2023 ODAV Pavement Evaluation Program Siletz Bay State Airport

Gleneden Beach, Oregon

December 29, 2023

Prepared for

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1 OVERVIEW

GRI assisted with updating the Oregon Department of Aviation (ODAV) airport pavement management system and developing a five-year plan comprised of maintenance, surface treatment, rehabilitation, and reconstruction projects for the Siletz Bay State Airport in Gleneden Beach, Oregon. This project was implemented as part of the ODAV and Federal Aviation Administration (FAA) *Oregon Continuous Aviation System Plan*. The information provided in this report ensures compliance with FAA Grant Assurance Number 11, which outlines that an airport shall have an effective airport pavement maintenance-management program in place to receive federal financial assistance for the construction, reconstruction, or repair of airport pavements.

GRI conducted surveys of the airside pavement at Siletz Bay State Airport in 2023 in accordance with the procedures of Advisory Circular 150/5380-7B and ASTM International (ASTM) D5340. We uploaded the survey data into the PAVER database and used the software to provide a rapid calculation of the pavement condition index (PCI) rating. The PCI is a numerical indicator that defines the functional condition of the pavement based on visual inspection. The scale ranges from zero to 100, where zero represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

2 PAVEMENT INVENTORY

Siletz Bay State Airport is located in Gleneden Beach, Oregon, and is owned and operated by the ODAV. The airport consists of a single runway, a primary taxiway, and multiple connector taxiways and aprons that serve a variety of general aviation aircraft and military aircraft. The general location of the airport is shown below on the Siletz Bay State Airport Location Map, Figure 2.1.

Figure 2.1: SILETZ BAY SATE AIRPORT LOCATION MAP

The airside pavements at the Siletz Bay State Airport are comprised of asphalt concrete (AC). The airport pavements, delineated by surface type and branch use, are shown on the Siletz Bay State Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Siletz Bay State Airport Pavement Area by Branch Use, Figure 2.3, shown below. The pavement inventory, including work history for each pavement section, is displayed spatially on the Siletz Bay State Airport Pavement Inventory, Figure 2.4. The pavement facilities summarized by branch and section are listed in Tables 1A and 2A, respectively, in Appendix A. The sample unit layout for each section is shown on Figure 1A in Appendix A. We used the sampling rates outlined in Table 3A of Appendix A in our survey. The pavement inventory, including work history for individual airport pavement sections, is provided in the work history report, Table 1F.

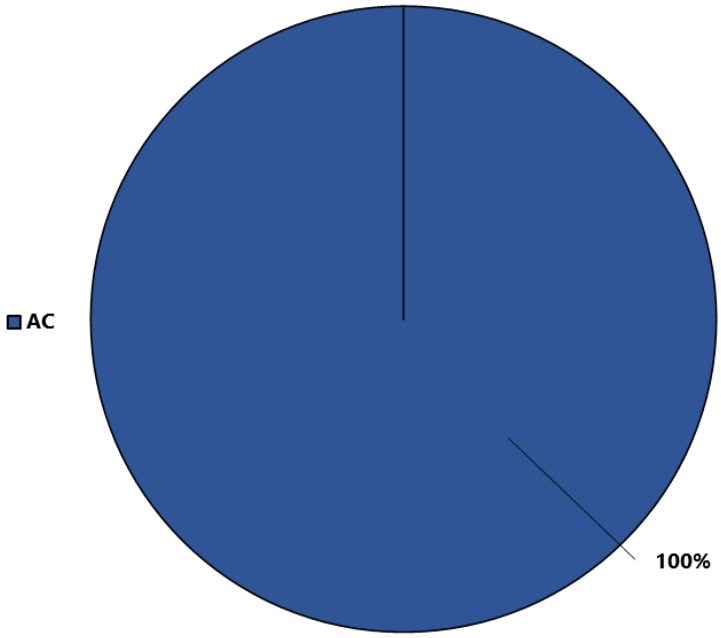


Figure 2.2: SILETZ BAY STATE AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

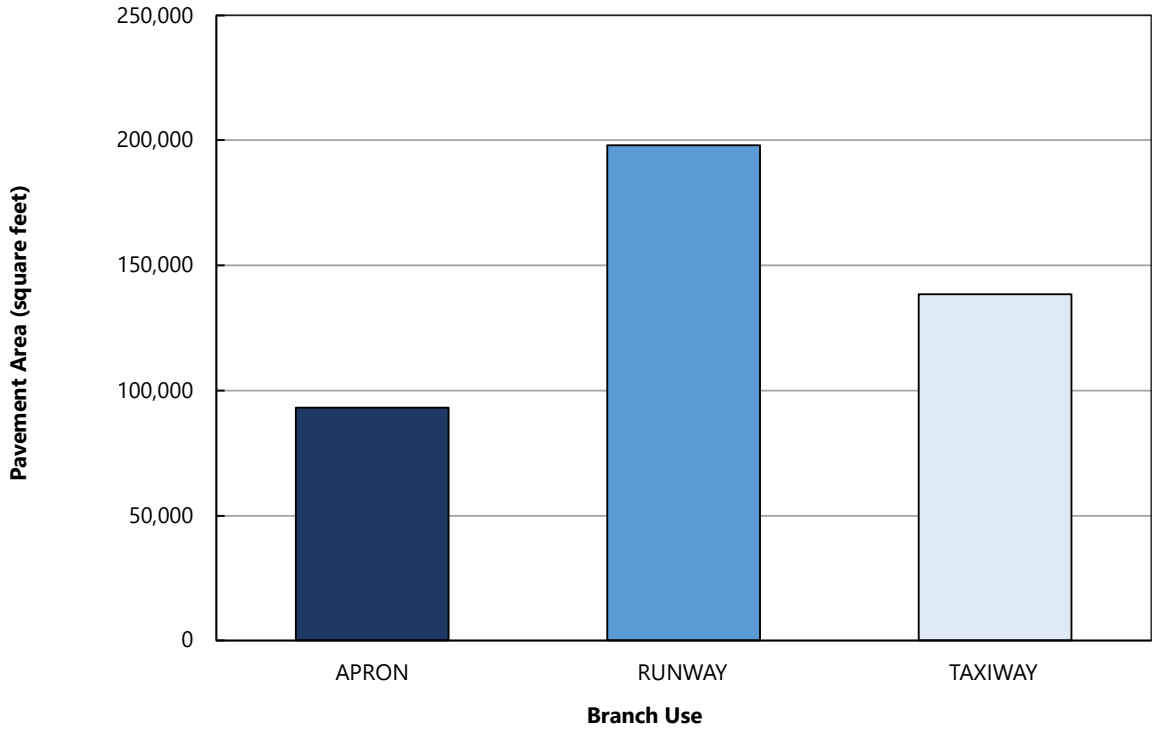
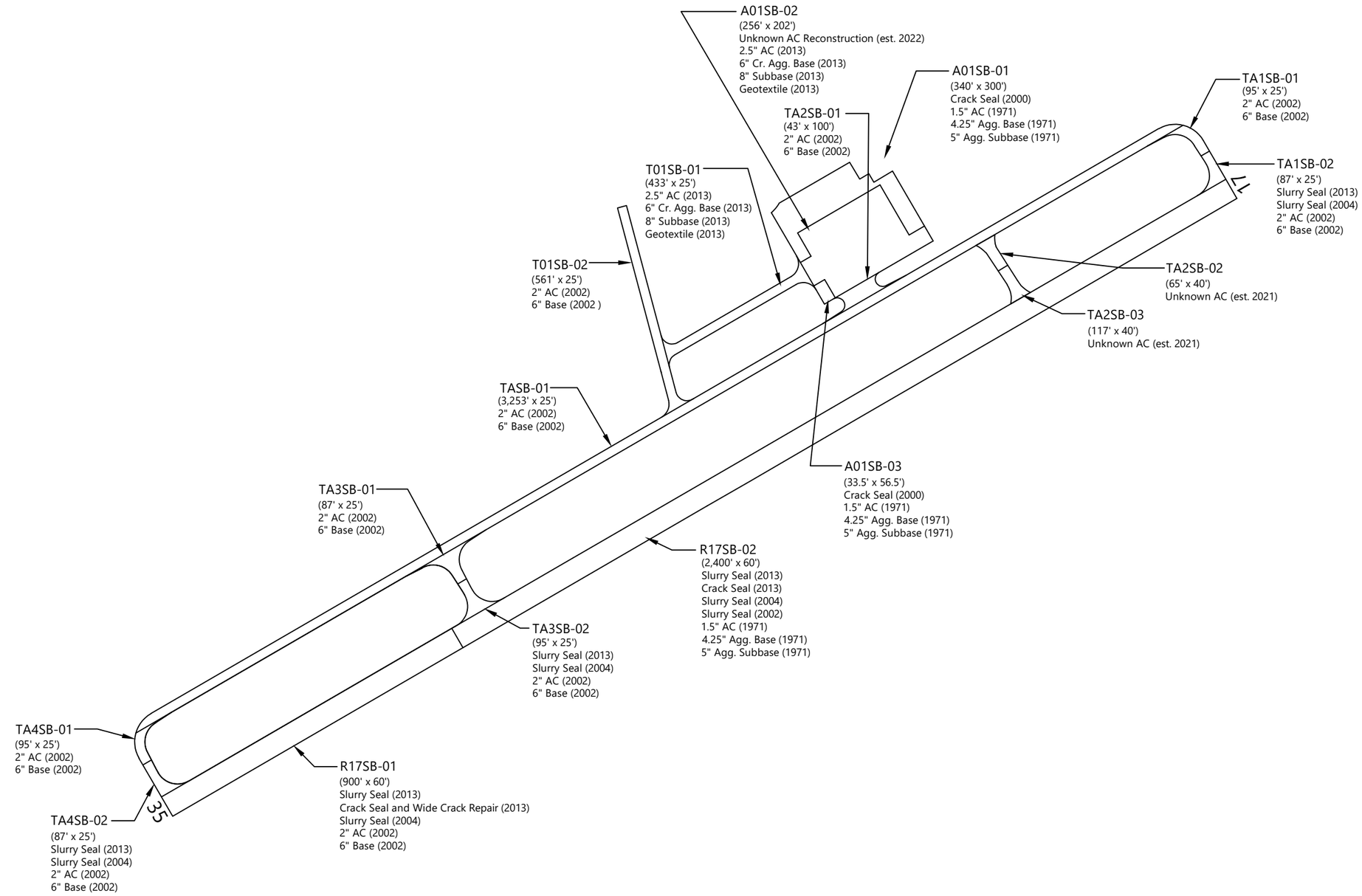


Figure 2.3: SILETZ BAY STATE AIRPORT PAVEMENT AREA BY BRANCH USE



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

N

0 300 600 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

SILETZ BAY STATE AIRPORT PAVEMENT INVENTORY

DEC. 2023 JOB NO. 6593-F FIG. 2.4

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Siletz Bay State Airport in July 2023. The 2023 survey work was performed on sections last inspected in 2018 in order to update the Siletz Bay State Airport inspection data. GRI performed the 2023 PCI survey in accordance with the methods described in FAA Advisory Circular 150/5380-6C and ASTM D5340 and further discussed in Appendix B of this report.

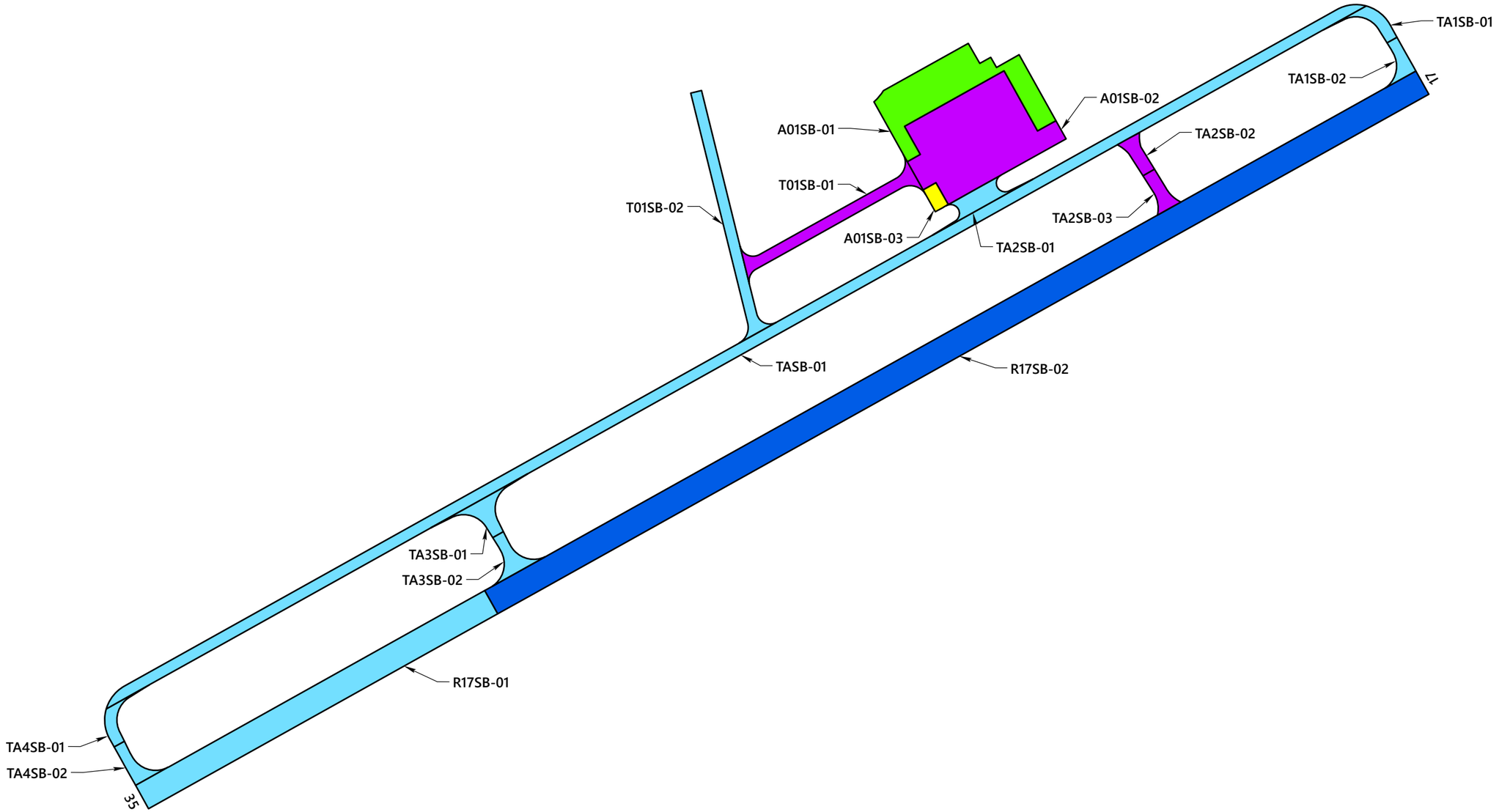
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category rating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

Table 3-1: ASTM PCI RATING SCALE

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

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Siletz Bay State Airport is approximately 77. The section PCIs ranged from a low of 26 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, block cracking, and patching on AC-surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the Siletz Bay State Airport 2023 PCI Survey Results, Figure 3.1.



SECTION PCI

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

N

0 250 500 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

SILETZ BAY STATE AIRPORT
2023 PCI SURVEY RESULTS

DEC. 2023 JOB NO. 6593-F FIG. 3.1

The condition distribution of the network by percent of total pavement area is provided on the Siletz Bay State Airport Pavement Condition Rating by Percent of Area, Figure 3.2. A summary of the pavement condition results by branch and section are included in Tables 2B and 3B of Appendix B, respectively. A comparison between the previous inspection and the 2023 inspection is provided in Table 4B in Appendix B. The re-inspection report that includes inspection details for individual sample units is provided in Table 1E in Appendix E.

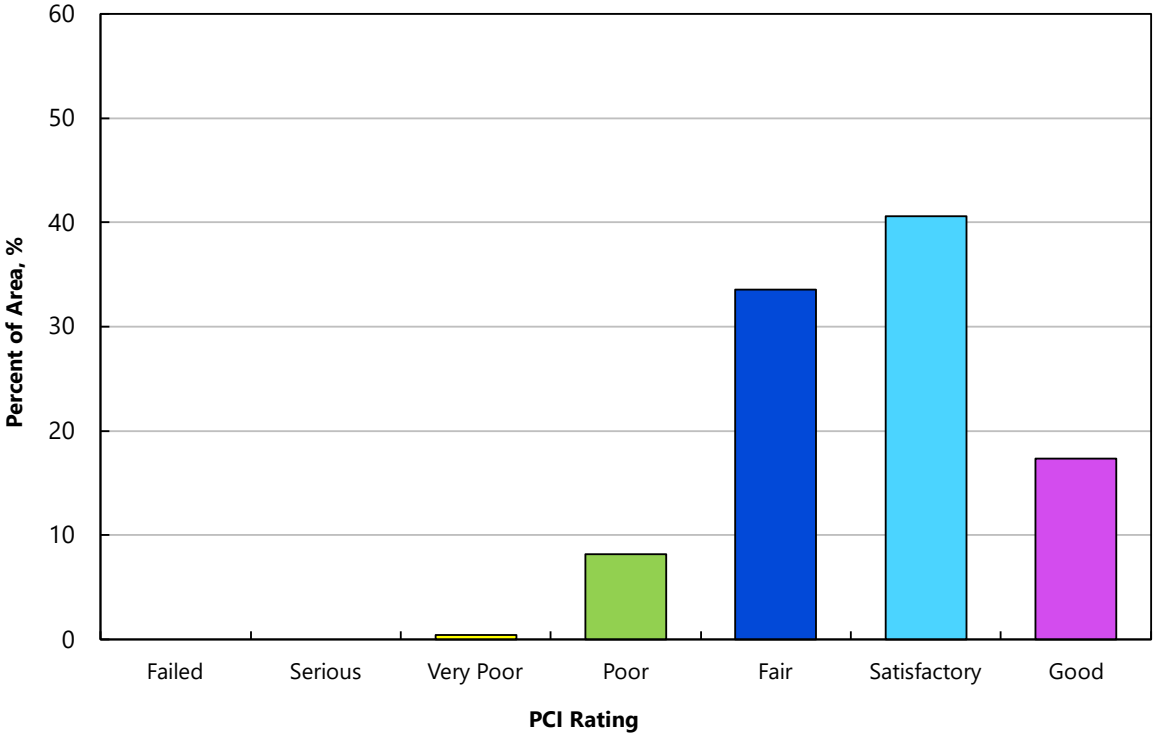


Figure 3.2: SILETZ BAY STATE AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

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

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 77 to a value of 66 in 2028 and 55 in 2033 if no maintenance or rehabilitation work is performed. The projected pavement condition in 5 years and 10 years for each pavement section at Siletz Bay State Airport is displayed spatially on the Siletz Bay State Airport Future Pavement Condition, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

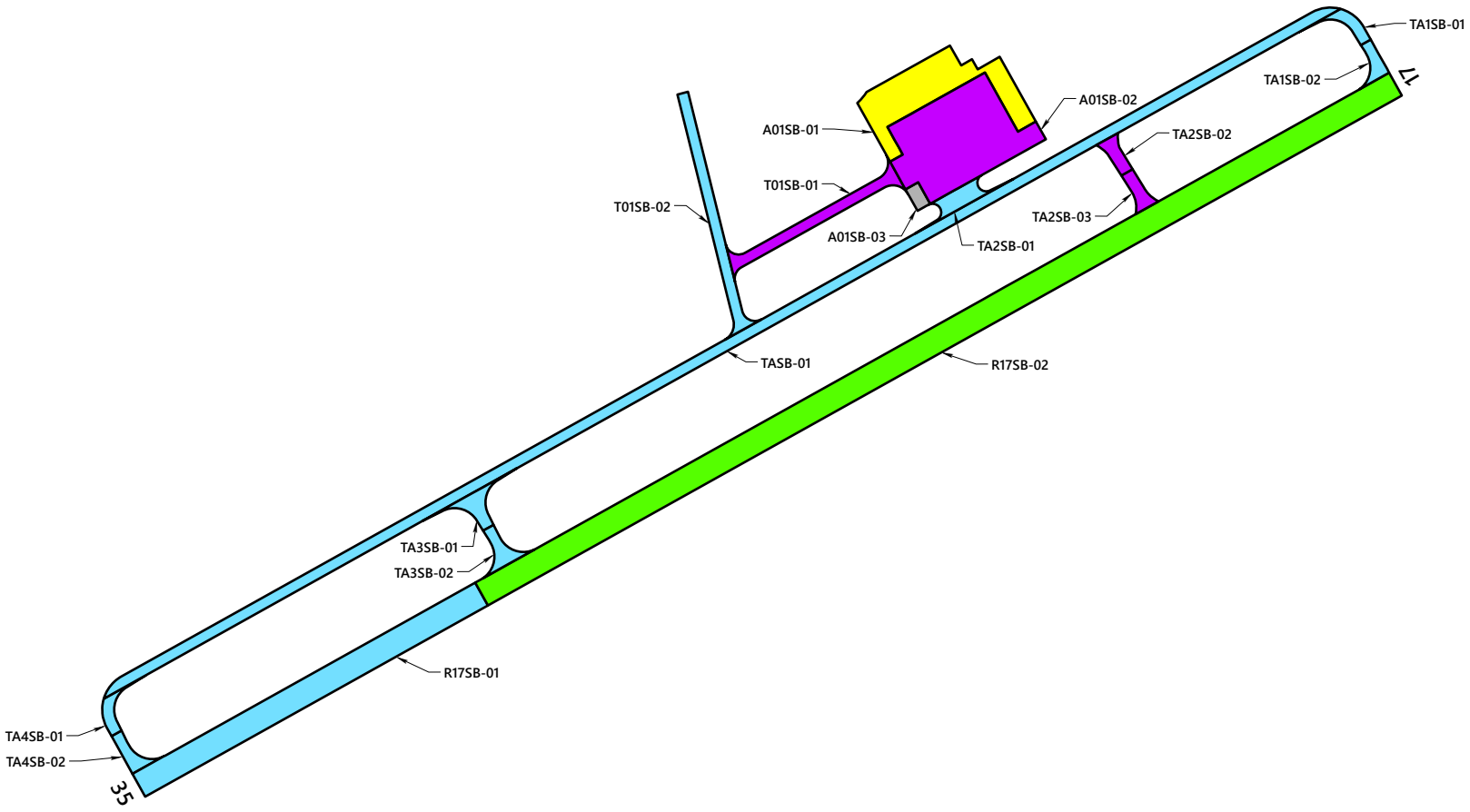
4.3 Functional Remaining Life

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

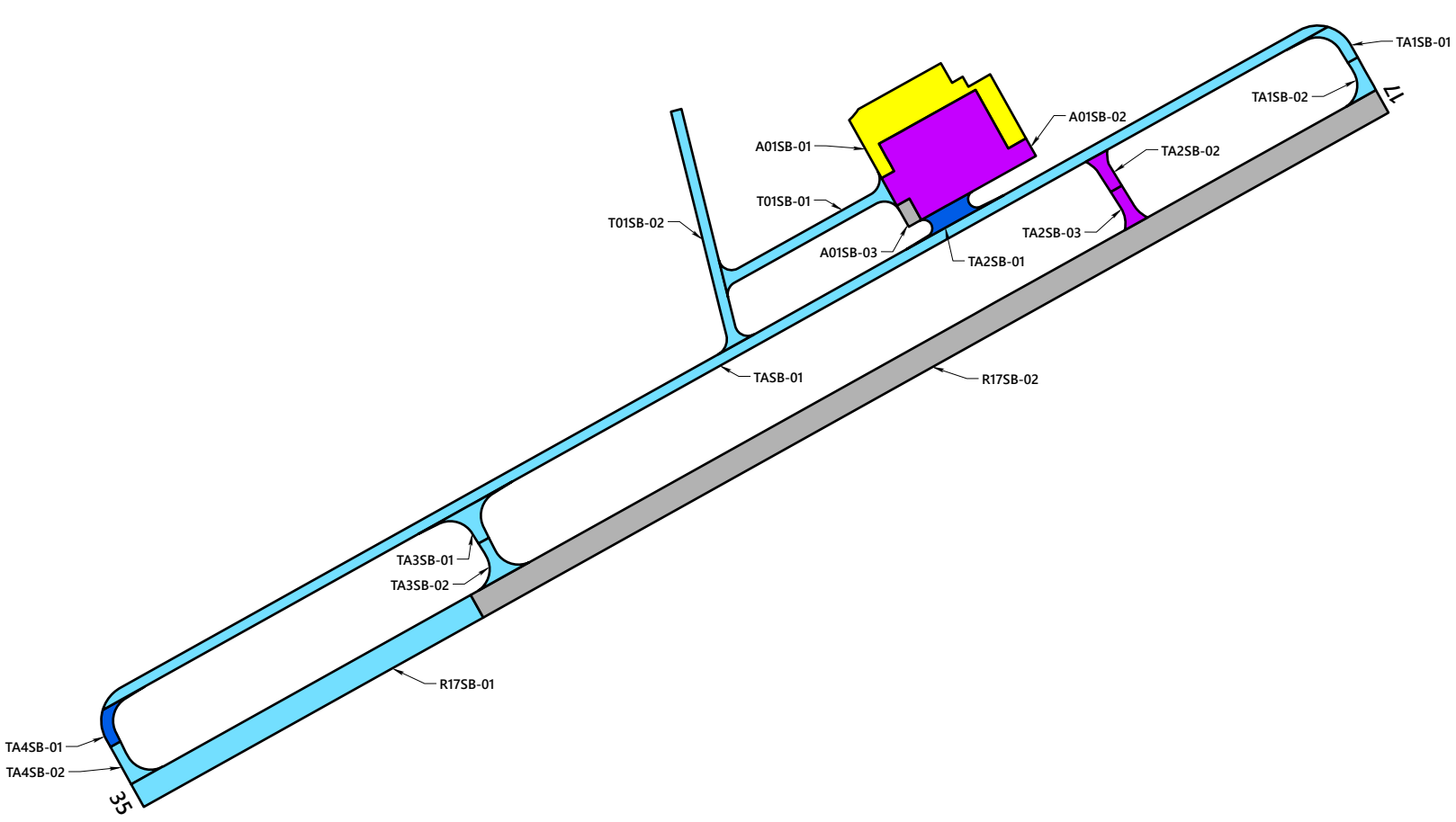
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Siletz Bay State Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3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

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

PREDICTED CONDITION IN 2028

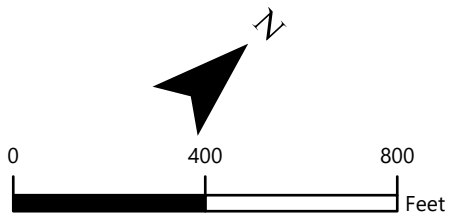


PREDICTED CONDITION IN 2033



SECTION PCI

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



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SILETZ BAY STATE AIRPORT
FUTURE PAVEMENT CONDITION

DEC. 2023 JOB NO. 6593-F FIG. 4.1

5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

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

5.2 Recommended Localized Maintenance

Localized maintenance refers to activities such as crack sealing and patching, which should be performed annually in order to properly maintain aging pavements. Using the PAVER Localized Distress Maintenance Analysis tool, we developed a list of recommended localized maintenance. This list is shown in Table 3D in Appendix D and is independent of the surface treatments, rehabilitation, and reconstruction projects associated with the five-year surface treatment and rehabilitation work plan. A summary of total localized maintenance quantities is provided in Table 5-1 below.

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

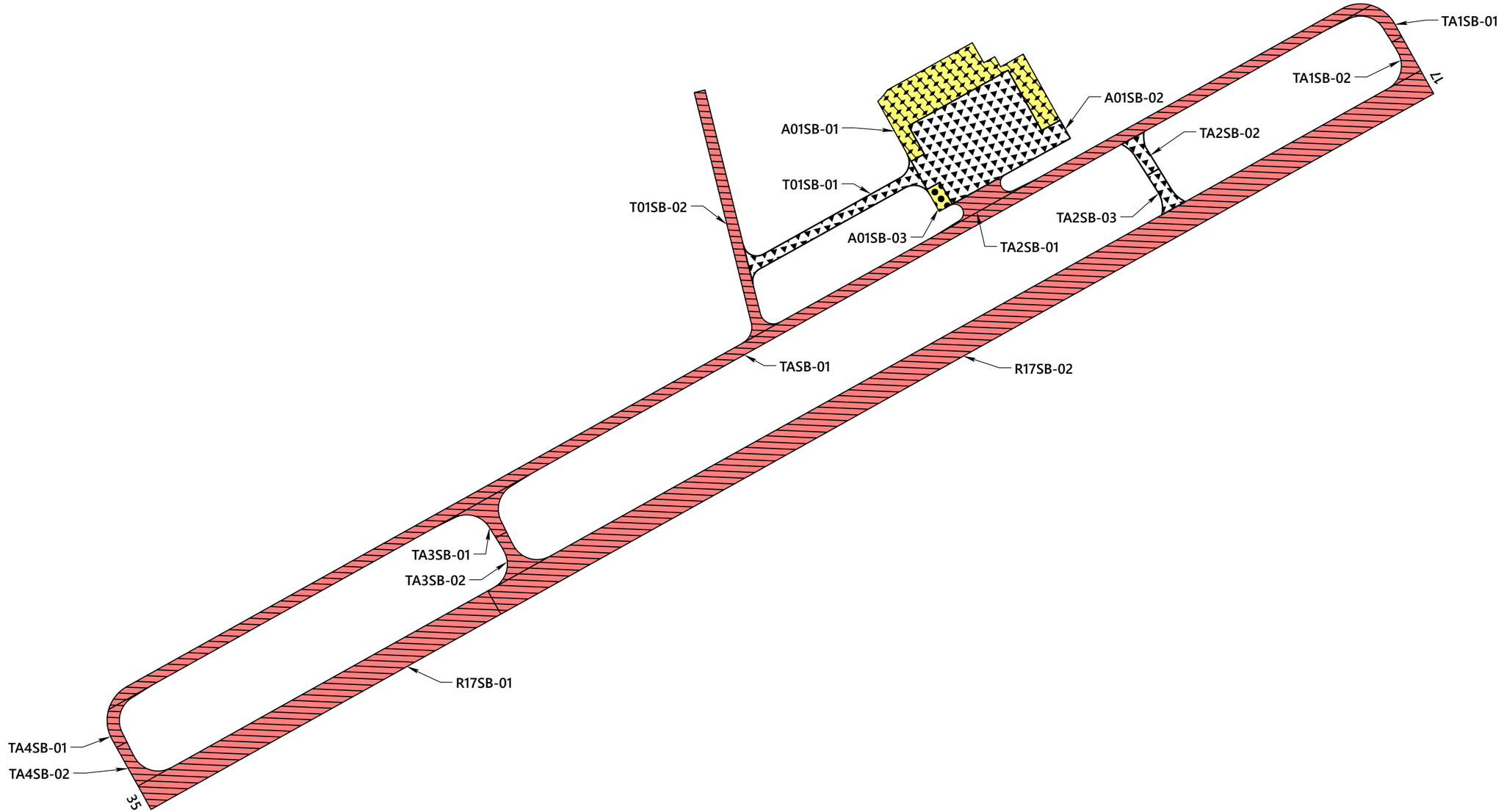
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	40,758 linear feet
Asphalt Concrete Full-Depth Patching	1,940 square feet

5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

To develop the five-year work plan, we first ran the eliminate backlog scenario with the PAVER M&R Work Planning Module in order to generate a list, organized by year, of surface treatment, rehabilitation, and reconstruction projects. We then reviewed the project list and refined it into practical construction projects for each year. A summary of surface treatment, rehabilitation, and reconstruction quantities is provided in Table 5-2 below, and maps of the project locations by year are shown on the Siletz Bay State Airport 5-Year Pavement Management Plan, Figure 5.1. The complete list of recommended surface treatment, rehabilitation, and reconstruction projects is presented in Table 4D in Appendix D.

Table 5-2: SURFACE TREATMENT, REHABILITATION, AND RECONSTRUCTION QUANTITIES

Treatment Type	Quantity, square feet
Reconstruction	1,893
Overlay	35,007
Fog Seal	0
Slurry Seal	318,269



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

- FOG SEAL
- SLURRY SEAL
- OVERLAY
- RECONSTRUCTION
- ROUTINE MAINTENANCE

N

0 250 500 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

SILETZ BAY STATE AIRPORT

5-YEAR PAVEMENT MANAGEMENT PLAN

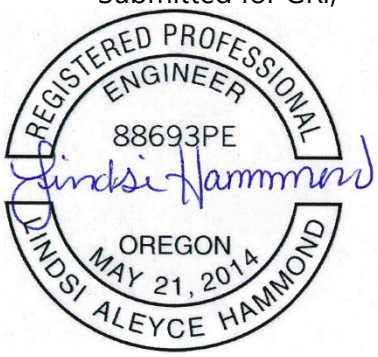
DEC. 2023 JOB NO. 6593-F FIG. 5.1

6 LIMITATIONS

This report has been prepared to assist the ODAV with pavement-related project planning for the Siletz Bay State Airport. The scope is limited to the specific pavement areas described within this report. The conclusions and recommendations provided in this report are based on information provided by ODAV, estimated costs, and an understanding of the pavement conditions based solely on visual assessment. The surface treatment, rehabilitation, and reconstruction recommendations and project selections provided in this report, as well as their corresponding cost estimates, are based on a practical grouping of projects and an estimate of the structural requirements. It is possible that recommendations based on a structural evaluation would differ materially from the recommendations given within this report. Therefore, the information included in this report should be used solely for project planning purposes, and it should be understood that rehabilitation costs may vary from the cost estimates given within this report.

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

Submitted for GRI,



RENEWS: 06/2025

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This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Siletz Bay State Airport is located in Gleneden Beach, Oregon, and is owned and operated by the Oregon Department of Aviation (ODAV). The pavement network/facilities at Siletz Bay State Airport serve a variety of general aviation aircraft and military aircraft. Siletz Bay State Airport consists of a single runway, a primary taxiway, and multiple connector taxiways and aprons. Airside pavements are comprised of asphalt concrete (AC).

The current airport pavement management system (APMS) network at Siletz Bay State Airport has an approximate area of 429,645 square feet of paved airside facilities. The pavement network has previously been divided (by others) into a hierarchical order of branches, sections, and sample units that facilitate inspection and maintenance planning. The pavement facilities summarized by branch and section are listed in Tables 1A and 2A, respectively. Pavement sections and the sample unit layout for each section are shown on Figure 1A in this appendix.

A.2 BRANCHES

A branch, as defined in the PAVER system, is a facility that is a readily identifiable part of the pavement system and has a distinct function. For airports, branches typically consist of individual runways, taxiways, and aprons. The current pavement network for Siletz Bay State Airport contains eight branches, tabulated in Table 1A and shown on Figure 1A.

A.3 SECTIONS AND SAMPLE UNITS

A pavement section is the smallest management unit used when considering the application and selection of maintenance and rehabilitation (M&R) repairs and treatments and is defined by Section 2.1.8 of ASTM International (ASTM) D5340 as *"a contiguous pavement area having uniform construction, maintenance, usage history, and condition."* All sections should also have the same traffic volume and load intensity. The current pavement network included in the PAVER database for Siletz Bay State Airport contains 17 sections that are managed by the Oregon Department of Aviation (ODAV), which are tabulated in Table 2A and shown spatially on Figure 1A.

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

To facilitate the visual survey of the airport pavement, each section is further subdivided into smaller areas called sample units. Similar sizing of these units is critical, and studies have found that maintaining the size of the sample units to within 40% of the established normal distribution reduces the standard error of the average pavement condition index (PCI) values. To meet this criterion, the ASTM method recommends sample units for flexible pavements be 5,000 ± 2,000 square feet. The delineation of sample units for each section is displayed on Figure 1A.

A.4 SAMPLE UNIT DELINEATION

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

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

where:

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

For the 2023 Siletz Bay State Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible pavement that reflect similar rates used for other large airport pavement networks. In general, this sampling rate distribution provides a 92% confidence level with a standard error of eight PCI points.

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

Table 1A: SILETZ BAY STATE AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01SB	Apron 01 Siletz Bay	3	93,121
R17SB	Runway 17/35 Siletz Bay	2	198,000
T01SB	Taxiway 01 Siletz Bay	2	26,571
TA1SB	Taxiway A1 Siletz Bay	2	6,006
TA2SB	Taxiway A2 Siletz Bay	3	11,195
TA3SB	Taxiway A3 Siletz Bay	2	8,490
TA4SB	Taxiway A4 Siletz Bay	2	6,029
TASB	Taxiway A Siletz Bay	1	80,233

Table 2A: SILETZ BAY STATE AIRPORT CURRENT PAVEMENT INVENTORY

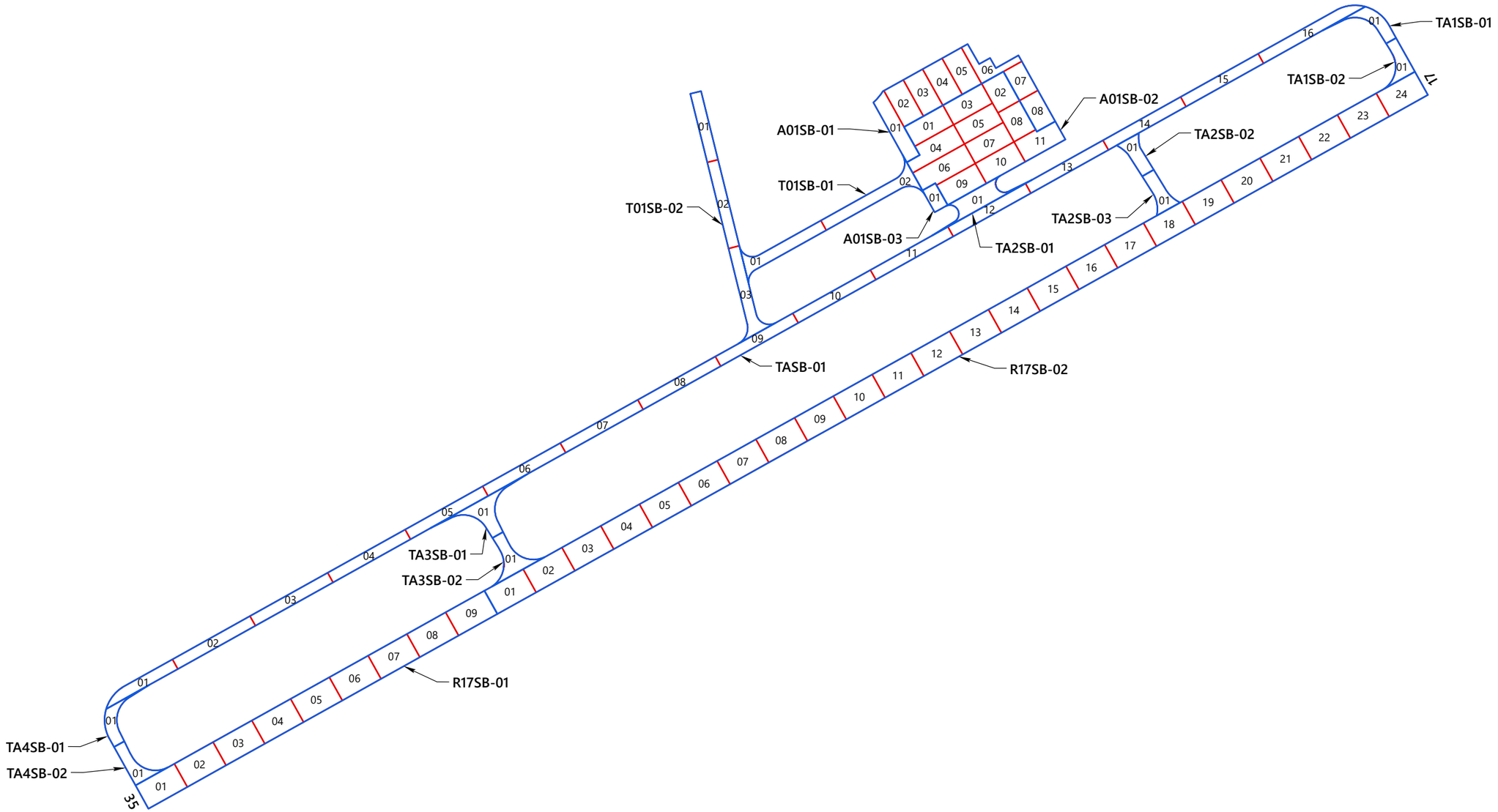
BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01SB	Apron 01 Siletz Bay	APRON	01	Taxiway 01	West	P	337	94	35,007	8/3/1971	AC
A01SB	Apron 01 Siletz Bay	APRON	02	Taxiway A2	West	P	256	202	56,221	9/1/2022	AC
A01SB	Apron 01 Siletz Bay	APRON	03	Between Taxiway A2	Taxiway 01	P	34	57	1,893	8/3/1971	AC
R17SB	Runway 17/35 Siletz Bay	RUNWAY	01	Runway 35 End	Section 02	P	900	60	54,000	9/1/2002	AC
R17SB	Runway 17/35 Siletz Bay	RUNWAY	02	Section 01	Runway 17 End	P	2,400	60	144,000	8/3/1971	AC
T01SB	Taxiway 01 Siletz Bay	TAXIWAY	01	Apron 01	Section 02	S	433	25	12,020	9/18/2013	AC
T01SB	Taxiway 01 Siletz Bay	TAXIWAY	02	Taxiway A	West End	S	561	25	14,551	9/2/2002	AC
TA1SB	Taxiway A1 Siletz Bay	TAXIWAY	01	Taxiway A	Section 02	P	95	25	3,070	9/2/2002	AC
TA1SB	Taxiway A1 Siletz Bay	TAXIWAY	02	Section 01	Runway 17 End	P	87	25	2,936	9/2/2002	AC
TA2SB	Taxiway A2 Siletz Bay	TAXIWAY	01	Apron 01	Taxiway A	P	43	100	4,960	9/2/2002	AC
TA2SB	Taxiway A2 Siletz Bay	TAXIWAY	02	Taxiway A	Section 03	P	90	40	3,050	9/1/2021	AC
TA2SB	Taxiway A2 Siletz Bay	TAXIWAY	03	Section 02	Runway 17/35	P	94	40	3,185	9/1/2021	AC
TA3SB	Taxiway A3 Siletz Bay	TAXIWAY	01	Taxiway A	Section 02	P	87	25	4,559	9/2/2002	AC
TA3SB	Taxiway A3 Siletz Bay	TAXIWAY	02	Runway 17/35	Section 01	P	95	25	3,931	9/2/2002	AC
TA4SB	Taxiway A4 Siletz Bay	TAXIWAY	01	Taxiway A	Section 02	P	83	25	2,761	9/2/2002	AC
TA4SB	Taxiway A4 Siletz Bay	TAXIWAY	02	Runway 35 End	Section 01	P	99	25	3,268	9/2/2002	AC
TASB	Taxiway A Siletz Bay	TAXIWAY	01	Taxiway A4	Taxiway A1	P	3,253	25	80,233	9/2/2002	AC

Abbreviations:
P = Primary pavement, S = Secondary pavement
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)
AC = Asphalt Concrete

Table 3A: EXAMPLE SAMPLE RATES FOR AC

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

Note: AC = Asphalt Concrete



LEGEND

- SECTIONS
- SAMPLE UNITS

N

0 250 500 Feet

GRI

SILETZ BAY STATE AIRPORT
SAMPLE UNIT LAYOUT

DEC. 2023 JOB NO. 6593-F FIG. 1A

APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. The results are displayed using a seven-category rating scale in accordance with ASTM D5340. Flexible pavement (e.g., AC and AAC) distress types are presented in Table 1B. A summary of the pavement condition results by branch and section is included in Tables 2B and 3B of Appendix B, respectively.

Table 1B: PAVER DISTRESS CODES FOR FLEXIBLE

Flexible Pavement		
PAVER Code	**Pavement Distress**	**Related Cause**
41	Alligator Cracking	Load
42	Bleeding	Other
43	Block Cracking	Climate/ Durability
44	Corrugation	Other
45	Depression	Other
46	Jet Blast	Other
47	Joint Reflection Cracking	Climate/ Durability
48	Longitudinal & Transverse Cracking	Climate/ Durability
49	Oil Spillage	Other
50	Patching	Climate/ Durability
51	Polished Aggregate	Other
52	Raveling	Climate/ Durability
53	Rutting	Load
54	Shoving	Other
55	Slippage Cracking	Other
56	Swelling	Other
57	Weathering	Climate/ Durability

To obtain the section PCI, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional"– defined as nonrepresentative instead of random- are not extrapolated over the entire section but merely added to the extrapolated quantity. The PCI rating scale presented previously in Table 3-1 of Section 3.1 is based on ASTM D5340.

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

"The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the **present condition** of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety). The PCI **cannot** measure structural capacity, nor does it provide a direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures."

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

B.2 DISTRESS TYPES

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

- **Load-related:** Flexible pavement distresses include alligator/fatigue cracking, corrugation, depression, polished aggregate, rutting, and slippage cracking.
- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering.
- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/fatigue cracking, depressions, potholes, and swelling.
- **Other factors:** Oil spillage, jet blast erosion, bleeding, and patching.

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

B.3 PAVEMENT CONDITION INDEX SURVEY RESULTS

The evaluated Siletz Bay State Airport pavement network consists of 8 branches and 17 sections. A total of 36 sample units were visually inspected in the field. Data from the inspected sample units was input into the PAVER database, and a resultant PCI for each section was computed. Additional details regarding the PCI and distress types observed for each surveyed sample unit are provided in the re-inspection report, Table 1E, in Appendix E. Based on the 2023 PCI survey, the area-weighted average PCI for the entire pavement network at Siletz Bay State Airport is approximately 77, which corresponds to a PCI rating of Satisfactory.

To investigate the rate of deterioration of each pavement section, we compared the PCI results from the 2023 survey to the PCI results from the previous inspection. The variation in PCI between inspections for Siletz Bay State Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: SILETZ BAY STATE AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01SB	3	93,121	APRON	77	Satisfactory
R17SB	2	198,000	RUNWAY	71	Satisfactory
T01SB	2	26,571	TAXIWAY	88	Good
TA1SB	2	6,006	TAXIWAY	79	Satisfactory
TA2SB	3	11,195	TAXIWAY	88	Good
TA3SB	2	8,490	TAXIWAY	80	Satisfactory
TA4SB	2	6,029	TAXIWAY	77	Satisfactory
TASB	1	80,233	TAXIWAY	83	Satisfactory

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	3	93,121	77
RUNWAY	2	198,000	71
TAXIWAY	12	138,524	84
ALL	**17**	**429,645**	**77**

Abbreviation: PCI = Pavement Condition Index

Table 3B: SILETZ BAY STATE AIRPORT 2023 PAVEMENT CONDITION INDEX SURVEY RESULTS

BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01SB	01	8/3/1971	AC	APRON	7/1/2023	52	44	Poor	43	56	1
A01SB	02	9/1/2022	AC	APRON	7/1/2023	1	100	Good	43	56	1
A01SB	03	8/3/1971	AC	APRON	7/1/2023	52	26	Very Poor	49	51	0
R17SB	01	9/1/2002	AC	RUNWAY	7/1/2023	21	85	Satisfactory	100	0	0
R17SB	02	8/3/1971	AC	RUNWAY	7/1/2023	52	66	Fair	100	0	0
T01SB	01	9/18/2013	AC	TAXIWAY	7/1/2023	10	94	Good	100	0	0
T01SB	02	9/2/2002	AC	TAXIWAY	7/1/2023	21	83	Satisfactory	100	0	0
TA1SB	01	9/2/2002	AC	TAXIWAY	7/1/2023	21	81	Satisfactory	100	0	0
TA1SB	02	9/2/2002	AC	TAXIWAY	7/1/2023	21	76	Satisfactory	100	0	0
TA2SB	01	9/2/2002	AC	TAXIWAY	7/1/2023	21	74	Satisfactory	100	0	0
TA2SB	02	9/1/2021	AC	TAXIWAY	7/1/2023	2	100	Good	100	0	0
TA2SB	03	9/1/2021	AC	TAXIWAY	7/1/2023	2	100	Good	100	0	0
TA3SB	01	9/2/2002	AC	TAXIWAY	7/1/2023	21	78	Satisfactory	100	0	0
TA3SB	02	9/2/2002	AC	TAXIWAY	7/1/2023	21	82	Satisfactory	100	0	0
TA4SB	01	9/2/2002	AC	TAXIWAY	7/1/2023	21	75	Satisfactory	100	0	0
TA4SB	02	9/2/2002	AC	TAXIWAY	7/1/2023	21	78	Satisfactory	100	0	0
TASB	01	9/2/2002	AC	TAXIWAY	7/1/2023	21	83	Satisfactory	100	0	0

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete

Table 4B: SILETZ BAY STATE AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2023 RESULTS

Branch ID	Section ID	Surface Type[1]	Approximate Area, square feet	LCD[2]	2018 Survey			2023 Survey		Age[4]	Δ PCI/yr[5]	Rate of Deterioration
					PCI[3]	PCI Category	Inspection Date	PCI	PCI Category			
A01SB	01	AC	35,007	8/3/71	42	Poor	5/10/2018	43.7	Poor	47	0.33	NONE
A01SB	02	AC	56,221	9/1/22	100	Good	5/10/2018	100	Good	-4	0	NONE
A01SB	03	AC	1,893	8/3/71	49	Poor	5/10/2018	26	Very Poor	47	-4.47	HIGH
R17SB	01	AC	54,000	9/1/02	99	Good	5/10/2018	85	Satisfactory	16	-3	NORMAL
R17SB	02	AC	144,000	8/3/71	64	Fair	5/10/2018	66	Fair	47	0.39	NONE
T01SB	01	AC	12,020	9/18/13	100	Good	5/10/2018	94	Good	5	-1	NORMAL
T01SB	02	AC	14,551	9/2/02	92	Good	5/10/2018	83	Satisfactory	16	-1.75	NORMAL
TA1SB	01	AC	3,070	9/2/02	82	Satisfactory	5/10/2018	81	Satisfactory	16	0	NORMAL
TA1SB	02	AC	2,936	9/2/02	88	Good	5/10/2018	76	Satisfactory	16	-2.33	NORMAL
TA2SB	01	AC	4,960	9/2/02	81	Satisfactory	5/10/2018	74	Satisfactory	16	-1	NORMAL
TA2SB	02	AC	3,050	9/1/21	79	Satisfactory	5/10/2018	100	Good	-3	4.08	NONE
TA2SB	03	AC	3,185	9/1/21	62	Fair	5/10/2018	100	Good	-3	7	NONE
TA3SB	01	AC	4,559	9/2/02	79	Satisfactory	5/10/2018	78	Satisfactory	16	-0.19	NORMAL
TA3SB	02	AC	3,931	9/2/02	91	Good	5/10/2018	82	Satisfactory	16	-2	NORMAL
TA4SB	01	AC	2,761	9/2/02	77	Satisfactory	5/10/2018	75	Satisfactory	16	-0.39	NORMAL
TA4SB	02	AC	3,268	9/2/02	84	Satisfactory	5/10/2018	78	Satisfactory	16	-1	NORMAL
TASB	01	AC	80,233	9/2/02	75	Satisfactory	5/10/2018	83	Satisfactory	16	1.55	NONE

Abbreviations:

[1] AC = Asphalt Concrete

[2] LCD = Last construction date. The date of the last major pavement rehabilitation (e.g. AC overlay)

[3] PCI = Pavement Condition Index

[4] Age = Pavement age in years at the time of the PCI survey in 2018

[5] Δ PCI/yr = Change in PCI points per year between 2018 survey and 2023 survey

APPENDIX C

Future Pavement Condition Analysis

APPENDIX C

PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

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

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

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

C.2 PREDICTION MODELS

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

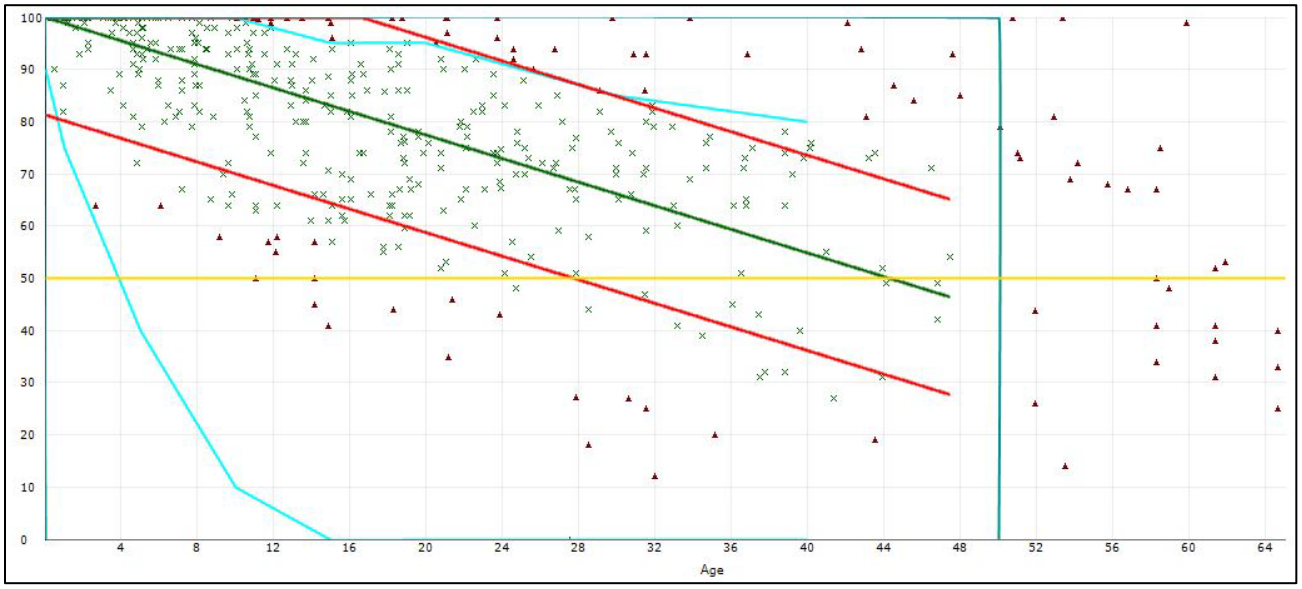


Figure 1C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC APRONS

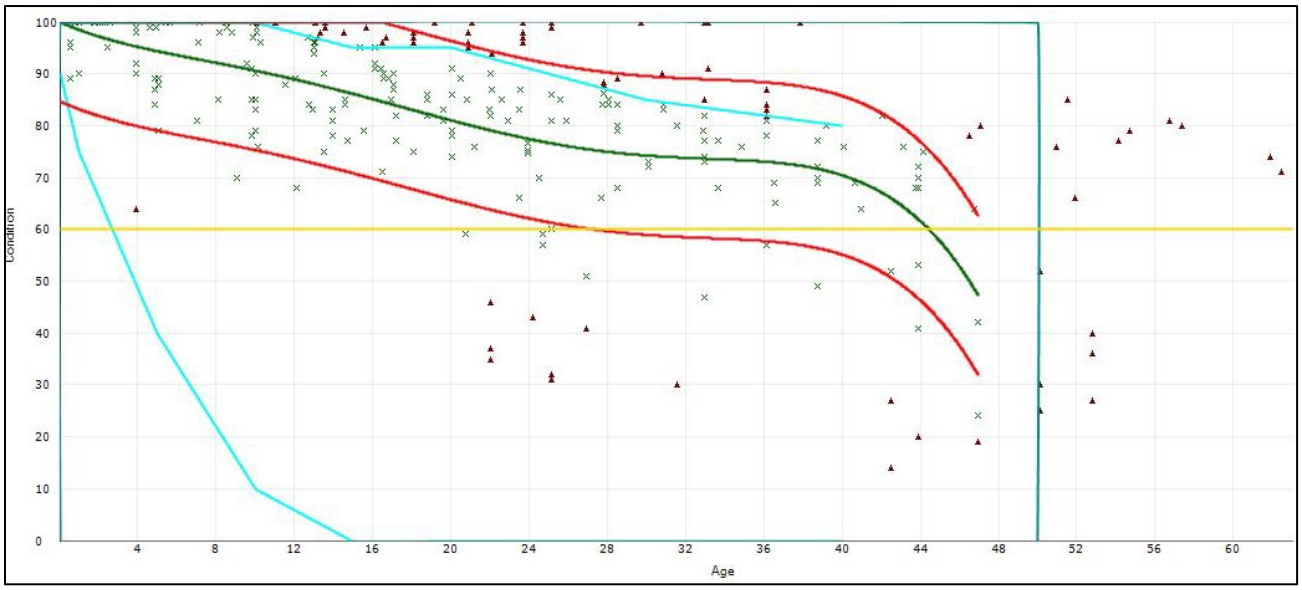


Figure 2C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC RUNWAYS

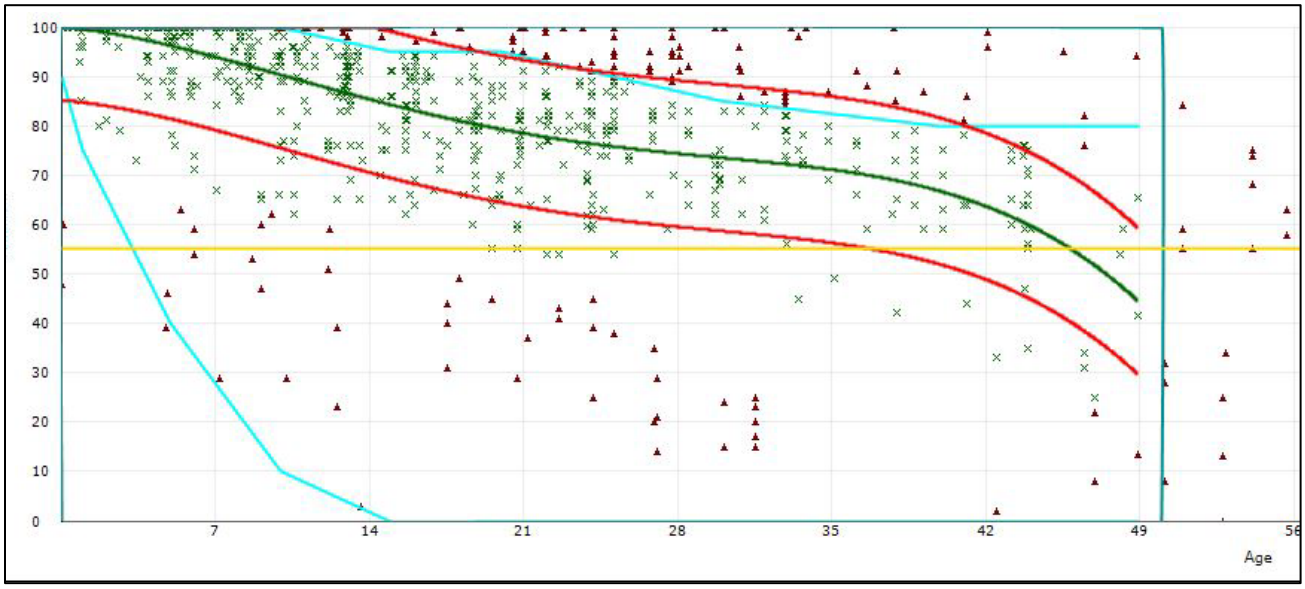


Figure 3C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC TAXIWAYS

C.3 CRITICAL PCI

Each of the condition-prediction models has an assigned critical PCI. The critical PCI is the point at which the pavement condition begins to deteriorate more quickly over time. As the condition deteriorates to a worse state, major M&R (rehabilitation/reconstruction) is triggered because the cost to apply localized M&R increases significantly. Pavement sections with PCI above the critical value are given a higher priority for funding during budget analysis in order to prevent them from deteriorating to the point where more costly rehabilitation is necessary. We used the following critical PCI values at Siletz Bay State Airport:

- Runways – 60
- Taxiways/Taxilanes – 55
- Aprons – 50

C.4 FUTURE CONDITION ANALYSIS

As previously discussed, the projected condition of each pavement section was determined for 5- and 10-year periods. The projected pavement conditions in 5 years and 10 years for each pavement section at Siletz Bay State Airport, along with the conditions at the previous inspection, are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

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

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

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

Table 1C: PAST, PRESENT AND FUTURE PCI

BranchID	SectionID	Past Inspection PCI 2018	Current PCI 2023	Predicted Future PCI 2028	Predicted Future PCI 2033
A01SB	01	42	44	38	32
A01SB	02	100	100	94	89
A01SB	03	49	26	20	15
R17SB	01	99	85	80	76
R17SB	02	64	66	45	20
T01SB	01	100	94	88	82
T01SB	02	92	83	78	75
TA1SB	01	82	81	77	74
TA1SB	02	88	76	74	71
TA2SB	01	81	74	72	68
TA2SB	02	79	100	96	90
TA2SB	03	62	100	96	90
TA3SB	01	79	78	75	73
TA3SB	02	91	82	78	75
TA4SB	01	77	75	73	70
TA4SB	02	84	78	75	73
TASB	01	75	83	78	75

Abbreviation: PCI = Pavement Condition Index

Table 2C: SILETZ BAY STATE AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service Life
A01SB	01	AC	43.7	0 - 5	50	0 - 5
A01SB	02	AC	100	> 20	50	> 20
A01SB	03	AC	26	0 - 5	50	0 - 5
R17SB	01	AC	85	> 20	60	> 20
R17SB	02	AC	66	0 - 5	60	0 - 5
T01SB	01	AC	94	> 20	55	> 20
T01SB	02	AC	83	> 20	55	> 20
TA1SB	01	AC	81	> 20	55	> 20
TA1SB	02	AC	76	> 20	55	> 20
TA2SB	01	AC	74	16 - 20	55	> 20
TA2SB	02	AC	100	> 20	55	> 20
TA2SB	03	AC	100	> 20	55	> 20
TA3SB	01	AC	78	> 20	55	> 20
TA3SB	02	AC	82	> 20	55	> 20
TA4SB	01	AC	75	> 20	55	> 20
TA4SB	02	AC	78	> 20	55	> 20
TASB	01	AC	83	> 20	55	> 20

Abbreviations:

PCI = Pavement Condition Index, AC = Asphalt Concrete

[1] Major M&R (Maintenance and Rehabilitation) Trigger PCI = Critical PCI

APPENDIX D

Unit Cost Data and Maintenance and Rehabilitation Plan

APPENDIX D

UNIT COST DATA AND MAINTENANCE AND REHABILITATION PLAN

D.1 ANALYSIS METHODOLOGY

We evaluated the M&R needs, as determined from the PAVER analysis results, in order to develop project recommendations for the next five years. The purpose of this analysis is to determine the M&R needs of the Siletz Bay State Airport pavement network condition over time. We used PAVER v7.1.1 software to develop network-level project recommendations for the next five years.

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

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

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

D.1.1 Pavement Rank and Use Prioritization

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

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

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

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

D.2 MAINTENANCE POLICIES AND UNIT COSTS

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

Although our work scope does not include budget analysis, we did assign construction costs to the maintenance work so that PAVER would allocate M&R projects that were approximately equal in costs for each year of the five-year period. The anticipated cost of performing M&R is based on cost tables that relate M&R work type costs to PCI. We reviewed the unit costs from the 2018 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Siletz Bay State Airport and information provided by the ODAV Pavement Maintenance Program (PMP) project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Siletz Bay State Airport. The costs represent the fully-loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D below.

Table 2D: REGION 1 UNIT COST DATA

Type of M&R	Work Type	Unit Cost	Work Unit
Major M&R	Complete Reconstruction with AC	$17.32	Sq Ft
	Cold Mill and Overlay – 2 Inches Thick	$7.64	Sq Ft
Surface Treatment (Global) M&R	Surface Treatment - Slurry Seal	$0.52	Sq Ft
	Surface Treatment - Fog Seal	$0.31	Sq Ft
Localized Preventive M&R	Crack Sealing - AC	$3.12	Ft
	Crack Sealing - PCC	$23.4	Ft
	Crack Sealing – Wide Cracks	$51.48	Ft
	Joint Sealing – PCC	$7.80	Ft
	AC Patching – Full Depth	$78.00	Sq Ft
	PCC Patching – Full Depth	$156.00	Sq Ft

D.3 RECOMMENDED LOCALIZED MAINTENANCE

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

D.4 RECOMMENDED SURFACE TREATMENT, REHABILITATION, AND RECONSTRUCTION PROJECTS

Surface treatment, rehabilitation, and reconstruction projects refer to activities such as slurry seal/fog seals, AC overlays, and reconstruction. A list of recommended projects is provided in Table 4D of this appendix.

Table 3D: SILETZ BAY STATE AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01SB	01	Block Cracking	Low	Crack Sealing - AC	9,805	Ft	$3.12	$30,593	$155,395
A01SB	01	Alligator Cracking	Medium	Patching - AC Deep	1,600	SqFt	$78.00	$124,801	
A01SB	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	223	Ft	$3.12	$696	$27,226
A01SB	03	Alligator Cracking	Medium	Patching - AC Deep	340	SqFt	$78.00	$26,531	
R17SB	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,613	Ft	$3.12	$5,033	$5,033
R17SB	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	490	Ft	$3.12	$1,528	$74,705
R17SB	02	Block Cracking	Low	Crack Sealing - AC	13,197	Ft	$3.12	$41,173	
R17SB	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	10,258	Ft	$3.12	$32,004	
T01SB	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	482	Ft	$3.12	$1,504	$1,504
TA1SB	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	148	Ft	$3.12	$460	$460
TA1SB	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	210	Ft	$3.12	$657	$657
TA2SB	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	415	Ft	$3.12	$1,295	$1,295
TA3SB	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	276	Ft	$3.12	$861	$861
TA3SB	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	160	Ft	$3.12	$499	$499
TA4SB	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	222	Ft	$3.12	$693	$693
TA4SB	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	204	Ft	$3.12	$636	$636
TASB	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,055	Ft	$3.12	$9,532	$9,532

Abbreviations:

Long. = Longitudinal; Trans. = Transverse; AC = Asphalt Concrete; Ft = Feet; SqFt = Square Feet

Table 4D: FIVE-YEAR GLOBAL MAINTENANCE AND REHABILITATION PLAN

Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	Area, square feet	Unit Cost per square foot	Total Cost
2024	R17SB	01	RUNWAY	AC	85	Slurry Seal	54,000	$0.52	$28,080
	R17SB	02	RUNWAY	AC	66	Slurry Seal	144,000	$0.52	$74,880
	T01SB	02	TAXIWAY	AC	83	Slurry Seal	14,551	$0.52	$7,566
	TA1SB	01	TAXIWAY	AC	81	Slurry Seal	3,070	$0.52	$1,596
	TA1SB	02	TAXIWAY	AC	76	Slurry Seal	2,936	$0.52	$1,527
	TA2SB	01	TAXIWAY	AC	74	Slurry Seal	4,960	$0.52	$2,579
	TA3SB	01	TAXIWAY	AC	78	Slurry Seal	4,559	$0.52	$2,371
	TA3SB	02	TAXIWAY	AC	82	Slurry Seal	3,931	$0.52	$2,044
	TA4SB	01	TAXIWAY	AC	75	Slurry Seal	2,761	$0.52	$1,436
	TA4SB	02	TAXIWAY	AC	78	Slurry Seal	3,268	$0.52	$1,699
	TASB	01	TAXIWAY	AC	83	Slurry Seal	80,233	$0.52	$41,721
2025	A01SB	01	APRON	AC	44	Overlay	35,007	$7.64	$267,453
	A01SB	03	APRON	AC	26	Reconstruction	1,893	$17.32	$32,787

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete

Cost Summary	
2024 Total Project Cost	$165,499
2025 Total Project Cost	$300,240
2026 Total Project Cost	$0
2027 Total Project Cost	$0
2028 Total Project Cost	$0
Total 5-Year Project Cost	**$465,739**

APPENDIX E

Reinspection Report

Re-Inspection Report

ODA_2023Survey_11-21-23
Generated Date 12/5/2023

Network: Siletz **Name:** Siletz Bay State

Branch: A01SB **Name:** Apron 01 Siletz Bay **Use:** APRON **Area:** 93,121 SqFt

Section: 01 of 3 **From:** Taxiway 01 **To:** West **Last Const.:** 8/3/1971

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 35,007 SqFt **Length:** 337 Ft **Width:** 94 Ft

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

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

Section Comments:

Work Date: 8/1/1971	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1971	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1971	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1990	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 44

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4675.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	4675.00	SqFt
57	WEATHERING	M	4675.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4675.00 SqFt **PCI:** 39

Sample Comments:

41	ALLIGATOR CR	M	100.00	SqFt
43	BLOCK CR	L	4575.00	SqFt
45	DEPRESSION	L	35.00	SqFt
57	WEATHERING	M	4675.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4675.00 SqFt **PCI:** 19

Sample Comments:

41	ALLIGATOR CR	M	625.00	SqFt
43	BLOCK CR	L	4050.00	SqFt
53	RUTTING	M	250.00	SqFt
57	WEATHERING	M	4675.00	SqFt

Sample Number: 07 **Type:** R **Area:** 3562.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	2862.00	SqFt
57	WEATHERING	M	3562.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: A01SB **Name:** Apron 01 Siletz Bay **Use:** APRON **Area:** 93,121 SqFt

Section: 02 of 3 **From:** Taxiway A2 **To:** West **Last Const.:** 9/18/2013

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 56,221 SqFt **Length:** 256 Ft **Width:** 202 Ft

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

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

Section Comments:

Work Date: 9/15/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/16/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/17/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/18/2013	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 5921.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 10 **Type:** R **Area:** 5150.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Siletz **Name:** Siletz Bay State

Branch: A01SB **Name:** Apron 01 Siletz Bay **Use:** APRON **Area:** 93,121 SqFt

Section: 03 of 3 **From:** Between Taxiway A2 **To:** Taxiway 01 **Last Const.:** 8/3/1971

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 1,893 SqFt **Length:** 34 Ft **Width:** 57 Ft

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

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

Section Comments:

Work Date: 8/1/1971	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1971	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1971	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1990	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 26

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1893.00 SqFt **PCI:** 26

Sample Comments:

41	ALLIGATOR CR	M	270.00	SqFt
48	L & T CR	M	223.00	Ft
57	WEATHERING	M	1893.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: R17SB **Name:** Runway 17/35 Siletz Bay **Use:** RUNWAY **Area:** 198,000 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Runway 17 End **Last Const.:** 8/3/1971

Surface: AC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 144,000 SqFt **Length:** 2,400 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 8/1/1971	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1971	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/1971	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1990	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2002	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2002	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 10/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2013	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2013	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 24 **Surveyed:** 5

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	331.00	Ft
48	L & T CR	L	287.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6000.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	2000.00	SqFt
48	L & T CR	L	165.00	Ft
48	L & T CR	L	100.00	Ft
48	L & T CR	M	102.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 11 **Type:** R **Area:** 6000.00 SqFt **PCI:** 66

Sample Comments:

43	BLOCK CR	L	1020.00	SqFt
48	L & T CR	L	380.00	Ft
48	L & T CR	L	236.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 16 **Type:** R **Area:** 6000.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	6000.00	SqFt
57	WEATHERING	L	6000.00	SqFt

Sample Number: 21 **Type:** R **Area:** 6000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	132.00	Ft
48	L & T CR	L	256.00	Ft

48	L & T CR	L	250.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: R17SB **Name:** Runway 17/35 Siletz Bay **Use:** RUNWAY **Area:** 198,000 SqFt

Section: 01 of 2 **From:** Runway 35 End **To:** Section 02 **Last Const.:** 9/1/2002

Surface: AC **Family:** 2023_Region1_Cat4_Runway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 54,000 SqFt **Length:** 900 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 9/1/2002	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2002	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 10/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2013	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2013	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 9/3/2013	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	62.00	Ft
48	L & T CR	L	20.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	24.00	Ft
48	L & T CR	L	200.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	190.00	Ft
48	L & T CR	L	31.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	43.00	Ft
48	L & T CR	L	147.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: T01SB **Name:** Taxiway 01 Siletz Bay **Use:** TAXIWAY **Area:** 26,571 SqFt

Section: 01 of 2 **From:** Apron 01 **To:** Section 02 **Last Const.:** 9/18/2013

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** S

Area: 12,020 SqFt **Length:** 433 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/15/2013	**Work Type:** Geotextile	**Code:** FB-TX	**Is Major M&R:** False
Work Date: 9/16/2013	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/17/2013	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/18/2013	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5506.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5506.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6513.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6513.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: T01SB **Name:** Taxiway 01 Siletz Bay **Use:** TAXIWAY **Area:** 26,571 SqFt

Section: 02 of 2 **From:** Taxiway A **To:** West End **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** S

Area: 14,551 SqFt **Length:** 561 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2002 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	302.00	Ft
50	PATCHING	L	42.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5568.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	48.00	Ft
57	WEATHERING	L	5568.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: TA1SB **Name:** Taxiway A1 Siletz Bay **Use:** TAXIWAY **Area:** 6,006 SqFt

Section: 01 of 2 **From:** Taxiway A **To:** Section 02 **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 3,070 SqFt **Length:** 95 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2002 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3268.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	100.00	Ft
48	L & T CR	L	16.00	Ft
48	L & T CR	L	41.00	Ft
57	WEATHERING	L	3268.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: TA1SB **Name:** Taxiway A1 Siletz Bay **Use:** TAXIWAY **Area:** 6,006 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Runway 17 End **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 2,936 SqFt **Length:** 87 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2002	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/2002	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 10/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/2/2013	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2958.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	155.00	Ft
48	L & T CR	L	57.00	Ft
57	WEATHERING	L	2958.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: TA2SB **Name:** Taxiway A2 Siletz Bay **Use:** TAXIWAY **Area:** 11,195 SqFt

Section: 02 of 3 **From:** Taxiway A **To:** Section 03 **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 3,050 SqFt **Length:** 90 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 9/1/2002 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3050.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Siletz **Name:** Siletz Bay State

Branch: TA2SB **Name:** Taxiway A2 Siletz Bay **Use:** TAXIWAY **Area:** 11,195 SqFt

Section: 01 of 3 **From:** Apron 01 **To:** Taxiway A **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 4,960 SqFt **Length:** 43 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 9/1/2002 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4959.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	415.00	Ft
57	WEATHERING	L	4959.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: TA2SB **Name:** Taxiway A2 Siletz Bay **Use:** TAXIWAY **Area:** 11,195 SqFt

Section: 03 of 3 **From:** Section 02 **To:** Runway 17/35 **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 3,185 SqFt **Length:** 94 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 9/1/2002	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/2002	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 10/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2013	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2013	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3185.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Siletz **Name:** Siletz Bay State

Branch: TA3SB **Name:** Taxiway A3 Siletz Bay **Use:** TAXIWAY **Area:** 8,490 SqFt

Section: 01 of 2 **From:** Taxiway A **To:** Section 02 **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 4,559 SqFt **Length:** 87 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2002 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4559.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	173.00	Ft
48	L & T CR	L	103.00	Ft
57	WEATHERING	L	4559.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: TA3SB **Name:** Taxiway A3 Siletz Bay **Use:** TAXIWAY **Area:** 8,490 SqFt

Section: 02 of 2 **From:** Runway 17/35 **To:** Section 01 **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 3,931 SqFt **Length:** 95 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2002	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/2002	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 10/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/2/2013	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3931.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	160.00	Ft
57	WEATHERING	L	3931.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: TA4SB **Name:** Taxiway A4 Siletz Bay **Use:** TAXIWAY **Area:** 6,029 SqFt

Section: 01 of 2 **From:** Taxiway A **To:** Section 02 **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 2,761 SqFt **Length:** 83 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2002 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2761.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	222.00	Ft
57	WEATHERING	L	2761.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: TA4SB **Name:** Taxiway A4 Siletz Bay **Use:** TAXIWAY **Area:** 6,029 SqFt

Section: 02 of 2 **From:** Runway 35 End **To:** Section 01 **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 3,268 SqFt **Length:** 99 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2002	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/2002	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 10/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/2/2013	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3268.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	91.00	Ft
48	L & T CR	L	113.00	Ft
57	WEATHERING	L	3268.00	SqFt

Network: Siletz **Name:** Siletz Bay State

Branch: TASB **Name:** Taxiway A Siletz Bay **Use:** TAXIWAY **Area:** 80,233 SqFt

Section: 01 of 1 **From:** Taxiway A4 **To:** Taxiway A1 **Last Const.:** 9/2/2002

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** S45 **Category:** B **Rank:** P

Area: 80,233 SqFt **Length:** 3,253 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2002 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	32.00	Ft
48	L & T CR	L	224.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	156.00	Ft
48	L & T CR	L	69.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	200.00	Ft
48	L & T CR	L	118.00	Ft
48	L & T CR	L	50.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 14 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	103.00	Ft
50	PATCHING	L	80.00	SqFt
57	WEATHERING	L	5000.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_2023Survey_MASTER DB-12-14-2023-4pm

Network: Siletz Bay State **Branch:** A01SB Apron 01 Siletz Ba **Section:** 01 **Surface:** AC

L.C.D. 8/3/1971 **Use:** APRON **Rank:** P **Length:** 337.00 (Ft) **Width:** 93.50 (Ft) **True Area:** 35007 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Exact Date unknown
8/1/1990	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Exact Date Unknown
8/3/1971	NC-AC	New Construction - AC	0.00	1.50	☑	
8/2/1971	BA-AG	Base Course - Aggregate	0.00	4.25	☐	
8/1/1971	SB-AG	Subbase - Aggregate	0.00	5.00	☐	

Network: Siletz Bay State **Branch:** A01SB Apron 01 Siletz Ba **Section:** 02 **Surface:** AC

L.C.D. 9/18/2013 **Use:** APRON **Rank:** P **Length:** 256.00 (Ft) **Width:** 201.50 (Ft) **True Area:** 56221 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/18/2013	CR-AC	Complete Reconstruction - AC	0.00	2.50	☑	P-403
9/17/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-209
9/16/2013	SB-AG	Subbase - Aggregate	0.00	8.00	☐	P-154
9/15/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Siletz Bay State **Branch:** A01SB Apron 01 Siletz Ba **Section:** 03 **Surface:** AC

L.C.D. 8/3/1971 **Use:** APRON **Rank:** P **Length:** 33.50 (Ft) **Width:** 56.50 (Ft) **True Area:** 1893 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Exact Date unknown
8/1/1990	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Exact Date Unknown
8/3/1971	NC-AC	New Construction - AC	0.00	1.50	☑	
8/2/1971	BA-AG	Base Course - Aggregate	0.00	4.25	☐	
8/1/1971	SB-AG	Subbase - Aggregate	0.00	5.00	☐	

Network: Siletz Bay State **Branch:** R17SB Runway 17/35 Sile **Section:** 01 **Surface:** AC

L.C.D. 9/1/2002 **Use:** RUNWAY **Rank:** P **Length:** 900.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 54000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/3/2013	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
9/2/2013	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	
9/1/2013	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
10/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Network: Siletz Bay State **Branch:** R17SB Runway 17/35 Sile **Section:** 02 **Surface:**AC
L.C.D. 8/3/1971 **Use:** RUNWAY **Rank:** P **Length:** 2,400.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 144000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2013	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
9/1/2013	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
10/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/2002	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/2002	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Exact Date Unknown
8/1/1990	CS-AC	Crack Sealing - AC	0.00	0.10	☐	Exact Date Unknown
8/3/1971	NC-AC	New Construction - AC	0.00	1.50	☑	
8/2/1971	BA-AG	Base Course - Aggregate	0.00	4.25	☐	
8/1/1971	SB-AG	Subbase - Aggregate	0.00	5.00	☐	

Network: Siletz Bay State **Branch:** T01SB Taxiway 01 Siletz **Section:** 01 **Surface:**AC
L.C.D. 9/18/2013 **Use:** TAXIWAY **Rank:** S **Length:** 433.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 12020 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/18/2013	CR-AC	Complete Reconstruction - AC	0.00	2.50	☑	P-403
9/17/2013	BA-AG	Base Course - Aggregate	0.00	6.00	☐	P-209
9/16/2013	SB-AG	Subbase - Aggregate	0.00	8.00	☐	P-154
9/15/2013	FB-TX	Geotextile	0.00	0.00	☐	

Network: Siletz Bay State **Branch:** T01SB Taxiway 01 Siletz **Section:** 02 **Surface:**AC
L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** S **Length:** 561.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 14551 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Network: Siletz Bay State **Branch:** TA1SB Taxiway A1 Siletz **Section:** 01 **Surface:**AC
L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 3070 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Network: Siletz Bay State **Branch:** TA1SB Taxiway A1 Siletz **Section:** 02 **Surface:**AC
L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 87.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 2936 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2013	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
10/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Pavement Database: ODA_2023Survey_MASTER DB-12-14-2023-4pm

Network: Siletz Bay State **Branch:** TA2SB Taxiway A2 Siletz **Section:** 01 **Surface:** AC
L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 43.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 4960 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Network: Siletz Bay State **Branch:** TA2SB Taxiway A2 Siletz **Section:** 02 **Surface:** AC
L.C.D. 9/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3050 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown thickness, estimated date
9/1/2021	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown thickness, estimated date
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Connector relocated in 2021

Network: Siletz Bay State **Branch:** TA2SB Taxiway A2 Siletz **Section:** 03 **Surface:** AC
L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 94.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3185 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2013	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
9/1/2013	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
10/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Network: Siletz Bay State **Branch:** TA3SB Taxiway A3 Siletz **Section:** 01 **Surface:** AC
L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 87.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 4559 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Network: Siletz Bay State **Branch:** TA3SB Taxiway A3 Siletz **Section:** 02 **Surface:** AC
L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 3931 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2013	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
10/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Network: Siletz Bay State **Branch:** TA4SB Taxiway A4 Siletz **Section:** 01 **Surface:** AC
L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 83.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 2761 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	

Pavement Database: ODA_2023Survey_MASTER DB-12-14-2023-4pm

Network: Siletz Bay State **Branch:** TA4SB Taxiway A4 Siletz **Section:** 02 **Surface:** AC

L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 99.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 3268 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2013	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
10/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Network: Siletz Bay State **Branch:** TASB Taxiway A Siletz **Section:** 01 **Surface:** AC

L.C.D. 9/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 3,253.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 80233 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2002	NC-AC	New Construction - AC	0.00	2.00	☑	Assumed date
9/1/2002	BA-AG	Base Course - Aggregate	0.00	6.00	☐	Assumed date

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	17	429,645.00	5.34	1.49
Complete Reconstruction - AC	2	68,241.00	2.50	0.00
Crack Seal - Wide Cracks	1	54,000.00	0.00	0.00
Crack Sealing - AC	12	854,170.00	0.06	0.05
Geotextile	2	68,241.00	0.00	0.00
New Construction - AC	16	364,454.00	1.78	0.50
Subbase - Aggregate	5	249,141.00	6.20	1.47
Surface Treatment - Slurry Seal	13	566,640.00	0.27	0.25