2023 ODAV Pavement Evaluation Program Pacific City State Airport

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

2 PAVEMENT INVENTORY

Pacific City State Airport is located in Pacific City, Oregon, and is owned and operated by the Oregon Department of Aviation (ODAV). The airport consists of a single runway, two connector taxiways, and an apron that serves a variety of general aviation aircraft. The general location of the airport is shown below on the Pacific City State Airport Location Map, Figure 2.1.

Figure 2.1: PACIFIC CITY STATE AIRPORT LOCATION MAP

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

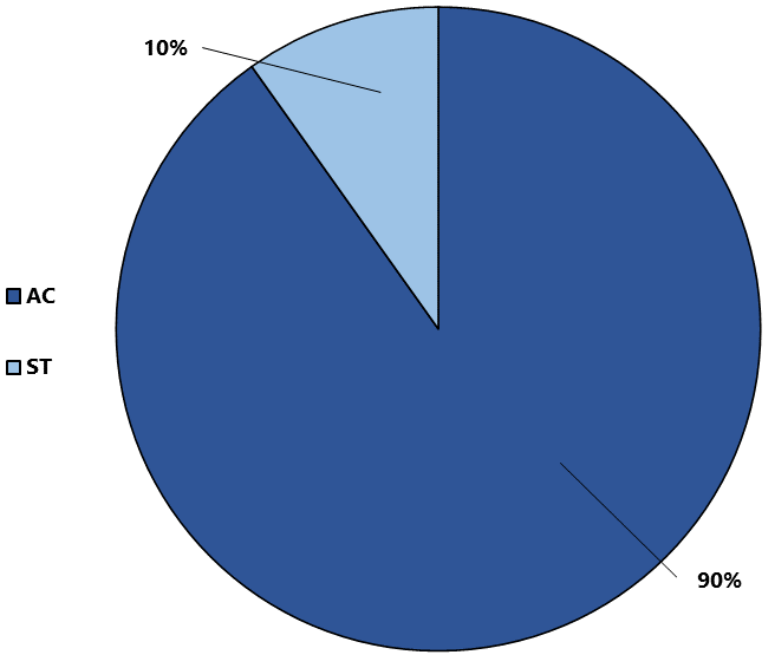


Figure 2.2: PACIFIC CITY STATE AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

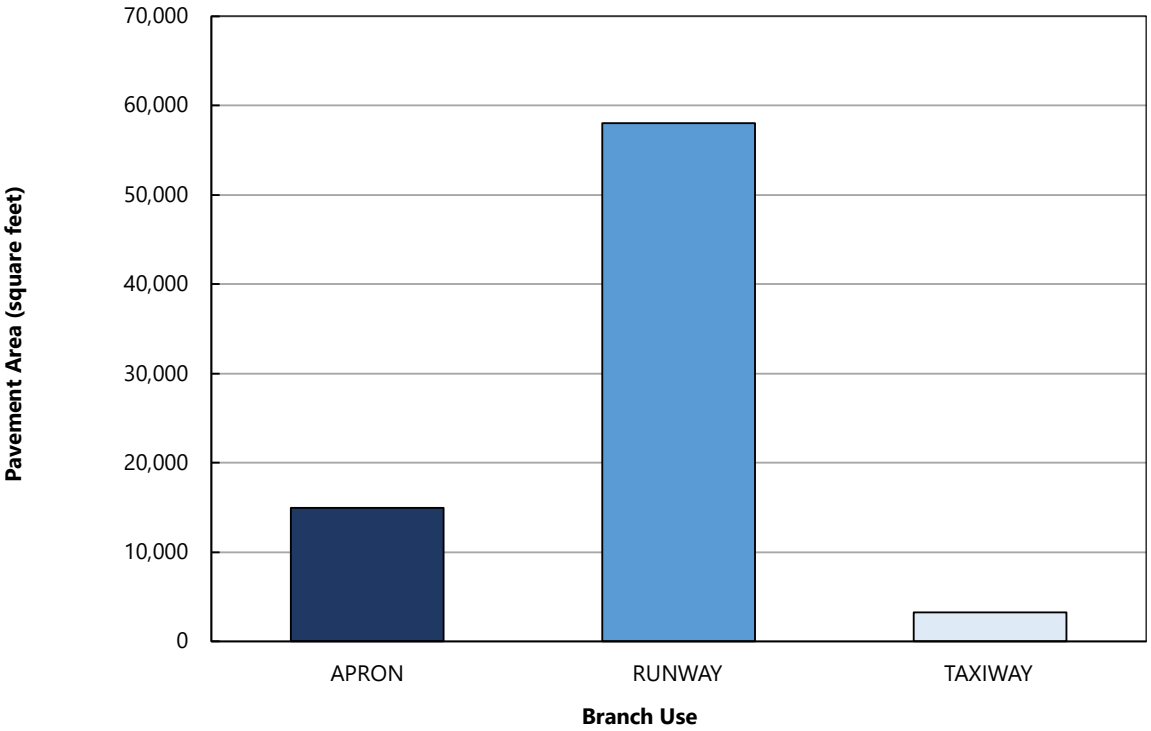
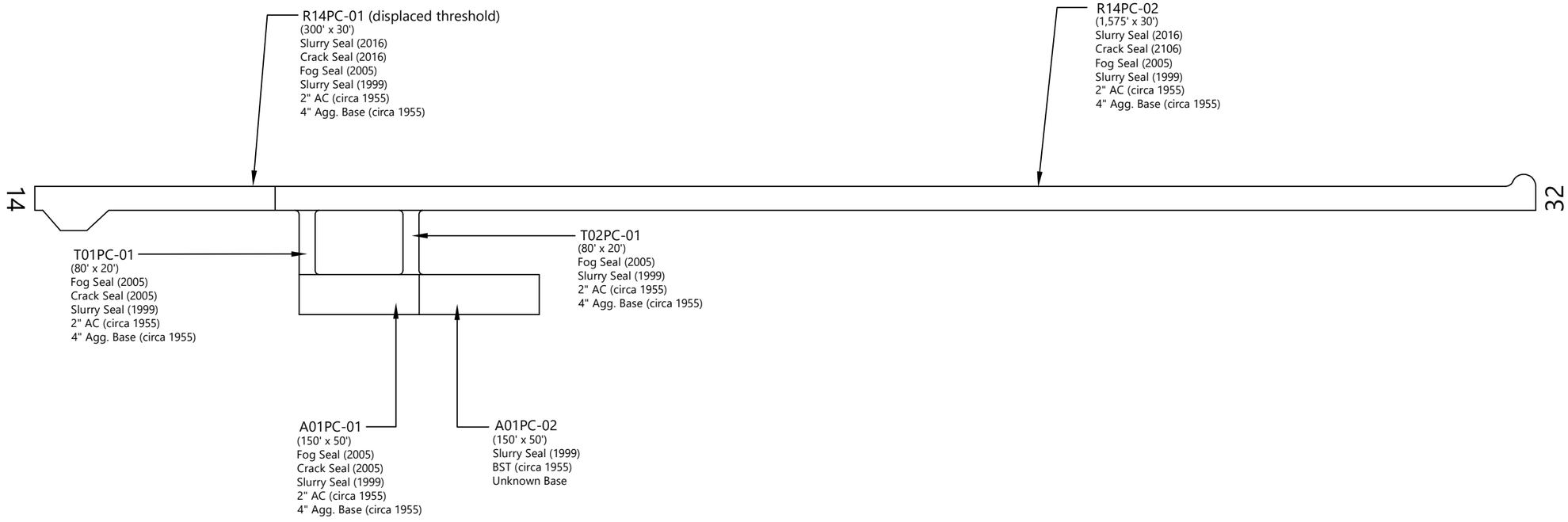
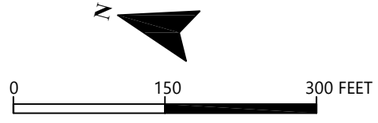


Figure 2.3: PACIFICI CITY STATE AIRPORT PAVEMENT AREA BY BRANCH USE



ABBREVIATIONS: AC = ASPHALT CONCRETE; Agg. = AGGREGATE; BST = BITUMINOUS SURFACE TREATMENT



GRI
OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

PACIFIC CITY STATE AIRPORT PAVEMENT INVENTORY

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

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

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

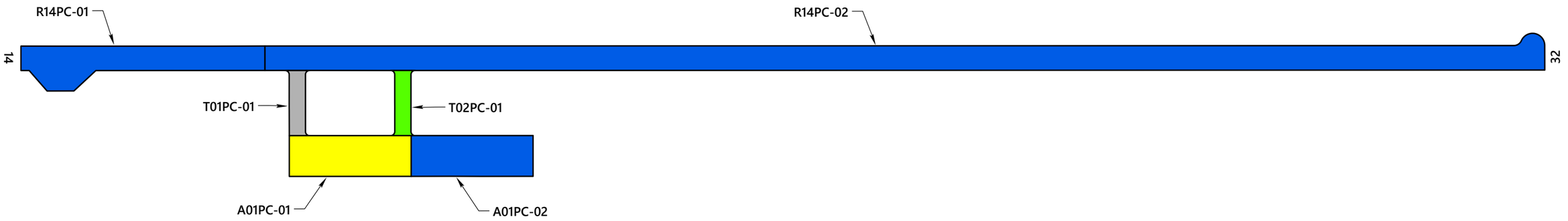
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category rating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

Table 3-1: ASTM PCI RATING SCALE

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

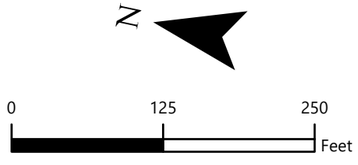
3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Pacific City State Airport is approximately 64. The section PCIs ranged from a low of 24 to a high of 70. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, depression, and block cracking on AC-surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the Pacific City State Airport 2023 PCI Survey Results, Figure 3.1.



SECTION PCI

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



OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

PACIFIC CITY STATE AIRPORT
2023 PCI SURVEY RESULTS

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

The condition distribution of the network by percent of total pavement area is provided on the Pacific City State 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.

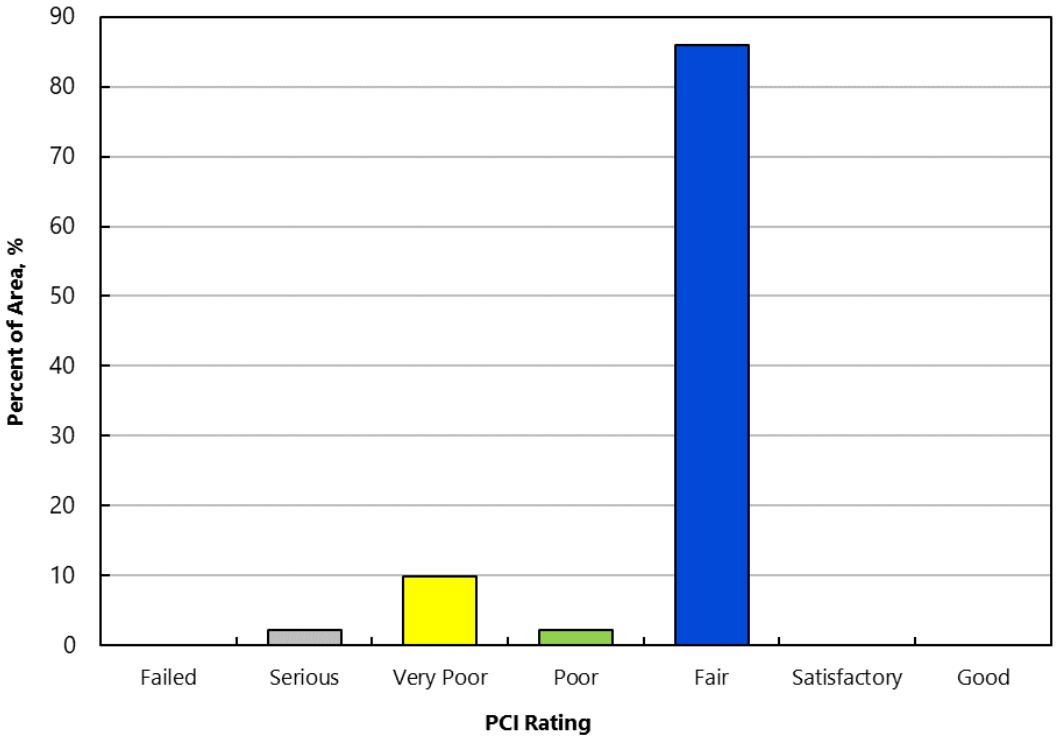


Figure 3.2: PACIFIC CITY STATE AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

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

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 64 to a value of 59 in 2028 and 54 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 Pacific City State Airport is displayed spatially on the Pacific City State Airport Future Pavement Condition, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

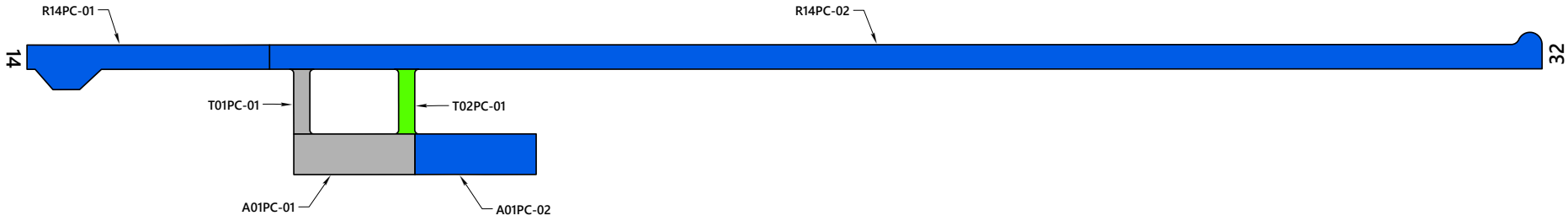
4.3 Functional Remaining Life

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

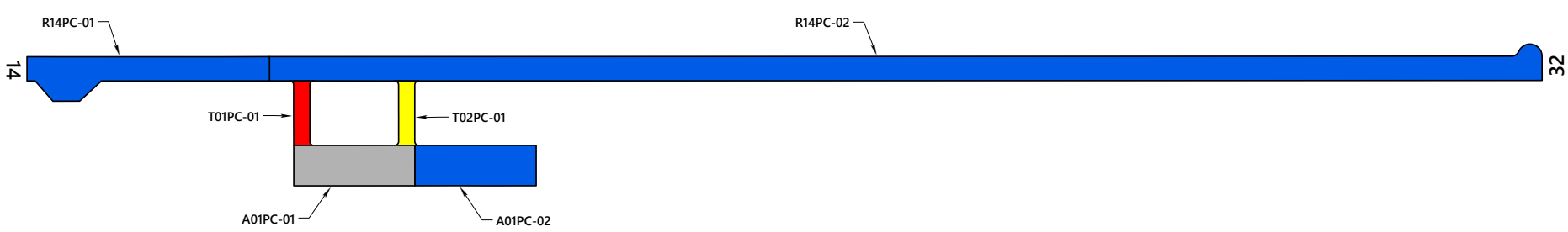
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Pacific City State Airport. The first type of functional remaining-life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section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

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

PREDICTED CONDITION IN 2028

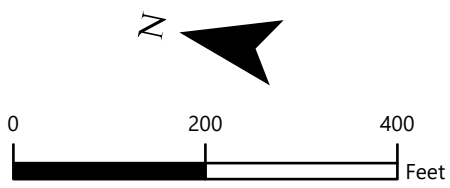


PREDICTED CONDITION IN 2033



SECTION PCI

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



OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

PACIFIC CITY STATE AIRPORT
FUTURE PAVEMENT CONDITION

DEC. 2023 JOB NO. 6593-E 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 priority 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

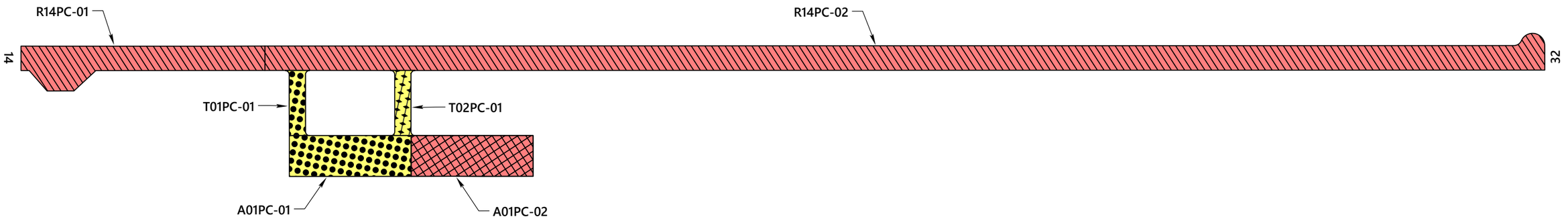
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	8,751 linear feet
Asphalt Concrete Full-Depth Patching	1,533 square feet

5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

To develop the 5-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 Pacific City State Airport 5-Year Pavement Management Plan, Figure 5.1. The complete list of recommended surface treatment, rehabilitation, and reconstruction projects is presented in Table 4D in Appendix D.

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

Treatment Type	Quantity, square feet
Reconstruction	9,116
Overlay	1,621
Fog Seal	7,500
Slurry Seal	58,052



ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

N

0 125 250 Feet

GRI

OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION PROGRAM

PACIFIC CITY STATE AIRPORT

5-YEAR PAVEMENT MANAGEMENT PLAN

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

6 LIMITATIONS

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

Because the condition of the airport pavement network is dynamic, an effective maintenance and rehabilitation program should be reviewed and updated on a regular basis. In addition to regularly surveying and updating the pavement condition, completed construction activities should be tracked in the PAVER database. If Pacific City State 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

Pacific City State Airport is located in Pacific City, Oregon, and is owned and operated by the Oregon Department of Aviation (ODAV). The pavement network/facilities at Pacific City State Airport serve a variety of general aviation aircraft. Pacific City State Airport consists of a single runway, two connector taxiways, and an apron. The types of airside pavements include asphalt concrete (AC) and surface-treated (ST) pavements.

The current airport pavement management system (APMS) network at Pacific City State Airport has an approximate area of 76,289 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 Pacific City State Airport contains 4 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 Pacific City State Airport contains 6 sections that are managed by the Oregon Department of Aviation (ODAV), which are tabulated in Table 2A and shown spatially on Figure 1A.

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

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

A.4 SAMPLE UNIT DELINEATION

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

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

where:

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

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

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

Table 1A: PACIFIC CITY STATE AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01PC	Apron 01 Pacific City	2	15,000
R14PC	Rwy 14/32 Pacific City	2	58,052
T01PC	Taxiway 01 Pacific City	1	1,616
T02PC	Taxiway 02 Pacific City	1	1,621

Table 2A: PACIFIC CITY STATE AIRPORT CURRENT PAVEMENT INVENTORY

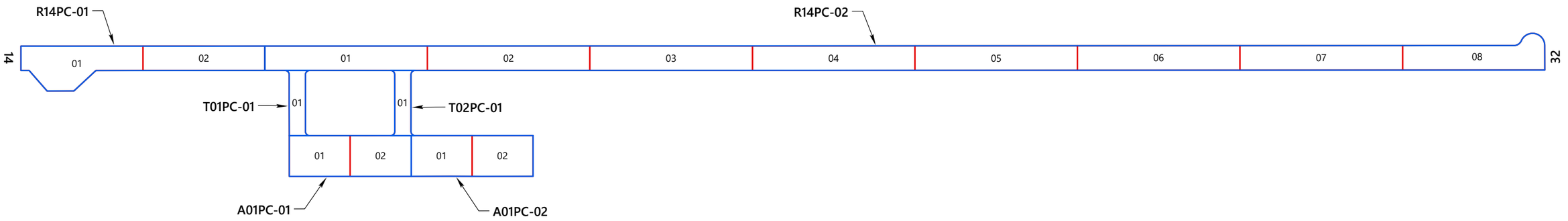
BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01PC	Apron 01 Pacific City	APRON	01	Taxiway 01	Section 02	P	150	50	7,500	8/1/1955	AC
A01PC	Apron 01 Pacific City	APRON	02	Section 01	Edge	P	150	50	7,500	8/1/1955	ST
R14PC	Rwy 14/32 Pacific City	RUNWAY	01	Runway 14 End	Section 02	P	300	30	10,438	8/1/1955	AC
R14PC	Rwy 14/32 Pacific City	RUNWAY	02	Section 02	Runway 32 End	P	1,575	30	47,614	8/2/1955	AC
T01PC	Taxiway 01 Pacific City	TAXIWAY	01	Runway 14/32	Apron	P	80	20	1,616	8/1/1955	AC
T02PC	Taxiway 02 Pacific City	TAXIWAY	01	Runway 14/32	Apron	P	80	20	1,621	8/1/1955	AC

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

Table 3A: EXAMPLE SAMPLE RATES FOR AC 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

Note: AC = Asphalt Concrete



LEGEND

SECTION

SAMPLE UNIT

N

0 125 250 Feet

GRI

PACIFIC CITY STATE AIRPORT
SAMPLE UNIT LAYOUT

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

APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

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

Table 1B: PAVER DISTRESS CODES FOR FLEXIBLE 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
53	Rutting	Load
54	Shoving	Other
55	Slippage Cracking	Other
56	Swelling	Other
57	Weathering	Climate/ Durability

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

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

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

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

B.2 DISTRESS TYPES

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

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

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

B.3 PAVEMENT CONDITION INDEX SURVEY RESULTS

The evaluated Pacific City State Airport pavement network consists of 4 branches and 6 sections. A total of 12 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 Pacific City State Airport is approximately 64, which corresponds to a PCI rating of Fair.

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 Pacific City State Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: PACIFIC CITY STATE AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01PC	2	15,000	APRON	50	Poor
R14PC	2	58,052	RUNWAY	69	Fair
T01PC	1	1,616	TAXIWAY	24	Serious
T02PC	1	1,621	TAXIWAY	54	Poor

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	2	15,000	50
RUNWAY	2	58,052	69
TAXIWAY	2	3,237	39
ALL	**6**	**76,289**	**64**

Abbreviation: PCI = Pavement Condition Index

Table 3B: PACIFIC CITY STATE AIRPORT 2023 PAVEMENT CONDITION INDEX SURVEY RESULTS

BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01PC	01	8/1/1955	AC	APRON	7/1/2023	68	30	Very Poor	38	62	0
A01PC	02	8/1/1955	ST	APRON	7/1/2023	68	70	Fair	100	0	0
R14PC	01	8/1/1955	AC	RUNWAY	7/1/2023	68	66	Fair	100	0	0
R14PC	02	8/2/1955	AC	RUNWAY	7/1/2023	68	70	Fair	100	0	0
T01PC	01	8/1/1955	AC	TAXIWAY	7/1/2023	68	24	Serious	33	67	0
T02PC	01	8/1/1955	AC	TAXIWAY	7/1/2023	68	54	Poor	68	0	32

Abbreviations:

PCI = Pavement Condition Index, AC = Asphalt Concrete, ST = Surface Treatment

Table 4B: PACIFIC CITY STATE AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2023 RESULTS

Branch ID	Section ID	Surface Type[1]	Approximate Area, square feet	LCD[2]	2018 Survey			2023 Survey		Age[3]	Δ PCI/yr[4]	Rate of Deterioration
					PCI	PCI Category	Insp. Date	PCI	PCI Category			
A01PC	01	AC	7,500	8/1/55	59	Fair	5/10/2018	30	Very Poor	63	-5.64	HIGH
A01PC	02	ST	7,500	8/1/55	66	Fair	5/10/2018	70	Fair	63	1	NONE
R14PC	01	AC	10,438	8/1/55	95	Good	5/10/2018	66	Fair	63	-5.64	HIGH
R14PC	02	AC	47,614	8/2/55	87	Good	5/10/2018	70	Fair	63	-3	NORMAL
T01PC	01	AC	1,616	8/1/55	34	Very Poor	5/10/2018	24	Serious	63	-1.94	NORMAL
T02PC	01	AC	1,621	8/1/55	42	Poor	5/10/2018	54	Poor	63	2	NONE

Abbreviations:

[1] AC = Asphalt Concrete, ST = Surface Treatment, PCI = Pavement Condition Index

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

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

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

APPENDIX C

Future Pavement Condition Analysis

APPENDIX C

PAVEMENT CONDITION ANALYSIS

C.1 METHODOLOGY

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

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

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

C.2 PREDICTION MODELS

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

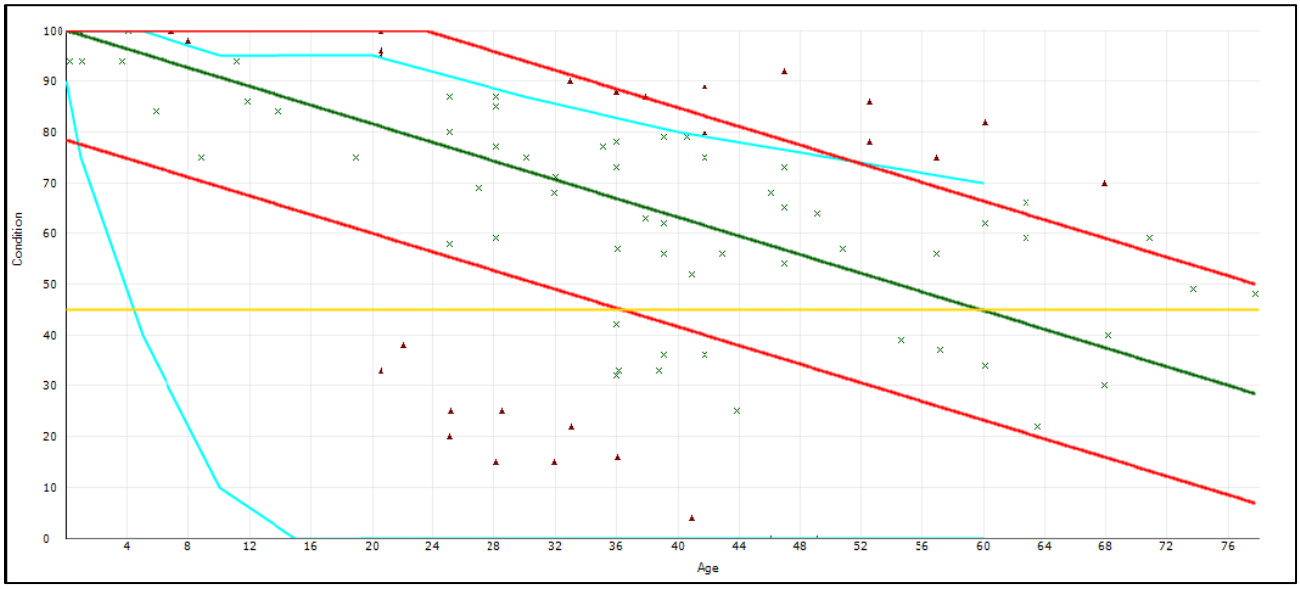


Figure 1C - CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 5 AC APRONS

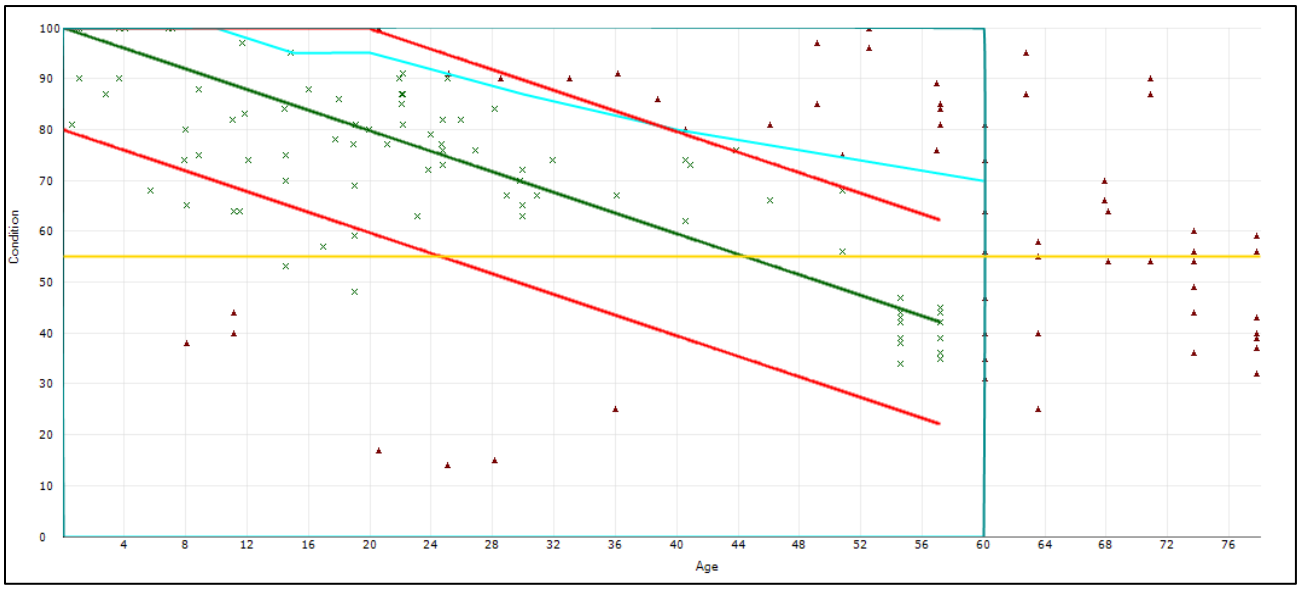


Figure 2C - CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 5 AC RUNWAYS

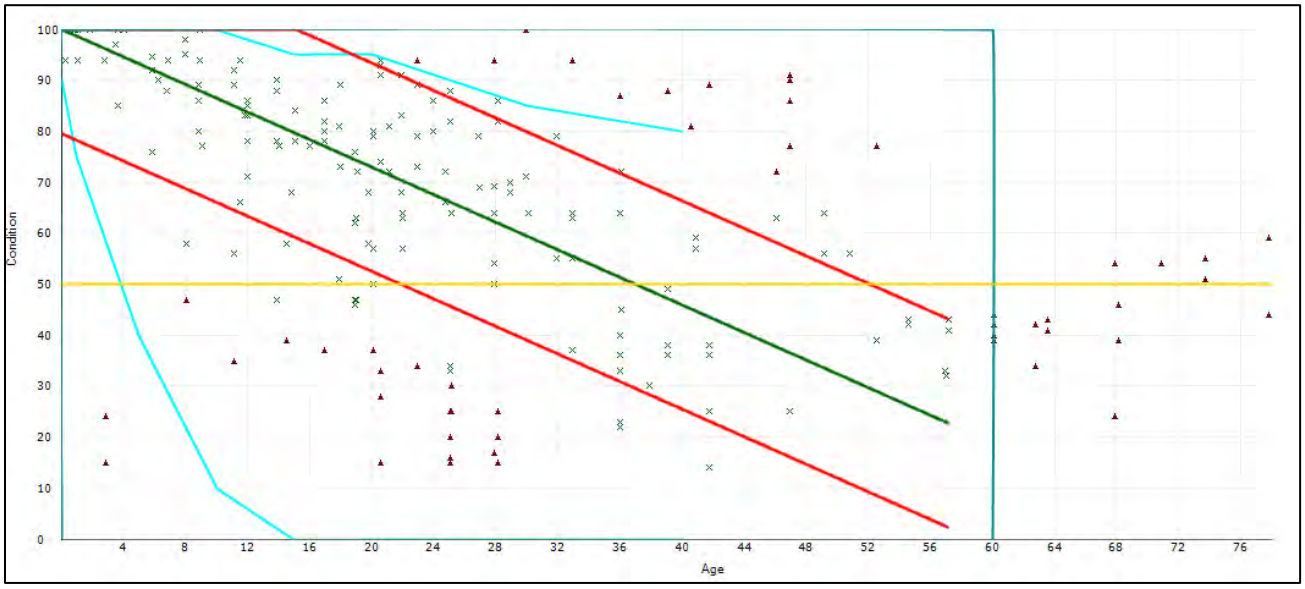


Figure 3C - CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 5 AC TAXIWAYS

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 Pacific City State Airport:

- Runways – 55
- Taxiways/Taxilanes – 50
- Aprons – 45

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 Pacific City State Airport, along with the conditions at the previous inspection, are listed in Table 1C.

C.5 FUNCTIONAL REMAINING LIFE

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

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

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

Table 1C: PAST, PRESENT AND FUTURE PCI

		Past Inspection PCI	Current PCI	Predicted Future PCI	
BranchID	SectionID	2018	2023	2028	2033
A01PC	01	59	30	25	21
A01PC	02	66	70	65	61
R14PC	01	95	66	61	56
R14PC	02	87	70	65	60
T01PC	01	34	24	17	10
T02PC	01	42	54	47	40

Abbreviation: PCI = Pavement Condition Index

Table 2C: PACIFIC CITY STATE AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service Life
A01PC	01	AC	30	0 - 5	45	0 - 5
A01PC	02	ST	70	> 20	45	> 20
R14PC	01	AC	66	6 - 10	55	> 20
R14PC	02	AC	70	11 - 15	55	> 20
T01PC	01	AC	24	0 - 5	50	0 - 5
T02PC	01	AC	54	0 - 5	50	6 - 10

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete, ST = Surface Treatment
[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 Pacific City State Airport pavement network condition over time. We used PAVER v7.0.8 software to develop network-level project recommendations for the next five years.

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal, to determine the budget required to meet the goal. The M&R work planning analysis was based on a five-year period beginning on 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 Pacific City State Airport and information provided by the ODAV Pavement Maintenance Program (PMP) project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Pacific City State Airport. The costs represent the fully-loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D below.

Table 2D: REGION 1 UNIT COST DATA

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

D.3 RECOMMENDED LOCALIZED MAINTENANCE

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

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

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

Table 3D: PACIFIC CITY STATE AIRPORT NETWORK MAINTENANCE REPORT

Network	Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
Pacific	A01PC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	582	Ft	$3.12	$1,816	$89,879
Pacific	A01PC	01	Block Cracking	Low	Crack Sealing - AC	76	Ft	$3.12	$238	
Pacific	A01PC	01	Alligator Cracking	Medium	Patching - AC Deep	1,126	SqFt	$78.00	$87,825	
Pacific	A01PC	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	270	Ft	$3.12	$842	$927
Pacific	A01PC	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	27	Ft	$3.12	$84	
Pacific	R14PC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,276	Ft	$3.12	$3,981	$5,122
Pacific	R14PC	01	Block Cracking	Low	Crack Sealing - AC	366	Ft	$3.12	$1,141	
Pacific	R14PC	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	5,474	Ft	$3.12	$17,078	$17,078
Pacific	T01PC	01	Block Cracking	Low	Crack Sealing - AC	186	Ft	$3.12	$580	$32,335
Pacific	T01PC	01	Alligator Cracking	Medium	Patching - AC Deep	407	SqFt	$78.00	$31,755	
Pacific	T02PC	01	Block Cracking	Low	Crack Sealing - AC	494	Ft	$3.12	$1,542	$1,542

Abbreviations:

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

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

Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	Area, square feet	Unit Cost per square foot	Total Cost
2024	A01PC	02	APRON	ST	69	Fog Seal	7,500	$0.31	$2,325
	R14PC	01	RUNWAY	AC	65	Slurry Seal	10,438	$0.52	$5,427
	R14PC	02	RUNWAY	AC	69	Slurry Seal	47,614	$0.52	$24,759
2025	A01PC	01	APRON	AC	30	Reconstruction	7,500	$17.32	$129,899
	T01PC	01	TAXIWAY	AC	24	Reconstruction	1,616	$17.32	$27,989
	T02PC	01	TAXIWAY	AC	54	Overlay	1,621	$7.64	$12,384

Abbreviations:
PCI = Pavement Condition Index, AC = Asphalt Concrete, ST = Surface Treatment

Cost Summary	
2024 Total Project Cost	$32,512
2025 Total Project Cost	$170,273
2026 Total Project Cost	$0
2027 Total Project Cost	$0
2028 Total Project Cost	$0
Total 5-Year Project Cost	**$202,784**

APPENDIX E

Reinspection Report

Re-Inspection Report

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

Network: Pacific **Name:** Pacific City State

Branch: A01PC **Name:** Apron 01 Pacific City **Use:** APRON **Area:** 15,000 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Edge **Last Const.:** 8/1/1955

Surface: ST **Family:** 2023_Region1_Cat5_Apron_AC **Zone:** KPFC **Category:** A **Rank:** P

Area: 7,500 SqFt **Length:** 150 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 8/1/1955 **Work Type:** Surface Course - BST **Code:** SU-SB **Is Major M&R:** True

Work Date: 9/1/1999 **Work Type:** Surface Treatment - Slurry Seal **Code:** ST-SS **Is Major M&R:** False

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

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3750.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	135.00	Ft
48	L & T CR	M	5.00	Ft
57	WEATHERING	M	3750.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	83.00	Ft
48	L & T CR	L	52.00	Ft
48	L & T CR	M	22.00	Ft
57	WEATHERING	M	3750.00	SqFt

Network: Pacific **Name:** Pacific City State

Branch: A01PC **Name:** Apron 01 Pacific City **Use:** APRON **Area:** 15,000 SqFt

Section: 01 of 2 **From:** Taxiway 01 **To:** Section 02 **Last Const.:** 8/1/1955

Surface: AC **Family:** 2023_Region1_Cat5_Apron_AC **Zone:** KPFC **Category:** A **Rank:** P

Area: 7,500 SqFt **Length:** 150 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 8/1/1955	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/1/1955	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 5/3/2005	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False

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

Conditions: **PCI:** 30

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3750.00 SqFt **PCI:** 34

Sample Comments:

41	ALLIGATOR CR	M	300.00	SqFt
41	ALLIGATOR CR	M	70.00	SqFt
43	BLOCK CR	L	250.00	SqFt
48	L & T CR	L	142.00	Ft
48	L & T CR	L	150.00	Ft

Sample Number: 02 **Type:** R **Area:** 3750.00 SqFt **PCI:** 27

Sample Comments:

41	ALLIGATOR CR	M	625.00	SqFt
48	L & T CR	L	290.00	Ft
57	WEATHERING	L	3750.00	SqFt

Network: Pacific **Name:** Pacific City State

Branch: R14PC **Name:** Rwy 14/32 Pacific City **Use:** RUNWAY **Area:** 58,052 SqFt

Section: 02 of 2 **From:** Section 02 **To:** Runway 32 End **Last Const.:** 8/2/1955

Surface: AC **Family:** 2023_Region1_Cat5_Runway_AC **Zone:** KPFC **Category:** A **Rank:** P

Area: 47,614 SqFt **Length:** 1,575 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1955	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/2/1955	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 5/3/2005	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	815.00	Ft
48	L & T CR	L	21.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	182.00	Ft
48	L & T CR	L	309.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 6000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	372.00	Ft
48	L & T CR	L	196.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	466.00	Ft
48	L & T CR	L	398.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: Pacific **Name:** Pacific City State

Branch: R14PC **Name:** Rwy 14/32 Pacific City **Use:** RUNWAY **Area:** 58,052 SqFt

Section: 01 of 2 **From:** Runway 14 End **To:** Section 02 **Last Const.:** 8/1/1955

Surface: AC **Family:** 2023_Region1_Cat5_Runway_AC **Zone:** KPFC **Category:** A **Rank:** P

Area: 10,438 SqFt **Length:** 300 Ft **Width:** 30 Ft

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

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

Section Comments: Displaced Threshold

Work Date: 8/1/1955	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/2/1955	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1999	**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: 5/3/2005	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**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:** 2 **Surveyed:** 2

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5938.00 SqFt **PCI:** 66

Sample Comments:

43	BLOCK CR	L	1200.00	SqFt
48	L & T CR	L	213.00	Ft
48	L & T CR	L	397.00	Ft
57	WEATHERING	L	5938.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4500.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	226.00	Ft
48	L & T CR	L	440.00	Ft
57	WEATHERING	L	4500.00	SqFt

Network: Pacific **Name:** Pacific City State

Branch: T01PC **Name:** Taxiway 01 Pacific City **Use:** TAXIWAY **Area:** 1,616 SqFt

Section: 01 of 1 **From:** Runway 14/32 **To:** Apron **Last Const.:** 8/1/1955

Surface: AC **Family:** 2023_Region1_Cat5_Taxiway_AC **Zone:** KPFC **Category:** A **Rank:** P

Area: 1,616 SqFt **Length:** 80 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 8/1/1955	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1955	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1999	**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: 5/3/2005	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False

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

Conditions: **PCI:** 24

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1616.00 SqFt **PCI:** 24

Sample Comments:

41	ALLIGATOR CR	M	330.00	SqFt
43	BLOCK CR	L	160.00	SqFt
43	BLOCK CR	L	450.00	SqFt
57	WEATHERING	L	1616.00	SqFt

Network: Pacific **Name:** Pacific City State

Branch: T02PC **Name:** Taxiway 02 Pacific City **Use:** TAXIWAY **Area:** 1,621 SqFt

Section: 01 of 1 **From:** Runway 14/32 **To:** Apron **Last Const.:** 8/1/1955

Surface: AC **Family:** 2023_Region1_Cat5_Taxiway_AC **Zone:** KPFC **Category:** A **Rank:** P

Area: 1,621 SqFt **Length:** 80 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 8/1/1955	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 8/1/1955	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1999	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 5/2/2005	**Work Type:** Surface Seal - Fog Seal	**Code:** SS-FS	**Is Major M&R:** False

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

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1621.00 SqFt **PCI:** 54

Sample Comments:

43	BLOCK CR	L	1621.00	SqFt
45	DEPRESSION	L	80.00	SqFt
57	WEATHERING	L	1621.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODA_2023Survey_MASTER DB-12-8-2023

Network: Pacific City State **Branch:** A01PC Apron 01 Pacific C **Section:** 01 **Surface:** AC

L.C.D. 8/1/1955 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/3/2005	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/1955	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1955	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Network: Pacific City State **Branch:** A01PC Apron 01 Pacific C **Section:** 02 **Surface:** ST

L.C.D. 8/1/1955 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	☐	
8/1/1955	SU-SB	Surface Course - BST	0.00	0.00	☑	Unknown

Network: Pacific City State **Branch:** R14PC Rwy 14/32 Pacific **Section:** 01 **Surface:** AC

L.C.D. 8/1/1955 **Use:** RUNWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 10437.5 (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	☐	
5/3/2005	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/1955	BA-AG	Base Course - Aggregate	0.00	4.00	☐	
8/1/1955	NC-AC	New Construction - AC	0.00	2.00	☑	

Network: Pacific City State **Branch:** R14PC Rwy 14/32 Pacific **Section:** 02 **Surface:** AC

L.C.D. 8/2/1955 **Use:** RUNWAY **Rank:** P **Length:** 1,575.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 47614 (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	☐	
5/3/2005	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/2/1955	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1955	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Pavement Database: ODA_2023Survey_MASTER DB-12-8-2023

Network: Pacific City State **Branch:** T01PC Taxiway 01 Pacific **Section:** 01 **Surface:** AC

L.C.D. 8/1/1955 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 1616 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/3/2005	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/1955	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1955	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Network: Pacific City State **Branch:** T02PC Taxiway 02 Pacific **Section:** 01 **Surface:** AC

L.C.D. 8/1/1955 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 1621 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/2/2005	SS-FS	Surface Seal - Fog Seal	0.00	0.10	☐	
9/1/1999	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
8/1/1955	NC-AC	New Construction - AC	0.00	2.00	☑	
8/1/1955	BA-AG	Base Course - Aggregate	0.00	4.00	☐	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	5	68,788.50	4.00	0.00
Crack Sealing - AC	6	125,219.00	0.07	0.05
New Construction - AC	5	68,788.50	2.00	0.00
Oregon Slurry Seal	2	58,051.50	0.00	0.00
Surface Course - BST	1	7,500.00	0.00	0.00
Surface Seal - Fog Seal	5	68,788.50	0.10	0.00
Surface Treatment - Slurry Seal	6	76,288.50	0.42	0.19