
TASC (Taxiway A Scappoose)	4	5,123.00	35.00	181,300.00	TAXIWAY	91.25	3.63	89.89
TB1SC (Taxiway B1 Scappoose)	1	100.00	50.00	5,649.00	TAXIWAY	84.00	0.00	84.00
TB2SC (Taxiway B2 Scappoose)	1	155.00	35.00	8,022.00	TAXIWAY	86.00	0.00	86.00
TB4SC (Taxiway B4 Scappoose)	4	285.00	29.25	10,266.00	TAXIWAY	84.00	9.87	86.64
TB5SC (Taxiway B5 Scappoose)	2	155.00	35.00	6,724.00	TAXIWAY	100.00	0.00	100.00
TBSC (Taxiway B Scappoose)	5	5,263.00	38.00	209,249.00	TAXIWAY	88.00	10.10	80.30

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	9	268,206.00	80.67	16.28	80.14
RUNWAY	2	510,000.00	72.50	2.50	73.92
TAXIWAY	50	681,476.01	83.00	17.42	84.49
All	61	1,459,682.02	82.31	17.08	80.00

Appendix 2
Section Condition Report

Date: 8 /20/2012

Section Condition Report

Pavement Database: ODOT2012 NetworkID: Scappoose

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
A01SC (Apron 01 Scappoose)	01	08/03/1943	AC	APRON	S	0	28,688.00	07/25/2012	69	97.00
A01SC (Apron 01 Scappoose)	02	08/03/1994	AC	APRON	S	0	10,392.00	07/25/2012	18	64.00
A02SC (Apron 02 Scappoose)	01	08/02/1985	AC	APRON	P	0	143,000.00	07/25/2012	27	80.00
A03SC (Apron 03 Scappoose)	01	08/03/1994	AC	APRON	S	0	48,096.00	07/25/2012	18	77.00
A04SC (Apron 04 Scappoose)	01	08/03/1965	AC	APRON	S	0	11,406.00	07/25/2012	47	45.00
AH15ASC (Hold Apron 15/A Scappoose)	01	08/03/1994	AC	APRON	P	0	6,525.00	07/25/2012	18	87.00
AH15BSC (Hold Apron 15/B Scappoose)	01	08/02/1965	AC	APRON	P	0	8,993.00	07/25/2012	47	84.00
AH33ASC (Hold Apron 33/A Scappoose)	01	08/02/2000	AC	APRON	P	0	5,573.00	07/25/2012	12	92.00
AH33BSC (Hold Apron 33/B Scappoose)	01	08/02/2000	AC	APRON	P	0	5,533.00	07/25/2012	12	100.00
R15SC (Runway 15/33 Scappoose)	01	08/03/2000	AC	RUNWAY	P	0	110,000.00	07/25/2012	12	70.00
R15SC (Runway 15/33 Scappoose)	02	08/01/2000	AAC	RUNWAY	P	0	400,000.00	07/25/2012	12	75.00
T01SC (Taxiway 01 Scappoose)	01	08/02/1992	AC	TAXIWAY	S	0	20,673.00	07/25/2012	20	89.00
T01SC (Taxiway 01 Scappoose)	02	08/02/1992	AC	TAXIWAY	S	0	6,984.00	07/25/2012	20	85.00
T01SC (Taxiway 01 Scappoose)	03	08/02/2000	AC	TAXIWAY	S	0	19,044.00	07/25/2012	12	100.00
T01SC (Taxiway 01 Scappoose)	04	08/02/1992	AC	TAXIWAY	S	0	7,372.00	07/25/2012	20	87.00
T01SC (Taxiway 01 Scappoose)	05	08/02/1992	AC	TAXIWAY	S	0	7,275.00	07/25/2012	20	91.00
T01SC (Taxiway 01 Scappoose)	06	08/02/1992	AC	TAXIWAY	S	0	7,322.00	07/25/2012	20	89.00
T01SC (Taxiway 01 Scappoose)	07	08/02/1992	AC	TAXIWAY	S	0	7,471.00	07/25/2012	20	87.00
T02SC (Taxiway 02 Scappoose)	01	08/02/1992	AC	TAXIWAY	S	0	5,848.00	07/25/2012	20	84.00
T02SC (Taxiway 02 Scappoose)	02	08/02/1986	AC	TAXIWAY	S	0	15,744.00	07/25/2012	26	86.00
T02SC (Taxiway 02 Scappoose)	03	08/02/1992	AC	TAXIWAY	S	0	7,649.00	07/25/2012	20	91.00
T02SC (Taxiway 02 Scappoose)	04	08/02/1992	AC	TAXIWAY	S	0	7,649.00	07/25/2012	20	86.00
T02SC (Taxiway 02 Scappoose)	05	08/02/1986	AC	TAXIWAY	S	0	12,899.00	07/25/2012	26	84.00
T02SC (Taxiway 02 Scappoose)	06	08/02/1986	AC	TAXIWAY	S	0	12,899.00	07/25/2012	26	83.00
T02SC (Taxiway 02 Scappoose)	07	08/02/1986	AC	TAXIWAY	S	0	8,084.00	07/25/2012	26	85.00
T02SC (Taxiway 02 Scappoose)	08	08/02/1986	AC	TAXIWAY	S	0	8,084.00	07/25/2012	26	87.00

Section Condition Report

Pavement Database: ODOT2012 NetworkID: Scappoose

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
T02SC (Taxiway 02 Scappoose)	09	08/02/1986	AC	TAXIWAY	S	0	7,669.00	07/25/2012	26	84.00
T02SC (Taxiway 02 Scappoose)	10	08/02/1986	AC	TAXIWAY	S	0	8,098.00	07/25/2012	26	83.00
T03SC (Taxiway 03 Scappoose)	01	08/03/1965	AC	TAXIWAY	S	0	1,330.00	07/25/2012	47	80.00
T03SC (Taxiway 03 Scappoose)	02	08/03/1965	AC	TAXIWAY	S	0	1,971.00	07/25/2012	47	64.00
T04SC (Taxiway 04 Scappoose)	01	08/03/1965	AC	TAXIWAY	S	0	8,189.00	07/25/2012	47	22.00
T05SC (Taxiway 05 Scappoose)	01	08/02/1965	AC	TAXIWAY	S	0	4,425.00	07/25/2012	47	4.00
T06SC (Taxiway 06 Scappoose)	01	08/02/1965	AC	TAXIWAY	S	0	4,350.00	07/25/2012	47	44.00
TA1SC (Taxiway A1 Scappoose)	01	08/01/2000	AAC	TAXIWAY	P	0	1,654.00	07/25/2012	12	87.00
TA1SC (Taxiway A1 Scappoose)	02	08/03/1943	AC	TAXIWAY	P	0	30,550.00	07/25/2012	69	98.00
TA2SC (Taxiway A2 Scappoose)	01	08/01/2000	AAC	TAXIWAY	P	0	967.00	07/25/2012	12	88.00
TA2SC (Taxiway A2 Scappoose)	02	08/03/1994	AC	TAXIWAY	P	0	6,638.00	07/25/2012	18	71.00
TA2SC (Taxiway A2 Scappoose)	03	08/03/1994	AC	TAXIWAY	S	0	2,067.00	07/25/2012	18	100.00
TA3SC (Taxiway A3 Scappoose)	01	08/01/2000	AAC	TAXIWAY	P	0	1,720.00	07/25/2012	12	89.00
TA3SC (Taxiway A3 Scappoose)	02	08/03/1994	AC	TAXIWAY	P	0	6,914.00	07/25/2012	18	78.00
TA3SC (Taxiway A3 Scappoose)	03	08/03/1994	AC	TAXIWAY	S	0	1,459.00	07/25/2012	18	82.00
TA4SC (Taxiway A4 Scappoose)	01	08/01/2000	AAC	TAXIWAY	P	0	1,720.00	07/25/2012	12	89.00
TA4SC (Taxiway A4 Scappoose)	02	08/03/1994	AC	TAXIWAY	P	0	6,914.00	07/25/2012	18	82.00
TA5SC (Taxiway A5 Scappoose)	01	08/02/2000	AC	TAXIWAY	P	0	8,634.00	07/25/2012	12	80.00
TASC (Taxiway A Scappoose)	00	08/03/2000	AC	TAXIWAY	P	0	2,679.00	07/25/2012	12	94.00
TASC (Taxiway A Scappoose)	01	08/02/2000	AC	TAXIWAY	P	0	48,381.00	07/25/2012	12	93.00
TASC (Taxiway A Scappoose)	02	08/02/2000	AC	TAXIWAY	P	0	59,522.00	07/25/2012	12	93.00
TASC (Taxiway A Scappoose)	03	08/03/1994	AC	TAXIWAY	P	0	70,718.00	07/25/2012	18	85.00
TB1SC (Taxiway B1 Scappoose)	01	08/01/2000	AC	TAXIWAY	P	0	5,649.00	07/25/2012	12	84.00
TB2SC (Taxiway B2 Scappoose)	01	08/02/2000	AC	TAXIWAY	P	0	8,022.00	07/25/2012	12	86.00
TB4SC (Taxiway B4 Scappoose)	01	08/02/1985	AC	TAXIWAY	P	0	2,893.00	07/25/2012	27	92.00
TB4SC (Taxiway B4 Scappoose)	02	08/02/2000	AC	TAXIWAY	P	0	515.00	07/25/2012	12	71.00

Section Condition Report

Pavement Database: ODOT2012 NetworkID: Scappoose

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TB4SC (Taxiway B4 Scappoose)	03	08/02/1965	AC	TAXIWAY	P	0	3,810.00	07/25/2012	47	78.00
TB4SC (Taxiway B4 Scappoose)	04	08/01/2000	AC	TAXIWAY	P	0	3,048.00	07/25/2012	12	95.00
TB5SC (Taxiway B5 Scappoose)	01	08/01/2000	AC	TAXIWAY	P	0	4,325.00	07/25/2012	12	100.00
TB5SC (Taxiway B5 Scappoose)	02	08/01/2000	AC	TAXIWAY	P	0	2,399.00	07/25/2012	12	100.00
TBSC (Taxiway B Scappoose)	00	08/03/2000	AC	TAXIWAY	P	0	2,644.00	07/25/2012	12	94.00
TBSC (Taxiway B Scappoose)	01	08/02/2000	AC	TAXIWAY	P	0	42,420.00	07/25/2012	12	93.00
TBSC (Taxiway B Scappoose)	02	08/01/2000	AC	TAXIWAY	P	0	3,888.00	07/25/2012	12	100.00
TBSC (Taxiway B Scappoose)	03	08/03/1965	AC	TAXIWAY	P	0	75,510.00	07/25/2012	47	81.00
TBSC (Taxiway B Scappoose)	04	08/02/1965	AC	TAXIWAY	P	0	84,787.00	07/25/2012	47	72.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
11-15	**12.00**	**738,337.01**	**22**	**89.68**	**9.10**	**79.81**
16-20	**19.00**	**237,966.01**	**18**	**84.17**	**8.04**	**82.93**
26-30	**26.22**	**219,370.00**	**9**	**84.89**	**3.33**	**81.69**
over 40	**50.67**	**264,009.01**	**12**	**64.08**	**29.50**	**76.46**
All	**23.77**	**1,459,682.02**	**61**	**82.31**	**17.23**	**80.00**

Appendix 3
Network Maintenance Report

Network Maintenance Report
Scappoose Industrial Airpark

Network	Branch	Section	Distress	Severity	Action	Maint. Quantity	Unit	Unit Cost	Work Cost	Total Cost
Scappoose	A01SC	1	L & T CR	L	Crack Sealing - AC	34	Ft	$0.75	$25.82	$25.82
Scappoose	A01SC	2	BLOCK CR	L	Crack Sealing - AC	3,168	Ft	$0.75	$2,375.58	$2,375.58
Scappoose	A02SC	1	BLOCK CR	L	Crack Sealing - AC	8,717	Ft	$0.75	$6,537.88	$8,395.43
Scappoose	A02SC	1	L & T CR	L	Crack Sealing - AC	486	Ft	$0.75	$364.65	
Scappoose	A02SC	1	L & T CR	M	Crack Sealing - AC	1,991	Ft	$0.75	$1,492.90	
Scappoose	A03SC	1	BLOCK CR	L	Crack Sealing - AC	2,975	Ft	$0.75	$2,231.13	$2,946.30
Scappoose	A03SC	1	L & T CR	M	Crack Sealing - AC	307	Ft	$0.75	$230.54	
Scappoose	A03SC	1	L & T CR	L	Crack Sealing - AC	646	Ft	$0.75	$484.63	
Scappoose	A04SC	1	BLOCK CR	M	Crack Sealing - AC	3,048	Ft	$0.75	$2,285.97	$2,607.38
Scappoose	A04SC	1	BLOCK CR	L	Crack Sealing - AC	429	Ft	$0.75	$321.41	
Scappoose	AH15ASC	1	L & T CR	L	Crack Sealing - AC	270	Ft	$0.75	$202.50	$587.25
Scappoose	AH15BSC	1	L & T CR	L	Crack Sealing - AC	513	Ft	$0.75	$384.75	
Scappoose	AH33ASC	1	L & T CR	L	Crack Sealing - AC	120	Ft	$0.75	$90.00	$90.00
Scappoose	R15SC	1	L & T CR	M	Crack Sealing - AC	3,775	Ft	$0.75	$2,831.37	$6,791.32
Scappoose	R15SC	1	L & T CR	L	Crack Sealing - AC	5,280	Ft	$0.75	$3,959.95	
Scappoose	R15SC	2	L & T CR	L	Crack Sealing - AC	24,000	Ft	$0.75	$17,999.78	$27,489.66
Scappoose	R15SC	2	L & T CR	M	Crack Sealing - AC	12,653	Ft	$0.75	$9,489.88	
Scappoose	T01SC	1	L & T CR	L	Crack Sealing - AC	694	Ft	$0.75	$520.74	$520.74
Scappoose	T01SC	2	L & T CR	M	Crack Sealing - AC	123	Ft	$0.75	$92.25	$92.25
Scappoose	T01SC	4	L & T CR	M	Crack Sealing - AC	96	Ft	$0.75	$72.00	$72.00
Scappoose	T01SC	5	L & T CR	M	Crack Sealing - AC	41	Ft	$0.75	$30.75	$30.75
Scappoose	T01SC	6	L & T CR	M	Crack Sealing - AC	72	Ft	$0.75	$54.00	$54.00
Scappoose	T01SC	7	L & T CR	M	Crack Sealing - AC	103	Ft	$0.75	$77.25	$77.25
Scappoose	T02SC	1	L & T CR	M	Crack Sealing - AC	36	Ft	$0.75	$27.00	$177.00
Scappoose	T02SC	1	L & T CR	L	Crack Sealing - AC	200	Ft	$0.75	$150.00	
Scappoose	T02SC	2	L & T CR	L	Crack Sealing - AC	405	Ft	$0.75	$303.80	$352.18
Scappoose	T02SC	2	L & T CR	M	Crack Sealing - AC	65	Ft	$0.75	$48.38	
Scappoose	T02SC	3	L & T CR	L	Crack Sealing - AC	210	Ft	$0.75	$157.50	$157.50
Scappoose	T02SC	4	L & T CR	M	Crack Sealing - AC	15	Ft	$0.75	$11.25	$210.75
Scappoose	T02SC	4	L & T CR	L	Crack Sealing - AC	266	Ft	$0.75	$199.50	

Network Maintenance Report
Scappoose Industrial Airpark

Network	Branch	Section	Distress	Severity	Action	Maint. Quantity	Unit	Unit Cost	Work Cost	Total Cost
Scappoose	T02SC	5	L & T CR	M	Crack Sealing - AC	202	Ft	$0.75	$151.49	$226.48
Scappoose	T02SC	5	L & T CR	L	Crack Sealing - AC	100	Ft	$0.75	$74.99	
Scappoose	T02SC	6	L & T CR	L	Crack Sealing - AC	110	Ft	$0.75	$82.49	$260.97
Scappoose	T02SC	6	L & T CR	M	Crack Sealing - AC	238	Ft	$0.75	$178.48	
Scappoose	T02SC	7	L & T CR	L	Crack Sealing - AC	190	Ft	$0.75	$142.50	$178.50
Scappoose	T02SC	7	L & T CR	M	Crack Sealing - AC	48	Ft	$0.75	$36.00	
Scappoose	T02SC	8	L & T CR	M	Crack Sealing - AC	80	Ft	$0.75	$60.00	$114.00
Scappoose	T02SC	8	L & T CR	L	Crack Sealing - AC	72	Ft	$0.75	$54.00	
Scappoose	T02SC	9	L & T CR	L	Crack Sealing - AC	90	Ft	$0.75	$67.50	$162.00
Scappoose	T02SC	9	L & T CR	M	Crack Sealing - AC	126	Ft	$0.75	$94.50	
Scappoose	T02SC	10	L & T CR	L	Crack Sealing - AC	30	Ft	$0.75	$22.50	$127.50
Scappoose	T02SC	10	L & T CR	M	Crack Sealing - AC	140	Ft	$0.75	$105.00	
Scappoose	T03SC	1	BLOCK CR	M	Crack Sealing - AC	2	Ft	$0.75	$1.83	$52.83
Scappoose	T03SC	1	L & T CR	L	Crack Sealing - AC	68	Ft	$0.75	$51.00	
Scappoose	T03SC	2	BLOCK CR	L	Crack Sealing - AC	601	Ft	$0.75	$450.57	$450.57
Scappoose	T04SC	1	BLOCK CR	M	Crack Sealing - AC	2,496	Ft	$0.75	$1,871.98	$1,871.98
Scappoose	T05SC	1	BLOCK CR	M	Crack Sealing - AC	701	Ft	$0.75	$525.77	$22,262.58
Scappoose	T05SC	1	ALLIGATOR CR	M	Patching - AC Deep	1,449	SqFt	$15.00	$21,736.81	
Scappoose	T06SC	1	ALLIGATOR CR	M	Patching - AC Deep	374	SqFt	$15.00	$5,605.71	$5,605.71
Scappoose	TA1SC	1	L & T CR	L	Crack Sealing - AC	73	Ft	$0.75	$54.75	$54.75
Scappoose	TA1SC	2	L & T CR	L	Crack Sealing - AC	30	Ft	$0.75	$22.51	$22.51
Scappoose	TA2SC	1	L & T CR	L	Crack Sealing - AC	36	Ft	$0.75	$27.00	$27.00
Scappoose	TA2SC	2	L & T CR	L	Crack Sealing - AC	32	Ft	$0.75	$24.00	$1,124.90
Scappoose	TA2SC	2	ALLIGATOR CR	M	Patching - AC Deep	73	SqFt	$15.00	$1,100.90	
Scappoose	TA3SC	1	L & T CR	L	Crack Sealing - AC	60	Ft	$0.75	$45.00	$45.00
Scappoose	TA3SC	2	L & T CR	M	Crack Sealing - AC	170	Ft	$0.75	$127.50	$172.50
Scappoose	TA3SC	2	L & T CR	L	Crack Sealing - AC	60	Ft	$0.75	$45.00	
Scappoose	TA3SC	3	L & T CR	M	Crack Sealing - AC	21	Ft	$0.75	$15.75	$34.50
Scappoose	TA3SC	3	L & T CR	L	Crack Sealing - AC	25	Ft	$0.75	$18.75	
Scappoose	TA4SC	1	L & T CR	L	Crack Sealing - AC	60	Ft	$0.75	$45.00	$45.00

Network Maintenance Report
Scappoose Industrial Airpark

Network	Branch	Section	Distress	Severity	Action	Maint. Quantity	Unit	Unit Cost	Work Cost	Total Cost
Scappoose	TA4SC	2	L & T CR	M	Crack Sealing - AC	110	Ft	$0.75	$82.50	$114.00
Scappoose	TA4SC	2	L & T CR	L	Crack Sealing - AC	42	Ft	$0.75	$31.50	
Scappoose	TA5SC	1	L & T CR	L	Crack Sealing - AC	223	Ft	$0.75	$167.25	$285.75
Scappoose	TA5SC	1	L & T CR	M	Crack Sealing - AC	158	Ft	$0.75	$118.50	
Scappoose	TASC	0	L & T CR	L	Crack Sealing - AC	38	Ft	$0.75	$28.50	$28.50
Scappoose	TASC	1	L & T CR	L	Crack Sealing - AC	922	Ft	$0.75	$691.15	$691.15
Scappoose	TASC	2	L & T CR	L	Crack Sealing - AC	1,046	Ft	$0.75	$784.14	$784.14
Scappoose	TASC	3	L & T CR	M	Crack Sealing - AC	562	Ft	$0.75	$421.78	$1,237.55
Scappoose	TASC	3	L & T CR	L	Crack Sealing - AC	1,088	Ft	$0.75	$815.77	
Scappoose	TB1SC	1	L & T CR	M	Crack Sealing - AC	16	Ft	$0.75	$12.00	$162.00
Scappoose	TB1SC	1	L & T CR	L	Crack Sealing - AC	200	Ft	$0.75	$150.00	
Scappoose	TB2SC	1	L & T CR	M	Crack Sealing - AC	49	Ft	$0.75	$36.75	$192.75
Scappoose	TB2SC	1	L & T CR	L	Crack Sealing - AC	208	Ft	$0.75	$156.00	
Scappoose	TB4SC	1	L & T CR	L	Crack Sealing - AC	68	Ft	$0.75	$51.00	$51.00
Scappoose	TB4SC	2	L & T CR	L	Crack Sealing - AC	76	Ft	$0.75	$57.00	$57.00
Scappoose	TB4SC	3	L & T CR	L	Crack Sealing - AC	200	Ft	$0.75	$150.00	$216.00
Scappoose	TB4SC	3	L & T CR	M	Crack Sealing - AC	88	Ft	$0.75	$66.00	
Scappoose	TB4SC	4	L & T CR	L	Crack Sealing - AC	36	Ft	$0.75	$27.00	$27.00
Scappoose	TBSC	0	L & T CR	L	Crack Sealing - AC	36	Ft	$0.75	$27.00	$27.00
Scappoose	TBSC	1	L & T CR	L	Crack Sealing - AC	859	Ft	$0.75	$644.49	$644.49
Scappoose	TBSC	3	L & T CR	M	Crack Sealing - AC	1,252	Ft	$0.75	$939.14	$2,378.53
Scappoose	TBSC	3	L & T CR	L	Crack Sealing - AC	1,919	Ft	$0.75	$1,439.39	
Scappoose	TBSC	4	BLOCK CR	M	Crack Sealing - AC	2,154	Ft	$0.75	$1,615.17	$6,787.65
Scappoose	TBSC	4	BLOCK CR	L	Crack Sealing - AC	4,307	Ft	$0.75	$3,230.35	
Scappoose	TBSC	4	L & T CR	L	Crack Sealing - AC	1,120	Ft	$0.75	$839.91	
Scappoose	TBSC	4	L & T CR	M	Crack Sealing - AC	1,470	Ft	$0.75	$1,102.22	
									TOTAL	**$92,870.34**

Appendix 4
Re-Inspection Report

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: A01SC Name: Apron 01 Scappoose Use: APRON Area: 39,080.00SqFt

Section: 01 of 2 From: Taxiway A1 To: Section 02 Last Const.: 08/03/1943
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: S
Area: 28,688.00SqFt Length: 187.00Ft Width: 154.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 6 Surveyed: 3
Conditions: PCI : 97

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 97
48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 97
48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 98
48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: A01SC Name: Apron 01 Scappoose Use: APRON Area: 39,080.00SqFt

Section: 02 of 2 From: Section 01 To: FBO/Fuel Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: S
Area: 10,392.00SqFt Length: 137.00Ft Width: 76.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 3 Surveyed: 2
Conditions: PCI : 64

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 64
43 BLOCK CRACKING L 5,000.00 SqFt

Sample Number: 02 Type: R Area: 2,600.00SqFt PCI = 64
43 BLOCK CRACKING L 2,600.00 SqFt

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: A02SC Name: Apron 02 Scappoose Use: APRON Area: 143,000.00SqFt

Section: 01 of 1 From: Taxiway B4 To: FBO Hangar Last Const.: 08/02/1985
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: P
Area: 143,000.00SqFt Length: 440.00Ft Width: 325.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 29 Surveyed: 5
Conditions: PCI : 80

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 94
48 LONGITUDINAL/TRANSVERSE CRACKING M 12.00 Ft

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 78
48 LONGITUDINAL/TRANSVERSE CRACKING M 186.00 Ft

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 64
43 BLOCK CRACKING L 5,000.00 SqFt

Sample Number: 20 Type: R Area: 5,000.00SqFt PCI = 83
48 LONGITUDINAL/TRANSVERSE CRACKING L 53.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING M 60.00 Ft

Sample Number: 24 Type: R Area: 5,000.00SqFt PCI = 81
48 LONGITUDINAL/TRANSVERSE CRACKING M 90.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING L 32.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: A03SC Name: Apron 03 Scappoose Use: APRON Area: 48,096.00SqFt

Section: 01 of 1 From: Taxiway A3 To: Taxiway A2 Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: S
Area: 48,096.00SqFt Length: 565.00Ft Width: 110.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 10 Surveyed: 4
Conditions: PCI : 77

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	32.00 Ft

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 64

48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00 Ft
43	BLOCK CRACKING	L	3,100.00 SqFt

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 83

48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	63.00 Ft

Sample Number: 05 Type: R Area: 6,436.00SqFt PCI = 74

43	BLOCK CRACKING	L	1,250.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	42.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: A04SC Name: Apron 04 Scappoose Use: APRON Area: 11,406.00SqFt

Section: 01 of 1 From: Taxiway)3 To: Taxiway 03 Last Const.: 08/03/1965
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: S
Area: 11,406.00SqFt Length: 140.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 45

Sample Number: 01 Type: R Area: 5,435.00SqFt PCI = 44

43	BLOCK CRACKING	M	5,000.00 SqFt
43	BLOCK CRACKING	L	435.00 SqFt

Sample Number: 02 Type: R Area: 5,971.00SqFt PCI = 45

43	BLOCK CRACKING	M	5,000.00 SqFt
43	BLOCK CRACKING	L	971.00 SqFt

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: AH15ASC Name: Hold Apron 15/A Scappoose Use: APRON Area: 6,525.00SqFt

Section: 01 of 1 From: Taxiway A1 To: Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: P
Area: 6,525.00SqFt Length: 100.00Ft Width: 62.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 87

Sample Number: 01 Type: R Area: 6,525.00SqFt PCI = 87

48	LONGITUDINAL/TRANSVERSE CRACKING	L	270.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: AH15BSC Name: Hold Apron 15/B Scappoose Use: APRON Area: 8,993.00SqFt

Section: 01 of 1 From: North End Taxiway B To: Last Const.: 08/02/1965
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: P
Area: 8,993.00SqFt Length: 160.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 84

Sample Number: 01 Type: R Area: 4,593.00SqFt PCI = 84
48 LONGITUDINAL/TRANSVERSE CRACKING L 248.00 Ft

Sample Number: 02 Type: R Area: 4,400.00SqFt PCI = 83
48 LONGITUDINAL/TRANSVERSE CRACKING L 265.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: AH33ASC Name: Hold Apron 33/A Scappoose Use: APRON Area: 5,573.00SqFt

Section: 01 of 1 From: South End Taxiway A To: Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: P
Area: 5,573.00SqFt Length: 150.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 92

Sample Number: 01 Type: R Area: 5,573.00SqFt PCI = 92

48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: AH33BSC Name: Hold Apron 33/B Scappoose Use: APRON Area: 5,533.00SqFt

Section: 01 of 1 From: South End Taxiway B To: Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-AP-2012 Zone: KSPB Category: E Rank: P
Area: 5,533.00SqFt Length: 150.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 100

Sample Number: 01 Type: R Area: 5,533.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: R15SC Name: Runway 15/33 Scappoose Use: RUNWAY Area: 510,000.00SqFt

Section: 01 of 2 From: Runway 33 End To: Section 02 Last Const.: 08/03/2000
Surface: AC Family: OR-Cat2-AC-Central-RW-2012 Zone: KSPB Category: E Rank: P
Area: 110,000.00SqFt Length: 1,100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 22 Surveyed: 5
Conditions: PCI : 70

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

41	ALLIGATOR CRACKING	L	300.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	107.00 Ft

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 69

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	254.00 Ft

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 75

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	162.00 Ft

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 74

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	175.00 Ft

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 75

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	160.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: R15SC Name: Runway 15/33 Scappoose Use: RUNWAY Area: 510,000.00SqFt

Section: 02 of 2 From: Section 01 To: Runway 15 End Last Const.: 08/01/2000
Surface: AAC Family: OR-Cat2-AAC-Central-RW-2012 Zone: KSPB Category: E Rank: P
Area: 400,000.00SqFt Length: 4,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 80 Surveyed: 6
Conditions: PCI : 75

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 74
48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING M 168.00 Ft

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 74
48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING M 179.00 Ft

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 76
48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING M 146.00 Ft

Sample Number: 40 Type: R Area: 5,000.00SqFt PCI = 73
48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING M 192.00 Ft

Sample Number: 62 Type: R Area: 5,000.00SqFt PCI = 77
48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING M 128.00 Ft

Sample Number: 72 Type: R Area: 5,000.00SqFt PCI = 77
48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING M 136.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T01SC Name: Taxiway 01 Scappoose Use: TAXIWAY Area: 76,141.00SqFt

Section: 01 of 7 From: Taxiway B To: SW Hangar Taxiways Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 20,673.00SqFt Length: 560.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 4 Surveyed: 3
Conditions: PCI : 89

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 92
48 LONGITUDINAL/TRANSVERSE CRACKING L 124.00 Ft

Sample Number: 03 Type: R Area: 5,250.00SqFt PCI = 90
48 LONGITUDINAL/TRANSVERSE CRACKING L 160.00 Ft

Sample Number: 04 Type: R Area: 4,923.00SqFt PCI = 86
48 LONGITUDINAL/TRANSVERSE CRACKING L 234.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T01SC Name: Taxiway 01 Scappoose Use: TAXIWAY Area: 76,141.00SqFt

Section: 02 of 7 From: Section 01 To: Hangars Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 6,984.00SqFt Length: 325.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 85

Sample Number: 01 Type: R Area: 6,984.00SqFt PCI = 85

48	LONGITUDINAL/TRANSVERSE CRACKING	M	123.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T01SC Name: Taxiway 01 Scappoose Use: TAXIWAY Area: 76,141.00SqFt

Section: 03 of 7 From: Section 01 To: Hangars Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 19,044.00SqFt Length: 325.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 3 Surveyed: 2
Conditions: PCI : 100

Sample Number: 01 Type: R Area: 5,544.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 02 Type: R Area: 6,000.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T01SC Name: Taxiway 01 Scappoose Use: TAXIWAY Area: 76,141.00SqFt

Section: 04 of 7 From: Section 01 To: Hangars Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 7,372.00SqFt Length: 325.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 87

Sample Number: 01 Type: R Area: 4,000.00SqFt PCI = 89
48 LONGITUDINAL/TRANSVERSE CRACKING M 40.00 Ft

Sample Number: 02 Type: R Area: 3,372.00SqFt PCI = 86
48 LONGITUDINAL/TRANSVERSE CRACKING M 56.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T01SC Name: Taxiway 01 Scappoose Use: TAXIWAY Area: 76,141.00SqFt

Section: 05 of 7 From: Section 01 To: Hangars Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 7,275.00SqFt Length: 325.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 91

Sample Number: 01 Type: R Area: 4,000.00SqFt PCI = 92

48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00 Ft

Sample Number: 02 Type: R Area: 3,275.00SqFt PCI = 91

48	LONGITUDINAL/TRANSVERSE CRACKING	M	21.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T01SC Name: Taxiway 01 Scappoose Use: TAXIWAY Area: 76,141.00SqFt

Section: 06 of 7 From: Section 01 To: Hangars Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 7,322.00SqFt Length: 325.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 89

Sample Number: 01 Type: R Area: 4,000.00SqFt PCI = 89
48 LONGITUDINAL/TRANSVERSE CRACKING M 40.00 Ft

Sample Number: 02 Type: R Area: 3,322.00SqFt PCI = 89
48 LONGITUDINAL/TRANSVERSE CRACKING M 32.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T01SC Name: Taxiway 01 Scappoose Use: TAXIWAY Area: 76,141.00SqFt

Section: 07 of 7 From: Section 01 To: Hangars Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 7,471.00SqFt Length: 325.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 87

Sample Number: 01 Type: R Area: 4,000.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00 Ft

Sample Number: 02 Type: R Area: 3,471.00SqFt PCI = 88

48	LONGITUDINAL/TRANSVERSE CRACKING	M	43.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 01 of 10 From: Section 02 To: NW Hangar Taxiways Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 5,848.00SqFt Length: 130.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 84

Sample Number: 01 Type: R Area: 5,848.00SqFt PCI = 84

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	36.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 02 of 10 From: Taxiway B To: NW Hangar Taxiways Last Const.: 08/02/1986
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 15,744.00SqFt Length: 425.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 3 Surveyed: 2
Conditions: PCI : 86

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	32.00 Ft

Sample Number: 03 Type: R Area: 5,244.00SqFt PCI = 85

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	11.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 03 of 10 From: Section 01 To: Hangars Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 7,649.00SqFt Length: 350.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 91

Sample Number: 01 Type: R Area: 3,649.00SqFt PCI = 91
48 LONGITUDINAL/TRANSVERSE CRACKING L 90.00 Ft

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 90
48 LONGITUDINAL/TRANSVERSE CRACKING L 120.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 04 of 10 From: Section 01 To: Hangars Last Const.: 08/02/1992
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 7,649.00SqFt Length: 350.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 86

Sample Number: 01 Type: R Area: 3,649.00SqFt PCI = 89

48	LONGITUDINAL/TRANSVERSE CRACKING	L	116.00 Ft

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 83

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	15.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 05 of 10 From: Section 02 To: Hangars Last Const.: 08/02/1986
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 12,899.00SqFt Length: 350.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 84

Sample Number: 01 Type: R Area: 5,900.00SqFt PCI = 82

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	82.00 Ft

Sample Number: 02 Type: R Area: 7,000.00SqFt PCI = 85

48	LONGITUDINAL/TRANSVERSE CRACKING	M	120.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 06 of 10 From: Section 02 To: Hangars Last Const.: 08/02/1986
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 12,899.00SqFt Length: 350.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 83

Sample Number: 01 Type: R Area: 5,900.00SqFt PCI = 82

48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	78.00 Ft

Sample Number: 02 Type: R Area: 7,000.00SqFt PCI = 83

48	LONGITUDINAL/TRANSVERSE CRACKING	M	160.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 07 of 10 From: Section 02 To: Hangars Last Const.: 08/02/1986
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 8,084.00SqFt Length: 350.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 85

Sample Number: 01 Type: R Area: 4,084.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	16.00 Ft

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 85

48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	32.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 08 of 10 From: Section 02 To: Hangars Last Const.: 08/02/1986
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 8,084.00SqFt Length: 350.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 87

Sample Number: 01 Type: R Area: 4,084.00SqFt PCI = 87

48	LONGITUDINAL/TRANSVERSE CRACKING	L	72.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00 Ft

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 09 of 10 From: Section 02 To: Hangars Last Const.: 08/02/1986
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 7,669.00SqFt Length: 340.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 84

Sample Number: 01 Type: R Area: 3,669.00SqFt PCI = 83

48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.00 Ft

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 84

48	LONGITUDINAL/TRANSVERSE CRACKING	M	86.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T02SC Name: Taxiway 02 Scappoose Use: TAXIWAY Area: 94,623.00SqFt

Section: 10 of 10 From: Section 02 To: Hangars Last Const.: 08/02/1986
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 8,098.00SqFt Length: 340.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 83

Sample Number: 01 Type: R Area: 4,098.00SqFt PCI = 80

48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T03SC Name: Taxiway 03 Scappoose Use: TAXIWAY Area: 3,301.00SqFt

Section: 01 of 2 From: Taxiway B To: Apron 04 Last Const.: 08/03/1965
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 1,330.00SqFt Length: 40.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 80

Sample Number: 01 Type: R Area: 1,330.00SqFt PCI = 80

48	LONGITUDINAL/TRANSVERSE CRACKING	L	68.00 Ft
43	BLOCK CRACKING	M	8.00 SqFt

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T03SC Name: Taxiway 03 Scappoose Use: TAXIWAY Area: 3,301.00SqFt

Section: 02 of 2 From: Taxiway B To: Arpon 04 Last Const.: 08/03/1965
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 1,971.00SqFt Length: 40.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 64

Sample Number: 01 Type: R Area: 1,971.00SqFt PCI = 64

43 BLOCK CRACKING	L	1,971.00 SqFt

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T04SC Name: Taxiway 04 Scappoose Use: TAXIWAY Area: 8,189.00SqFt

Section: 01 of 1 From: Apron 03 To: Taxiway A1 Last Const.: 08/03/1965
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 8,189.00SqFt Length: 250.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 22

Sample Number: 01 Type: R Area: 4,502.00SqFt PCI = 22

52	RAVELING	M	4,502.00 SqFt
43	BLOCK CRACKING	M	4,502.00 SqFt
57	WEATHERING	L	4,502.00 SqFt

Sample Number: 02 Type: R Area: 3,686.00SqFt PCI = 22

52	RAVELING	M	3,686.00 SqFt
43	BLOCK CRACKING	M	3,686.00 SqFt
57	WEATHERING	L	3,686.00 SqFt

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T05SC Name: Taxiway 05 Scappoose Use: TAXIWAY Area: 4,425.00SqFt

Section: 01 of 1 From: Apron 03 To: Hangars Last Const.: 08/02/1965
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 4,425.00SqFt Length: 295.00Ft Width: 15.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 4

Sample Number: 01 Type: R Area: 4,425.00SqFt PCI = 4

52	RAVELING	M	4,425.00 SqFt
41	ALLIGATOR CRACKING	M	1,300.00 SqFt
45	DEPRESSION	L	86.00 SqFt
43	BLOCK CRACKING	M	2,300.00 SqFt

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: T06SC Name: Taxiway 06 Scappoose Use: TAXIWAY Area: 4,350.00SqFt

Section: 01 of 1 From: Apron 03 To: Hangars Last Const.: 08/02/1965
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 4,350.00SqFt Length: 290.00Ft Width: 15.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 44

Sample Number: 01 Type: R Area: 4,350.00SqFt PCI = 44

52	RAVELING	M	300.00 SqFt
41	ALLIGATOR CRACKING	M	300.00 SqFt

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA1SC Name: Taxiway A1 Scappoose Use: TAXIWAY Area: 32,204.00SqFt

Section: 01 of 2 From: Runway 15 End (North) To: Section 02 Last Const.: 08/01/2000
Surface: AAC Family: OR-Cat2-AAC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 1,654.00SqFt Length: 75.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 87

Sample Number: 01 Type: R Area: 1,654.00SqFt PCI = 87

48	LONGITUDINAL/TRANSVERSE CRACKING	L	73.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA1SC Name: Taxiway A1 Scappoose Use: TAXIWAY Area: 32,204.00SqFt

Section: 02 of 2 From: Section 01 To: Apron 01 Last Const.: 08/03/1943
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 30,550.00SqFt Length: 545.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 6 Surveyed: 3
Conditions: PCI : 98

Sample Number: 03 Type: R Area: 5,321.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 04 Type: R Area: 4,961.00SqFt PCI = 97
48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft

Sample Number: 05 Type: R Area: 4,984.00SqFt PCI = 97
48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA2SC Name: Taxiway A2 Scappoose Use: TAXIWAY Area: 9,672.00SqFt

Section: 01 of 3 From: Runway 15/33 To: Section 02 Last Const.: 08/01/2000
Surface: AAC Family: OR-Cat2-AAC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 967.00SqFt Length: 20.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 88

Sample Number: 01 Type: R Area: 967.00SqFt PCI = 88

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA2SC Name: Taxiway A2 Scappoose Use: TAXIWAY Area: 9,672.00SqFt

Section: 02 of 3 From: Section 01 To: Taxiway A Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 6,638.00SqFt Length: 152.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 71

Sample Number: 01 Type: R Area: 6,638.00SqFt PCI = 71

41	ALLIGATOR CRACKING	M	43.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA2SC Name: Taxiway A2 Scappoose Use: TAXIWAY Area: 9,672.00SqFt

Section: 03 of 3 From: Taxiway A To: Apron 03 Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 2,067.00SqFt Length: 70.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 100

Sample Number: 01 Type: R Area: 2,067.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA3SC Name: Taxiway A3 Scappoose Use: TAXIWAY Area: 10,093.00SqFt

Section: 01 of 3 From: Runway 15/33 To: Section 02 Last Const.: 08/01/2000
Surface: AAC Family: OR-Cat2-AAC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 1,720.00SqFt Length: 20.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 89

Sample Number: 01 Type: R Area: 1,720.00SqFt PCI = 89

48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA3SC Name: Taxiway A3 Scappoose Use: TAXIWAY Area: 10,093.00SqFt

Section: 02 of 3 From: Section 01 To: Taxiway A Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 6,914.00SqFt Length: 152.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 78

Sample Number: 01 Type: R Area: 6,914.00SqFt PCI = 78

48	LONGITUDINAL/TRANSVERSE CRACKING	M	170.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA3SC Name: Taxiway A3 Scappoose Use: TAXIWAY Area: 10,093.00SqFt

Section: 03 of 3 From: Taxiway A To: Apron 03 Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: S
Area: 1,459.00SqFt Length: 40.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 82

Sample Number: 01 Type: R Area: 1,459.00SqFt PCI = 82

48	LONGITUDINAL/TRANSVERSE CRACKING	M	21.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	25.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA4SC Name: Taxiway A4 Scappoose Use: TAXIWAY Area: 8,634.00SqFt

Section: 01 of 2 From: Runway 15/33 To: Section 02 Last Const.: 08/01/2000
Surface: AAC Family: OR-Cat2-AAC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 1,720.00SqFt Length: 20.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 89

Sample Number: 01 Type: R Area: 1,720.00SqFt PCI = 89

48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA4SC Name: Taxiway A4 Scappoose Use: TAXIWAY Area: 8,634.00SqFt

Section: 02 of 2 From: Section 01 To: Taxiway A Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 6,914.00SqFt Length: 152.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 82

Sample Number: 01 Type: R Area: 6,914.00SqFt PCI = 82

48	LONGITUDINAL/TRANSVERSE CRACKING	M	110.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	42.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TA5SC Name: Taxiway A5 Scappoose Use: TAXIWAY Area: 8,634.00SqFt

Section: 01 of 1 From: Runway 15/34 To: Taxiway A Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 8,634.00SqFt Length: 172.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 80

Sample Number: 01 Type: R Area: 4,317.00SqFt PCI = 76

48	LONGITUDINAL/TRANSVERSE CRACKING	M	118.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	91.00 Ft

Sample Number: 02 Type: R Area: 4,317.00SqFt PCI = 84

48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	132.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TASC Name: Taxiway A Scappoose Use: TAXIWAY Area: 181,300.00SqFt

Section: 00 of 4 From: Runway 33 End To: Section 01 Last Const.: 08/03/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 2,679.00SqFt Length: 58.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 94

Sample Number: 01 Type: R Area: 2,679.00SqFt PCI = 94

48	LONGITUDINAL/TRANSVERSE CRACKING	L	38.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TASC Name: Taxiway A Scappoose Use: TAXIWAY Area: 181,300.00SqFt

Section: 01 of 4 From: Section 00 To: Taxiway A5 Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 48,381.00SqFt Length: 1,382.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 9 Surveyed: 4
Conditions: PCI : 93

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Sample Number: 04 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Sample Number: 06 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Sample Number: 08 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TASC Name: Taxiway A Scappoose Use: TAXIWAY Area: 181,300.00SqFt

Section: 02 of 4 From: Taxiway A5 To: Taxiway A4 Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 59,522.00SqFt Length: 1,700.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 11 Surveyed: 4
Conditions: PCI : 93

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Sample Number: 05 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Sample Number: 08 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Sample Number: 11 Type: R Area: 7,022.00SqFt PCI = 94
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TASC Name: Taxiway A Scappoose Use: TAXIWAY Area: 181,300.00SqFt

Section: 03 of 4 From: Taxiway A4 To: Taxiway A1 Last Const.: 08/03/1994
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 70,718.00SqFt Length: 1,983.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 13 Surveyed: 4
Conditions: PCI : 85

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 87

48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	26.00 Ft

Sample Number: 05 Type: R Area: 5,250.00SqFt PCI = 85

48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	44.00 Ft

Sample Number: 08 Type: R Area: 5,250.00SqFt PCI = 84

48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	53.00 Ft

Sample Number: 13 Type: R Area: 5,250.00SqFt PCI = 85

48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	44.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TB1SC Name: Taxiway B1 Scappoose Use: TAXIWAY Area: 5,649.00SqFt

Section: 01 of 1 From: Taxiway B To: Runway 15 End (North) Last Const.: 08/01/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 5,649.00SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 84

Sample Number: 01 Type: R Area: 5,649.00SqFt PCI = 84

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	16.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TB2SC Name: Taxiway B2 Scappoose Use: TAXIWAY Area: 8,022.00SqFt

Section: 01 of 1 From: Taxiway B To: Runway 15/33 Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 8,022.00SqFt Length: 155.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 2 Surveyed: 2
Conditions: PCI : 86

Sample Number: 01 Type: R Area: 4,011.00SqFt PCI = 85

48	LONGITUDINAL/TRANSVERSE CRACKING	L	98.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	28.00 Ft

Sample Number: 02 Type: R Area: 4,011.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	21.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TB4SC Name: Taxiway B4 Scappoose Use: TAXIWAY Area: 10,266.00SqFt

Section: 01 of 4 From: Apron 02 To: Taxiway B Last Const.: 08/02/1985
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 2,893.00SqFt Length: 75.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 92

Sample Number: 01 Type: R Area: 2,893.00SqFt PCI = 92

48	LONGITUDINAL/TRANSVERSE CRACKING	L	68.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TB4SC Name: Taxiway B4 Scappoose Use: TAXIWAY Area: 10,266.00SqFt

Section: 02 of 4 From: Taxiway B To: Section 03 Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 515.00SqFt Length: 55.00Ft Width: 12.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 71

Sample Number: 01 Type: R Area: 515.00SqFt PCI = 71

48	LONGITUDINAL/TRANSVERSE CRACKING	L	76.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TB4SC Name: Taxiway B4 Scappoose Use: TAXIWAY Area: 10,266.00SqFt

Section: 03 of 4 From: Taxiway B To: Section 04 Last Const.: 08/02/1965
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 3,810.00SqFt Length: 105.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 78

Sample Number: 01 Type: R Area: 3,810.00SqFt PCI = 78

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	88.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TB4SC Name: Taxiway B4 Scappoose Use: TAXIWAY Area: 10,266.00SqFt

Section: 04 of 4 From: Section 03 To: Runway 15/33 Last Const.: 08/01/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 3,048.00SqFt Length: 50.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 95

Sample Number: 01 Type: R Area: 3,048.00SqFt PCI = 95

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TB5SC Name: Taxiway B5 Scappoose Use: TAXIWAY Area: 6,724.00SqFt

Section: 01 of 2 From: Taxiway B To: Section 02 Last Const.: 08/01/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 4,325.00SqFt Length: 105.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 100

Sample Number: 01 Type: R Area: 4,325.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TB5SC Name: Taxiway B5 Scappoose Use: TAXIWAY Area: 6,724.00SqFt

Section: 02 of 2 From: Section 01 To: Runway 15/33 Last Const.: 08/01/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 2,399.00SqFt Length: 50.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 100

Sample Number: 01 Type: R Area: 2,399.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TBSC Name: Taxiway B Scappoose Use: TAXIWAY Area: 209,249.00SqFt

Section: 00 of 5 From: Runway 33 End To: Section 01 Last Const.: 08/03/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 2,644.00SqFt Length: 57.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 94

Sample Number: 01 Type: R Area: 2,644.00SqFt PCI = 94

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TBSC Name: Taxiway B Scappoose Use: TAXIWAY Area: 209,249.00SqFt

Section: 01 of 5 From: Runway 33 End (South) To: Taxiway B5 Last Const.: 08/02/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 42,420.00SqFt Length: 1,183.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 8 Surveyed: 4
Conditions: PCI : 93

Sample Number: 01 Type: R Area: 3,255.00SqFt PCI = 91
48 LONGITUDINAL/TRANSVERSE CRACKING L 85.00 Ft

Sample Number: 04 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Sample Number: 05 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Sample Number: 07 Type: R Area: 5,250.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TBSC Name: Taxiway B Scappoose Use: TAXIWAY Area: 209,249.00SqFt

Section: 02 of 5 From: Taxiway B5 To: Section 03 Last Const.: 08/01/2000
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 3,888.00SqFt Length: 90.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 100

Sample Number: 01 Type: R Area: 3,888.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TBSC Name: Taxiway B Scappoose Use: TAXIWAY Area: 209,249.00SqFt

Section: 03 of 5 From: Taxiway B5, TBSC-02 To: Taxiway B4 Last Const.: 08/03/1965
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 75,510.00SqFt Length: 1,868.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 13 Surveyed: 4
Conditions: PCI : 81

Sample Number: 01 Type: R Area: 6,000.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	L	160.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	23.00 Ft

Sample Number: 04 Type: R Area: 6,000.00SqFt PCI = 77

48	LONGITUDINAL/TRANSVERSE CRACKING	L	140.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	153.00 Ft

Sample Number: 07 Type: R Area: 6,000.00SqFt PCI = 77

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00 Ft

Sample Number: 10 Type: R Area: 6,000.00SqFt PCI = 83

48	LONGITUDINAL/TRANSVERSE CRACKING	L	160.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	72.00 Ft

Re-inspection Report

ODOT2012
Report Generated Date: August 20, 2012

Network: Scappoose Name: Scappoose Industrial Airpark

Branch: TBSC Name: Taxiway B Scappoose Use: TAXIWAY Area: 209,249.00SqFt

Section: 04 of 5 From: Taxiway B4 To: Taxiway B1 Last Const.: 08/02/1965
Surface: AC Family: OR-Cat2-AC-Central-TW-2012 Zone: KSPB Category: E Rank: P
Area: 84,787.00SqFt Length: 2,065.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Last Insp. Date: 07/25/2012 Total Samples: 14 Surveyed: 4
Conditions: PCI : 72

Sample Number: 01 Type: R Area: 6,000.00SqFt PCI = 80

48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	116.00 Ft

Sample Number: 04 Type: R Area: 6,000.00SqFt PCI = 55

43 BLOCK CRACKING	L	4,000.00 SqFt
43 BLOCK CRACKING	M	2,000.00 SqFt

Sample Number: 07 Type: R Area: 6,000.00SqFt PCI = 77

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	158.00 Ft

Sample Number: 10 Type: R Area: 6,000.00SqFt PCI = 78

48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.00 Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	142.00 Ft