2023 ODAV Pavement Evaluation Program Tillamook Airport

Tillamook, Oregon

December 29, 2023

Prepared for

State of Oregon Department of Aviation
3040 25th Street SE
Salem, OR 97303-1125

Prepared by

16520 SW Upper Boones Ferry Road, Suite 100
Tigard, OR 97224-7661
(503) 641-3478 | www.gri.com

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

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 Tillamook Airport in Tillamook, 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 Tillamook 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

Tillamook Airport is located in Tillamook, Oregon, and is owned and operated by the Port of Tillamook Bay. The airport consists of two runways and multiple taxiways, connector taxiways, taxilanes, and aprons that serve a variety of general aviation aircraft and military aircraft. The general location of the airport is shown below on the Tillamook Airport Location Map, Figure 2.1.

Figure 2.1: TILLAMOOK AIRPORT LOCATION MAP

The airside pavements at the Tillamook Airport are comprised of asphalt concrete (AC), AC overlaid with AC (AAC), and portland cement concrete (PCC). The airport pavements, delineated by surface type and branch use, are shown on the Tillamook Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Tillamook 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 Tillamook 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.

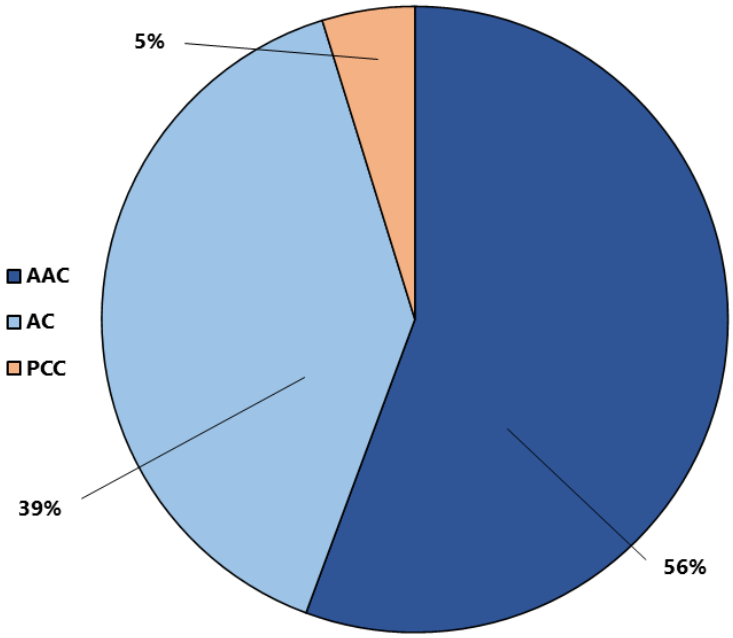


Figure 2.2: TILLAMOOK AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

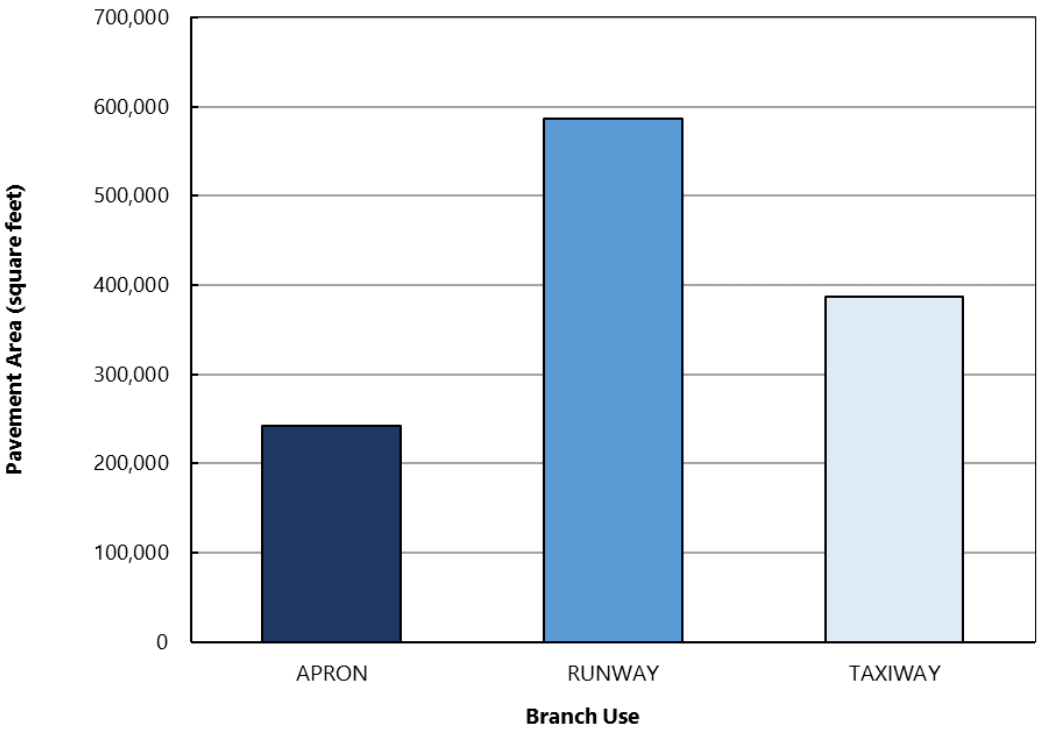
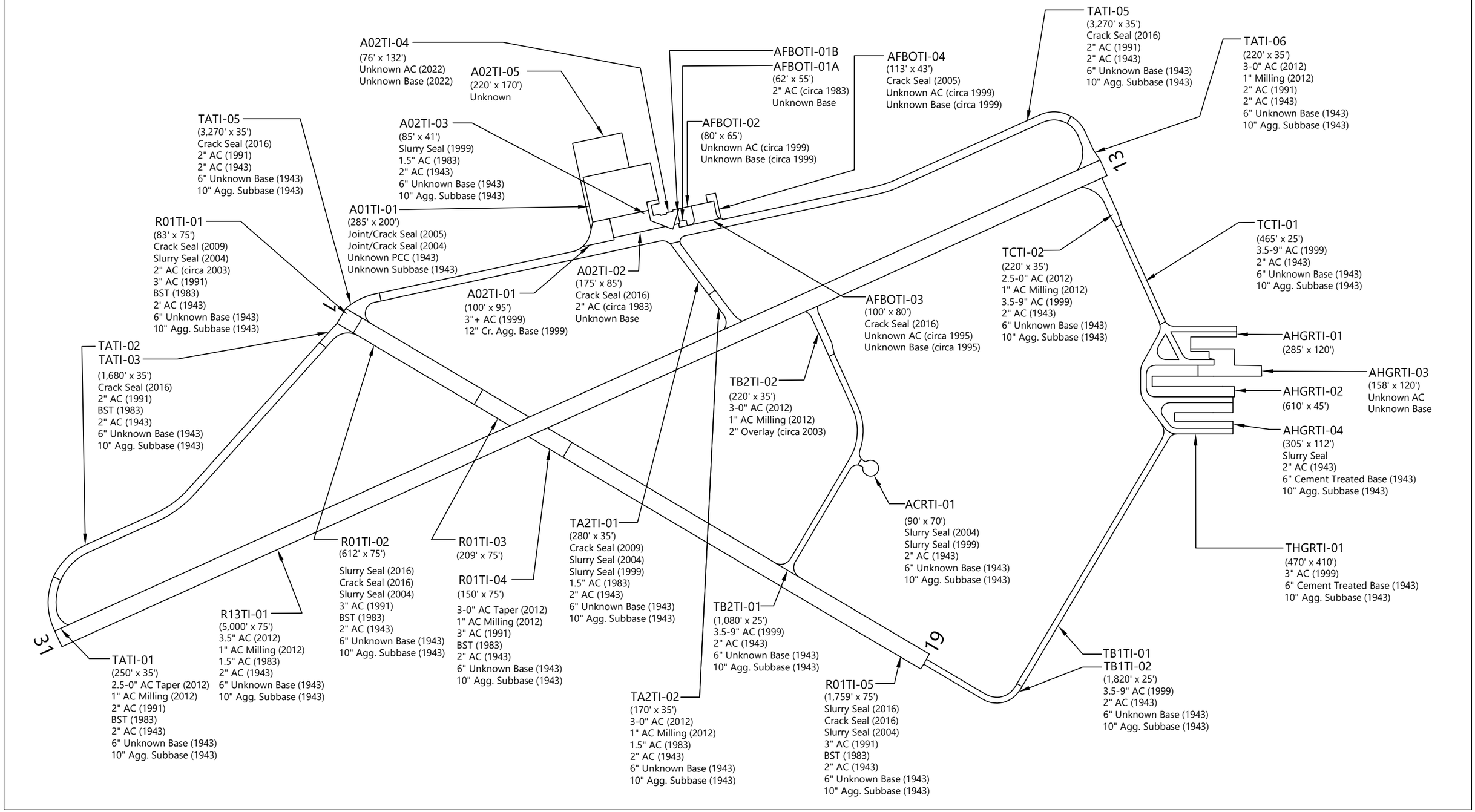


Figure 2.3: TILLAMOOK AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; PCC = PORTLAND CEMENT CONCRETE; Cr. = CRUSHED; Agg. = AGGREGATE; BST = BITUMINOUS SURFACE TREATMENT

N

0 400 800 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

TILLAMOOK 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 Tillamook Airport in July 2023. The 2023 survey work was performed on sections last inspected in 2018 in order to update the Tillamook 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.

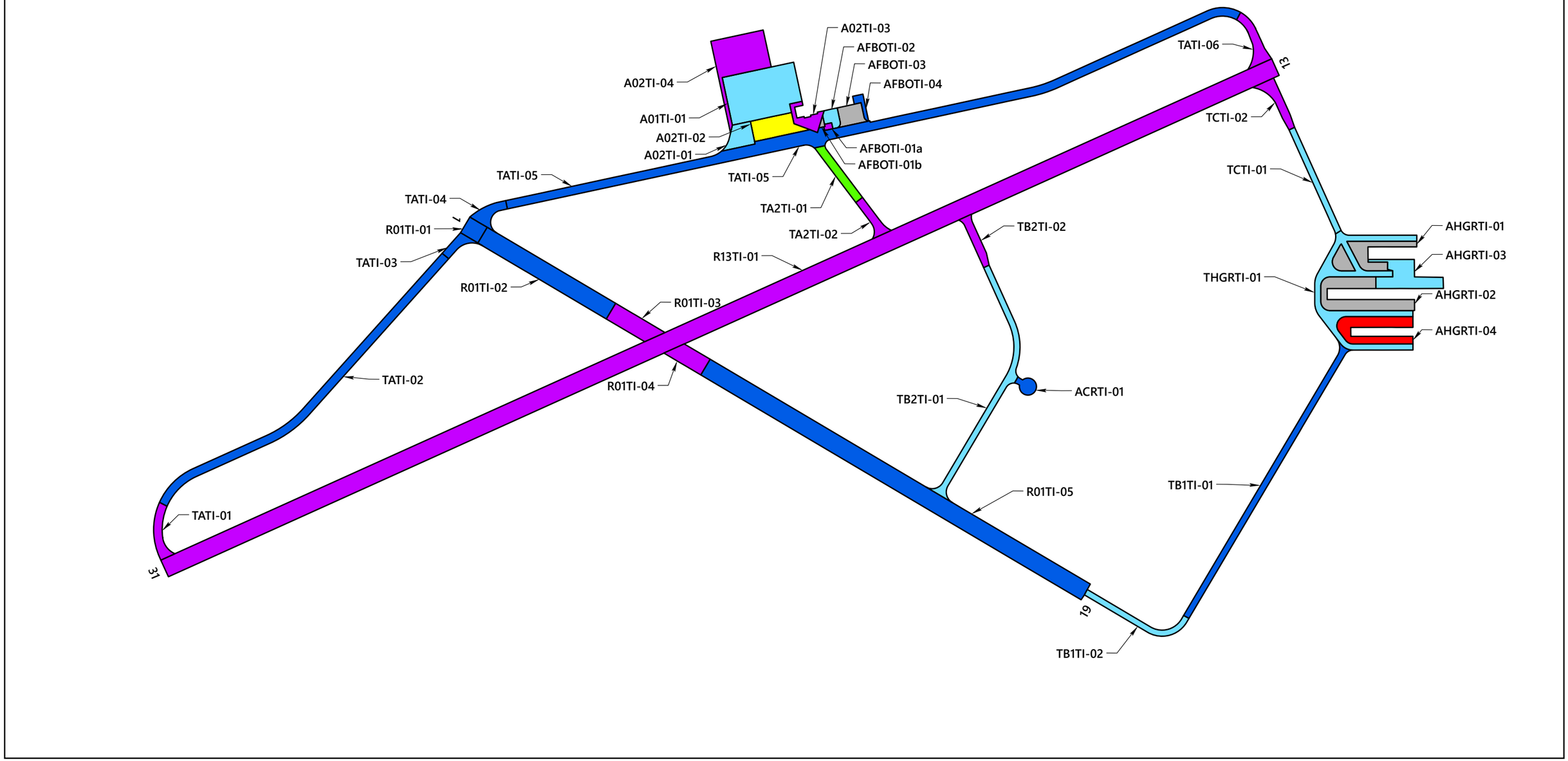
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible and rigid pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category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

Table 3-1: ASTM PCI RATING SCALE

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

3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Tillamook Airport is approximately 72. The section PCIs ranged from a low of 10 to a high of 100. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, block cracking, raveling, and patching on AC-surfaced pavements, and linear cracking, corner and joint spalling, joint seal damage, shattered slabs, and patching on PCC pavements. Section PCIs following our pavement survey are displayed below spatially on the Tillamook 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

0 400 800 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

TILLAMOOK 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 Tillamook Airport Pavement Condition Rating by Percent of Area, Figure 3.2. A summary of the pavement condition results by branch and section is 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.

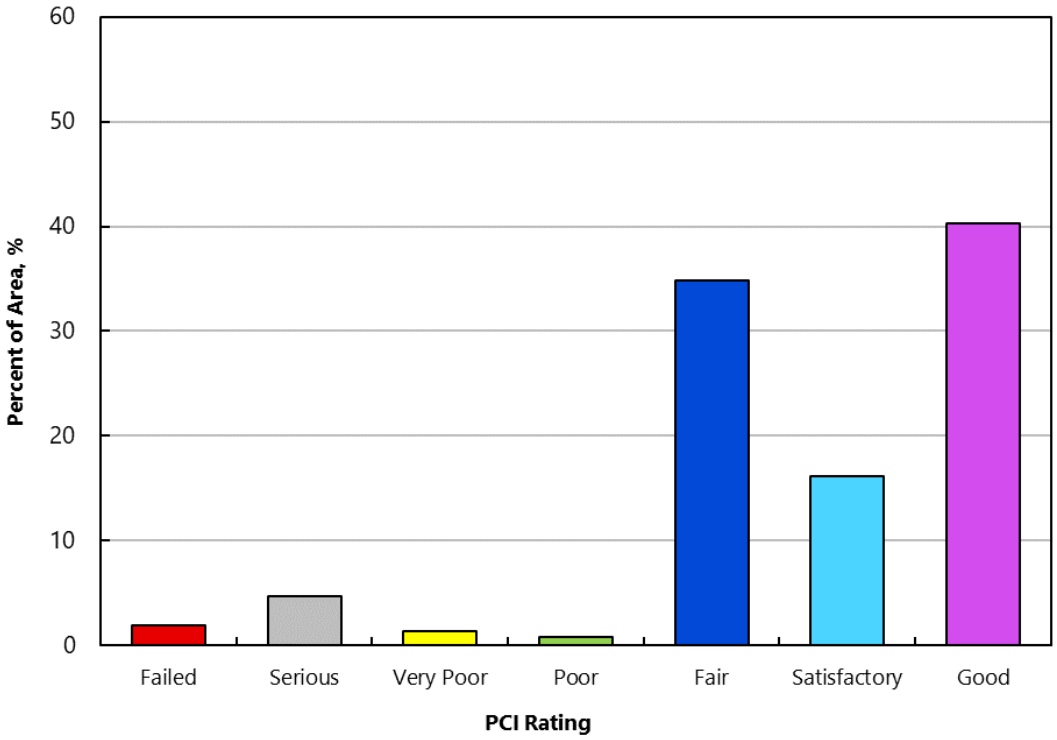


Figure 3.2: TILLAMOOK AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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 Tillamook Airport are displayed on Figures 1C through 4C in Appendix C.

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 72 to a value of 59 in 2028 and 44 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 Tillamook Airport is displayed spatially on the Tillamook 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.

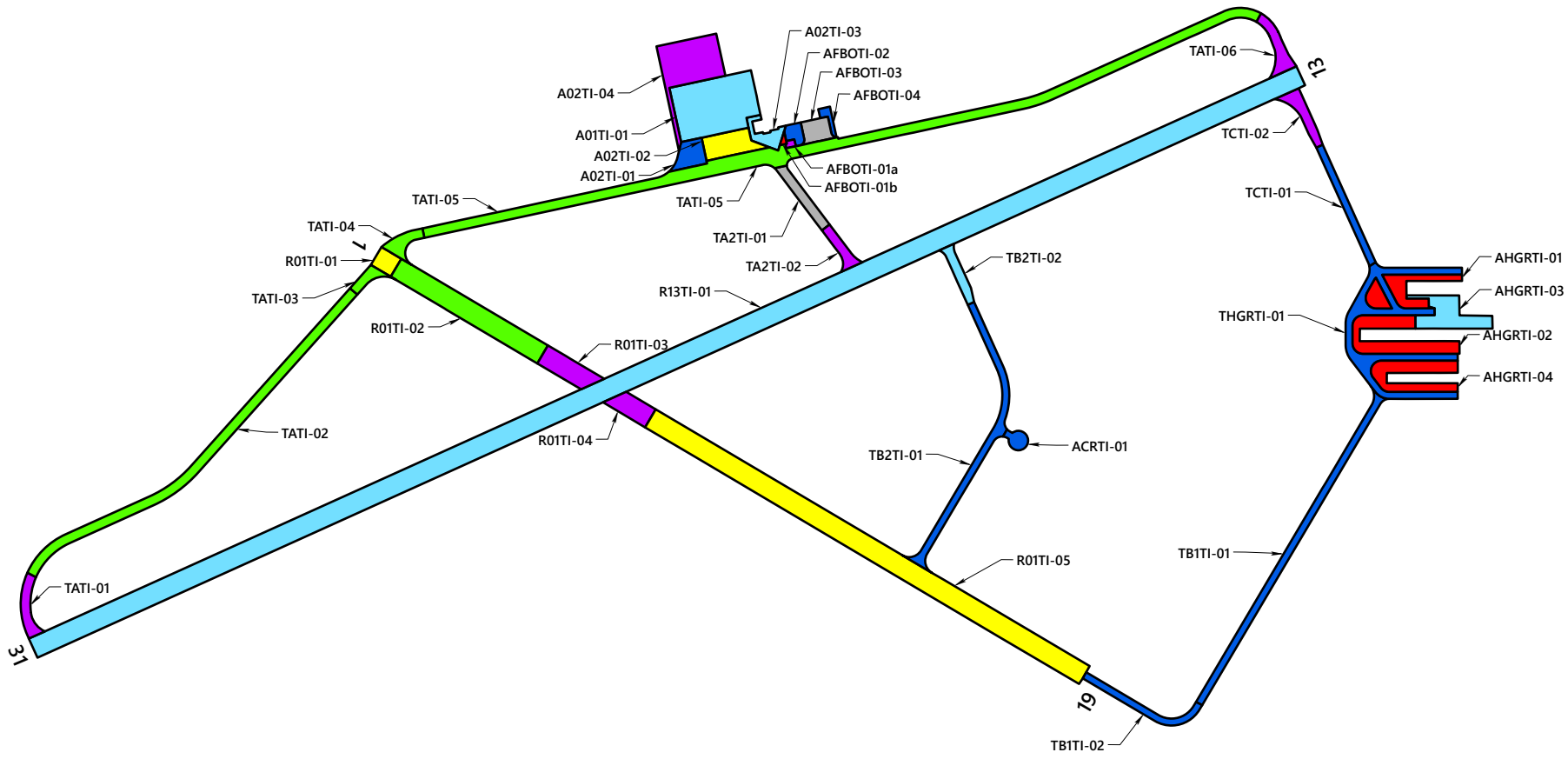
4.3 Functional Remaining Life

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.

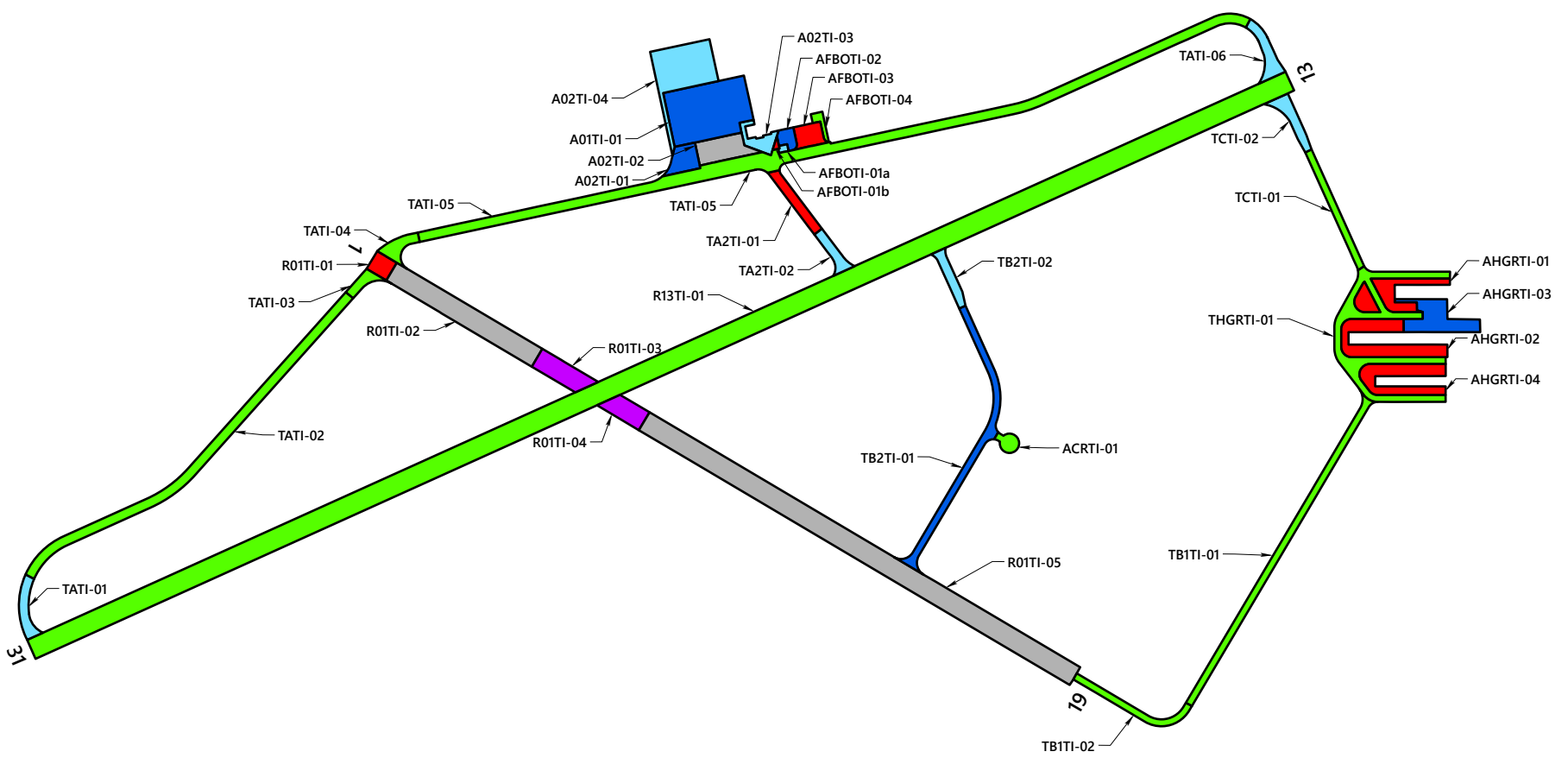
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Tillamook Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3 of Appendix 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 Tillamook 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

N

0 600 1,200 Feet

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TILLAMOOK 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

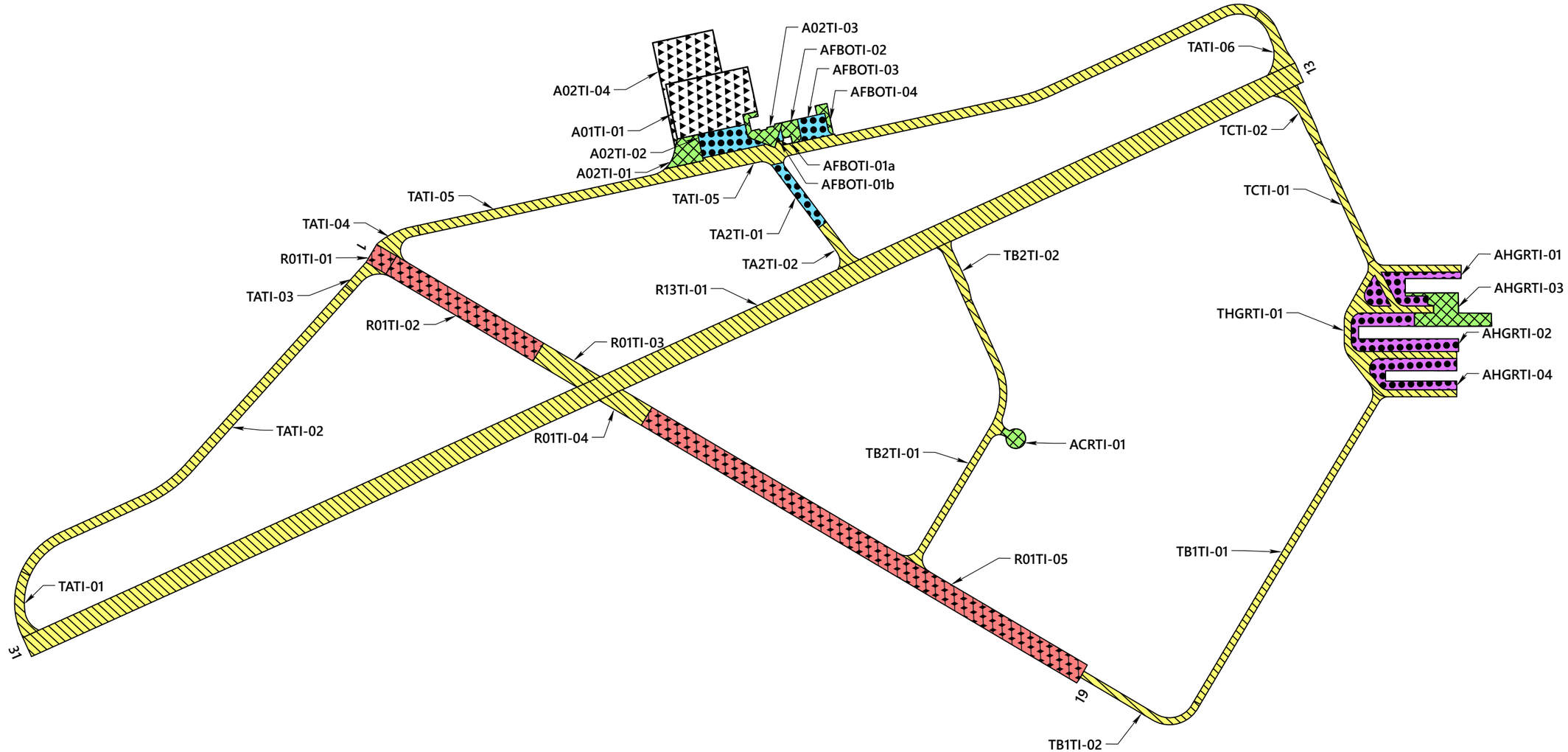
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	122,278 linear feet
Asphalt Concrete Wide Crack Sealing	6,506 linear feet
Portland Cement Concrete Crack Sealing	688 linear feet
Asphalt Concrete Full-Depth Patching	72 square feet
Portland Cement Concrete Partial-Depth Patching	5 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 Tillamook 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	106,628
Overlay	184,059
Fog Seal	49,419
Slurry Seal	779,063



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

N

0 400 800 Feet

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STATEWIDE PAVEMENT EVALUATION PROGRAM

TILLAMOOK AIRPORT

5-YEAR PAVEMENT MANAGEMENT PLAN

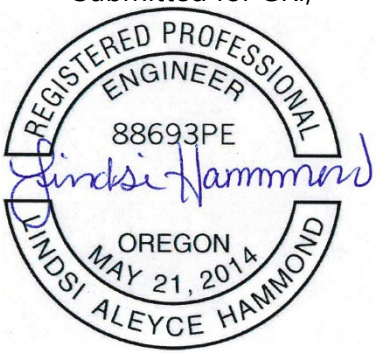
DEC. 2023 JOB NO. 6593-F FIG. 5.1

6 LIMITATIONS

This report has been prepared to assist the ODAV with pavement-related project planning for the Tillamook 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 Tillamook Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,



RENEWS: 06/2025

Lindsi A. Hammond, PE
Principal

Matthew A. Haynes, PE
Project Engineer

Ana-Maria Coca, PhD
Engineering Staff

This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Tillamook Airport is located in Tillamook, Oregon, and is owned and operated by the Port of Tillamook Bay. The pavement network/facilities at Tillamook Airport serve a variety of general aviation aircraft and military aircraft. Tillamook Airport consists of two runways, multiple taxiways, connector taxiways, taxilanes, and aprons. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC (AAC), and portland cement concrete (PCC).

The current airport pavement management system (APMS) network at Tillamook Airport has an approximate area of 1,215,037 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 Tillamook Airport contains 13 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 Tillamook Airport contains 36 sections that are managed by the Port of Tillamook Bay, 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 and 20 slabs ± 8 slabs for rigid pavements. 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 Tillamook Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible and rigid 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 Tillamook 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: TILLAMOOK AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01TI	Apron 01 Tillamook	1	58,128
A02TI	Apron 02 Tillamook	4	69,981
ACRTI	Compass Rose Tillamook	1	4,395
AFBOTI	FBO Apron Tillamook	5	16,383
AHGRTI	Hangar Apron Tillamook	4	93,454
R01TI	Runway 01/19 Tillamook	5	210,991
R13TI	Runway 13/31 Tillamook	1	375,000
TA2TI	Taxiway A2 Tillamook	2	16,470
TATI	Taxiway A Tillamook	6	206,143
TB1TI	Taxiway B1 Tillamook	2	57,176
TB2TI	Taxiway B2 Tillamook	2	35,853
TCTI	Taxiway C Tillamook	2	21,079
THGRTI	Hangar Taxiways Tillamook	1	49,984

Table 2A: TILLAMOOK AIRPORT CURRENT PAVEMENT INVENTORY

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type	Approximate Slab Length, feet	Approximate Slab Width, feet	Number of Slabs
A01TI	Apron 01 Tillamook	APRON	01	Apron 02	Taxiway A2	P	285	200	58,128	8/2/1943	PCC	13	15	320
A02TI	Apron 02 Tillamook	APRON	01	Taxiway A	Apron 01	P	100	95	9,566	6/2/1999	AC	0	0	0
A02TI	Apron 02 Tillamook	APRON	02	Taxiway A	Apron 01	P	175	85	15,827	8/2/1983	AC	0	0	0
A02TI	Apron 02 Tillamook	APRON	03	Around	Terminal	P	76	132	7,423	6/1/2014	AC	0	0	0
A02TI	Apron 02 Tillamook	APRON	04	A01TI-01	End	P	155	220	37,165	9/1/2022	AC	0	0	0
ACRTI	Compass Rose Tillamook	APRON	01	Taxiway B2	End	S	90	70	4,395	6/3/1943	AC	0	0	0
AFBOTI	FBO Apron Tillamook	APRON	01a	FBO Office	Section 01b	S	62	55	575	6/2/1983	AC	0	0	0
AFBOTI	FBO Apron Tillamook	APRON	01b	Section 01a	Taxiway A	S	35	25	830	6/2/1983	AC	0	0	0
AFBOTI	FBO Apron Tillamook	APRON	02	Taxiway A	Fueling Station	S	80	65	4,273	6/2/1999	AC	0	0	0
AFBOTI	FBO Apron Tillamook	APRON	03	Taxiway A	Fueling Station	S	80	100	8,171	6/2/1995	AC	0	0	0
AFBOTI	FBO Apron Tillamook	APRON	04	Taxiway A	Fueling Station	S	113	43	2,534	6/2/1999	AC	0	0	0
AHGRTI	Hangar Apron Tillamook	APRON	01	Hangar Taxiway	Hangars	T	285	120	19,828	6/3/1943	AC	0	0	0
AHGRTI	Hangar Apron Tillamook	APRON	02	Hangar Taxiway	Hangars	T	610	45	28,720	6/3/1943	AC	0	0	0
AHGRTI	Hangar Apron Tillamook	APRON	03	Section 01	Section 02	T	200	120	21,228	9/1/2007	AC	0	0	0
AHGRTI	Hangar Apron Tillamook	APRON	04	Hangar Taxiway	Hangars	T	305	112	23,678	6/3/1943	AC	0	0	0
R01TI	Runway 01/19 Tillamook	RUNWAY	01	Runway 01 End	Section 01	P	83	75	6,225	9/1/1991	AAC	0	0	0
R01TI	Runway 01/19 Tillamook	RUNWAY	02	Section 01	Section 03	P	612	75	45,918	6/1/1991	AC	0	0	0
R01TI	Runway 01/19 Tillamook	RUNWAY	03	Section 02	Runway 13/31	P	209	75	15,669	9/2/2012	AAC	0	0	0
R01TI	Runway 01/19 Tillamook	RUNWAY	04	Runway 13/31	Section 05	P	150	75	11,263	9/2/2012	AAC	0	0	0
R01TI	Runway 01/19 Tillamook	RUNWAY	05	Section 04	Taxiway B1	P	1,759	75	131,916	8/1/1991	AC	0	0	0
R13TI	Runway 13/31 Tillamook	RUNWAY	01	Runway 31 End	Section 02	S	5,000	75	375,000	10/2/2012	AAC	0	0	0
TA2TI	Taxiway A2 Tillamook	TAXIWAY	01	Taxiway A	Runway 13/31	P	280	35	9,574	6/1/1983	AAC	0	0	0
TA2TI	Taxiway A2 Tillamook	TAXIWAY	02	Taxiway A	Runway 13/31	P	170	35	6,896	10/2/2012	AAC	0	0	0
TATI	Taxiway A Tillamook	TAXIWAY	01	Runway 31 End	Section 02	P	250	35	8,732	10/2/2012	AC	0	0	0
TATI	Taxiway A Tillamook	TAXIWAY	02	Section 01	Section 02	P	1,562	35	54,928	9/1/1991	AC	0	0	0
TATI	Taxiway A Tillamook	TAXIWAY	03	Section 01	Runway 01 End	P	118	35	5,014	9/1/1991	AC	0	0	0
TATI	Taxiway A Tillamook	TAXIWAY	04	Runway 01 End	Section 05	P	162	35	7,358	8/1/1991	AAC	0	0	0
TATI	Taxiway A Tillamook	TAXIWAY	05	Section 04	Section 06	P	3,270	35	120,024	8/1/1991	AAC	0	0	0
TATI	Taxiway A Tillamook	TAXIWAY	06	Section 05	Runway 13 End	P	220	35	10,087	10/2/2012	AAC	0	0	0
TB1TI	Taxiway B1 Tillamook	TAXIWAY	01	Section 02	Hangar Taxiways	S	1,307	25	44,576	6/1/1999	AAC	0	0	0
TB1TI	Taxiway B1 Tillamook	TAXIWAY	02	Runway 19 End	Section 01	S	465	25	12,600	6/1/1999	AAC	0	0	0
TB2TI	Taxiway B2 Tillamook	TAXIWAY	01	Runway 01/19	Section 02	S	1,080	25	28,164	6/1/1999	AAC	0	0	0
TB2TI	Taxiway B2 Tillamook	TAXIWAY	02	Runway 13/31	Section 01	S	220	35	7,689	10/2/2012	AAC	0	0	0
TCTI	Taxiway C Tillamook	TAXIWAY	01	Hangars	Section 02	S	465	25	11,699	6/1/1999	AAC	0	0	0
TCTI	Taxiway C Tillamook	TAXIWAY	02	Section 01	Runway 13 End	S	220	35	9,380	10/2/2012	AAC	0	0	0
THGRTI	Hangar Taxiways Tillamook	TAXIWAY	01	Taxiway C1	Taxiway B1	S	470	410	49,984	6/1/1999	AC	0	0	0

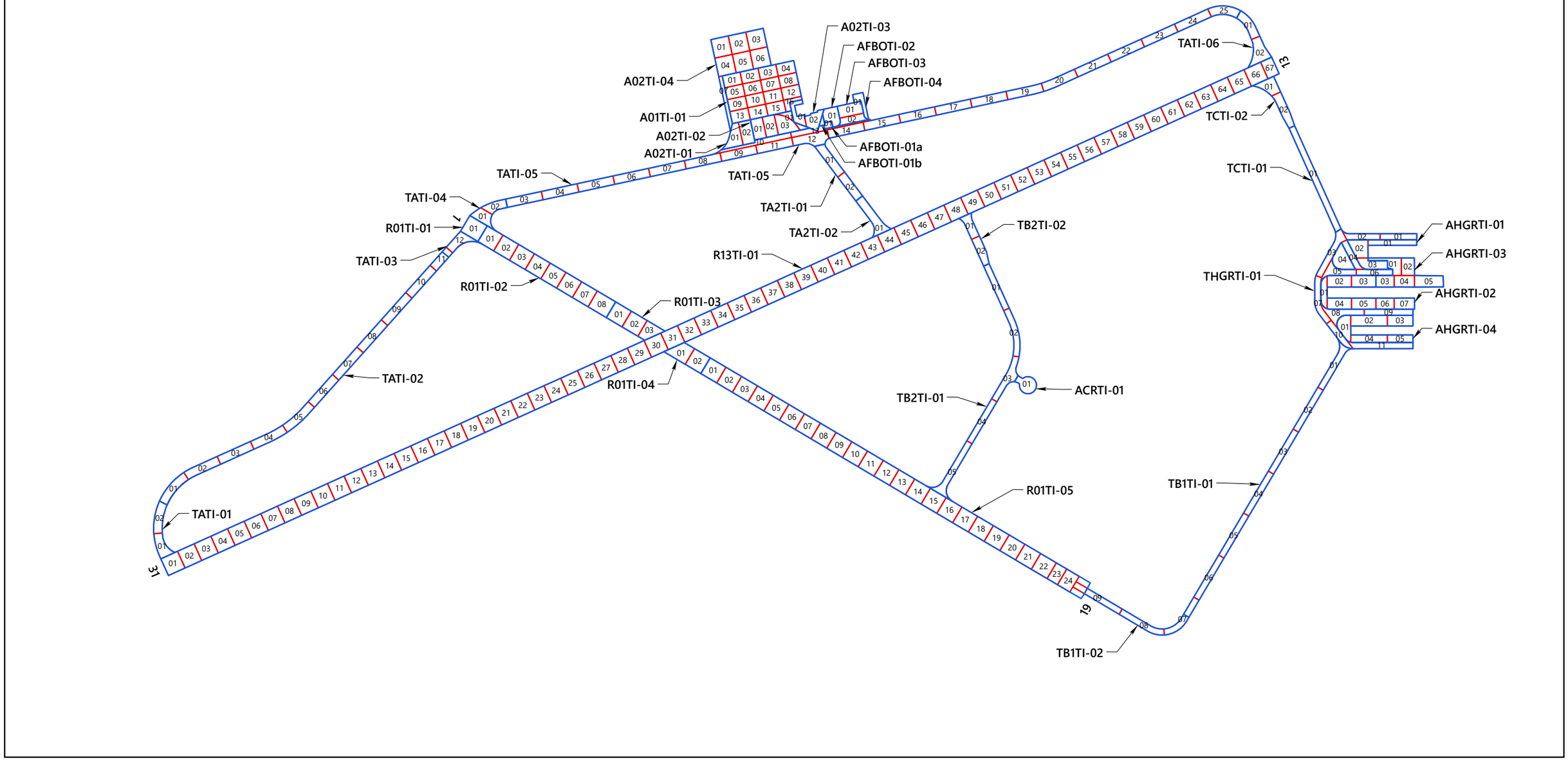
Abbreviations:
P = Primary pavement, S = Secondary pavement, T = Tertiary pavement
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)
AC = Asphalt Concrete, AAC = AC overlaid AC, PCC = Portland Cement Concrete

Table 3A: EXAMPLE SAMPLE RATES FOR AC AND PCC PAVEMENTS

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

PCC Sampling Rate	
Total Number of Sample Units, N	**Sample Units to Survey, n**
1	1
2	2
3-4	3
5-6	4
7-8	5
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

Note: AC = Asphalt Concrete
PCC = Portland Cement Concrete



LEGEND

- SAMPLE UNIT
- SECTIONS

N

0 400 800 Feet

GRI

TILLAMOOK 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) and rigid pavement (e.g., PCC) 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 AND RIGID PAVEMENT

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

Rigid Pavement		
PAVER Code	Pavement Distress	Related Cause
61	Blow-Up	Load
62	Corner Break	Load
63	Longitudinal, Transverse, & Diagonal Cracks	Climate/ Durability
64	Durability Cracking	Climate/ Durability
65	Joint Seal Damage	Other
66	Small Patch	Other
67	Large Patch	Other
68	Pop Outs	Other
69	Pumping	Other
70	Scaling	Other
71	Faulting	Other
72	Shattered Slab	Load

Flexible Pavement		
PAVER Code	Pavement Distress	Related Cause
53	Rutting	Load
54	Shoving	Other
55	Slippage Cracking	Other
56	Swelling	Other
57	Weathering	Climate/ Durability

Rigid Pavement		
PAVER Code	Pavement Distress	Related Cause
73	Shrinkage Cracking	Other
74	Joint Spalls	Other
75	Corner Spalls	Other
76	Alkali-Silica Reactivity (ASR)	Other

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. Rigid

pavement distresses include corner breaks, longitudinal cracking, divided slabs, polished aggregate, pumping, and joint spalling.

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

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

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

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 Tillamook Airport pavement network consists of 13 branches and 36 sections. A total of 99 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 Tillamook Airport is approximately 72, 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 Tillamook Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: TILLAMOOK AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01TI	1	58,128	APRON	81	Satisfactory
A02TI	4	69,981	APRON	81	Satisfactory
ACRTI	1	4,395	APRON	69	Fair
AFBOTI	5	16,383	APRON	46	Poor
AHGRTI	4	93,454	APRON	28	Very Poor
R01TI	5	210,991	RUNWAY	67	Fair
R13TI	1	375,000	RUNWAY	86	Good
TA2TI	2	16,470	TAXIWAY	64	Fair
TATI	6	206,143	TAXIWAY	64	Fair
TB1TI	2	57,176	TAXIWAY	71	Fair
TB2TI	2	35,853	TAXIWAY	79	Satisfactory
TCTI	2	21,079	TAXIWAY	83	Satisfactory
THGRTI	1	49,984	TAXIWAY	75	Satisfactory

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	15	242,341	58
RUNWAY	6	585,991	79
TAXIWAY	15	386,705	69
ALL	**36**	**1,215,037**	**72**

Abbreviation: PCI = Pavement Condition Index

Table 3B: TILLAMOOK 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
A01TI	01	8/2/1943	PCC	APRON	7/1/2023	80	81	Satisfactory	27	53	20
A02TI	01	6/2/1999	AC	APRON	7/1/2023	24	75	Satisfactory	100	0	0
A02TI	02	8/2/1983	AC	APRON	7/1/2023	40	36	Very Poor	93	0	7
A02TI	03	6/1/2014	AC	APRON	7/1/2023	9	89	Good	100	0	0
A02TI	04	9/1/2022	AC	APRON	7/1/2023	1	100	Good	70	30	0
ACRTI	01	6/3/1943	AC	APRON	7/1/2023	80	69	Fair	100	0	0
AFBOTI	01a	6/2/1983	AC	APRON	7/1/2023	40	94	Good	100	0	0
AFBOTI	01b	6/2/1983	AC	APRON	7/1/2023	40	17	Serious	68	32	0
AFBOTI	02	6/2/1999	AC	APRON	7/1/2023	24	73	Satisfactory	100	0	0
AFBOTI	03	6/2/1995	AC	APRON	7/1/2023	28	24	Serious	100	0	0
AFBOTI	04	6/2/1999	AC	APRON	7/1/2023	24	70	Fair	100	0	0
AHGRTI	01	6/3/1943	AC	APRON	7/1/2023	80	18	Serious	100	0	0
AHGRTI	02	6/3/1943	AC	APRON	7/1/2023	80	13	Serious	100	0	0
AHGRTI	03	9/1/2007	AC	APRON	7/1/2023	16	79	Satisfactory	100	0	0
AHGRTI	04	6/3/1943	AC	APRON	7/1/2023	80	10	Failed	100	0	0
R01TI	01	9/1/1991	AAC	RUNWAY	7/1/2023	32	59	Fair	100	0	0
R01TI	02	6/1/1991	AC	RUNWAY	7/1/2023	32	66	Fair	100	0	0
R01TI	03	9/2/2012	AAC	RUNWAY	7/1/2023	11	94	Good	100	0	0
R01TI	04	9/2/2012	AAC	RUNWAY	7/1/2023	11	92	Good	100	0	0
R01TI	05	8/1/1991	AC	RUNWAY	7/1/2023	32	62	Fair	100	0	0
R13TI	01	10/2/2012	AAC	RUNWAY	7/1/2023	11	86	Good	100	0	0
TA2TI	01	6/1/1983	AAC	TAXIWAY	7/1/2023	40	43	Poor	100	0	0
TA2TI	02	10/2/2012	AAC	TAXIWAY	7/1/2023	11	94	Good	100	0	0
TATI	01	10/2/2012	AC	TAXIWAY	7/1/2023	11	94	Good	100	0	0
TATI	02	9/1/1991	AC	TAXIWAY	7/1/2023	32	59	Fair	100	0	0
TATI	03	9/1/1991	AC	TAXIWAY	7/1/2023	32	59	Fair	100	0	0
TATI	04	8/1/1991	AAC	TAXIWAY	7/1/2023	32	59	Fair	100	0	0
TATI	05	8/1/1991	AAC	TAXIWAY	7/1/2023	32	62	Fair	100	0	0
TATI	06	10/2/2012	AAC	TAXIWAY	7/1/2023	11	94	Good	100	0	0
TB1TI	01	6/1/1999	AAC	TAXIWAY	7/1/2023	24	70	Fair	100	0	0
TB1TI	02	6/1/1999	AAC	TAXIWAY	7/1/2023	24	75	Satisfactory	100	0	0
TB2TI	01	6/1/1999	AAC	TAXIWAY	7/1/2023	24	76	Satisfactory	100	0	0
TB2TI	02	10/2/2012	AAC	TAXIWAY	7/1/2023	11	92	Good	100	0	0
TCTI	01	6/1/1999	AAC	TAXIWAY	7/1/2023	24	75	Satisfactory	100	0	0
TCTI	02	10/2/2012	AAC	TAXIWAY	7/1/2023	11	94	Good	100	0	0
THGRTI	01	6/1/1999	AC	TAXIWAY	7/1/2023	24	75	Satisfactory	100	0	0

Abbreviations:

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

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Table 4B: TILLAMOOK 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			
A01TI	01	PCC	58,128	8/2/1943	81	Satisfactory	5/10/2018	81	Satisfactory	75	0.00	NONE
A02TI	01	AC	9,566	6/2/1999	87	Good	5/10/2018	75	Satisfactory	19	-2	NORMAL
A02TI	02	AC	15,827	8/2/1983	38	Very Poor	5/10/2018	36	Very Poor	35	-0.39	NORMAL
A02TI	03	AC	7,423	6/1/2014	43	Poor	5/10/2018	89	Good	4	9	NONE
A02TI	04	AC	37,165	6/1/2014	-	-	-	100	Good	-	-	N/A[6]
ACRTI	01	AC	4,395	6/3/1943	54	Poor	5/10/2018	69	Fair	75	3	NONE
AFBOTI	01a	AC	575	6/2/1983	-	-	-	94	Good	-	-	N/A
AFBOTI	01b	AC	830	6/2/1983	33	Very Poor	5/10/2018	16.9	Serious	35	-3	NORMAL
AFBOTI	02	AC	4,273	6/2/1999	59	Fair	5/10/2018	73	Satisfactory	19	2.72	NONE
AFBOTI	03	AC	8,171	6/2/1995	42	Poor	5/10/2018	24	Serious	23	-3	NORMAL
AFBOTI	04	AC	2,534	6/2/1999	68	Fair	5/10/2018	70	Fair	19	0.39	NONE
AHGRTI	01	AC	19,828	6/3/1943	30	Very Poor	5/10/2018	18	Serious	75	-2	NORMAL
AHGRTI	02	AC	28,720	6/3/1943	18	Serious	5/10/2018	13	Serious	75	-0.97	NORMAL
AHGRTI	03	AC	21,228	9/1/2007	99	Good	5/10/2018	78.9	Satisfactory	11	-4	NORMAL
AHGRTI	04	AC	23,678	6/3/1943	29	Very Poor	5/10/2018	10	Failed	75	-3.69	NORMAL
R01TI	01	AAC	6,225	9/1/1991	64	Fair	5/10/2018	59	Fair	27	-1	NORMAL
R01TI	02	AC	45,918	6/1/1991	80	Satisfactory	5/10/2018	66	Fair	27	-2.72	NORMAL
R01TI	03	AAC	15,669	9/2/2012	100	Good	5/10/2018	94	Good	6	-1	NORMAL
R01TI	04	AAC	11,263	9/2/2012	99	Good	5/10/2018	92	Good	6	-1.36	NORMAL
R01TI	05	AC	131,916	8/1/1991	81	Satisfactory	5/10/2018	62	Fair	27	-4	NORMAL
R13TI	01	AAC	375,000	10/2/2012	99	Good	5/10/2018	86	Good	6	-2.53	NORMAL
TA2TI	01	AAC	9,574	6/1/1983	52	Poor	5/10/2018	43	Poor	35	-2	NORMAL
TA2TI	02	AAC	6,896	10/2/2012	100	Good	5/10/2018	94	Good	6	-1.17	NORMAL
TATI	01	AC	8,732	10/2/2012	100	Good	5/10/2018	94	Good	6	-1	NORMAL
TATI	02	AC	54,928	9/1/1991	62	Fair	5/10/2018	59.4	Fair	27	-0.51	NORMAL
TATI	03	AC	5,014	9/1/1991	-	-	-	59.4	Fair	-	-	N/A
TATI	04	AAC	7,358	8/1/1991	-	-	-	59.4	Fair	-	-	N/A
TATI	05	AAC	120,024	8/1/1991	65	Fair	5/10/2018	61.6	Fair	27	-1	NORMAL
TATI	06	AAC	10,087	9/1/2022	100	Good	5/10/2018	94	Good	-4	-1.17	NORMAL
TB1TI	01	AAC	44,576	6/1/1999	82	Satisfactory	5/10/2018	69.6	Fair	19	-2	NORMAL
TB1TI	02	AAC	12,600	6/1/1999	82	Satisfactory	5/10/2018	74.7	Satisfactory	19	-1.42	NORMAL
TB2TI	01	AAC	28,164	6/1/1999	82	Satisfactory	5/10/2018	76	Satisfactory	19	-1	NORMAL
TB2TI	02	AAC	7,689	10/2/2012	100	Good	5/10/2018	92	Good	6	-1.55	NORMAL
TCTI	01	AAC	11,699	6/1/1999	81	Satisfactory	5/10/2018	75	Satisfactory	19	-1	NORMAL
TCTI	02	AAC	9,380	10/2/2012	100	Good	5/10/2018	94	Good	6	-1.17	NORMAL
THGRTI	01	AC	49,984	6/1/1999	88	Good	5/10/2018	75	Satisfactory	19	-3	NORMAL

Abbreviations:

[1] AC = Asphalt Concrete, AAC = Asphalt Overlay AC, PCC = Portland Cement 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

[6] N/A = Not applicable due to changes in sectioning

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 Tillamook Airport. The delineation is based on branch use, surface type, section rank, and structural design life. We use four distinct models for the following "families" of pavements at Tillamook 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 4C below.

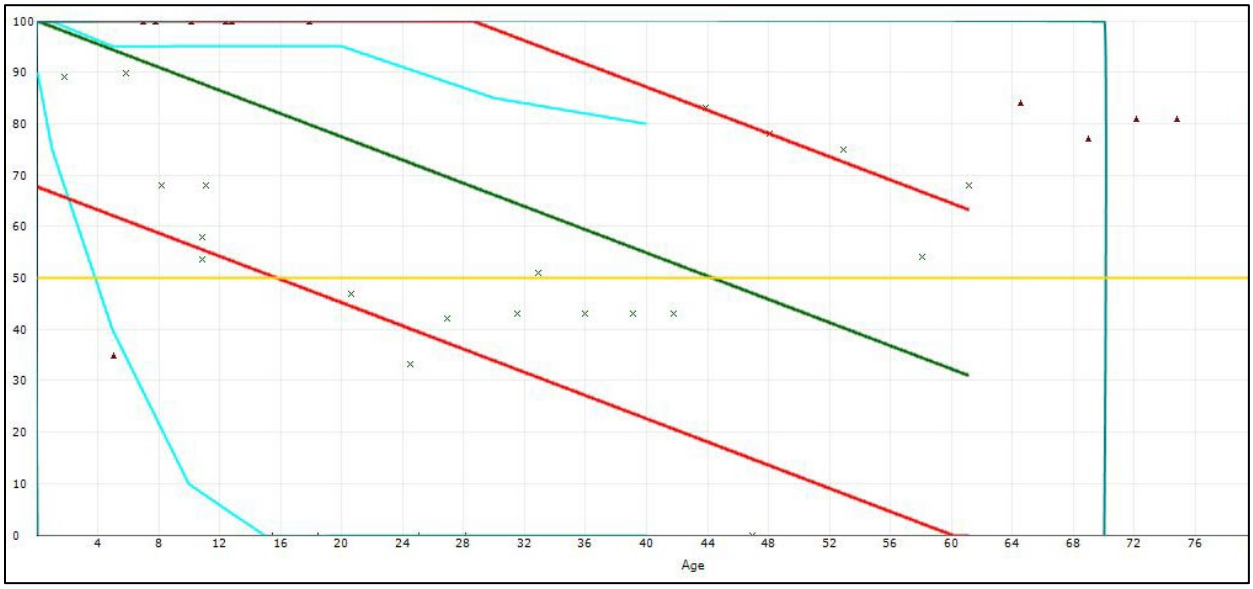

Figure 1C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 3 PCC RUNWAYS, TAXIWAYS, AND APRONS

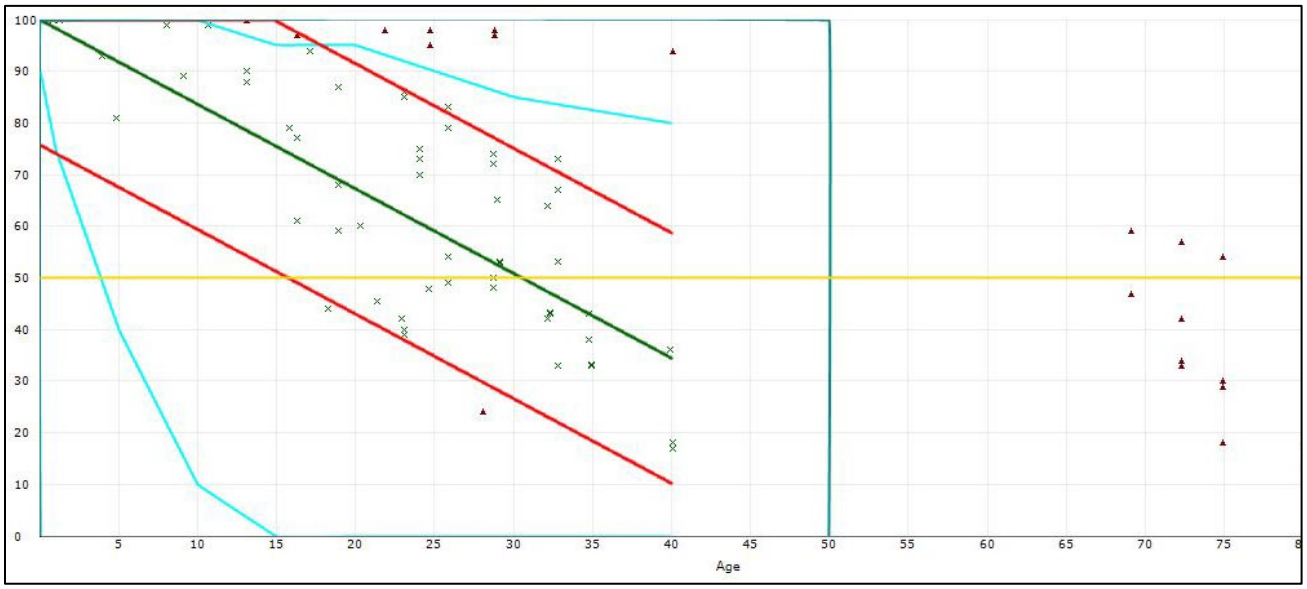

Figure 2C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 3 AC APRONS

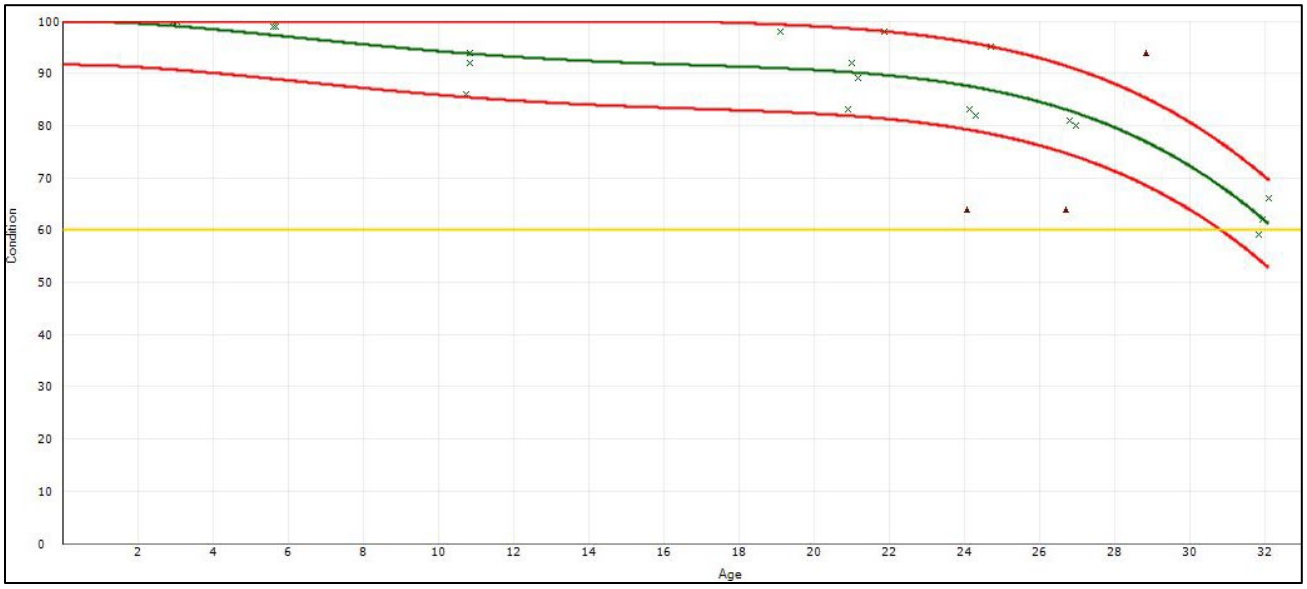

Figure 3C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 3 AC RUNWAYS

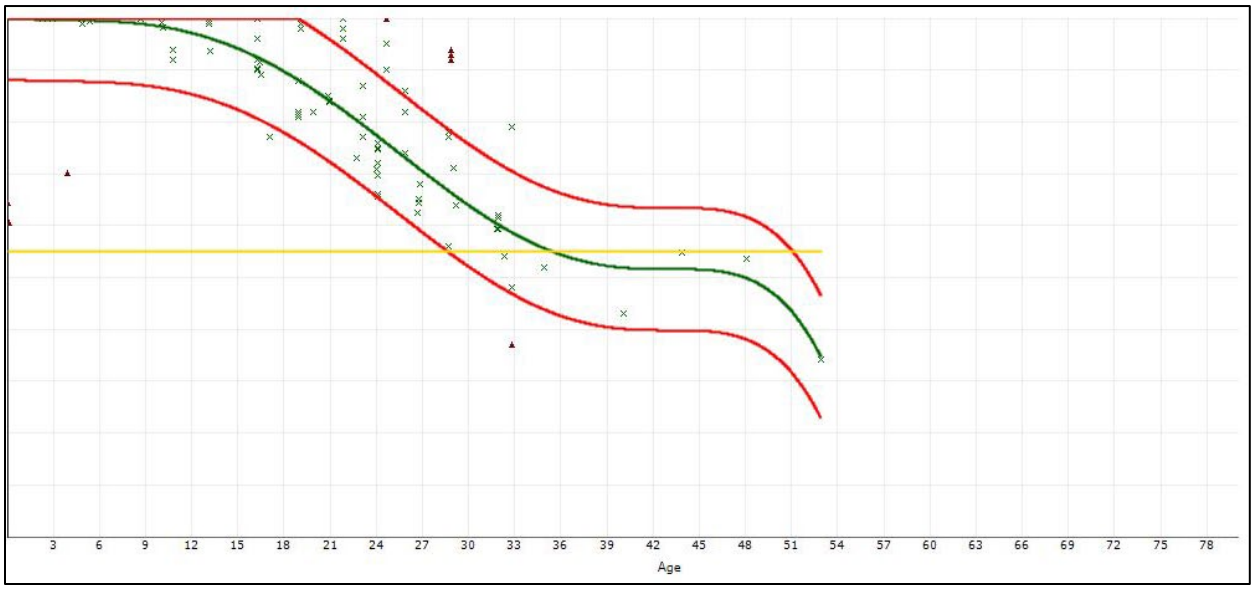

Figure 4C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 3 AC TAXIWAYS

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 Tillamook 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 Tillamook 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 Tillamook 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

		Past Inspection PCI	Current PCI	Predicted Future PCI	
BranchID	SectionID	2018	2023	2028	2033
A01TI	01	81	81	75	70
A02TI	01	87	75	67	59
A02TI	02	38	36	28	20
A02TI	03	43	89	81	73
A02TI	04	-	100	92	84
ACRTI	01	54	69	61	53
AFBOTI	01a	-	94	86	78
AFBOTI	01b	33	17	9	1
AFBOTI	02	59	73	65	57
AFBOTI	03	42	24	16	8
AFBOTI	04	68	70	62	54
AHGRTI	01	30	18	10	2
AHGRTI	02	18	13	5	0
AHGRTI	03	99	79	71	63
AHGRTI	04	29	10	2	0
R01TI	01	64	59	34	10
R01TI	02	80	66	41	16
R01TI	03	100	94	92	90
R01TI	04	99	92	91	86
R01TI	05	81	62	37	13
R13TI	01	99	86	71	46
TA2TI	01	52	43	22	2
TA2TI	02	100	94	86	75
TATI	01	100	94	86	75
TATI	02	62	59	53	52
TATI	03	-	59	53	52
TATI	04	-	59	53	52
TATI	05	65	62	54	52
TATI	06	100	94	86	75
TB1TI	01	82	70	59	53
TB1TI	02	82	75	64	55
TB2TI	01	82	76	65	56
TB2TI	02	100	92	83	71
TCTI	01	81	75	64	55
TCTI	02	100	94	86	75
THGRTI	01	88	75	64	55

Abbreviation: PCI = Pavement Condition Index

Table 2C: TILLAMOOK 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
A01TI	01	PCC	81	> 20	50	> 20
A02TI	01	AC	75	11 - 15	50	> 20
A02TI	02	AC	36	0 - 5	50	0 - 5
A02TI	03	AC	89	> 20	50	> 20
A02TI	04	AC	100	> 20	50	> 20
ACRTI	01	AC	69	11 - 15	50	16 - 20
AFBOTI	01a	AC	94	> 20	50	> 20
AFBOTI	01b	AC	16.9	0 - 5	50	0 - 5
AFBOTI	02	AC	73	11 - 15	50	> 20
AFBOTI	03	AC	24	0 - 5	50	0 - 5
AFBOTI	04	AC	70	11 - 15	50	16 - 20
AHGRTI	01	AC	18	0 - 5	50	0 - 5
AHGRTI	02	AC	13	0 - 5	50	0 - 5
AHGRTI	03	AC	78.9	16 - 20	50	> 20
AHGRTI	04	AC	10	0 - 5	50	0 - 5
R01TI	01	AAC	59	0 - 5	60	0 - 5
R01TI	02	AC	66	0 - 5	60	0 - 5
R01TI	03	AAC	94	> 20	60	> 20
R01TI	04	AAC	92	16 - 20	60	> 20
R01TI	05	AC	62	0 - 5	60	0 - 5
R13TI	01	AAC	86	6 - 10	60	11 - 15
TA2TI	01	AAC	43	0 - 5	55	0 - 5
TA2TI	02	AAC	94	> 20	55	> 20
TATI	01	AC	94	> 20	55	> 20
TATI	02	AC	59.4	0 - 5	55	> 20
TATI	03	AC	59.4	0 - 5	55	> 20
TATI	04	AAC	59.4	0 - 5	55	> 20
TATI	05	AAC	61.6	0 - 5	55	> 20
TATI	06	AAC	94	> 20	55	> 20
TB1TI	01	AAC	69.6	6 - 10	55	> 20
TB1TI	02	AAC	74.7	6 - 10	55	> 20
TB2TI	01	AAC	76	6 - 10	55	> 20
TB2TI	02	AAC	92	16 - 20	55	> 20
TCTI	01	AAC	75	6 - 10	55	> 20
TCTI	02	AAC	94	> 20	55	> 20
THGRTI	01	AC	75	6 - 10	55	> 20

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete, AAC = AC overlaid AC,
PCC = Portland Cement 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 Tillamook 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 Tillamook 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 Tillamook 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: TILLAMOOK AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01TI	01	Linear Cracking	Low	Crack Sealing - PCC	523	Ft	$23.40	$12,227	$16,927
A01TI	01	Shattered Slab	Low	Crack Sealing - PCC	165	Ft	$23.40	$3,861	
A01TI	01	Small patch	High	Patching - PCC Partial Depth	5	SqFt	$156.00	$840	
A02TI	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	642	Ft	$3.12	$2,003	$2,003
A02TI	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,101	Ft	$3.12	$3,435	$3,435
A02TI	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	101	Ft	$3.12	$315	$315
ACRTI	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	370	Ft	$3.12	$1,154	$1,154
AFBOTI	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	395	Ft	$3.12	$1,232	$1,232
AFBOTI	03	Block Cracking	Medium	Crack Sealing - AC	2,490	Ft	$3.12	$7,770	$7,770
AFBOTI	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	284	Ft	$3.12	$886	$886
AFBOTI	01b	Long. & Trans. Cracking	Low	Crack Sealing - AC	65	Ft	$3.12	$203	$5,825
AFBOTI	01b	Alligator Cracking	Medium	Patching - AC Deep	72	SqFt	$78.00	$5,623	
AHGRTI	01	Block Cracking	High	Crack Seal - Wide Cracks	948	Ft	$51.48	$48,825	$51,716
AHGRTI	01	Block Cracking	Medium	Crack Sealing - AC	927	Ft	$3.12	$2,892	
AHGRTI	02	Block Cracking	High	Crack Seal - Wide Cracks	2,723	Ft	$51.48	$140,191	$150,525
AHGRTI	02	Block Cracking	Medium	Crack Sealing - AC	3,312	Ft	$3.12	$10,334	
AHGRTI	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	458	Ft	$3.12	$1,430	$1,430
AHGRTI	04	Block Cracking	High	Crack Seal - Wide Cracks	2,834	Ft	$51.48	$145,905	$159,580
AHGRTI	04	Block Cracking	Medium	Crack Sealing - AC	4,383	Ft	$3.12	$13,674	
R01TI	01	Block Cracking	Low	Crack Sealing - AC	1,897	Ft	$3.12	$5,920	$5,920
R01TI	02	Block Cracking	Low	Crack Sealing - AC	7,465	Ft	$3.12	$23,289	$23,289
R01TI	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	44	Ft	$3.12	$137	$137
R01TI	05	Block Cracking	Low	Crack Sealing - AC	32,702	Ft	$3.12	$102,032	$102,032
R13TI	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	478	Ft	$3.12	$1,491	$22,949
R13TI	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	6,878	Ft	$3.12	$21,459	
TA2TI	01	Block Cracking	Low	Crack Sealing - AC	2,918	Ft	$3.12	$9,105	$9,105
TATI	02	Block Cracking	Low	Crack Sealing - AC	18,270	Ft	$3.12	$57,003	$57,003
TATI	03	Block Cracking	Low	Crack Sealing - AC	1,528	Ft	$3.12	$4,768	$4,768
TATI	04	Block Cracking	Low	Crack Sealing - AC	2,243	Ft	$3.12	$6,997	$6,997
TATI	05	Long. & Trans. Cracking	Low	Crack Sealing - AC	4,925	Ft	$3.12	$15,364	$79,978
TATI	05	Block Cracking	Low	Crack Sealing - AC	20,710	Ft	$3.12	$64,614	
TB1TI	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,507	Ft	$3.12	$10,943	$10,943
TB1TI	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	517	Ft	$3.12	$1,613	$1,613
TB2TI	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,372	Ft	$3.12	$4,282	$4,517
TB2TI	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	75	Ft	$3.12	$234	
TB2TI	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	32	Ft	$3.12	$100	$100
TCTI	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	763	Ft	$3.12	$2,381	$2,381
THGRTI	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,424	Ft	$3.12	$4,443	$4,443

Abbreviations:

Long. = Longitudinal, Trans. = Transverse, AC = Asphalt Concrete, PCC = Portland Cement 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	R01TI	01	RUNWAY	AAC	59	Overlay	6,225	$7.64	$47,561
	R01TI	02	RUNWAY	AC	66	Overlay	45,918	$7.64	$350,829
	R01TI	05	RUNWAY	AC	62	Overlay	131,916	$7.64	$1,007,884
2025	R01TI	03	RUNWAY	AAC	94	Slurry Seal	15,669	$0.52	$8,148
	R01TI	04	RUNWAY	AAC	92	Slurry Seal	11,263	$0.52	$5,857
	R13TI	01	RUNWAY	AAC	86	Slurry Seal	375,000	$0.52	$194,999
	TA2TI	02	TAXIWAY	AAC	94	Slurry Seal	6,896	$0.52	$3,586
	TATI	01	TAXIWAY	AC	94	Slurry Seal	8,732	$0.52	$4,541
	TATI	02	TAXIWAY	AC	59	Slurry Seal	54,928	$0.52	$28,562
	TATI	03	TAXIWAY	AC	59	Slurry Seal	5,014	$0.52	$2,607
	TATI	04	TAXIWAY	AAC	59	Slurry Seal	7,358	$0.52	$3,826
	TATI	05	TAXIWAY	AAC	62	Slurry Seal	120,024	$0.52	$62,412
	TATI	06	TAXIWAY	AAC	94	Slurry Seal	10,087	$0.52	$5,245
	TB1TI	01	TAXIWAY	AAC	70	Slurry Seal	44,576	$0.52	$23,179
	TB1TI	02	TAXIWAY	AAC	75	Slurry Seal	12,600	$0.52	$6,552
	TB2TI	01	TAXIWAY	AAC	76	Slurry Seal	28,164	$0.52	$14,645
	TB2TI	02	TAXIWAY	AAC	92	Slurry Seal	7,689	$0.52	$3,998
	TCTI	01	TAXIWAY	AAC	75	Slurry Seal	11,699	$0.52	$6,083
	TCTI	02	TAXIWAY	AAC	94	Slurry Seal	9,380	$0.52	$4,878
	THGRTI	01	TAXIWAY	AC	75	Slurry Seal	49,984	$0.52	$25,992
2026	A02TI	01	APRON	AC	75	Fog Seal	9,566	$0.31	$2,965
	A02TI	03	APRON	AC	89	Fog Seal	7,423	$0.31	$2,301
	ACRTI	01	APRON	AC	69	Fog Seal	4,395	$0.31	$1,362
	AFBOTI	02	APRON	AC	73	Fog Seal	4,273	$0.31	$1,325
	AFBOTI	04	APRON	AC	70	Fog Seal	2,534	$0.31	$786
	AHGRTI	03	APRON	AC	79	Fog Seal	21,228	$0.31	$6,581
2027	A02TI	02	APRON	AC	36	Reconstruction	15,827	$17.32	$274,122
	AFBOTI	03	APRON	AC	24	Reconstruction	8,171	$17.32	$141,521
	AFBOTI	01b	APRON	AC	17	Reconstruction	830	$17.32	$14,376
	TA2TI	01	TAXIWAY	AAC	43	Reconstruction	9,574	$17.32	$165,821
2028	AHGRTI	01	APRON	AC	18	Reconstruction	19,828	$17.32	$343,419
	AHGRTI	02	APRON	AC	13	Reconstruction	28,720	$17.32	$497,428
	AHGRTI	04	APRON	AC	10	Reconstruction	23,678	$17.32	$410,101

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

Cost Summary	
2024 Total Project Cost	$1,406,274
2025 Total Project Cost	$405,110
2026 Total Project Cost	$15,320
2027 Total Project Cost	$595,840
2028 Total Project Cost	$1,250,948
Total 5-Year Project Cost	**$3,673,492**

APPENDIX E

Reinspection Report

Re-Inspection Report

ODA_2023Survey_MASTER DB-12-18-2023_4pm
Generated Date 12/19/2023

Network: Tillamook **Name:** Tillamook

Branch: A01TI **Name:** Apron 01 Tillamook **Use:** APRON **Area:** 58,128 SqFt

Section: 01 of 1 **From:** Apron 02 **To:** Taxiway A2 **Last Const.:** 8/2/1943

Surface: PCC **Family:** 2023_Region1_Cat3/4/5_AllPCC **Zone:** KTMK **Category:** A **Rank:** P

Area: 58,128 SqFt **Length:** 285 Ft **Width:** 200 Ft

Slabs: 320 **Slab Length:** 13 Ft **Slab Width:** 15 Ft **Joint Length:** 7,875 Ft

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False
Work Date: 9/2/2004	**Work Type:** Joint Sealing - Bituminous	**Code:** JS-BI	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - PCC	**Code:** CS-PC	**Is Major M&R:** False
Work Date: 5/3/2005	**Work Type:** Joint Sealing - Bituminous	**Code:** JS-BI	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 16 **Surveyed:** 8

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 75

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	5.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	3.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 74

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 84

Sample Comments:

63	LINEAR CR	L	3.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 82

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 09 **Type:** R **Area:** 20.00 Slabs **PCI:** 81

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	5.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs

Sample Number: 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 84

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	6.00	Slabs
66	SMALL PATCH	H	1.00	Slabs

Sample Number: 11 **Type:** R **Area:** 20.00 Slabs **PCI:** 87

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 12 **Type:** R **Area:** 20.00 Slabs **PCI:** 80

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: Tillamook **Name:** Tillamook

Branch: A02TI **Name:** Apron 02 Tillamook **Use:** APRON **Area:** 69,981 SqFt

Section: 02 of 4 **From:** Taxiway A **To:** Apron 01 **Last Const.:** 8/2/1983

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 15,827 SqFt **Length:** 175 Ft **Width:** 85 Ft

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

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

Section Comments: Combined with A02TI::03

Work Date: 8/1/1983	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1983	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2009	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5100.00 SqFt **PCI:** 33

Sample Comments:

45	DEPRESSION	M	6.00	SqFt
48	L & T CR	L	90.00	Ft
48	L & T CR	L	177.00	Ft
57	WEATHERING	H	5100.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4231.00 SqFt **PCI:** 38

Sample Comments:

45	DEPRESSION	L	6.00	SqFt
48	L & T CR	L	225.00	Ft
48	L & T CR	L	175.00	Ft
57	WEATHERING	H	4231.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4530.00 SqFt **PCI:** 38

Sample Comments:

48	L & T CR	L	434.00	Ft
57	WEATHERING	H	4530.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: A02TI **Name:** Apron 02 Tillamook **Use:** APRON **Area:** 69,981 SqFt

Section: 01 of 4 **From:** Taxiway A **To:** Apron 01 **Last Const.:** 6/2/1999

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 9,566 SqFt **Length:** 100 Ft **Width:** 95 Ft

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

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

Section Comments:

Work Date: 6/1/1999 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/2/1999 **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:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4826.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	256.00	Ft
48	L & T CR	L	126.00	Ft
57	WEATHERING	M	4826.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4740.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	165.00	Ft
48	L & T CR	L	95.00	Ft
57	WEATHERING	M	4740.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: A02TI **Name:** Apron 02 Tillamook **Use:** APRON **Area:** 69,981 SqFt

Section: 04 of 4 **From:** A01TI-01 **To:** End **Last Const.:** 9/1/2022

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** **Category:** **Rank:** P

Area: 37,165 SqFt **Length:** 155 Ft **Width:** 220 Ft

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

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

Section Comments:

Work Date: 9/1/2022 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

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

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5683.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 03 **Type:** R **Area:** 5683.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 04 **Type:** R **Area:** 5683.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 5683.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Tillamook **Name:** Tillamook

Branch: A02TI **Name:** Apron 02 Tillamook **Use:** APRON **Area:** 69,981 SqFt

Section: 03 of 4 **From:** Around **To:** Terminal **Last Const.:** 6/1/2014

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 7,423 SqFt **Length:** 76 Ft **Width:** 132 Ft

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

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

Section Comments:

Work Date: 6/1/2014 **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:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3317.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	38.00	Ft
57	WEATHERING	L	3317.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4106.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	63.00	Ft
57	WEATHERING	L	4106.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: ACRTI **Name:** Compass Rose Tillamook **Use:** APRON **Area:** 4,395 SqFt

Section: 01 of 1 **From:** Taxiway B2 **To:** End **Last Const.:** 6/3/1943

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 4,395 SqFt **Length:** 90 Ft **Width:** 70 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 10/2/2004	**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:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4395.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	370.00	Ft
57	WEATHERING	L	2203.00	SqFt
57	WEATHERING	M	2192.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AFBOTI **Name:** FBO Apron Tillamook **Use:** APRON **Area:** 16,383 SqFt

Section: 03 of 5 **From:** Taxiway A **To:** Fueling Station **Last Const.:** 6/2/1995

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 8,171 SqFt **Length:** 80 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: 6/1/1995	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 24

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 23

Sample Comments:

43	BLOCK CR	M	5000.00	SqFt
50	PATCHING	L	60.00	SqFt
57	WEATHERING	H	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3171.00 SqFt **PCI:** 25

Sample Comments:

43	BLOCK CR	M	3171.00	SqFt
57	WEATHERING	H	3171.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AFBOTI **Name:** FBO Apron Tillamook **Use:** APRON **Area:** 16,383 SqFt

Section: 04 of 5 **From:** Taxiway A **To:** Fueling Station **Last Const.:** 6/2/1999

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 2,534 SqFt **Length:** 113 Ft **Width:** 43 Ft

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

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

Section Comments:

Work Date: 6/1/1999	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/2/1999	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/2/2005	**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:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2534.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	185.00	Ft
48	L & T CR	L	99.00	Ft
57	WEATHERING	M	2534.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AFBOTI **Name:** FBO Apron Tillamook **Use:** APRON **Area:** 16,383 SqFt

Section: 02 of 5 **From:** Taxiway A **To:** Fueling Station **Last Const.:** 6/2/1999

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 4,273 SqFt **Length:** 80 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 6/1/1999 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/2/1999 **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:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4273.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	395.00	Ft
57	WEATHERING	M	4273.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AFBOTI **Name:** FBO Apron Tillamook **Use:** APRON **Area:** 16,383 SqFt

Section: 01b of 5 **From:** Section 01a **To:** Taxiway A **Last Const.:** 6/2/1983

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 830 SqFt **Length:** 35 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** 25 Ft

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

Section Comments:

Work Date: 6/1/1983 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/2/1983 **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:** 17

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 830.00 SqFt **PCI:** 17

Sample Comments:

41	ALLIGATOR CR	M	42.00	SqFt
48	L & T CR	L	65.00	Ft
52	RAVELING	H	415.00	SqFt
57	WEATHERING	M	415.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AFBOTI **Name:** FBO Apron Tillamook **Use:** APRON **Area:** 16,383 SqFt

Section: 01a of 5 **From:** FBO Office **To:** Section 01b **Last Const.:** 6/2/1983

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 575 SqFt **Length:** 62 Ft **Width:** 55 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** 55 Ft

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

Section Comments:

Work Date: 6/1/1983 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/2/1983 **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:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 575.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	575.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AHGRTI **Name:** Hangar Apron Tillamook **Use:** APRON **Area:** 93,454 SqFt

Section: 04 of 4 **From:** Hangar Taxiway **To:** Hangars **Last Const.:** 6/3/1943

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** T

Area: 23,678 SqFt **Length:** 305 Ft **Width:** 112 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1995	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 10

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4556.00 SqFt **PCI:** 4

Sample Comments:

43	BLOCK CR	H	4556.00	SqFt
52	RAVELING	H	2275.00	SqFt
57	WEATHERING	M	2281.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6600.00 SqFt **PCI:** 6

Sample Comments:

43	BLOCK CR	M	4950.00	SqFt
43	BLOCK CR	H	1650.00	SqFt
52	RAVELING	H	1650.00	SqFt
57	WEATHERING	M	4950.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4647.00 SqFt **PCI:** 21

Sample Comments:

43	BLOCK CR	M	4647.00	SqFt
50	PATCHING	M	30.00	SqFt
52	RAVELING	H	500.00	SqFt
57	WEATHERING	M	4147.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AHGRTI **Name:** Hangar Apron Tillamook **Use:** APRON **Area:** 93,454 SqFt

Section: 01 of 4 **From:** Hangar Taxiway **To:** Hangars **Last Const.:** 6/3/1943

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** T

Area: 19,828 SqFt **Length:** 285 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1995	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 18

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4500.00 SqFt **PCI:** 18

Sample Comments:

43	BLOCK CR	M	2150.00	SqFt
52	RAVELING	M	2150.00	SqFt
52	RAVELING	H	350.00	SqFt
57	WEATHERING	H	2000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5030.00 SqFt **PCI:** 19

Sample Comments:

43	BLOCK CR	H	1000.00	SqFt
52	RAVELING	H	4030.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4489.00 SqFt **PCI:** 16

Sample Comments:

43	BLOCK CR	H	1200.00	SqFt
52	RAVELING	H	4489.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AHGRTI **Name:** Hangar Apron Tillamook **Use:** APRON **Area:** 93,454 SqFt

Section: 02 of 4 **From:** Hangar Taxiway **To:** Hangars **Last Const.:** 6/3/1943

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** T

Area: 28,720 SqFt **Length:** 610 Ft **Width:** 45 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1995	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 13

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4770.00 SqFt **PCI:** 17

Sample Comments:

43	BLOCK CR	M	4770.00	SqFt
52	RAVELING	M	1200.00	SqFt
52	RAVELING	H	1200.00	SqFt
57	WEATHERING	L	4770.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4770.00 SqFt **PCI:** 23

Sample Comments:

50	PATCHING	M	92.00	SqFt
52	RAVELING	M	1200.00	SqFt
52	RAVELING	H	1200.00	SqFt
57	WEATHERING	L	4770.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4520.00 SqFt **PCI:** 7

Sample Comments:

43	BLOCK CR	H	3520.00	SqFt
52	RAVELING	H	1760.00	SqFt
57	WEATHERING	M	1760.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4520.00 SqFt **PCI:** 6

Sample Comments:

43	BLOCK CR	M	2260.00	SqFt
43	BLOCK CR	H	2260.00	SqFt
52	RAVELING	H	700.00	SqFt
57	WEATHERING	M	3820.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: AHGRTI **Name:** Hangar Apron Tillamook **Use:** APRON **Area:** 93,454 SqFt

Section: 03 of 4 **From:** Section 01 **To:** Section 02 **Last Const.:** 9/1/2007

Surface: AC **Family:** 2023_Region1_Cat3_Apron_AC **Zone:** KTMK **Category:** A **Rank:** T

Area: 21,228 SqFt **Length:** 200 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 1/1/1943 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 9/1/2007 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

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

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4356.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	75.00	Ft
48	L & T CR	L	51.00	Ft
57	WEATHERING	M	4356.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5427.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	55.00	Ft
48	L & T CR	L	73.00	Ft
57	WEATHERING	M	5427.00	SqFt

Sample Number: 04 **Type:** R **Area:** 3974.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	166.00	Ft
57	WEATHERING	L	3974.00	SqFt

Sample Number: 05 **Type:** R **Area:** 2691.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	15.00	Ft
57	WEATHERING	L	2691.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: R01TI **Name:** Runway 01/19 Tillamook **Use:** RUNWAY **Area:** 210,991 SqFt

Section: 05 of 5 **From:** Section 04 **To:** Taxiway B1 **Last Const.:** 8/1/1991

Surface: AC **Family:** 2023_Region1_Cat3_Runway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 131,916 SqFt **Length:** 1,759 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/1/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1983	**Work Type:** Surface Treatment - Chip	**Code:** ST-CS	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 10/2/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 9/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2016	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	4500.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5625.00 SqFt **PCI:** 63

Sample Comments:

43	BLOCK CR	L	4125.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5625.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	4500.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 17 **Type:** R **Area:** 5625.00 SqFt **PCI:** 63

Sample Comments:

43	BLOCK CR	L	4125.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 22 **Type:** R **Area:** 5625.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	5625.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: R01TI **Name:** Runway 01/19 Tillamook **Use:** RUNWAY **Area:** 210,991 SqFt

Section: 02 of 5 **From:** Section 01 **To:** Section 03 **Last Const.:** 6/1/1991

Surface: AC **Family:** 2023_Region1_Cat3_Runway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 45,918 SqFt **Length:** 612 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/1/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/1/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1983	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 6/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 9/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2016	**Work Type:** Oregon Slurry Seal	**Code:** OR-SS	**Is Major M&R:** False

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

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 66

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5625.00 SqFt **PCI:** 66

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5625.00 SqFt **PCI:** 66

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5625.00 SqFt **PCI:** 66

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
57	WEATHERING	L	5625.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: R01TI **Name:** Runway 01/19 Tillamook **Use:** RUNWAY **Area:** 210,991 SqFt

Section: 01 of 5 **From:** Runway 01 End **To:** Section 01 **Last Const.:** 9/1/1991

Surface: AAC **Family:** 2023_Region1_Cat3_Runway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 6,225 SqFt **Length:** 83 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 9/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 9/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1983	**Work Type:** Surface Treatment - Single Bitum.	**Code:** ST-SB	**Is Major M&R:** False
Work Date: 9/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Overlay - AC Thin (Global)	**Code:** OL-AT	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2009	**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:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6225.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	6225.00	SqFt
57	WEATHERING	L	6225.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: R01TI **Name:** Runway 01/19 Tillamook **Use:** RUNWAY **Area:** 210,991 SqFt

Section: 04 of 5 **From:** Runway 13/31 **To:** Section 05 **Last Const.:** 9/2/2012

Surface: AAC **Family:** 2023_Region1_Cat3_Runway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 11,263 SqFt **Length:** 150 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/1/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1983	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 6/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 9/1/2012	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5637.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	44.00	Ft
57	WEATHERING	L	5637.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5625.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: R01TI **Name:** Runway 01/19 Tillamook **Use:** RUNWAY **Area:** 210,991 SqFt

Section: 03 of 5 **From:** Section 02 **To:** Runway 13/31 **Last Const.:** 9/2/2012

Surface: AAC **Family:** 2023_Region1_Cat3_Runway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 15,669 SqFt **Length:** 209 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/1/1983	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 6/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 9/1/2012	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 9/2/2012	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5625.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5625.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: R13TI **Name:** Runway 13/31 Tillamook **Use:** RUNWAY **Area:** 375,000 SqFt

Section: 01 of 1 **From:** Runway 31 End **To:** Section 02 **Last Const.:** 10/2/2012

Surface: AAC **Family:** 2023_Region1_Cat3_Runway_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 375,000 SqFt **Length:** 5,000 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/1/1983	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 10/2/2004	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 10/1/2012	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 10/2/2012	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 67 **Surveyed:** 6

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	29.00	Ft
48	L & T CR	L	24.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5625.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	51.00	Ft
48	L & T CR	L	30.00	Ft
48	L & T CR	M	43.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 23 **Type:** R **Area:** 5625.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	65.00	Ft
48	L & T CR	L	60.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 36 **Type:** R **Area:** 5625.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	41.00	Ft
48	L & T CR	L	68.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 49 **Type:** R **Area:** 5625.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	75.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 66 **Type:** R **Area:** 5625.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	176.00	Ft
57	WEATHERING	L	5625.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TA2TI **Name:** Taxiway A2 Tillamook **Use:** TAXIWAY **Area:** 16,470 SqFt

Section: 01 of 2 **From:** Taxiway A **To:** Runway 13/31 **Last Const.:** 6/1/1983

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 9,574 SqFt **Length:** 280 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1983	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 10/2/2004	**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

Last Insp. Date: 7/1/2023 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5282.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	5282.00	SqFt
57	WEATHERING	M	3282.00	SqFt
57	WEATHERING	H	2000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4291.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	4291.00	SqFt
57	WEATHERING	M	2791.00	SqFt
57	WEATHERING	H	1500.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TA2TI **Name:** Taxiway A2 Tillamook **Use:** TAXIWAY **Area:** 16,470 SqFt

Section: 02 of 2 **From:** Taxiway A **To:** Runway 13/31 **Last Const.:** 10/2/2012

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 6,896 SqFt **Length:** 170 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1983	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 10/2/2004	**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: 10/1/2012	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 10/2/2012	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6896.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6896.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TATI **Name:** Taxiway A Tillamook **Use:** TAXIWAY **Area:** 206,143 SqFt

Section: 02 of 6 **From:** Section 01 **To:** Section 02 **Last Const.:** 9/1/1991

Surface: AC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 54,928 SqFt **Length:** 1,562 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 8/1/1983	**Work Type:** Surface Treatment - Chip	**Code:** ST-CS	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1991	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 9/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5250.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	5250.00	SqFt
57	WEATHERING	L	5250.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5250.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	5250.00	SqFt
57	WEATHERING	L	5250.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5250.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	5250.00	SqFt
57	WEATHERING	L	5250.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5250.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	5250.00	SqFt
57	WEATHERING	L	5250.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TATI **Name:** Taxiway A Tillamook **Use:** TAXIWAY **Area:** 206,143 SqFt

Section: 04 of 6 **From:** Runway 01 End **To:** Section 05 **Last Const.:** 8/1/1991

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 7,358 SqFt **Length:** 162 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 9/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3679.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	3679.00	SqFt
57	WEATHERING	L	3679.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3679.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	3679.00	SqFt
57	WEATHERING	L	3679.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TATI **Name:** Taxiway A Tillamook **Use:** TAXIWAY **Area:** 206,143 SqFt

Section: 03 of 6 **From:** Section 01 **To:** Runway 01 End **Last Const.:** 9/1/1991

Surface: AC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 5,014 SqFt **Length:** 118 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 8/1/1983	**Work Type:** Surface Treatment - Chip	**Code:** ST-CS	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 9/1/1991	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 9/1/2016	**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:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5014.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	5014.00	SqFt
57	WEATHERING	L	5014.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TATI **Name:** Taxiway A Tillamook **Use:** TAXIWAY **Area:** 206,143 SqFt

Section: 05 of 6 **From:** Section 04 **To:** Section 06 **Last Const.:** 8/1/1991

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 120,024 SqFt **Length:** 3,270 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** 35 Ft

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 9/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 25 **Surveyed:** 5

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5250.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	5250.00	SqFt
57	WEATHERING	L	5250.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5250.00 SqFt **PCI:** 64

Sample Comments:

43	BLOCK CR	L	3300.00	SqFt
57	WEATHERING	L	5250.00	SqFt

Sample Number: 14 **Type:** R **Area:** 5250.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	640.00	SqFt
43	BLOCK CR	L	2250.00	SqFt
48	L & T CR	L	214.00	Ft
50	PATCHING	L	130.00	SqFt
57	WEATHERING	L	5250.00	SqFt

Sample Number: 18 **Type:** R **Area:** 5250.00 SqFt **PCI:** 61

Sample Comments:

43	BLOCK CR	L	2100.00	SqFt
43	BLOCK CR	L	720.00	SqFt
48	L & T CR	L	300.00	Ft
48	L & T CR	L	73.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 23 **Type:** R **Area:** 5250.00 SqFt **PCI:** 68

Sample Comments:

43	BLOCK CR	L	600.00	SqFt
48	L & T CR	L	250.00	Ft
48	L & T CR	L	240.00	Ft
57	WEATHERING	L	5250.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TATI **Name:** Taxiway A Tillamook **Use:** TAXIWAY **Area:** 206,143 SqFt

Section: 06 of 6 **From:** Section 05 **To:** Runway 13 End **Last Const.:** 10/2/2012

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 10,087 SqFt **Length:** 220 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 10/1/2012	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 10/2/2012	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**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:** 4288.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4288.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5799.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5799.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TATI **Name:** Taxiway A Tillamook **Use:** TAXIWAY **Area:** 206,143 SqFt

Section: 01 of 6 **From:** Runway 31 End **To:** Section 02 **Last Const.:** 10/2/2012

Surface: AC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** P

Area: 8,732 SqFt **Length:** 250 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1983	**Work Type:** Surface Treatment - Chip	**Code:** ST-CS	**Is Major M&R:** True
Work Date: 8/1/1991	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**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: 10/1/2012	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 10/2/2012	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**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:** 4270.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4270.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4462.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4462.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TB1TI **Name:** Taxiway B1 Tillamook **Use:** TAXIWAY **Area:** 57,176 SqFt

Section: 01 of 2 **From:** Section 02 **To:** Hangar Taxiways **Last Const.:** 6/1/1999

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 44,576 SqFt **Length:** 1,307 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** 25 Ft

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

Section Comments:

Work Date: 1/1/1943	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	191.00	Ft
48	L & T CR	L	221.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	186.00	Ft
48	L & T CR	L	122.00	Ft
50	PATCHING	L	800.00	SqFt
50	PATCHING	L	320.00	SqFt
50	PATCHING	L	800.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	245.00	Ft
48	L & T CR	L	248.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 1700.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	101.00	Ft
57	WEATHERING	M	1700.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TB1TI **Name:** Taxiway B1 Tillamook **Use:** TAXIWAY **Area:** 57,176 SqFt

Section: 02 of 2 **From:** Runway 19 End **To:** Section 01 **Last Const.:** 6/1/1999

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 12,600 SqFt **Length:** 465 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** 25 Ft

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

Section Comments:

Work Date: 1/1/1943	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 9 **Surveyed:** 3

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 07 **Type:** R **Area:** 3300.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	196.00	Ft
57	WEATHERING	M	3300.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	60.00	Ft
48	L & T CR	L	216.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 4300.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	45.00	Ft
57	WEATHERING	M	4300.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TB2TI **Name:** Taxiway B2 Tillamook **Use:** TAXIWAY **Area:** 35,853 SqFt

Section: 01 of 2 **From:** Runway 01/19 **To:** Section 02 **Last Const.:** 6/1/1999

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 28,164 SqFt **Length:** 1,080 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: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	53.00	Ft
48	L & T CR	L	80.00	Ft
48	L & T CR	M	40.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	65.00	Ft
48	L & T CR	L	75.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	135.00	Ft
48	L & T CR	L	323.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TB2TI **Name:** Taxiway B2 Tillamook **Use:** TAXIWAY **Area:** 35,853 SqFt

Section: 02 of 2 **From:** Runway 13/31 **To:** Section 01 **Last Const.:** 10/2/2012

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 7,689 SqFt **Length:** 220 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 9/1/1999	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 9/1/2003	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 10/1/2012	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 10/2/2012	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3739.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	32.00	Ft
57	WEATHERING	L	3739.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3950.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3950.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TCTI **Name:** Taxiway C Tillamook **Use:** TAXIWAY **Area:** 21,079 SqFt

Section: 01 of 2 **From:** Hangars **To:** Section 02 **Last Const.:** 6/1/1999

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 11,699 SqFt **Length:** 465 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: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1991	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

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

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5016.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	284.00	Ft
57	WEATHERING	M	5016.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6682.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	332.00	Ft
48	L & T CR	L	147.00	Ft
57	WEATHERING	M	6682.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: TCTI **Name:** Taxiway C Tillamook **Use:** TAXIWAY **Area:** 21,079 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Runway 13 End **Last Const.:** 10/2/2012

Surface: AAC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 9,380 SqFt **Length:** 220 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 8/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 8/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 8/3/1943	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 6/1/1999	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 10/1/2012	**Work Type:** Cold Milling	**Code:** MI-CO	**Is Major M&R:** False
Work Date: 10/2/2012	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**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:** 4341.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4341.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5039.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5039.00	SqFt

Network: Tillamook **Name:** Tillamook

Branch: THGRTI **Name:** Hangar Taxiways Tillamook **Use:** TAXIWAY **Area:** 49,984 SqFt

Section: 01 of 1 **From:** Taxiway C1 **To:** Taxiway B1 **Last Const.:** 6/1/1999

Surface: AC **Family:** 2023_Region1_Cat3_Taxiway_AC **Zone:** KTMK **Category:** A **Rank:** S

Area: 49,984 SqFt **Length:** 470 Ft **Width:** 410 Ft

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

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

Section Comments:

Work Date: 6/1/1943	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 6/2/1943	**Work Type:** Base Course - Stabilized (non-Bi.)	**Code:** BA-ST	**Is Major M&R:** False
Work Date: 6/1/1999	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3750.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	126.00	Ft
57	WEATHERING	M	3750.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4430.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	68.00	Ft
48	L & T CR	L	148.00	Ft
57	WEATHERING	M	4430.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	12.00	Ft
48	L & T CR	L	144.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	20.00	Ft
57	WEATHERING	M	5000.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_2023Survey_MASTER DB-12-18-2023_pm

Network: Tillamook **Branch:** A01TI Apron 01 Tillamoo **Section:** 01 **Surface:**PCC
L.C.D. 8/2/1943 **Use:** APRON **Rank:** P **Length:** 285.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 58128 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/3/2005	JS-BI	Joint Sealing - Bituminous	0.00	0.10	☐	
5/2/2005	CS-PC	Crack Sealing - PCC	0.00	0.10	☐	
9/2/2004	JS-BI	Joint Sealing - Bituminous	0.00	0.10	☐	
9/1/2004	CS-PC	Crack Sealing - PCC	0.00	0.10	☐	
8/2/1943	NC-PC	New Construction - PCC	0.00	0.00	☑	Thickness unk., guess 6"
8/1/1943	SB-AG	Subbase - Aggregate	0.00	0.00	☐	Unknown

Network: Tillamook **Branch:** A02TI Apron 02 Tillamoo **Section:** 01 **Surface:**AC
L.C.D. 6/2/1999 **Use:** APRON **Rank:** P **Length:** 100.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 9566 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/1999	NC-AC	New Construction - AC	0.00	4.00	☑	3' AC + Surfacing Course
6/1/1999	BA-AG	Base Course - Aggregate	0.00	12.00	☐	Compacted to ASTM D698

Network: Tillamook **Branch:** A02TI Apron 02 Tillamoo **Section:** 02 **Surface:**AC
L.C.D. 8/2/1983 **Use:** APRON **Rank:** P **Length:** 175.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 15827 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
8/2/1983	NC-AC	New Construction - AC	0.00	2.00	☑	Unknown Date, circa 1983
8/1/1983	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown

Network: Tillamook **Branch:** A02TI Apron 02 Tillamoo **Section:** 03 **Surface:**AC
L.C.D. 6/1/2014 **Use:** APRON **Rank:** P **Length:** 76.00 (Ft) **Width:** 132.00 (Ft) **True Area:** 7423 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: Tillamook **Branch:** A02TI Apron 02 Tillamoo **Section:** 04 **Surface:**AC
L.C.D. 9/1/2022 **Use:** APRON **Rank:** P **Length:** 155.00 (Ft) **Width:** 220.00 (Ft) **True Area:** 37165 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2022	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Tillamook **Branch:** ACRTI Compass Rose Till **Section:** 01 **Surface:**AC
L.C.D. 6/3/1943 **Use:** APRON **Rank:** S **Length:** 90.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 4395 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/2/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Assumed date
6/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
6/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** AFBOTI FBO Apron Tillam **Section:** 01a **Surface:** AC
L.C.D. 6/2/1983 **Use:** APRON **Rank:** S **Length:** 62.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 575 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/1983	NC-AC	New Construction - AC	0.00	2.00	☑	Unknown Date, circa 1983
6/1/1983	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown

Network: Tillamook **Branch:** AFBOTI FBO Apron Tillam **Section:** 01b **Surface:** AC
L.C.D. 6/2/1983 **Use:** APRON **Rank:** S **Length:** 35.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 830 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/1983	NC-AC	New Construction - AC	0.00	2.00	☑	Unknown Date, circa 1983
6/1/1983	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown

Network: Tillamook **Branch:** AFBOTI FBO Apron Tillam **Section:** 02 **Surface:** AC
L.C.D. 6/2/1999 **Use:** APRON **Rank:** S **Length:** 80.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 4273 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/1999	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown, est. circa 1999
6/1/1999	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown, est. circa 1999

Network: Tillamook **Branch:** AFBOTI FBO Apron Tillam **Section:** 03 **Surface:** AC
L.C.D. 6/2/1995 **Use:** APRON **Rank:** S **Length:** 80.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 8171 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
6/2/1995	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown, est. circa 1995
6/1/1995	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown, est. circa 1995

Network: Tillamook **Branch:** AFBOTI FBO Apron Tillam **Section:** 04 **Surface:** AC
L.C.D. 6/2/1999 **Use:** APRON **Rank:** S **Length:** 113.00 (Ft) **Width:** 43.00 (Ft) **True Area:** 2534 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
6/2/1999	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown, est. circa 1999
6/1/1999	BA-AG	Base Course - Aggregate	0.00	0.00	☐	Unknown, est. circa 1999

Network: Tillamook **Branch:** AHGRTI Hangar Apron Till **Section:** 01 **Surface:** AC
L.C.D. 6/3/1943 **Use:** APRON **Rank:** T **Length:** 285.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 19828 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/1995	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
6/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Old CTB 6"+
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	10"+

Network: Tillamook **Branch:** AHGRTI Hangar Apron Till **Section:** 02 **Surface:**AC
L.C.D. 6/3/1943 **Use:** APRON **Rank:** T **Length:** 610.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 28720 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/1995	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Unknown Date
6/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Old CTB 6"+
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	10"+

Network: Tillamook **Branch:** AHGRTI Hangar Apron Till **Section:** 03 **Surface:**AC
L.C.D. 9/1/2007 **Use:** APRON **Rank:** T **Length:** 200.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 21228 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2007	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Unknown date and thickness
1/1/1943	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: Tillamook **Branch:** AHGRTI Hangar Apron Till **Section:** 04 **Surface:**AC
L.C.D. 6/3/1943 **Use:** APRON **Rank:** T **Length:** 305.00 (Ft) **Width:** 112.00 (Ft) **True Area:** 23678 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/1995	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Unknown Date
6/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Old CTB 6"+
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	10"+

Network: Tillamook **Branch:** R01TI Runway 01/19 Till **Section:** 01 **Surface:**AAC
L.C.D. 9/1/1991 **Use:** RUNWAY **Rank:** P **Length:** 83.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 6225 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2003	OL-AT	Overlay - AC Thin (Global)	0.00	2.00	☐	
9/1/1991	OL-AS	Overlay - AC Structural	0.00	1.00	☑	
9/1/1983	ST-SB	Surface Treatment - Single Bitum.	0.00	0.50	☐	
9/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
9/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	
9/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** R01TI Runway 01/19 Till **Section:** 02 **Surface:** AC
L.C.D. 6/1/1991 **Use:** RUNWAY **Rank:** P **Length:** 612.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 45918 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
6/1/1991	OL-AS	Overlay - AC Structural	0.00	3.00	☑	
6/1/1983	SU-SB	Surface Course - BST	0.00	0.50	☑	
6/1/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/1/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** R01TI Runway 01/19 Till **Section:** 03 **Surface:** AAC
L.C.D. 9/2/2012 **Use:** RUNWAY **Rank:** P **Length:** 209.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 15669 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2012	OL-AS	Overlay - AC Structural	0.00	1.50	☑	3-0" taper
9/1/2012	MI-CO	Cold Milling	0.00	-1.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	
6/1/1991	OL-AS	Overlay - AC Structural	0.00	3.00	☑	
6/1/1983	SU-SB	Surface Course - BST	0.00	0.50	☑	
6/1/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/1/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** R01TI Runway 01/19 Till **Section:** 04 **Surface:** AAC
L.C.D. 9/2/2012 **Use:** RUNWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 11263 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2012	OL-AS	Overlay - AC Structural	0.00	1.50	☑	3-0" taper
9/1/2012	MI-CO	Cold Milling	0.00	-1.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	
6/1/1991	OL-AS	Overlay - AC Structural	0.00	3.00	☑	
6/1/1983	SU-SB	Surface Course - BST	0.00	0.50	☑	
6/1/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/1/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** R01TI Runway 01/19 Till **Section:** 05 **Surface:**AC
L.C.D. 8/1/1991 **Use:** RUNWAY **Rank:** P **Length:** 1,759.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 131916 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00	☐	
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
10/2/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Assumed date
9/1/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/1991	OL-AS	Overlay - AC Structural	0.00	3.00	☑	
8/1/1983	ST-CS	Surface Treatment - Chip	0.00	0.00	☑	
8/1/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** R13TI Runway 13/31 Till **Section:** 01 **Surface:**AAC
L.C.D. 10/2/2012 **Use:** RUNWAY **Rank:** S **Length:** 5,000.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 375000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/2/2012	OL-AS	Overlay - AC Structural	0.00	3.50	☑	Thickness varies, 3" average
10/1/2012	MI-CO	Cold Milling	0.00	-1.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
10/2/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Assumed date
6/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/1983	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
8/1/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TA2TI Taxiway A2 Tilla **Section:** 01 **Surface:**AAC
L.C.D. 6/1/1983 **Use:** TAXIWAY **Rank:** P **Length:** 280.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 9574 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
10/2/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Assumed date
6/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
6/1/1983	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
6/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TA2TI Taxiway A2 Tilla **Section:** 02 **Surface:**AAC
L.C.D. 10/2/2012 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6896 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/2/2012	OL-AS	Overlay - AC Structural	0.00	1.50	☑	3-0" Taper
10/1/2012	MI-CO	Cold Milling	0.00	-1.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
10/2/2004	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	Assumed date
6/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
6/1/1983	OL-AT	Overlay - AC Thin	0.00	1.50	☑	
6/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TATI Taxiway A Tillam **Section:** 01 **Surface:**AC
L.C.D. 10/2/2012 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8732 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/2/2012	OL-ACTH	Overlay - Thin	0.00	1.25	☑	2.5-0" Taper
10/1/2012	MI-CO	Cold Milling	0.00	-1.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1991	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/1/1983	ST-CS	Surface Treatment - Chip	0.00	0.00	☑	
8/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TATI Taxiway A Tillam **Section:** 02 **Surface:**AC
L.C.D. 9/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 1,562.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 54928 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1991	NC-AC	New Construction - AC	0.00	0.00	☑	
8/1/1991	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/1/1983	ST-CS	Surface Treatment - Chip	0.00	0.00	☑	
8/3/1943	NC-IN	New Construction - Initial	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TATI Taxiway A Tillam **Section:** 03 **Surface:**AC
L.C.D. 9/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 118.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 5014 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1991	NC-AC	New Construction - AC	0.00	0.00	☑	
8/1/1991	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/1/1983	ST-CS	Surface Treatment - Chip	0.00	0.00	☑	
8/3/1943	NC-IN	New Construction - Initial	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TATI Taxiway A Tillam **Section:** 04 **Surface:**AAC
L.C.D. 8/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 7358 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1991	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/3/1943	NC-IN	New Construction - Initial	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TATI Taxiway A Tillam **Section:** 05 **Surface:**AAC
L.C.D. 8/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 3,270.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 120024 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1991	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/3/1943	NC-IN	New Construction - Initial	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TATI Taxiway A Tillam **Section:** 06 **Surface:**AAC
L.C.D. 10/2/2012 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 10087 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/2/2012	OL-AS	Overlay - AC Structural	0.00	1.50	☑	3-0" AC Taper
10/1/2012	MI-CO	Cold Milling	0.00	-1.00	☐	
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
8/1/1991	OL-AT	Overlay - AC Thin	0.00	2.00	☑	
8/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TB1TI Taxiway B1 Tillam **Section:** 01 **Surface:**AAC
L.C.D. 6/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 1,307.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 44576 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/1999	OL-AS	Overlay - AC Structural	0.00	3.50	☑	3.5" - 9"
8/3/1943	NC-IN	New Construction - Initial	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	
1/1/1943	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Tillamook **Branch:** TB1TI Taxiway B1 Tillam **Section:** 02 **Surface:**AAC
L.C.D. 6/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 465.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 12600 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/1999	OL-AS	Overlay - AC Structural	0.00	3.50	☑	3.5" - 9"
8/3/1943	NC-IN	New Construction - Initial	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	
1/1/1943	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Tillamook **Branch:** TB2TI Taxiway B2 Tillam **Section:** 01 **Surface:**AAC
L.C.D. 6/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 1,080.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 28164 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/1999	OL-AS	Overlay - AC Structural	0.00	3.50	☑	3.5" - 9"
6/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
6/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TB2TI Taxiway B2 Tillam **Section:** 02 **Surface:**AAC
L.C.D. 10/2/2012 **Use:** TAXIWAY **Rank:** S **Length:** 220.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 7689 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/2/2012	OL-AS	Overlay - AC Structural	0.00	1.50	☑	3-0" Taper
10/1/2012	MI-CO	Cold Milling	0.00	-1.00	☐	
9/1/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☑	
9/1/1999	OL-AS	Overlay - AC Structural	0.00	6.25	☑	

Network: Tillamook **Branch:** TCTI Taxiway C Tillamo **Section:** 01 **Surface:**AAC
L.C.D. 6/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 465.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 11699 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/1999	OL-AS	Overlay - AC Structural	0.00	3.50	☑	3.5" - 9"
9/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	
8/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** TCTI Taxiway C Tillamo **Section:** 02 **Surface:**AAC
L.C.D. 10/2/2012 **Use:** TAXIWAY **Rank:** S **Length:** 220.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 9380 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/2/2012	OL-AS	Overlay - AC Structural	0.00	1.25	☑	2.5-0" Taper
10/1/2012	MI-CO	Cold Milling	0.00	-1.00	☐	
6/1/1999	OL-AS	Overlay - AC Structural	0.00	3.50	☑	3.5" - 9"
8/3/1943	NC-AC	New Construction - AC	0.00	2.00	☑	
8/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Unknown, may be CTB
8/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	

Network: Tillamook **Branch:** THGRTI Hangar Taxiways **Section:** 01 **Surface:**AC
L.C.D. 6/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 470.00 (Ft) **Width:** 410.00 (Ft) **True Area:** 49984 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/1999	NC-AC	New Construction - AC	0.00	3.00	☑	
6/2/1943	BA-ST	Base Course - Stabilized (non-Bi.)	0.00	6.00	☐	Old CTB 6"+
6/1/1943	SB-AG	Subbase - Aggregate	0.00	10.00	☐	10"+

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	7	41,776.00	1.71	4.20
Base Course - Stabilized (non-Bi.)	24	1,041,628.00	6.00	0.00
Cold Milling	8	444,716.00	-1.00	0.00
Complete Reconstruction - AC	1	21,228.00	0.00	0.00
Crack Sealing - AC	37	2,016,426.00	0.04	0.05
Crack Sealing - PCC	2	116,256.00	0.10	0.00
Joint Sealing - Bituminous	2	116,256.00	0.10	0.00
New Construction - AC	29	927,497.00	1.62	1.00
New Construction - Initial	12	377,472.00	1.00	1.00
New Construction - PCC	1	58,128.00	0.00	0.00
Oregon Slurry Seal	2	177,834.00	0.00	0.00
Overlay - AC Structural	19	768,772.00	2.74	1.24
Overlay - AC Thin	9	597,613.00	1.83	0.24
Overlay - AC Thin (Global)	1	6,225.00	2.00	0.00
Overlay - Thin	1	8,732.00	1.25	0.00
Subbase - Aggregate	25	1,099,756.00	9.60	1.96
Surface Course - BST	3	72,850.00	0.50	0.00
Surface Treatment - Chip	4	200,590.00	0.00	0.00
Surface Treatment - Single Bitum.	1	6,225.00	0.50	0.00
Surface Treatment - Slurry Seal	16	1,200,638.00	0.50	0.00